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<i>Date</i>	1 st December 2014	<i>Email</i>	holly.drury@hants.gov.uk

For attention of Heather Lealan

Dears Sirs

Land west of Horndean Road and south of Southleigh Road – Outline planning permission for 125 residential units and a water retention area. All matters reserved except access and levels.

Thank you for the opportunity to comment on the additional information submitted in support of the above application.

In my response dated 27th June 2014 there were a number of outstanding matters. These were as set out below:

- Information and improvements regarding pedestrian access to bus services and potential improvements
- Information and improvements to pedestrian and cycle access especially to the south of the site
- Personal Injury Accident Data
- Details on the site access proposals including pedestrian and cycle provision
- Revised trip generation
- Assessment of the traffic impact on the B2148/A259 junction
- Assessment of the traffic impact on Warblington Station level crossing on Southleigh Road
- Revised assessment of the impact on the Horndean Road/Southleigh Road junction
- Explanation on the rationale behind two vehicle access points to the site
- An amended travel plan.

Director of Economy, Transport and Environment
Stuart Jarvis BSc DipTP FCIHT MRTPI

The additional information aims to address the outstanding matters and I shall address each one in turn.

Pedestrian access to bus services

Further information regarding access to bus services and the need for improvements regarding pedestrian access to bus stops has been provided. A walking audit has been undertaken from the site to the Allendale Avenue/Southleigh Road stop which offers the most frequent service via route number 27. This demonstrates that existing footways, crossing facilities and passenger waiting facilities are sufficient to provide inclusive access. However it does highlight a crossing deficit on Horndean Road itself in the immediate vicinity of the site. Through the proposed site access works a crossing point with a refuge island has been proposed which will aid with crossing Horndean Road to access the bus services. The principle of these proposals are considered acceptable. In addition measures have been included within the travel plan to provide incentive to new residents to utilise this service in the form of a commitment to provide bus service information within the welcome pack as well as liaise with local operators regarding discounted travel. Each household will be provided with a free of charge personal travel planning session which will encourage the use of sustainable travel opportunities.

Pedestrian and Cycle access to key facilities

A pedestrian and cycle audit for access to Emsworth centre, St James' School and Warblington School has been undertaken. Limitations to the width of Horndean Road footways have been highlighted, however due to highway boundary constraints width improvements along this route are not achievable. Therefore proposals to improve uncontrolled crossing facilities along the signed route from the site to St James' school have been proposed (via Hollybank Recreation Ground, Garland Avenue and Bellevue Avenue) and outlined in drawing TRO_004. Whilst it is acknowledged that this route is less direct than Horndean Road it does provide an alternative quieter and accessible route for pedestrians to key facilities. The crossing improvements are to be delivered by the developer through a S278 agreement and a S106 obligation to secure these works will be required.

The walking and cycling route to Warblington School has also been assessed and no improvements have been identified for the on road section.

As outlined in my previous response a link to the south of the site into Emsworth Recreation ground would provide improved sustainable access to the development especially as there is no formal provision for cyclists on Horndean Road. It is my understanding that the applicant has been in liaison with Planning Authority on this matter and have demonstrated to their satisfaction that the land to the south of the site is not available to deliver such a link. Therefore the applicant has provided additional measures at the Horndean Road access to provide a link from the site to the existing on road signed cycle route via Helston Drive. Cyclists will be taken via the new Horndean Road access across the refuge crossing onto a short section of shared use path which then rejoins the carriageway on Helston Road and the existing signed route via Hollybank Recreation Ground.

Whilst it is acknowledged that this route is not the most direct it does provide an alternative route for less confident or recreational cyclists to and from the site. Whilst the highway authority note that it is currently not possible to deliver the southern link, the internal layout of the development should not prejudice its future delivery if circumstance permit. Therefore it is recommended that a suitably worded condition be attached to any planning permission.

Personal Injury Accident Data

Further accident analysis has been undertaken over the wider study area. Whilst a number of personal injury accidents have been identified there are currently no areas of concern with regards accident clusters in the vicinity of the site and I am satisfied that there are no discernable accident patterns that would be exacerbated by the development proposals.

Trip Generation

The trip generation methodology is agreed.

Traffic Impact on the B2148/A259 Roundabout junction

Further on site observations regarding the operation of this roundabout and a review of the proposed increases in traffic flows have been undertaken by the Highway Authority. We noted that queuing occurs in the PM on the A259 into Emsworth. A review of the traffic from the development proposals shows an increase of 16 vehicles in the PM peak hour from this direction. No significant queues were observed elsewhere on the roundabout. Therefore the Highway Authority is satisfied that these development proposals will not result in a severe impact at this junction.

Traffic Impact on Warblington Station Level Crossing

Traffic surveys of Warblington Station level crossing has been undertaken and submitted to the Planning Authority. During the peak period the barriers are closed for around 30 minutes in the AM and PM peak. This results in a maximum queue of 46 vehicles on the southern side in the AM peak and 38 in the PM peak. On the northern side the maximum queue length is 34 in the AM peak and 56 in the PM peak. The additional traffic from the site is likely to add 1 vehicle every two minutes. During the longest observed barrier closures this will result in 2 additional queuing vehicles in the AM peak and 3 in the PM peak hour. It is agreed that this will not result in a significant change to the existing situation.

Traffic Impact at Horndean Road/Southleigh Road junction

Clarification regarding the assessment of the traffic impact on Horndean Road/Southleigh Road junction has been provided and the assessment is now deemed to be acceptable.

Rational for two vehicle access points to the site and details of the site access proposals

Detailed drawings have now been provided for both site accesses and the Highway Authority are able to agree the principle of the access arrangements as detailed on drawings TR_001 and TR_003 Southleigh Road Access and TR_002 Horndean Road Access. There are outstanding matters of detail regarding the design specifically at Southleigh Road regarding how the cycle

path crosses the access road and whether a table is the most appropriate solution. In addition the Hordean Road works will involve the removal of Highway Trees. At this stage it is not clear the extent of the removal and the ability to provide mitigation planting. A suitable assessment will therefore need to be undertaken as part of the access works design to ensure that this is fully assessed prior to commencement of any development. This will include the provision of the following:

- An assessment of the Arboricultural Implications
- A Tree Protection Plan for retained trees
- A replacement cost valuation for the trees which require removal to facilitate the scheme
- A mitigation planning scheme (within the highway) of at least the equivalent value or if mitigation to an equivalent value in the immediate vicinity is not possible agreement to provide funding to enable Hampshire County Council to replant in the nearest available/suitable highway verge.

Travel Plan

The Interim Travel Plan (ITP) has been assessed using the evaluation criteria for the assessment of Travel Plans.

Feedback was issued on an initial version of the ITP (June 2014), all of which has now been addressed within the August 2014 Interim Travel Plan. The Travel Plan is now of a good standard and meets all criteria outlined by HCC. This includes a commitment to pay HCC monitoring and evaluation fees, and to provide tangible incentives for cycling and public transport use.

The estimated costs for each measure have been set out in the Action Plan. The final amount will be set out in the Section 106 Legal Agreement and will be bonded against the targets when finalised.

Recommendation

I therefore raise no highway objections to this application subject to conditions, and a legal agreement to secure the following:

Obligations

1. Provision of the off site pedestrian improvements as shown in principle on drawing number TRO_004.
2. Provision of the site access works to Hordean Road and Southleigh Road as showing in principle on drawing numbers TR_001, TR_002 and TR_003.
3. Provision of a Full Travel plan with monitoring fees, approval fees and bond.

Conditions

1. Prior to commencement of any development to submit plans and particulars for approval in writing by the Local Planning Authority showing the detailed proposals for how the internal layout of the site allows for the future provision of a southern pedestrian and cycle access.

Reason: In the interest of Highway Safety

2. No development hereby permitted shall commence until a Construction Traffic Management Plan, to include details of provision to be made on site for contractor's parking, construction traffic access, the turning of delivery vehicles and lorry routeing as well as provisions for removing mud from vehicles and a programme of works has been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented before the development hereby permitted is commenced and retained throughout the duration of construction

Reason: In the interest of Highway Safety

3. Prior to commencement to submit plans of how the road layout of the site will be designed so as to discourage through traffic between Southleigh Road and Horndean Road from using the sites internal road layout.

Reason: In the interest of Highway Safety

Yours faithfully

Ben Clifton
Team Leader – Highways Development Planning

CC. Peter Marshall – Havant Borough Council Highways Development Planning.