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PROPOSED RESIDENTIAL DEVELOPMENT
AT
COLDHARBOUR FARM
EMSWORTH

TRANSPORT ASSESSMENT

on behalf of
Telstar Ltd

TB/4391/TA.6
February 2014

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1.0 INTRODUCTION

1.1 Bellamy Roberts LLP, Highway and Transportation Consultants has been instructed by Telstar Ltd to provide professional advice in support of proposals to build 53 residential units on land at Coldharbour Farm, Coldharbour Farm Road, Emsworth.

1.2 The application site is allocated for residential development within the Havant Borough Local Plan (Allocations) Document submitted to the Secretary of State in December 2013 for Examination. The site, referred to as UE37, is allocated for 47 residential units and included within Policy EM1 "Emsworth Housing Allocations". This states that *'the number of dwellings shown on each site is indicative, based on known site characteristics and density considerations. Planning permission will be granted provided that detailed proposals :-*

- 1. Are consistent with the indicative figure for the number of dwellings; and*
- 2. Take account of any specific development requirements, as set out below in the supporting text'.*

1.3 The supporting text outlines site specific development requirements which include the following highway related points:-

- Connecting footpath/cycle link to A27 (eastbound carriageway) Service Station
- Access is expected to be achieved from the end of Coldharbour Farm.

1.4 Pre-application discussions have taken place with the Local Planning Authority and Highway Authority. The principle of increasing this level of development to 53 dwellings has been accepted. The Highways Officer has not raised any concern over the road layout and parking allocation, which are in accordance with the adopted standards. The officer also confirmed the potential requirement for a Section 106/278 Agreement for a new footpath.

1.5 This Transport Assessment reviews the transport implications of the proposal on the wider highway and transportation network. It includes an audit of the

neighbouring sustainable transport links and, where necessary, outlines appropriate measures to mitigate its impact. This report has been drafted in accordance with the Department for Transport's 'Guidance on Transport Assessment' March 2007, and should be read in conjunction with other documentation and plans submitted alongside this application.

2.0 LOCATION

- 2.1 The application site is located at the western end of Coldharbour Farm Road, to the immediate north of the A27 trunk road. Coldharbour Farm Road forms a junction with the B2148, Horndean Road to the east, approximately 50 metres north of its junction with New Brighton Road. A site location plan is at **Appendix 1**.
- 2.2 Approximately 250 metres south of the site is Emsworth Railway Station, which is situated between the A27 and the neighbouring railway line. A further 450 metres to the south (700 metres in total) is the roundabout junction of North Street/A259/High Street.
- 2.3 To the immediate west of the application site is a service station serving the neighbouring A27 trunk road. There is open countryside beyond for approximately 1.25 km, at which point the eastern edge of the Denvilles can be found, with Havant in close proximity.
- 2.4 To the east of the application site is the urban area of New Brighton which continues towards the village of Westbourne. Emsworth Town Centre can be found to the south on the opposite side of the A27.
- 2.5 The closest Primary School is the St. James C of E Primary School, 550 metres to the north accessed via Horndean Lane. The Warblington Secondary School can be found approximately 1.2 km to the east and the Bourne Community College 1.2 km to the west. Railway stations can be found in close proximity to both these secondary schools.

3.0 EXISTING CONDITIONS

- 3.1 The application site is situated at the western end of Coldharbour Road, which is approximately 4.8 metres in width, with a continuous pedestrian footway 2 metres in width running along the southern edge and part of the northern edge. Speed reducing features have been installed at various points along the length of Coldharbour Road in the form of speed tables, with uncontrolled pedestrian crossings over. Pedestrian links are provided from Coldharbour Road through to the neighbouring public open space, immediately north of the site known as Emsworth Park.
- 3.2 At the western end of Coldharbour Road there is a large turning head with resident parking. Street lighting is present along the length of Coldharbour Road, with frontage residential properties facing onto the road with direct vehicular access.
- 3.3 The B2148 Horndean Road, which runs on a north/south alignment to the east of the site, is approximately 5.5 metres in width with 2 metre footways along both sides. It is subject to a 30 mph speed restriction with street lighting along its length, in the vicinity of Coldharbour Farm Road. There are currently no pedestrian crossing facilities in the vicinity of the site, however, an uncontrolled pedestrian crossing with tactile paving can be found on the B2148, opposite the St. James C of E Primary School, 550 metres to the north.
- 3.4 In addition to the B2148, which provides a pedestrian and vehicular link to the north and south, there is a pedestrian underpass at the western end of the site which connects through to Washington Road to the south and Emsworth Park to the north. This is approximately 3 metres in width and is designated as a shared pedestrian/cycle route.

4.0 SUSTAINABLE TRANSPORT CONNECTIONS

- 4.1 This section examines the sustainable transport connections to the site and assesses the potential of such links to reduce the level of car-borne traffic.

Pedestrians

- 4.2 The application site is well connected to the footway network, with existing footways running the length of Coldharbour Farm Road linking through to the neighbouring footway network. Additional links are provided to the west of the site connecting through to the neighbouring A27 service station and Washington Road to the south. A plan identifying these links is included at **Appendix 2**.
- 4.3 In the absence of Planning Policy Guidance Note 13 'Transport' which sets out the widely recognised walking distances of 2 km, the 'Guidelines for Providing Journeys on Foot' by the institute of Highways and Transportation has been referred to. Within Table 3.2 the suggested walking distances have been set out, whilst a distance of 2 km still features as a preferred maximum walking distance for commuting, for other locations a distance of 1.2 km is stated.
- 4.4 A pedestrian isochrone plan has been attached at **Appendix 3** to identify these recognised walking distances in relation to the application site. This also identifies the key destinations which can be accessed by foot, such as Emsworth town centre located just 900 metres to the south.

Cycling

- 4.5 Cycling has the potential to substitute short car trips, particularly those under 5 km and, as such, forms part of a larger journey by public transport. In the absence of specific guidance on this point, in the recently published 'National Planning Policy Framework' (NPPF), March 2012, this is considered relevant for staff and visitors to the site. A cycle isochrone plan is attached at **Appendix 4**, including key destinations located within a realistic cycling distance of the site. A plan of the cycle route network is at **Appendix 5**.
- 4.6 There is an existing cycle route which passes the site access at the western end of Coldharbour Road. This cycle-way runs on a north/south alignment from Washington Road to the south, past the site, to continue through the neighbouring Emsworth Park, up to the St. James C of E Primary School. Further defined links are provided through to the adjoining cycle route network via quieter roads.

Buses

- 4.7 The nearest bus stops are located on New Brighton Road approximately 350m from the application site. These comprise bus poles only with no other waiting facilities provided. They are served by routes 27, 36, 36a, 605 and 611, a summary is included in Table 1, below:

Table 1
Bus Service

Route	From	To	Freq	Weekday		Saturday		Sunday	
				First	Last	First	Last	First	Last
27	Southbourne	Rowlands Castle	School	07:13	13:11	12:42	-	-	-
27	Rowlands Castle	Southborne	Twice Hourly	08:23	17:52	09:38	17:56	-	-
36	Southbourne	ASDA	Twice Hourly	09:09	10:21	-	-	-	-
36	ASDA	Southbourne	Twice Hourly	10:02	11:50	-	-	-	-
36A	Hampshire Farm	QA Hospital	Four Daily	09:27	13:42	-	-	-	-
36A	QA Hospital	Hampshire Farm	Four Daily	10:35	13:35	-	-	-	-
300	Denmead	Chichester	Once Daily	10:09	-	-	-	-	-
300	Chichester	Denmead	Once Daily	13:25	-	-	-	-	-
605	Emsworth	St Thomas More's School	Once Daily	08:04	-	-	-	-	-
605	St Thomas More's School	Emsworth	Once Daily	15:46	-	-	-	-	-
611	Spencerfield	Emsworth Primary School	Once Daily	08:25	-	-	-	-	-
611	Emsworth Primary School	Spencerfield	Once Daily	15:31	-	-	-	-	-

Note: Service 300 stops outside Emsworth Park

Rail

- 4.10 Emsworth railway station is located 500 metres from the site via Coldharbour Farm Road and the B2148 Horndean Road. A pedestrian footway accessing the station is provided between the A27 road bridge and the railway line to the immediate south. The vehicular access is provided further to the south. The

station includes such facilities as, covered cycle parking, taxi rank and level access to both platforms.

- 4.11 Services from the station are provided to such destinations as Portsmouth Harbour, Littlehampton, Brighton, Southampton Central and London Victoria with stations between. A copy of the arrivals and departures is at **Appendix 6**.

Policy

- 4.12 As previously stated, the recently published NPPF (March 2012) replaced most of the previously adopted Planning Policy Guidance Notes and Statements. Paragraph 29 of the NPPF states:

'Transport policies have an important role to play in formulating sustainable development, but also in contributing to wider sustainability and health objectives. Smarter use of technology can reduce the need to travel. The transport system needs to be balanced in favour of sustainable modes, giving people a real choice about how they travel'.

- 4.13 Paragraph 32 of the NPPF states:

'All development that generates significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- *The opportunities for sustainable transport modes have been taken or depending on the nature of the site, to reduce the need for major transport infrastructure.*
- *Safe and sustainable access to the site can be achieved for all people; and*
- *Improvements can be undertaken within the transport network that cost effectively limits the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.*

- 4.14 It is with consideration of the above policy guidance that the proposals at Coldharbour Farm have been reviewed.

5.0 EXISTING DEVELOPMENT

- 5.1 The existing site currently comprises agricultural land in the form of grazing fields. For the purpose of this assessment, it is assumed that the site generates no existing traffic movements.

- 5.2 As previously outlined, the site is allocated for residential development within the Havant Borough Local Plan (Allocations) Document. The site is referred to as UE37 and is allocated for 47 residential units. Subsequent discussions have taken place within the Local Planning Authority, with an “in principle” agreement for this to be increased to 53 residential units.

6.0 BASELINE TRAFFIC FLOWS

- 6.1 Bellamy Roberts has undertaken a peak hour traffic count (07:30 – 09:30 and 16:30 – 18:30) at the junction of Coldharbour Farm Road and Horndean Road on Wednesday, 11th December 2013. This has been completed to establish the net impact development proposals will have at this junction post development. A copy of this survey is included at **Appendix 7**.

7.0 DESCRIPTION OF DEVELOPMENT

- 7.1 The development is to comprise 53 residential units, consisting of 8 x 1-bed and 8 x 2-bed flats plus 17 x 2-bed, 18 x 3-bed and 2 x 4-bed houses. In total, 113 car parking spaces will be provided in line with the Local Authority parking standards as set out in the ‘Havant Borough Residential Parking and Cycle Provision’, Supplementary Planning Document SPD) Adopted March 2010. A copy of the Architects’ site layout is at **Appendix 8**.

Access

7.2 Access to the site will be achieved from the western end of Coldharbour Farm Road at the southeast corner of the application site. This will form a continuation of Coldharbour Farm Road from the existing turning head. The access road will be 4.8 metres in width to tie into the existing road. A carriageway width of 4.8 metres is sufficient for a car and service vehicle to pass one another, whilst through the centre of the site a 3 metre wide segregated cycleway/footway will be provided, linking through with the A27 service station to the west of the site.

7.3 To the east of the site, the existing cycleway connecting Washington Road to the south, with Emsworth Park to the north, will be bisected by the proposed site access. It is intended that a new table top crossing will be introduced alongside these proposals to slow through traffic at the crossing point. A plan outlining the general arrangement for this crossing is included at **Appendix 9**.

Servicing

7.4 To ensure a refuse vehicle can adequately negotiate the application site, a swept path analysis has been undertaken and is included at **Appendix 10**. This demonstrates that sufficient room is provided within the site for such vehicles to turn and as such enter and exit the site in a forward gear. An additional assessment has been undertaken for a fire tender, also included at Appendix 10.

Parking

7.5 As previously stated, the development proposals will provide parking in line with the Havant Borough Council Residential Parking and Cycle Provision SPD. The scheme will provide the following car parking allocation.

Table 2
Proposed Allocated Parking Provision

UNIT TYPE	NO.	CAR/UNIT	TOTAL PARKING
1-Bed Flat	8	1	8
2-Bed Flat	9	2	18
2-Bed House	16	2	32
3-Bed House	18	2	36
4-Bed House	2	3	6
TOTAL	53	-	100

7.6 In addition to the allocated spaces identified above, a further 13 unallocated visitor spaces will be provided throughout the site, totalling 113 spaces.

7.7 With reference to Havant Borough Council's SPD, there is a requirement for one allocated space per 1-bed unit, 2 per 2 and 3-bed units and 3 spaces per 4-bed units, which accords with that allocated within the application site. Visitor parking is to be considered on a "case by case" basis, which, in this instance, amounts to 13%.

7.8 With reference to the pre-application response from Havant Borough Council, the Highway Officer did not raise concern with the layout and the parking is in accordance with the Council's adopted parking standards.

7.9 Cycle parking will also be provided in line with the aforementioned standards, with 1 long term space per single bed unit and 2 spaces per 2, 3 and 4 bed unit. An additional short term space will be provided for each unit.

8.0 ACCIDENTS

8.1 A review of personnel injury accidents utilising the www.crashmap.co.uk online search tool indicates that there have been no such accidents during the last three years (2010 – 2012 inclusive), at either the junction of Coldharbour Farm Road and Horndean Road or the junction with New Brighton Road.

9.0 TRAFFIC GENERATION

- 9.1 To calculate the traffic generated from the proposed site, the TRICS database Version 2013(b) v6.12.2 has been utilised. The TRICS database contains surveys from hundreds of sites of varying land use, location and accessibility level.
- 9.2 To ensure an accurate representation, the Residential, Mixed Private/Non-Private Housing categories have been interrogated. A multi-modal TRICS selection has also been used to provide a clear indication of the potential modal split from the application site. Those sites in Greater London, Scotland and Eire have been removed from the selection and, as such, those sites located in Town Centre locations were not available.
- 9.3 In total 18 sites were identified. A cross-test has been completed, which indicates a percent variation of 5.1% which is considered acceptable.
- 9.4 The results of the TRICS analysis have been included in Table 3, whilst the TRICS report is at **Appendix 11**.

Table 3
Proposed Traffic Generation

	ARRIVALS			DEPARTURES		
	AM	PM	DAILY	AM	PM	DAILY
Vehicles	6	15	21	16	8	24
Pedestrians	2	3	5	6	2	8
Public Trains	0	2	2	2	0	2
Cyclists	0	1	1	1	0	1
OGV's	0	0	0	0	0	0

- 9.5 Table 3 shows that the development proposals will likely generate 22 vehicular movements (two-way) during the AM network peak and 23 during the PM network peak.

- 9.6 The application site is currently used for grazing and, as such, traffic generation from the existing use would not have comprised any significant daily trips to the site. For this reason, and to ensure a robust assessment, it has been assumed that the figures identified in Table 3 represent the net increase in traffic.

10.0 TRAFFIC IMPACT

- 10.1 In order to assess the impact proposals would have on Coldharbour Farm Road and Horndean Road, the traffic survey at this neighbouring junction has been referred to, as included at Appendix 7.
- 10.2 Distributing the predicted traffic flows onto Horndean Road using the same traffic distribution as recorded in the recent survey, would result in the following proportional increases in traffic flows.

Table 4
Impact on Horndean Road

	COLDHARBOUR FARM ROAD		HORNDEAN ROAD NORTHBOUND		HORNDEAN ROAD SOUTHBOUND	
	AM PEAK	PM PEAK	AM PEAK	PM PEAK	AM PEAK	PM PEAK
Base	24	13	390	316	332	350
DEVT	22	23	7	4	15	19
BASE + DEVT	46	36	397	320	347	369
% INCREASE	92%	177%	1.8%	1.3%	4.5%	5.4%

- 10.3 With reference to Table 4 above, the development proposals will have a minimal impact on the neighbouring Horndean Road, in terms of percentage impact on exiting traffic flows along this link with a maximum proportional impact of 5.4%. With regard to the impact on Coldharbour Farm Road, the impact, whilst representing up to 23 additional movements in either peak hour period, has a higher proportional impact, due to the low flows observed along this road. By way of a sensitivity test, it has been established that there are 49 residential addresses on Coldharbour Farm Road, just 4 below that proposed alongside the application. Therefore, it could be concluded that whilst the proportional impact

identified in Table 4 shows a maximum increase of 177% impact during the PM peak, in reality, based on the existing traffic generation from the existing units, it is likely to be closer to a doubling of flows (100% increase), as shown in the AM peak period.

- 10.4 Notwithstanding this, in order to ensure that the existing priority junction has sufficient spare capacity to cater for either scenario, a PICADY assessment has been completed based on the TRICS flows identified in Table 3. The results have been summarised in Table 5 with a copy of the PICADY report at **Appendix 12**.

Table 5
PICADY Assessment Base Plus Development

Time Period	Junction Stream	Max RFC	Max Q (Veh)	Max Delay (Min)
AM PEAK	Horndean Road Right In	0.014	0.02	0.09
	Coldharbour Farm Road Exit	0.111	0.12	0.21
PM PEAK	Horndean Road Right In	0.008	0.01	0.09
	Coldharbour Farm Road Exit	0.046	0.05	0.20

- 10.5 Table 5 above demonstrates that based on the traffic generation for the 53 residential units, calculated from the TRICS database and the base survey completed at the junction of Coldharbour Farm Road and Horndean Road, the junction will function well within capacity post development.

Construction Vehicles

- 10.6 Should the Planning Authority deem to grant planning consent, there will be a requirement for construction vehicles to access the site via Coldharbour Road. The applicant would be willing to accept a Condition requiring the submission for approval of a Construction Traffic Management Plan, which will provide such details as hours of operation, lorry parking and location of compound and wheel washing facilities.

11.0 CONCLUSION

- 11.1 Bellamy Roberts LLP has been commissioned by Telstar Ltd to provide transport and highways advice in support of development proposals for Coldharbour Farm, Emsworth.
- 11.2 This report has undertaken an analysis of the development site, including transport availability in the local area, analysis of expected traffic generation, traffic impact on Horndean Road and a review of parking provision on-site.
- 11.3 The development is situated in a sustainable location with a wide range of bus and rail services within walking distance. A range of shops and services can be found within the CIHT recognised walking distances, with Emsworth High Street situated within 1 km of the site.
- 11.4 It has been demonstrated that the proposals would result in just 22 turning movements during the AM network peak and 23 in the PM. This would have a minimal impact on Coldharbour Farm Road and result in a negligible impact on the existing junction with Horndean Road. With reference to the NPPF paragraph 32, '*..development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe*'. This cannot be considered as a severe impact in terms of the NPPF.
- 11.5 Parking on-site will be provided in line with Havant Borough Council's adopted car parking standards.
- 11.6 It is considered that the development proposals are acceptable in planning terms and will help to support sustainable transport principles.

APPENDICES

APPENDIX 1



PROJECT
Coldharbour Farm, Emsworth

TITLE
Site Location



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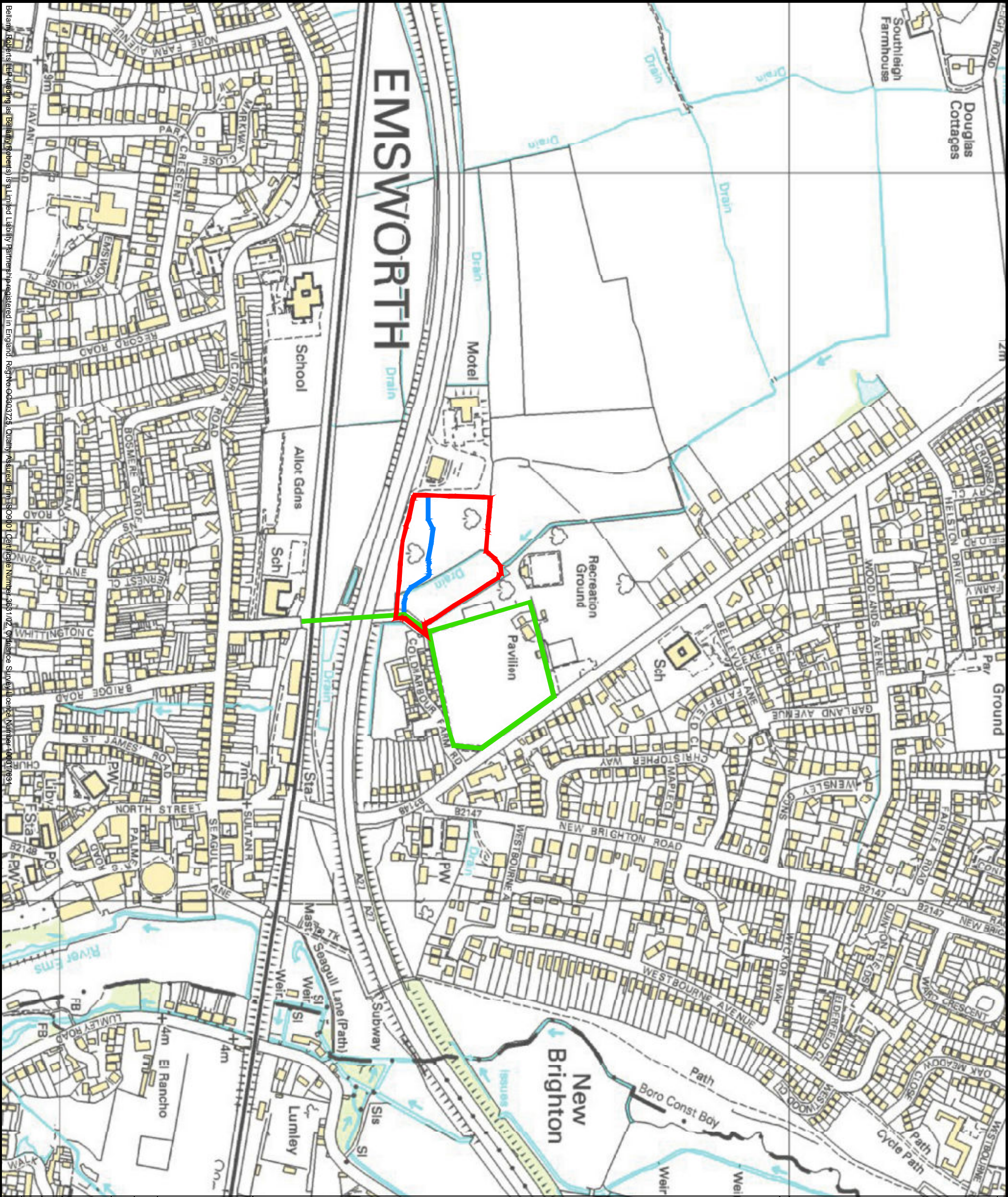
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SCALE	1:10,000 @ A4	CHK BY	TENB

CLIENT
Woodpecker PLC

DRAWING No.
4391 / 301

REV No.

APPENDIX 2



Notes

Key

- Proposed footway/cycle link
- Existing footway



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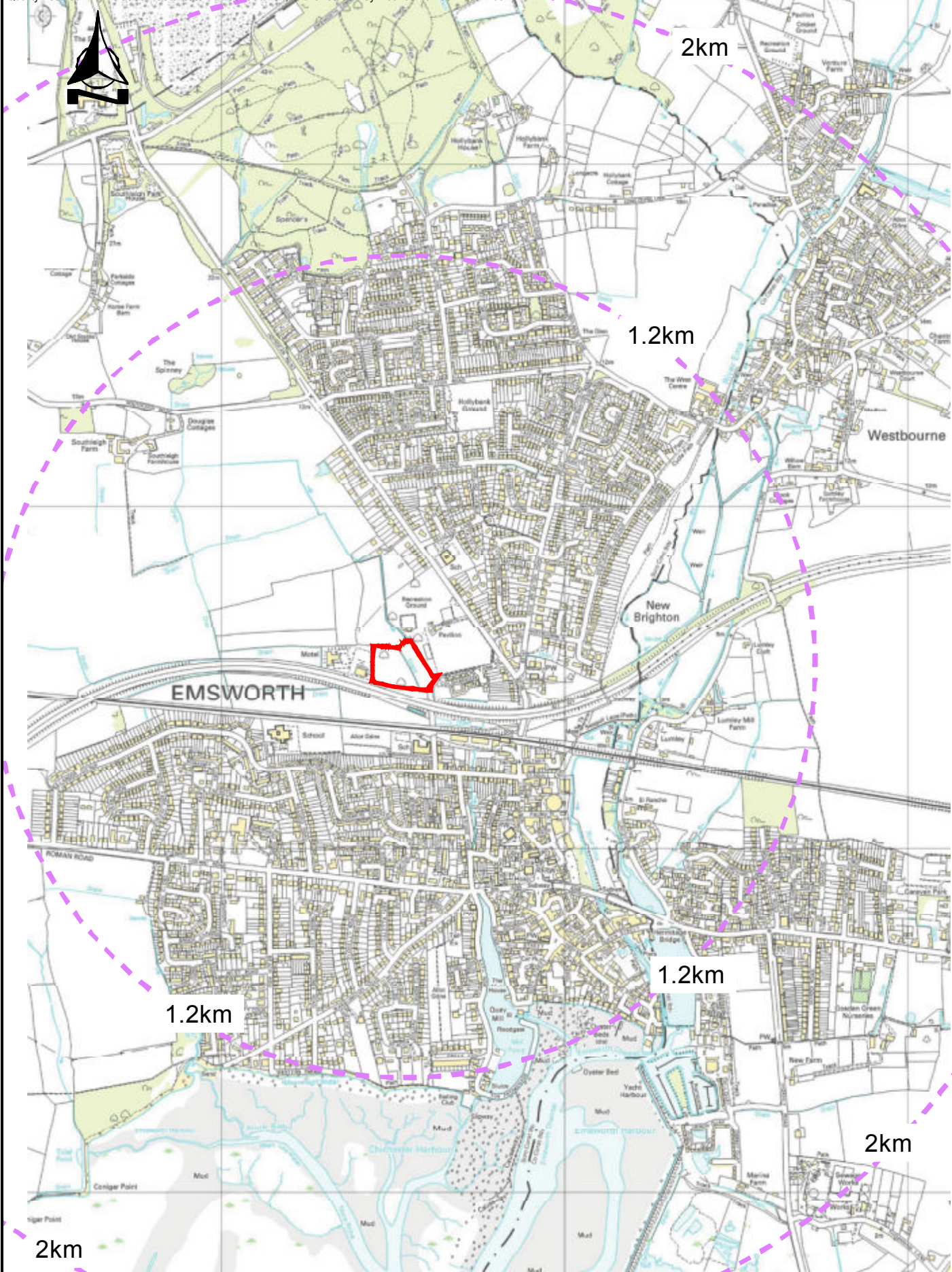
CLIENT
Woodpecker PLC

PROJECT
Coldharbour Farm, Ensworth

TITLE
Local pedestrian facilities

DRAWN BY GPW	DESIGNED BY -	CHECKED BY -
DATE 13/01/14	DRAWING NO. 4391 / 302	REV. NO. -
SCALE 1:5,000 @ A3		

APPENDIX 3



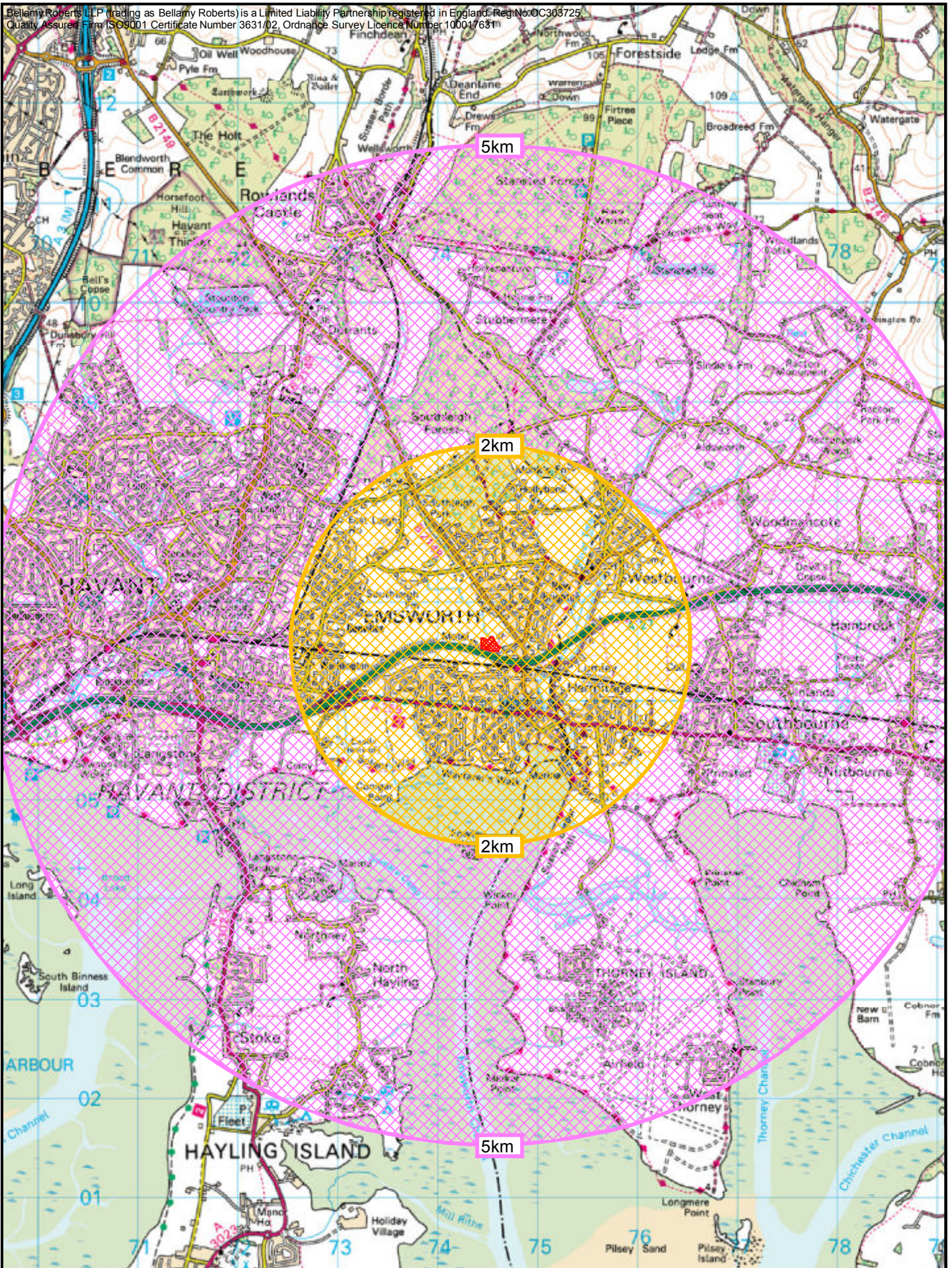
PROJECT	Coldharbour Farm, Emsworth
TITLE	Pedestrian Ischone



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DRAWING No.	4391 / 303		
REV No.			

APPENDIX 4



PROJECT	Coldharbour Farm, Emsworth
TITLE	Cycle Isochrones



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DRAWING No.	4391 / 304		
REV No.			

APPENDIX 5

Havant

BOROUGH COUNCIL

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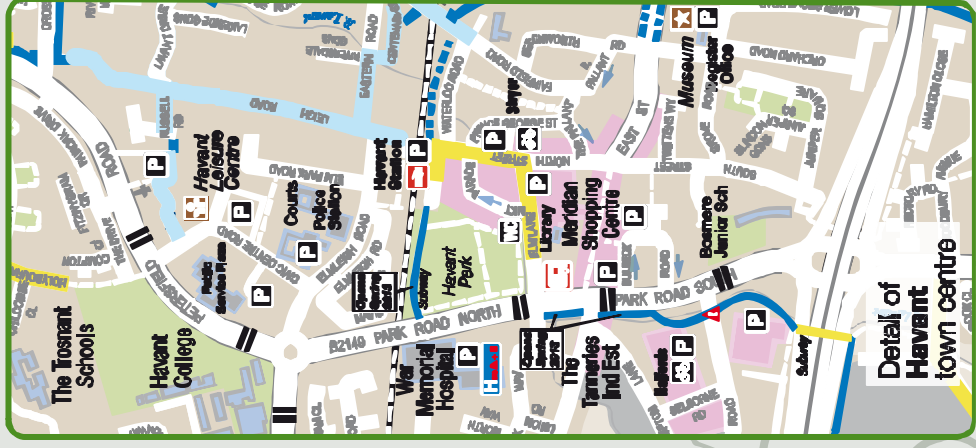
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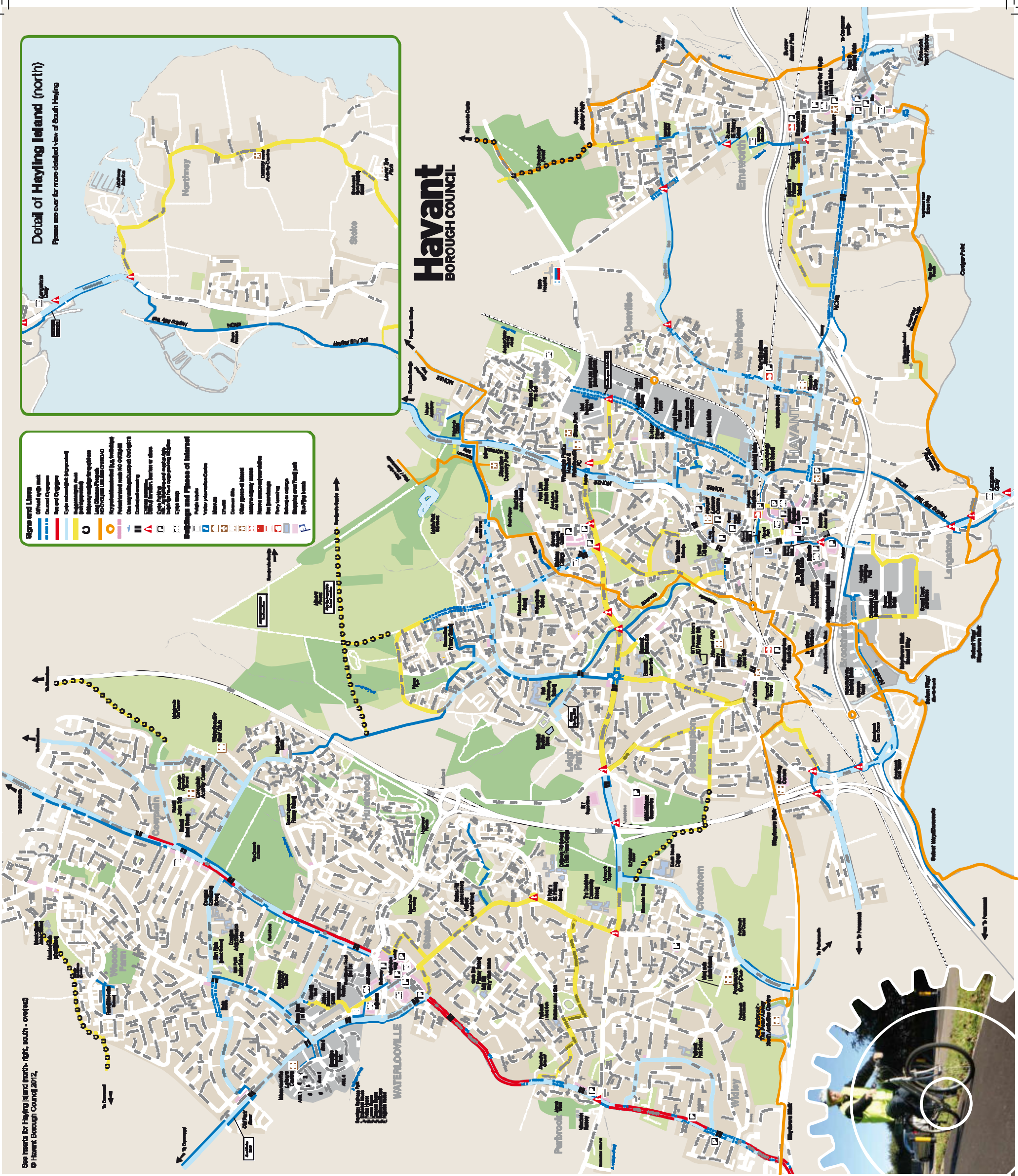
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Detail of Havant town centre

See Havant for Hayling Island (north, south, east)

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Detail of Hayling Island (north)

Please see over for more detailed view of South Havant



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