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Enquiries To Sophie Osborne

Direct Line

Date 21 October 2024

My reference 053738

Your reference APP/22/00669

Email havantdc@hants.gov.uk

Dear Ms Wells,

Land at Kingscroft Farm adjacent to Ridgway and, Marples Way, Havant

Outline planning application with all matters reserved (except for access) for the development of up to 120 residential dwellings (C3 Use), with access from Meyrick Road, the provision of open space, landscaping and other associated works including demolition of existing buildings on site.

Thank you for your re-consultation on the above planning outline application. In response to previous comments dated 26 March 2024 the applicant has submitted a revised Transport Assessment Additional Addendum (TAAA) dated 25 June 2024 which the Highway Authority have reviewed and have the following comments to make.

Site Access

The Highway Authority note that in response to previous comments all swept path analysis drawings have tracked speeds confirmed at 10mph. This is noted. The site access drawing into the site is shown within drawing ITB15443-GA-001 Rev N.

Alterations have been made to the alignment of the site access due to the interaction with the EA bellmouth culvert which is discussed further within this response.

Portsmouth Water Depot and Access Junction Stagger Distance:

The Highway Authority previously raised that the stagger distance with the site access and Portsmouth Water Depot would likely require a departure from standard. The applicant has confirmed that a crossroads is proposed rather than a staggered junction. Since previous comments were issued, HCC TG2 has been released which permits use of a crossroad arrangement where the design speed of the minor arms is 20mph or less, of which is the case is here. Additionally, for a right-left stagger arrangement, TG2 permits use of this junction subject to tracking. Notwithstanding, given the differences in land uses the Highway Authority are content that no tracking would be required to traverse each minor arm. The Highway Authority have previously confirmed through

direct discussions with the applicant that should the access remain to accord with HCC TG2 then a departure from standard would not be required for this access arrangement.

Given the revisions made to the access alignment due to the presence of the EA culvert, swept path analysis has been updated for an articulated vehicle and large tipper navigating the Portsmouth Water access within drawings ITB15443-GA-004 Rev D and ITB15443-GA-003 Rev D respectively. The Highway Authority are satisfied that the alterations required have not impacted on the previously agreed tracking.

Forward Visibility:

As shown on drawing ITB15443-GA-001 Rev N the site access design has been updated to include 25.0m forward visibility splays around the inside of the first access into the development. Visibility splays will be suitably conditioned as part of any future planning consent to ensure that they remain free from obstructions both through the outline and reserved matters considerations. It is likely that the proposed tree planting will require revisions at the reserved matters stage.

Vehicle Tracking and Access Design Amendments:

TG2 guidance provides vehicle tracking guidance based on the street interaction present. Based on the guidance, the Highway Authority consider this to be a secondary to secondary street interaction and therefore tracking has therefore been provided in accordance with paragraph 3.2.8 of the guidance.

Drawing ITB15443-GA-012 Rev C and ITB15443-GA-013 Rev C outlines tracking for an 11.2m refuse vehicle and fire tender respectively. Whilst it is acknowledged within HCC TG2 guidance that the vehicles do not need to track passing a car simultaneously, appropriate passing places and forward visibility needs to be evidenced where these movements cannot occur. Where the refuse vehicle cannot pass a car at the junction, the Highway Authority is content that appropriate forward visibility has been demonstrated and there are appropriate passing places present along the access road. The tracking for a delivery vehicle passing a car within drawing ITB15443-GA-014 Rev C is tight but achievable. Notwithstanding, the Highway Authority acknowledge that a larger delivery vehicle has been tracked than that required in accordance with TG2 guidance.

The Highway Authority are satisfied that the required alterations to the site access considering the interaction with the EA bellmouth culvert has not impacted the tracking has previously provided within the initial TAAA.

Previous comments were raised on possible alterations to the radius of the junction and carriageway width to ease the refuse vehicle tracking for the first junction within the development. The illustrative widening is shown within drawing ITB15422-SK-004. The Highway Authority have previously discussed this directly with the applicant and have confirmed that no further widening needs to be undertaken to accommodate a refuse and fire tender passing a car at the site access in accordance with HCC TG2 as sufficient passing places and forward visibility is present in this location.

Environment Agency Flood Relief Culvert:

In response to previous comments raised, the interaction of the site access arrangement and the EA bellmouth culvert has been provided on drawing ITB15443-GA-001 Rev N. The TA includes a technical note from the flood risk and drainage consultants on the discussions held with the Environment Agency and the engineering options to protect the culvert. The two options are as follows:

1. Raising the road level to increase cover of the culvert
2. Providing a reinforced concrete slab beneath the road over the length of the road culvert crossing (c. 55.0m in length).

Given the depth of the culvert and that this is to remain an EA asset, the Highway Authority are minded to secure the details of the site access and culvert interaction through condition. This is necessary even if the site access does not come forward for adoption as the Highway Authority have a responsibility for safe and suitable access into the development. The applicant should be made aware that it is their responsibility to demonstrate, to the satisfaction of HCC, that the existing culvert has been analysed in accordance with standards listed in CG 300 TAS and is considered capable of carrying additional highway loading. If this is possible then appropriate certification in accordance with CG 300 will be required. Should the calculations prove this is not the case then any strengthening options will require technical approval in accordance with CG 300. If the road is brought forward for adoption as indicated, then the Highway Authority would review these details through the S38 submission which should be made ahead of any discharge of condition request. If the road is not to be adopted, then the applicant will be required to submit the design details as set out above and self-certify (by a suitably qualified person) that the design meets the required standards and has been implemented in accordance with any approved design.

As raised above, the applicant has altered the alignment of the site access road so that the culvert runs within a single lane of the access road until south of the crossroad arrangement where it crosses underneath the access road. This will ensure that access into the development can be maintained in the event of any maintenance or repair work required on the culvert. It will be appropriately conditioned through any future planning consent that the internal layout will need to be designed to provide loop roads to ensure that either access point can be utilised in the event of any culvert repair or maintenance at the RM stage. Drawing ITB15443-GA-023 demonstrates that a 3.0m single lane working width can be maintained in accordance with TSRGD chapter 8. The drawing also demonstrates that the required 0.5m construction margin and offset to the culvert can also be appropriately accommodated in accordance with TSRGD chapter 8. The Highway Authority are satisfied with this arrangement as this ensures access is maintained, in conjunction with emergency traffic management measures, in the result of any maintenance or failure of the culvert along the access road. Given the above the Highway Authority do not consider that an emergency access is necessary. HIWRFS have been engaged with directly on this matter and they are also satisfied with this proposed arrangement.

Ranelagh Road connection and fallback scheme:

The scope of the Ranelagh Road improvement works with the provision of a modal filter has previously been agreed. This is outlined on the site access drawing (ITB154433-GA-001 Rev N).

The applicant is aware that a S228 agreement is a separate statutory process, and there is no guarantee that this will be successful. In light of this, the applicant has provided an alternative 'fallback' position as demonstrated within drawing ITB15443-GA-021 which encompasses provision of bollards at the Ranelagh Road/Meyrick Road junction on the land falling under the jurisdiction of Portsmouth Water. The fallback position continues to achieve the same outcome as the arrangement subject to the S228 process insofar as Ranelagh Road will be closed for vehicular access and would not change the existing on site arrangements for pedestrians and cyclists currently utilising Ranelagh Road.

S278 Off-site Highway Works

As laid out within the previous formal response dated 27 March 2024, it has been agreed with the applicant the following off-site improvement works are to be secured through a S278 agreement to be delivered prior to occupation:

1. Refuge island crossing at Brunswick Gardens and realignment of the existing priority junction (drawing no ITB15443-GA-008 Rev A)
2. Pedestrian crossing improvement along New Road, within the vicinity of Ingledene Close (drawing ITB15443-GA-017)
3. Uncontrolled crossing point with dropped kerbs and tactile paving along West Street (drawing ITB15443-GA-009 Rev B)
4. Pedestrian and cycle infrastructure improvements on Ridgeway including a connection into the existing PRoW no.35 and wayfinding provision (drawing ITB15443-GA-018 Rev A)

Stage One Road Safety Audit:

The applicant has undertaken a Stage One Road Safety Audit (RSA1) supported by designers' response for all works proposed to be delivered via S278 agreement. The RSA1 raised 3 items (A.2.1, A.2.2 and A.2.3) which are raised where appropriate throughout the following sections.

Refuge Island crossing at Brunswick Gardens:

In response to previous comments, the width of the refuge island crossing has been increased to 2.2m to provide increased protection for those waiting to cross, particularly considering the proposed users.

The drawing also encompasses the requested amendments to the alignment of Brunswick Gardens itself in order to accommodate the refuge crossing. Swept path

analysis has been demonstrated within drawing ITB15443-GA-016 showing the ability of a refuse vehicle to access Brunswick Gardens.

In response to item A.2.3 of the RSA1, swept path analysis has also been provided for a bus accessing the bus stop to the west of the junction as demonstrated within drawing ITB15443-GA-022. The Highway Authority are content that the introduction of the refuge crossing and alterations to Brunswick Gardens does not impede the access of the bus. Item A.2.3 is therefore agreed to be resolved.

Maximum achievable visibility is also provided for all crossing points. It is noted that one of the pedestrian visibility splays is taken to the centre line of Bedhampton Road north of the bus stop which would require a departure from standard at the S278 stage. It does appear that the splay could be drawn to a 0.3m offset to the kerb channel, as the bus stop would only provide a temporary obstruction to the visibility. Additionally, a tangential splay is also required at the proposed refuge crossing point in the eastern direction. The Highway Authority are content however that these matters can be resolved at the detailed design stage when splays are based on recorded speeds.

The applicant is reminded that amendments may be required to the existing TRO at the detailed design stage in order to accommodate the refuge crossing provision.

West Street crossing point:

In response to previous comments, the maximum achievable visibility of 2.4m x 90m has been shown on drawing ITB15443-GA-009 Rev B to the centreline. Should this be pursued to be delivered through a S278 agreement a departure from standard may be required given the presence of parking to allow visibility to be measured to the centreline where needed given the context of the location of this crossing point. The Highway Authority acknowledge that there are limited opportunities along West Street to provide this crossing point and this location provides the maximum visibility which can be achieved.

Given the above, the auditor under item A.2.2 of the RSA1 recommends that provision of bollards would remove the conspicuousness of the crossing arrangement so that vehicle users are aware of pedestrians crossing in this location. It is agreed that this audit item can be resolved at the detailed design stage.

Ingledene Close crossing point:

In response to previous comments, the proposed pedestrian crossing improvements along New Road in the vicinity of Ingledene Close have been shown on a drawing. The full achievable visibility has also been demonstrated on drawing ITV15443-FA-017 for robustness to ensure that when recorded speeds are required at the S278 stage visibility can be achieved.

Ridgeway connection:

Item A.2.1 of the RSA1 relates to a vehicle to cyclist type collision whereby existing vegetation could restrict the intervisibility between a cyclist wishing to enter the carriageway and approaching traffic. The designer's response states that vegetation will

be cut back to ensure that appropriate visibility can be achieved in either direction which is annotated on drawing ITB15443-SK-006.

Visibility splays of 2.0m x 34.0m splays are provided to the centre line where the cycle connection meets Ridgeway. It is noted that this is a reduction on the required 2.4m in accordance with HCC TG3 due to land ownership constraints. Whilst the Highway Authority acknowledge the cul-de-sac location which is likely to have low speed and low number of vehicular movements, the applicant should be made aware that the relaxed 'x' distance will require a departure from standard at the S278 stage.

Section 106 improvements and Contributions

Brockhampton Road/Solent Road/Marples Way roundabout:

The principles and necessity behind the delivery of this scheme have been previously agreed with the applicant however, in response to previous comments the applicant has submitted swept path analysis for a 16.5m HGV and 10m rigid vehicle within drawing ITB15443-GA-019 to ensure that the proposed improvements will not hinder the ability of these vehicles to undertake necessary movements at the junction. The Highway Authority are satisfied that these movements can be undertaken appropriately.

The applicant has engaged with the Highway Authority to discuss the proportionate contribution to be provided from this site towards the Solent Road corridor sustainable transport improvement works. As set out within the previous formal response, the improvement scheme aims to reduce the private car reliance of this development by encouraging use of sustainable modes to travel to and from the site in accordance with the NPPF and LTP4. Additionally, this scheme will also mitigate the impact of the development traffic on the Solent Road corridor and the Solent Road/Park Road South signalised junction which has already been demonstrated operate over theoretical design capacity within the AM Peak period.

As raised previously, the total cost of the Solent Road improvement scheme as drawn up by this development is costed at £1,435,027. The strategy to agree the proportionate contribution figure towards these improvement works have been discussed and agreed with the applicant directly. The Highway Authority have been mindful that any proportionate contribution needs to appropriately consider the fact that this development is delivering a number of off-site highways works through a S278 agreement. It has therefore been agreed with the applicant that a fair and proportionate financial contribution of £463,945.90 will be paid by the applicant towards the provision of this identified improvement scheme along the Solent Road corridor (between Harts Farm Way and Park Road South) and secured through a S106 agreement.

Further identified improvements:

The applicant has also agreed that the financial contribution secured through the S106 will also be secured to also enable delivery if prioritised by the Highway Authority to address tactile paving deficits at the West Street/Meyrick Road, West Street/Brockhampton Road and Ridgeway/Marples Way junctions in addition to the improvement scheme identified along the Solent Road corridor. In response to previous

comments these works are shown on drawings to be secured through the S106 agreement.

Traffic Regulation Order:

It has previously been agreed with the applicant that a TRO contribution is to be secured through this planning application. This will enable future parking controls along Meyrick Road and Knox Road to be implemented as deemed necessary by the Highway Authority to better manage the presence of on-carriageway parking to ensure two-way flow can be maintained.

Internal Layout

It has been agreed with the applicant that matters regarding footway provision within the development to ensure pedestrian permeability will be addressed at the Reserved Matters stage.

Traffic Impacts

The applicant has confirmed that the sensitivity test modelling at the Brockhampton Road/Solent Rad/Marples Way roundabout and Brockhampton Road. Brookside Road/Southmoor Lane/Harts Farm Way roundabout has been undertaken based on traffic flow figures TF19 and TF20. TF19 and TF20 show the traffic impact of the proposed development which has been re-routed to avoid the level crossing and Ranelagh Road. Considering the junction modelling has been based on these traffic flows, the Highway Authority have previously agreed with the applicant that no further junction modelling is required to support this planning application.

Recommendations

Having regard to the above, the Highway Authority provide no objections to this planning application subject to the following S106 obligations and conditions:

S106 obligations:

- Prior to commencement to enter into a highway agreement for the site access works as shown indicatively within drawing ITB15443-GA-001 Rev N
- Prior to commencement to enter into a highway agreement for the following off-site highway works:
 - a) Refuge island crossing at Brunswick Gardens as shown indicatively within drawing ITB15443-GA-008 Rev A
 - b) Crossing improvements along New Road within the vicinity of Ingledene Close as shown indicatively within drawing ITB15443-GA-017
 - c) Pedestrian crossing point with dropped kerbs and tactile paving along West Street as shown indicatively within drawing ITB15443-GA-009 Rev B
 - d) Pedestrian and cycle infrastructure improvement on Ridgeway, including wayfinding provision as shown indicatively within drawing ITB15443-GA-018 Rev A

- Prior to occupation of any development, the site access works to be implemented to completion certificate standard and the Ranelagh Road works to be successfully adopted by the Highway Authority through a S228 agreement. In the event that the S228 is not successful for the delivery of the alternative Ranelagh Road arrangement if the S228 agreement is not successful (ITB15443-GA-021)
- Prior to occupation the off-site highway works to be completed to completion certificate standard
- Prior to commencement payment of a financial contribution of £463,945.90 with respect to walking and cycling improvements for the following (in no priority order):
 - a) Solent Road corridor from Harts Farm Way to Brockhampton Lane/Park Road South and Brockhampton Road/Solent Road/Marples Way roundabout
 - b) Provision of tactile paving at Meyrick Road/West Street priority junction and West Street/Palk Road priority junction as shown indicatively within drawing ITB15443-GA-020
 - c) Provision of a dropped kerb crossing point with tractile paving at Marples Way roundabout arm as shown indicatively within drawing ITB15443-GA-010 Rev A
 - d) Provision of a dropped kerb crossing point with tactile paving at Ridgeway/Marples Way priority junction as shown indicatively within drawing ITB15443-GA-020
- Prior to commencement payment of a financial contribution with respect to a traffic regulation order for Meyrick Road
- The applicant should commit to funding an additional traffic regulation order for the adjoining side roads if and when considered necessary by the Highway Authority
- Prior to occupation, the full travel plan to be submitted to and agreed in writing with the Highway Authority
- Prior to occupation payment (by developer) of HCC fees in respect of approval (£1,500) and monitoring (£15,000) of the full travel plan
- Prior to occupation, provision of a bond or cash deposit of £52,250 in respect of measures within the travel plan
- Public rights to pass and repass on foot and bicycle for areas not adopted by the Highway Authority

Conditions:

- No development shall start on site until a construction method statement has been submitted to and approved in writing by the Planning Authority, which shall include:

- a) A programme of and phasing of demolition (if any) and construction work;
- b) The provision of long-term facilities for contractor parking;
- c) The arrangements for deliveries associated with all construction works;
- d) Methods and phasing of construction works;
- e) Access and egress for plant and machinery;
- f) Protection of pedestrian routes during construction;
- g) Location of temporary site buildings, compounds, construction material, and plant storage areas;
- h) Details of the methodology for ensuring dirt is not transferred onto the highway from the site (i.e. wheel washers), and onwards mitigation should this fail, such as the employment of mechanical road sweepers, and the subsequent refresh of street lining (as and when required) should this be damaged during the process.
- i) Details of how the CTMP measures are integrated and managed with the adjoining consents.

Demolition and construction work shall only take place in accordance with the approved method statement.

Reason - In order that the Planning Authority can properly consider the effect of the works on the amenity of the locality and in the interest of Highway Safety

- The development shall deliver a scheme of improvements to the existing Public Footpath FP35 as shown in principle on Figure A and comprising the following key principles:
 - o Between Points A-B the Public Right of Way will be retained on its broad alignment, with its surface and width (to 3.0m) improved for utility use (pedestrians and cyclists) and cycle rights will be dedicated. The treatment of the Public Right of Way through the scheme will be carefully considered to ensure that the path retains an open and rural feel detached where possible from streets and set in landscaped buffers, with path crossings of streets minimised
 - o At Point B – An improvement of the connection between the path at Point B and the Ridgeway will be delivered

- o Between Points C-D – a new multi-user path will be delivered to connect to the boundary of the Site at Point C. The path will be made available for public use by pedestrians and cyclists
- o At Points B and E, wayfinding will be provided
- o Between the PROW and Meyrick Road at Point F, measures will be provided to connect and transition cyclists to on-street cycling.

These improvements will be delivered in accordance with a works programme to be agreed in writing with the Local Planning Authority (in consultation with the Highway Authority) prior to the commencement of construction on the Site.

Reason – In the interest of providing appropriate pedestrian and cycle connections through the site

- The approved lines of site splays on drawing ITB15443-GA-001 Rev M and ITB15443-SK-006 shall be kept free of any obstruction exceeding 0.6m in height above the adjacent carriageway. Boundary features or any design through the reserved matters stage shall also not exceed 0.6m in height and shall be subsequently maintained so thereafter.

Reason – In the interest of highway safety

- The details submitted in relation to the reserved matters stage shall include details to demonstrate an appropriate street design. These details shall include:
 - a) Street Lighting Strategy
 - b) Drainage Strategy and Design details in relation to the site and any new street and footpath
 - c) Final ground levels plan
 - d) Final materials plan
 - e) Details regarding the site access design in relation to the interaction with the EA bellmouth culvert
 - f) Loop roads should be provided within the internal road network to ensure that access can always be maintained from both access points in the event of any culvert failure or maintenance
 - g) Land required in order to keep visibility clear shall either fall within adoptable areas of the Highway Authority or private management company and not cross third-party land.

The above matters should be implemented in accordance with the approved plans

Reason – In the interest of Highway Safety and safe and suitable street design

I trust that the above is clear but please do not hesitate to contact Sophie Osborne on the above contact details should you require any further information.

Yours sincerely,

Gemma McCart
Team Leader – Highways Development Planning
Hampshire 2050