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Enquiries To Sophie Osborne

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Date 27 August 2024

My reference 054002

Your reference APP/22/00439

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Dear Ms Miszewska,

The South Downs College, College Road, Purbrook, Waterlooville, PO7 8AA

Redevelopment of southern section of site to provide 91 dwellings comprising 42 No. 2, 3 & 4 bed houses and 49 No. 1 & 2 bed flats with associated parking, landscaping, waste and cycle storage. New access from College Road and other associated works.

Thank you for your re-consultation on the above full planning application. In response to previous comments raised by the Highway Authority dated 04 August 2022 and 20 September 2023 and following a number of meetings further information has been submitted in support of this planning application. The Highway Authority have viewed this revised information and have the following comments to make.

The previous response dated 20 September 2023 focused on outline matters and parking provision whilst the internal road network was being developed by the applicant. This response therefore covers any further outstanding matters on the points raised within the previous response and the latest internal road network.

It is understood that since the previous response dated 20 September 2023 the quantum of development has reduced by 11 dwellings from 102 to 91.

Walking and Cycling Provision

HCC TG3 compliant visibility splays are yet to be demonstrated for all proposed crossing points proposed to be delivered through the S278 works for the site. The scope of the visibility splays required is laid out within the previous response dated 20 September 2023 and remains required to ensure appropriate visibility can be achieved.

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It was requested that following the outcome of the WCHAR that the following improvement works were to be provided on a drawing:

- Indicative wayfinding strategy through the adjacent neighbouring housing estate
- Southern crossing improvements along Crookhorn Lane

These drawings are still outstanding, and it is requested that these are provided to progress discussions on the mitigation package to be delivered as part of this planning application. The Highway Authority welcome these discussions with the applicant.

Since the previous responses were issued, the Highway Authority have been made aware of a scheme of an HCC led scheme to improve access to Purbrook Park (the catchment secondary school) which falls outside of the desirable walking distances based on the CIHT *Providing for Journeys on Foot Guidance* (2.0km). The scheme encompasses provision of a DDA compliant cycle route across the open space to the west of Morelands Primary School linking Crookhorn Lane with Purbrook. The final phase of the scheme proposes to upgrade the existing path to the south of the primary school to a 3.0m shared use facility. Any opportunities to improve the route to the secondary school should be pursued to increase the attractiveness and accessibility via sustainable modes to reduce the reliance on the private car and comply with LTP4. It is likely that any contribution from this site will be secured flexibly towards these improvement works along with the College Road 'future vision' works as discussed further below.

College Road 'future vision' works

The Highway Authority previously requested that the site access design was overlayed on the College Road 'future vision' works drawing to ensure that the proposed development does not prejudice the ability of these works to be delivered in the future. Additionally, the Highway Authority confirmed that the proposed raised features within the 'future vision' work did not accord with LTN 1/20 and needed to be set back a minimum of 5.0m to provide opportunities for vehicles to give way to crossing pedestrians without overhanging College Road. The realignment of the access to plots 1-12 within the internal road network means that the proposed ramp internally is set back 8.0m from College Road (demonstrated within drawing 01-PHL-1005 Rev C). Despite not being outlined on the 'future vision' works drawing, the Highway Authority are content that there is appropriate set back to allow for these future vision works to come forward and provide an LTN 1/20 design. No further amendments are required at this stage.

The Highway Authority welcome a discussion with the applicant on the proportionate contribution figure to be secured towards these works.

Site Access

The Highway Authority previously requested that swept path analysis of the site access and stagger arrangement was updated to a minimum speed of 10mph. These revised

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drawings have not been submitted to support this planning application. Since the previous formal response on the site access arrangement, HCC TG2 has since been revised which provides specific guidance on the swept path analysis tracking requirements dependent on the street hierarchy (a primary-secondary interaction). In the absence of the revised tracking being provided item 3.10 of the RSA1 initially provided remain unresolved. The Highway Authority are yet to be satisfied that the required movements can be accommodated at the access arrangement at a reasonable speed.

Should the above be addressed, a departure from standard will be required due to the stagger distance between site access and Apollo Drive which would not be signed off until the post-planning S278 stage. Technical approval of the access arrangement will therefore be secured to be delivered prior to commencement on site.

Internal Road Network

The proposed internal road network is shown within drawing 20.001.101 Rev 17. The applicant has engaged in extensive discussions on the internal layout since the previous response dated 04 August 2022 was issued. The revised layout was acknowledged to provide a betterment in principle subject to appropriate tracking, visibility and additional minor comments being resolved.

A 5.0m carriageway width has been provided which accords with a tertiary street in line with HCC TG1 guidance. However, the Highway Authority consider the street hierarchy to comprise of a mixture of secondary and tertiary streets. Notwithstanding, given that discussions on the internal layout have preceded the introduction of this guidance, the Highway Authority are minded to accept a 5.0m carriageway for the secondary street subject to appropriate tracking being provided and measures to prevent overspill on-carriageway parking.

It is noted that no Stage One Road Safety Audit (RSA1) has been undertaken for the internal road network. It is requested that this undertaken and supported by a designer's response for consideration. All comments raised within this response are subject to the findings of the RSA1 and the Highway Authority reserve the right to make additional comments on receipt of the RSA1.

The arrangement within the northeastern corner providing access for to the parking court has improved. The Highway Authority however raised concerns on how vehicles are to access parking spaces particularly those closest to the footway provision. It was requested that tracking was provided or a standard size car at an appropriate speed accessing/egressing these parking spaces. This matter remains outstanding.

Ramps throughout the internal road network are to have a 75mm level change, with a 1:17 gradient. The raised plateau is also to be 1.3m. These are considered of an appropriate construction in order to satisfactorily reduce vehicle speeds.

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The access into the parking area for plots 1-12 has since been revised to encompass a vehicle crossover arrangement. As this is the case, pedestrian intervisibility splays are also required to be submitted for consideration.

A future pedestrian cycle link to connect in with the Campdown development as and when this comes forward, has now been provided in the southwestern corner of the site. This should measure 3.0m in width however this has not been confirmed. In order to improve cycle permeability through the site to access South Downs College to the north the applicant has provided a 3.5m pedestrian/cycle link which runs through the centre of the site. This also provides emergency access to ensure the fire tender can access all residential dwellings in accordance with the distances laid out within Manual for Streets. Removable bollards are provided to prevent general vehicle access which is considered acceptable.

Where cyclists are to drop onto carriageway appropriate dropped kerb provision should be provided to allow cyclists to safely to continue their onward journey. This appears to be outstanding and should be appropriately annotated on a drawing.

During direct discussion with the applicant, it was requested that consideration was given towards widening the footpath link abutting plot 52 and 34 to also provide access for cyclists. It does not appear that this has been considered and should also be explored to improve cycle permeability throughout the site. Should this be achievable then a dropped kerb should also be provided to allow cyclists to join the parking court appropriately.

Tactile crossing points have been provided throughout the internal road network at main crossing points however these lack visibility splays in accordance with HCC TG3. It is requested that these are provided. Through direct discussions the need for tactile paving was also discussed where the pedestrian footway meets 'arrival square' to the north and directly to the south was also considered necessary. It is requested that these are provided and supported by pedestrian visibility splays. This is considered necessary to be provided at the planning stage to ensure that there is appropriate space within the internal road network to accommodate safe and suitable pedestrian crossing points.

It is understood that footways throughout the site are to be 2.0m. This should be appropriately annotated on a drawing.

Through direct discussions, the Highway Authority understand that the location highlighted in red below is to comprise of a service margin rather than a footway. Should this be the case, a change in materials should make it clear that this is to be utilised as the former and not intended for pedestrian use.

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Visibility:

Drawing 01-PHL-1003 Rev C shows junction and forward visibility throughout the internal road network.

It is noted that junction visibility in the southwest corner of the site is demonstrated at 2.4m X 25.0m based on a 20mph design speed in accordance with HCC TG3. This is considered acceptable. Visibility splays are missing for the proposed parking court in the northeastern corner of the site and should be provided in accordance with a 20mph design speed.

2.4m X 17.0m splays have been provided at the two junctions adjacent to the site access in accordance with a 15mph design speed. Whilst providing visibility to the junction with College Road is considered appropriate, the full visibility splay should be provided internally based on a 20mph design speed should be provided.

Forward Visibility:

Forward visibility is shown for bends throughout the site at 17.0m, which does not accord with a 20mph design speed. HCC TG2 allows for relaxations in forward visibility to 18.0m (based on a 15mph design speed). Whilst splays have not been drawn to 18.0m, the presence of ramps at the bends and throughout the development provide appropriate opportunities to further reduce vehicle speeds and therefore a relaxation is considered appropriate in this instance. This position is however subject to the findings of the RSA1.

The tracking submitted for refuse vehicle shows a 22m forward visibility at the bends, which does not allow for the vehicle bonnet length as set out in Manual for Streets. Notwithstanding this, the 17.0m forward visibility around the bends has been provided which the Highway Authority consider to be acceptable. No further forward visibility splays are therefore required.

Swept-Path Analysis/Tracking:

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The submitted layout shown in all the tracking drawings differs to that shown within the block plan. The layout demonstrated on the block plan is welcomed as this would ease swept path movements around the bends within the site. For clarity, it is requested that the tracking drawings are updated with this revised layout to minimise any confusion on the layout to be delivered.

The applicant has not confirmed the tracking speeds on any drawings. Swept path analysis should be undertaken at a minimum speed of 10mph and therefore all drawings should be revised.

11.20m 'super large' refuse and Fire Tender tracking is shown within drawings 01-ATR-105 Rev C and 01-ATR-106 Rev C respectively. Tracking is also provided for a panel van passing a car within drawing 01-ATR-110 Rev A. The dimensions utilised for the fire tender, delivery vehicle and private car are incorrect and do not comply with HCC TG2. It is requested that tracking is updated with the correct dimensions. It is noted that throughout the internal road network the body of the vehicle(s) are shown to overhang the footway. This is not agreed. It appears that these vehicles have been poorly tracked however should be revised and updated at the correct speed to ensure that movements remain achievable within the bounds of the carriageway.

The swept path analysis for the refuse vehicle has not been provided throughout the entirety of the internal road network. Whilst in accordance with HCC TG2 a refuse vehicle does not need to pass a car throughout the entirety of the internal layout, appropriate passing places need to be evidenced. Based on the tracking provided it is not clear where a car can pass appropriately. This position is the same for the fire tender tracking. This is particularly important giving the ongoing discussions on the parking provision as discussed further below. The drawing has also not demonstrated the ability of the refuse vehicle utilise the proposed turning heads with the site. The applicant is required update these drawings to demonstrate these movements to support this planning application.

Tracking provided for a panel van and large car indicates that conflicts are likely to occur between the two vehicles at the bends within the site. In accordance with HCC TG2 guidance the applicant is required to demonstrate that a delivery vehicle and car can pass simultaneously at the bends. Given that the layout tracked differs to that on the surfacing plan, this is likely to ease any vehicle movements around the corners. Alterations to the alignment may be required in the southern western parcel of the site to facilitate these movements.

Materials

Whilst the internal road network is to remain private, the Highway Authority have the following comments to make on the materials throughout the site.

The 'contrasting surfacing' material and materials for the ramps have not been specified

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and should be confirmed by the applicant. Additionally, no kerbing proposals have been provided for consideration, particularly in the turning heads. This is considered necessary to prevent any errant parking blocking the ability of the refuse and fire tender to undertake required manoeuvres. The Highway Authority are content however that finer material details can be secured through an appropriate planning condition to be agreed prior to commencement.

Levels and Drainage

Proposed levels drawings for the site are shown within drawing 01-PHL-1001 Rev C which the proposed longitudinal gradients shown within drawing 01-PHL-1002 Rev C. The proposed drainage strategy is shown within 01-PDL-1001 Rev E.

The applicant proposes a longitudinal gradient of 1:145 for Road 2 which is not accordance with HCC TG2. Areas of flexible surfacing, which is understood to be proposed, should not exceed 1:100.

It is noted that the key on the drainage plan references adopted foul water sewers and manholes. It is understood that the site is to remain private except for a small area at the site access point, and therefore reference to adoptable drainage is unclear. The Highway Authority have assessed the drainage strategy on the premise that the site is to remain private. Reference to adoptable drainage should therefore be removed moving forward.

Additionally, the levels internally appear to be higher than extent proposed to be offered for adoption. The overland flood flow route suggests that private water is to drain onto the highway, and it appears that there are no gullies proposed. Measures must be put in place to prevent private water draining onto the highway, or the levels should be re-worked to ensure the highway is the 'high point' allowing private water to drain within the site and highway water to drain within the highway, or cut off drainage should be provided with two gullies provided wither side of the extent of the adoption and a pipe placed to drain private water back into the site.

Drainage to fall within the areas to be adopted by the Highway Authority will need to meet adoptable design standards. Final details regarding the levels and drainage strategy can however be secured through an appropriate planning condition to be agreed prior to commencement.

Parking Provision

The applicant has not clarified the revised parking quantum for the altered quantum of development. This should be provided for consideration. It is understood previously that unallocated parking spaces were proposed which exceeded the requirements in accordance with Havant Borough Council's Parking SPD, however the visitor requirements fell short.

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In the absence of swept path analysis demonstrating the ability of a refuse vehicle to pass a car throughout the internal road network to demonstrate appropriate passing places, the Highway Authority are still unable to confirm whether a shortfall in parking will be acceptable in the interests of highway safety.

The applicant is reminded that this development will be unable to commence on site until the parking strategy for South Downs College has been agreed considering this site is located on the existing car park arrangement. The introduction of parking restriction and/or measures to prevent any on-street overspill parking, and any additional nuisance overspill parking from the adjacent college are considered necessary to support this planning application. A parking management plan will be secured through an appropriate planning condition to be agreed prior to commencement to manage overspill parking on the internal road network.

Recommendation

Having regard to the above, the Highway Authority require the further information to be submitted for consideration before a formal recommendation can be provided on this planning application. The Highway Authority also welcome engagement with the applicant on the mitigation package to be secured as part of this development to progress discussions on this application.

Yours sincerely,

Sophie Osborne
Senior Transport Planner – Highways Development Planning
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