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22 September 2004

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For the attention of Gorgio Framalico

Dear Sir

Transport and Highways Position Statement - QE2 Barracks redevelopment Church Crookham

I understand that the applicant is shortly to submit a new planning application for the above development with additional and updated information on a range of issues. I thought it would be helpful to give a position statement on the existing application and the negotiations which have been taking place for the last twelve months or so and to give an idea of what might be expected from the supporting information with the new application.

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1. Introduction

The development proposals are for the construction of 1,132 residential units and ancillary land uses on the site of the former QE2 Barracks and Wakefords Copse in Church Crookham, Fleet.

2. Traffic reports produced to date

In July 2003 a planning application was submitted to your Authority which included a Transport Assessment Report (TAR). Subsequently a Sensitivity Note on Transportation Parameters used in the TAR was issued in January 2004 following extensive consultation with ourselves and partner consultants Atkins. It was agreed by all parties that this did not identify any significant issues which had not already been fully considered as part of the TAR. A draft Technical



INVERCLYDE IN PEOPLE

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2000-2001
Dealing with Waste

Director of Environment
Allison QUINN BSc MSc MRTPI

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Note regarding safety issues and alternative junction layouts at the Sandy Lane and Gally Hill Road junctions with Aldershot Road was produced in March 2004 but not issued formally.

3. Site Access Strategy

In accordance with the draft Development Brief, four principal access points (three vehicular and one pedestrian/cycle) are proposed for the site from the external highway network. The vehicular access strategy has been developed to promote the use of the highway network without compromising the safe operation. It is proposed to access the site from three junctions encouraging traffic to quickly dissipate onto the existing vehicle highway network to the east via Beacon Hill Road. The proposed site accesses are:

- Leipzig Road/Beacon Hill Road via a new roundabout which is the subject of a separate planning application
- Sandy Lane at the north west corner of the site
- Sandy Lane/Naishes Lane
- Ewshot Lane (pedestrian/cycle construction and emergency access only)

The three vehicular access strategy has been developed to maximise encouragement for trips to be made by mode other than the car. This is focused as far as is reasonable on vehicle links onto the most suitable parts of the highway network, whilst at the same time providing a network for pedestrian/cyclists and public transport links to key local facilities.

Part of this strategy is to discourage vehicular traffic from using Redfields Lane. It is recognised that Local Plan Policy referred to possible highway schemes at the A287/Redfields Lane junction and the provision of a link road to Ewshot Lane from the QE2 Barracks site. This link road could provide a fourth vehicular site access. However, it has been demonstrated by the applicant that it is not necessary to utilise Ewshot Lane as a fourth vehicular access. Furthermore, the proposed access strategy does not give rise to a need to improve the A287 Redfields Road junction. Notwithstanding this the internal site layout has been designed to facilitate the link to Ewshot Lane and hence a fourth access should one be justified or required in the future.

4. Key Transportation Issues

Sandy Lane and Gally Hill Road junctions

The junctions of Sandy Lane and Gally Hill Road with Aldershot Road currently operate as two staggered T junctions which are less than 100 metres apart each with substandard visibility. They have been shown to currently operate within

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capacity although short lived queues have been observed around school opening times along Gally Hill Road. With the addition of the proposed development, queues are expected to increase although again are still expected to be relatively short lived.

Currently the junctions are perceived by local residents as being dangerous despite a better than average accident record particularly at Sandy Lane where no recorded accidents have occurred in the last 3½ years. Alternative junction layouts have been considered in the Draft Technical Note which considered the introduction of mini roundabouts and right turn bans. The Technical Note concluded that mini roundabouts would have a detrimental effect on capacity whilst the right turn ban would have a beneficial effect on safety and capacity but may prove to be unpopular with local residents. These are still options which can be explored further in the future. It has been agreed with the applicant that the developer will provide a scheme which improves the conspicuity and layout of the junction with appropriate signing, lining and surfacing in order to enhance the layout and raise driver awareness. The junction will continue to be monitored post development and should additional works be necessary or justified then this can be funded from the contributions which the developer will make towards off site transport improvements.

5. A287/Redfields Lane Junction

The A287/Redfields Lane junction is a four arm priority junction to the south of Church Crookham. The junction has been observed to experience queuing on the Redfields Lane approach during the morning and evening peak. In the past the junction has had a poor accident record which is largely due to the vertical alignment of the road which restricts visibility to the west from Redfields Lane. Within the last two years the County Council has implemented some low cost accident remedial measures including amended carriageway markings which have been successful in reducing accident occurrences. However, the County Council had previously considered a series of alternative major improvement schemes at this junction.

The original reason for undertaking the study was to alleviate the road safety problem referred to above which appears to now have been largely solved by the low cost measures. Therefore the preferred scheme for a diverted Redfields Lane to a new roundabout at Crondall Road on the A287 does not make a good case on road safety grounds and could potentially have negative road safety benefits according to the accident rate which will be expected from a junction of this nature and the likely increase in usage. It is understood that some of your Members are concerned that traffic generated by the redevelopment of the QE2 Barracks site will exacerbate peak hour problems at the Redfields Lane junction and have suggested that developer contributions could part fund the new

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scheme. It is considered that this would be counter productive to the access strategy for the development which seeks to distribute traffic to the east where the roads and junctions are of a significantly higher standard in terms of capacity and geometry.

The scheme involves significant environmental damage to ancient woodlands and would require the installation of street lighting in a rural location. There are two Sites of Importance to Nature Conservation in the immediate area and hedgerows and other links that allow badgers and other creatures to move around. Any loss of either hedgerow or woodland would be considered as environmentally detrimental and would normally have to be justified on grounds of road safety which in this case it is considered does not exist.

In addition a large amount of land acquisition at an unknown cost would be required. It is unlikely that the County Council would be able to acquire the land by negotiation and the Director of Environment would be required to promote Compulsory Purchase Orders. A CPO Inquiry would be necessary to demonstrate that there was no other way in achieving the highway improvements. Since the low cost safety scheme appears to have achieved the desired accident reductions the case would need to be argued on the grounds of congestion relief. It is considered that this would be very difficult to win as the issue is both subjective and against established HCC policy of not promoting schemes simply to manage peak hour congestion problems. However, it is appreciated that the scheme is sensitive locally and the developer has expressed a willingness for part of the negotiated contribution to be put towards the scheme should the final decision be taken that it should go ahead.

6. **Public Transport**

The developer has proposed to provide a new dedicated bus service from the site and town centre and rail station but also utilising a number of stops in between. In addition to the new service it is also proposed to extend the existing Route 73 and divert 72. Discussions regarding the details of this strategy have been ongoing for some time and following a recent meeting between the applicants transport consultant and the County Council's Public Transport Group, it would appear that we are now close to agreeing a strategy which is acceptable to both sides and will provide a robust and cohesive public transport service which will enhance the sustainability of the site.

7. **Cycling**

Although the internal layout of the site includes extensive cycle facilities and links to the external highway, Church Crookham itself is not particularly well provided with cycleways between the site and local facilities. The developer is currently exploring, with the help of the County Council, what opportunities exist to provide improved facilities both on and off road which will be either constructed by the developer or funded by contributions.

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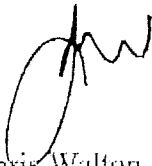
the overall transport strategy (former NEHTS) which can be used to enhance and improve links to and from the site by all modes of travel and which can include the Redfields Lane/A287 and/or any other schemes which may reasonably benefit the site. The final amount of contribution has not yet been agreed and negotiations are continuing.

9. Updated Information

As a result of major objections to the proposal from English Nature concerning the impact on the Special Bird Protection Area to the east, further extensive environmental surveys have been carried out during the Spring and Summer of 2004. It is understood that the traffic and transport data contained within the TAR will also be updated. This is likely to include 2004 traffic surveys, recently released Special Work Place Statistics (2001) to update the 1991 data previously used, updated accident data, a revised scheme completion year 2013 and inclusion of some modifications to the scheme design following the Public Consultation exercise.

I hope this information has helped to set down the County Council's position in relation to the development proposal and I look forward to receiving the updated information to support the new application which I understand is likely to be submitted before the end of September 2004. If I can be of any further help, please do not hesitate to contact me.

Yours faithfully



Chris Walton

Assistant Highways Development Control Co-ordinator

8. Transport Impact and Contributions

I can confirm that the County Council has now agreed the methodology employed and the data used in the preparation of the previous TAR and the likely impact of the development on the highway and transport network. A range of off site highway works have been agreed which will assist with the movement and safety of vehicles and pedestrians/cyclists in the vicinity of the site. The developer has agreed in principle to make a substantial contribution to the overall transport strategy (former NEHTS) which can be used to enhance and improve links to and from the site by all modes of travel and which can