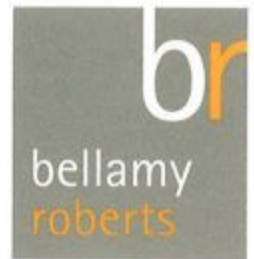


ITR/LT/4140
19th September 2012

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Dear Mr Marshall,

ST MICHAEL'S CONVENT, WATERLOOVILLE

I refer to our telephone conversation of Thursday, 13th September 2012, in connection with the highway and transport issues associated with the above. We spoke of the concerns expressed by local residents of Hulbert Road and the transport issues generally.

I set out below the issues raised and your Authority's comments:

I understand that you have confirmed with your Planning colleague that you have no significant issues or concerns in respect of the application, as submitted, subject to certain conditions. To assist further I also set out my response to the concerns expressed by some of the residents of Hulbert Road on the junction of Hulbert Road and the dual carriageway.

Firstly, I confirm your Authority's comments and requests.

- Enter into a planning obligation (Section 106 Agreement) to provide a £6000 contribution for a possible future Traffic Regulation Order (TRO) to control parking (particularly during the Construction period). This money or part thereof to be returned if not used within 5 years.
- To submit to the Local Planning Authority for approval, a Construction Management Plan, setting out such matters as lorry routeing, parking, deliveries and person responsible on-site.
- Transportation Contributions of £161,944.
- The scheme should also allow for pedestrian/cycle permeability from London Road to Hulbert Road and vice versa. There will be no link for vehicular traffic.
- The site layout has been tested using the AutoTRACK computer program for refuse vehicles used by the Authority. A copy of these drawings is attached to the Transport Assessment at Appendix 6, but for ease of reference, I also attach them again to this letter. The area is also capable of accommodating a Fire Tender, as this vehicle is smaller than a refuse vehicle. In order to demonstrate this, I have also undertaken the swept path analyses for a Fire Tender, and also attach the drawings to this letter, for your information and records.



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2. ST MICHAEL'S CONVENT, WATERLOOVILLE

- With regard to the future use of the Church, I am informed that it falls within the D1 use class order, and any change in use from this would require a further planning application. Furthermore, whilst the site remains vacant and undeveloped it is most difficult to establish interest from commercial operators; hence the rationale for this application not to seek its change in use class.

Hulbert Road Junction.

As discussed, some of the residents of Hulbert Road state that the "blind" bend at the junction is dangerous and traffic associated with the 15 new dwellings would be unacceptable.

As you know, I have undertaken a traffic survey at this junction, the results of which are contained within the Transport Assessment, (ref Paras. 3.6 to 3.11 and 5.13 to 5.16) but in summary:

Accidents

Whilst some 21 slight injury accidents have been recorded within the last 3 years, between The Queens Enclosure, London Road and Tempest Avenue, NONE have been recorded at the Hulbert Road junction.

Traffic Flow Data

The peak hour flow currently using the Hulbert Road junction is 26 vehicle two-way during the AM peak and 19 vehicles during the PM peak. This would likely increase to 33 vehicles two-way and 25 vehicles two-way during the AM and PM peak respectively. Such an increase is insignificant and could be easily accommodated within the existing junction arrangement.

Whilst some residents state that the "blind bend" is dangerous, no accident has been recorded. Vehicle speeds are low, and this is due to the geometry of the road. Hulbert Road lies within a 30mph speed limit, albeit the speed sign is partially obscured by overgrown vegetation. As can be seen from the attached plan, the forward stopping distance achieved around the tight radius bend is commensurate with a speed of 12 to 15mph (see attached plan 4140/007). Vegetation slightly overhangs the pavement in this area, and it would benefit from being cut back, as indeed it would within the area of vegetation between the footway on the inside of the bend, up to the point where the footpath abuts the carriageway. This area and beyond is marked with double yellow lines indicating no parking at any time. Vehicles have not been observed parking within this area.

As noted within the Transport Assessment, and recorded by the survey, vehicles not associated with the existing houses along Hulbert Road, park on the carriageway in front of Properties 7 to 17, and 21 to 25 Hulbert Road. There are no parking restrictions in this area and as such, is deemed acceptable to do so by the Local Planning Authority, generally 5 to 11 vehicles park in this area throughout the working day.

The traffic associated with the proposal would not be affected by the parked cars as they park in an area further along Hulbert Road than the access to the site. As such, vehicles associated with the proposal would not pass that area (see plan). The development traffic from the 15 dwellings would only use a very short length of Hulbert Road, from the site access to the dual carriageway, a distance of some 85m. The vehicles would only pass four dwellings, No.21-27 Hulbert Road when going to/from the site. .

The existing access to serve the Convent is set at an acute angle to Hulbert Road and has a 12.5m wide bellmouth for pedestrians to cross. The proposed bellmouth access would be 9.5m wide and located more perpendicular to the carriageway. Visibility at the proposed access would be approximately 25m when looking to the left when exiting, and in excess of 50m when looking to the right. Both splays are in accordance with the visibility requirement, as set out within Manual for Streets (MfS) and are commensurate with the speed of traffic along Hulbert Road.

3. ST MICHAEL'S CONVENT, WATERLOOVILLE

You have asked whether I could provide a scheme for the "blind bend" that could improve matters. In this regard I would suggest better maintenance of shrubs and plants so they do not obscure visibility, but that is a matter for Highway Authority and not the applicant in any event.

In terms of junction layout, there is left-in/left-out, with line markings close to the dual carriageway, although there are no line markings where drivers turn left or right along Hulbert Road. Whilst it is unlikely that vehicles would travel along Hulbert Road, across the junction, there are 4 other manoeuvres that take place at the internal "T" junction, left-in/right out and left-out/right in. Traffic flows are low and drivers tend to act as if the junction was a simple "T" junction. It may enhance matters if the junction was to be white lined as a simple "T" junction, thus setting out the "priority" at that point. Alternatively, mini-roundabout markings could be employed, again setting out the priority to drivers, but as stated previously, I do not believe such measures are necessary in this instance. (See plan options attached 4140/005 and 006)

If the Local Planning Authority wish to "improve" matters in this manner, then clearly they are free to do so, particularly as there would be in excess £160,000 contribution from the applicant that would go to the Highway Authority for "transport improvements".

In summary, whilst some of the residents of Hulbert Road are concerned with the "blind bend" along Hulbert Road, the flows are low and would remain low post development of the 15 units to be served.

The access arrangement will be an improvement on the current access junction layout, currently being wide and at an acute angle.

The visibility around the "bend" and at the footpath could be improved if the shrubs and trees were better maintained. Such matters are the responsibility of the Highway Authority.

Visibility achieved is commensurate with the low speed of traffic in that area.

The works to realigning the Convent access off Hulbert Road would involve works within the footway only and as such, could be carried out under appropriate licence.

I therefore trust the above information and details are of assistance, but should you require further information please do not hesitate to call me.

Yours sincerely,



I
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Encs.

c.c. M O'Brien
J O'Donovan
D Priestly
M Turpin
A Wright