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COUNCIL

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RECEIVED

My reference

Enquiries to

Holly Drury

HD 6/3/13/164 (7233)

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Your reference

APP/15/01435

Date

13th June 2016

Email

Holly.drury@hants.gov.uk

For the attention of David Eaves

Dear Sir / Madam,

Outline application for residential development (175 dwellings) with associated infrastructure.

Thank you for the opportunity to comment on the additional information submitted with regards the above application.

In my previous response dated 16th February, matters relating to the following areas were outstanding.

- The Site Access
- Bartons Road/B2149 junction modelling
- Improvements to sustainable transport including pedestrian/cycle links to the site and wide area via Bartons Road
- NMU Audit of the routes to school
- Improvements to the bus services/infrastructure
- Travel Plan

The additional information provided aims to address the Highway Authority's concerns in these areas.

Site Access

Further details have been submitted regarding the visibility splay from the crematorium and the impact of the proposed road alignment changes. It has been demonstrated that the proposed changes do not result in a change to the existing achievable visibility splays and therefore the proposals are acceptable on this basis.

The design contains two departures from standard. These relate to the distance between the proposed access and the forward visibility of

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

approaching vehicles when waiting to turn right into the junction. The safety concern regarding the forward visibility was also listed as a problem within the safety audit report. Mitigation in the form of additional hatching has been provided to reduce the risk of a temporary obstruction. The applicant has formally submitted a pre application design check which has fully assessed the principle of the design including the two departures from standard. It has been determined that due to the limited movements at the crematorium access and the addition of the additional hatching as recommended within the safety audit that the risks associated with these departures from standard are significantly reduced and therefore have been deemed to be acceptable.

The lane widths have been clarified and are clearly shown on the approved drawings. The principle of the proposed access as shown in drawing 14-014-022 and 14-018-002 Rev H is therefore agreed. The delivery of these works will be secured through an appropriate S106 obligation.

Junction Assessments

Additional information was sought regarding two junctions in order to determine the significance of the impact from the development on the operation of these junctions. I shall address each in turn.

Bartons Road/B2148 Comley Hill/Horndean Road/Emsworth Common Road Junction

Additional junction modelling has been provided including left turn movements. It is apparent that the development traffic will add to the forecast queue length at this junction. In order to alleviate the impact of these additional vehicles it is proposed to increase the left turn lane on Bartons Road to prevent this movement from becoming blocked. The principle of the proposed alterations is shown in drawing 14-018-016 and shall be secured through a S106 obligation.

Bartons Road/B2149 Petersfield Road

An amended Lingsig model has been provided. This work included sensitivity testing of the left turn lane from Bartons Road onto Petersfield Road. Video surveys have also been provided which confirm the capacity of this lane. This additional work has shown that whilst there is an increase of traffic at this junction the level of increase would not have a significant impact on the operation of the junction.

Sustainable Modes of Access

A number of access issues via walking and cycling routes were highlighted within my response of the 16th February. These shall be addressed in turn.

Shared Use Path on Bartons Road

It was noted that access to the wider cycle facilities providing links to the town centre and other key destinations were limited. Further analysis of the walking and cycling distances and associated routes has been undertaken by the applicant. The existing on road cycle facilities on New Lane provide direct access to the town centre and link with the Petersfield Road shared use facilities further south at Crossland Drive. It has therefore been agreed that a shared use path between the site and New Lane would satisfactorily address the requirement to link the site to existing cycling routes. The principle of

these works are shown on drawing 14-018-015 Rev B. They consist of two options for the eastern limits of the scheme. Option A provides a shared use path along the existing public right of way east of the Garden Centre and then along Bartons Road to New Lane, including a section on the north of Bartons Road to Wakefords Way. If the route along the public right of way is not achievable then Option B shows the continuation of the shared use path to the site access. The preferred route is Option A however Option B acts as an acceptable alternative.

Japonica Way Link

The proposed pedestrian/cycle access is within the limits of the redline and therefore the details will be determined through the reserved matters application. An improvement as shown in principle on drawing 14-018-010 would be expected. The presence of this link however shall be secured through the requirements for a public right of way through the site between Bartons Road via the Garden Centre path and through to Japonica Way.

Garden Centre Path

The existing path alongside the Garden Centre between Bartons Road and the site shall be upgraded as shown in principle on drawing 14-018-010. Should the route not be achievable for cycle access the improvements would still be required to cater for increased pedestrian movements.

Routes to School

An assessment of the routes to the catchment Primary and Secondary schools (Sharps Copse Primary School, Havant Academy) has been undertaken by the applicant. This review has demonstrated that the existing infrastructure is sufficient to cater for the development. The proposed shared use path provision on Bartons Road to Wakefords Way provides a direct link to the residential roads around the schools which are suitable for cycling and have sufficient infrastructure to enable journeys by foot.

Public Right of Way

Should the roads and footpaths within the site not be publically adopted a right of way through the site between Bartons Road (via the path by the Garden Centre) and Japonica Way will need to be dedicated to the Highway Authority. This shall be secured through the S106 agreement and require the developer to dedicate a public right of way through the site.

Access to Public Transport

Further discussions regarding the frequency of the service have been held between the applicant and the Highway Authority. It is considered that the bus service provider would, if commercially viable, increase the frequency of the service as a result of the additional residential development in the area and therefore increased demand. In order to encourage bus travel it has been agreed that a contribution of £4500 will be made to improve the bus waiting facilities at the stop on Southleigh Road near the junction of Rowan Road.

Access to key services

The provision of the shared use path on Bartons Road will not cater for the movement to Spire Hospital specifically but will provide attractive walking and

cycling options for new residents to existing services and provide mitigation in proportion with the proposed development. Demand for a crossing at the Spire Hospital as a direct result of the proposed residential development is likely to be minimal and therefore it is deemed to be more appropriate to secure a route west along Bartons Road and a number of amenities rather than towards the hospital.

Travel Plan

A revised framework travel plan has been produced by the applicant and submitted in support of this application. The document is approved as a framework travel plan and shall be secured through the S106 agreement and include a commitment to pay our approval and monitoring fees along with a travel plan Bond.

The full travel plan should include year on year targets to reduce single occupancy vehicles trips to assist with monitoring and evaluation. In addition further information will be required in the full travel plan on how the proposed measures will be implemented. For example, how can cycle vouchers be claimed and how long the offers will be valid for.

Recommendation

Further information has been provided by the applicant and this has addressed all outstanding matters. Therefore the Highway Authority has no objection to the proposed development subject to securing the following obligations and conditions.

Obligations

- Provision of a Full Travel plan with monitoring fees, approval fees and bond.
- Improvements to the Public Right of Way between Bartons Road and Japonica Way as shown in principle on drawing 14-018-010
- Provision of the site access works as shown in drawing 14-014-022 and 14-018-002 Rev H
- Provision of a shared use path between the site and New Lane/Wakefords Way as shown in principle on drawing 14-018-015 Rev B
- A contribution to provide improved bus waiting facilities at the bus stop on Southleigh Road near Rowan Road
- Provision of Bartons Road Capacity Improvements as shown in principle on drawing 14-018-016

Conditions

1. 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

I trust that the above is clear but I would ask you not to hesitate to contact Holly Drury should you wish to discuss anything further.

Yours faithfully



Ben Clifton
Team Leader- Highways Development Planning.

CC Peter Marshall, Development Engineer, Havant Borough Council