

Technical Note - Response to HCC Comments

Introduction

- 1.1 This Technical Note has been prepared to provide a response to comments from Hampshire County Council (HCC) in relation the main and emergency site access and to the Internal Layout as shown on the Illustrative Plan (Appendix , which have been prepared to support the outline planning application for the proposed development of the Blue Star Land, Berewood, Waterlooville.
- 1.2 Comments were received from the Highways Officer at HCC on both the Transport Assessment and Travel Plan, dated 8th August 2023.
- 1.3 Our responses should be considered in the context of the traffic movements indicated in the transport assessment. The BSL will generate a total of 335 trips over a 12 hour period of which 34 trips will occur at each of the am and pm peak hours. This equates to 1 trip every 2 minutes and 1 trip every 1.75 minutes during the peak hours. This would mean cyclists would on average experience one to two moving vehicles each time they traverse the BSL site.
- 1.4 Drawing GTWVILLE_BSL/SK/02 shows how a segregated path would be integrated into the development at the main access off Laxton Leaze.

Site Access Comments

HCC Comment:

- Tie in details should be provided (for) the site access arrangements and the approved Phase 3B infrastructure along Laxton Leaze.

MBL Response:

- 1.5 Dwgs. GTWVILLE_BSL/SK/02 (main access) and SK/03 (non-vehicular and emergency access).
- 1.6 SK/02 indicates how the existing shared surface at the southern end of Peasgood Lane will be maintained thereby maintaining pedestrian priority for users entering and leaving the BSL development. The entrance to the BSL site will include a raised platform serving as a shared use area where pedestrians are guided to cross and where cyclists transition from/to the Laxton Leaze carriageway to/from the proposed segregated cycle route. The raised platform and shared use surface treatment will act as a speed reduction measure where pedestrians and cyclists will be manoeuvring on or off the carriageway. Laxton Leaze north and south footways will continue into the BSL site. The northern footway will transition to a shared footway cycleway within the shared use area.

- 1.7 Visibility splays have been provided for the various vehicular and non-vehicular movements. All required visibility scenarios can be accommodated within the Phase 1 and the proposed BSL S38 boundaries.

HCC Comment:

Modal filter should be provided south of Denniston Dene – until the phase 1 residential has been adopted by the Highway Authority engagement with Bloor Homes will be required to introduce the modal filter. Tracking should be provided to ensure that a refuse and fire tender can turn if necessary and distances should be confirmed to ensure that they comply with Manual for Streets.

MBL Response:

- 1.8 Further to the discussion at the meeting on 4/8/23 we understand the modal filter would be introduced to prevent vehicular access (other than for emergency use) on to or off Laxton Leaze. Technically this could be achieved by assuming the Peasgood Lane/Denniston Dene junction becomes a turning head to allow refuse/delivery vehicles to reverse into the cul-de-sac section. The current Phase 1 layout has S38 Technical Approval so it is unlikely that an agreement with Bloor Homes will be achieved prior to the Phase 1 S38 being concluded. Therefore, any implementation of the above would be subject to a S278 Agreement once the road has been adopted..
- 1.9 There will be the infrequent occasion whereby delivery vehicles and visitors to BSL will wish to enter the BSL site via Peasgood Lane. Dwg. GTWVILLE_BSL/SK/03 indicates that this will be possible without encroaching onto pedestrian areas (apart from where the northern footway crosses the existing vehicular access).

HCC Comment:

Currently the cycle path is shown to drop into Peasgood Lane where cars are parking on the footway, whilst this current location is not agreed this should be considered for the alternative locations for the cycle path as this is likely to be a wider problem along Peasgood Lane.

MBL Response:

- 1.10 This is not an issue for this application as it is an existing problem and not related to the proposed development. We presume HCC will require Bloor Homes Ltd to propose a Traffic Regulation Order plan to enable enforcement against inappropriate parking. Adequate alternative parking for residents has been provided as part of the existing (approved) Phase 1 scheme.

HCC Comment:

TRO contribution should be considered to prevent this nuisance parking blocking the cycle connection to be implemented once the site has been adopted.

MBL Response:

- 1.11 Noted. Refer to 1.10 above.

HCC Comment:

Any cycle provision should be LTN 1/20 compliant.

MBL Response:

- 1.12 LTN 1/20 refers to five main principals in the delivery of safe fit for purpose cycle routes.
- Coherence where cycle routes co-ordinate with connection points via routes which are simple to navigate with minimal disruption.
 - Directness where routes should avoid unnecessary diversion and should take the shortest route in the context of the scheme.
 - Safety where cyclists should feel safe and should not be discouraged by hazards presented by vehicular users.
 - Comfort where routes should be smooth with manageable gradients, minimal on and off carriageway transitions and minimal constraints requiring starting and stopping.
 - Attractive where materials and the surrounding environment help to enhance the cycling experience

Coherence

- 1.13 The connection points and general alignment of the existing paths (located at Laxton Leaze, Maurepas Way and Forest End) will be retained. An additional connection will be provided on to Peasgood Lane at the north west corner of the site. These existing connection points align with the wider strategic cycle routes provided across the Berewood development.
- 1.14 The additional connection via Ellisons Crescent will actually, enhance current provision.
- 1.15 Dwg. GTWVILLE_BSL/SK/02 and SK03 shows the measures for managing conflict between vehicular and non-vehicular users.
- 1.16 Cyclists approaching the cycle route from Laxton Leaze will be able to join the segregated route via a defined transition within a shared use area with speed reduction ramps. Cyclists joining Laxton Leaze to go west will need to cross to the southern side of the carriageway but traffic flows (Refer to 1.3 above) into and out of the development will cause minimal disruption.

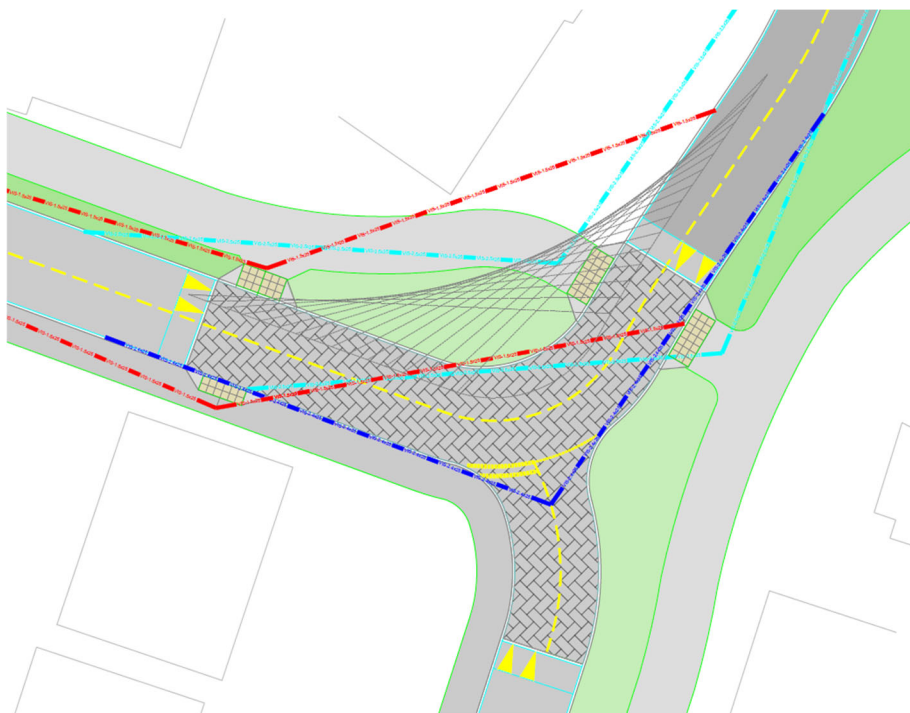
- 1.17 Cyclists entering and leaving the site from the Forest End and Maurepas Way connections will use the existing facility.

Directness

- 1.18 The general routing of the existing paths will remain unchanged. Subsequently, any variation in the distance traversed across the site will be insignificant. The infrequency of vehicular traffic and the provision of shared use areas, where cyclists are required to cross the carriageway, will ensure journey disruption is minimised.

Safety

- 1.19 Cyclists traversing the site will be accommodated on either a segregated route or a shared surface.
- 1.20 The location where cyclists are required to cross the carriageway in the centre of the site will be designed as a shared use area with approach ramps to slow vehicle speeds, surface treatments to indicate the changed priority. Buildings will be set back sufficiently in this area to allow for cycleways to maintain the desire line whilst affording adequate visibility for vehicular and non-vehicular requirements.
- 1.21 The figure below provides an interpreted layout to inform on how the features would be provided. The final arrangement would be dictated by the overall layout during design development but the features indicated would be provided as a minimum.



Potential Arrangement for Vehicle/Non-Vehicle Confluence at Centre of Site

- 1.22 The proposed carriageway running from the north west corner to the centre of the site will be designed as a shared surface.

Comfort

- 1.23 The topography of the site will enable the maximum gradient of cycle routes to be limited to less than 2% with the exclusion of the link from Forest End to the centre of the site. The gradient of the existing path over this section is 4.2% and the path is 89m long. The development final levels will aim to improve on this to comply with LTN 1/20 Table 5-8.
- 1.24 Shared surfaces/raised platforms where cyclists are required to join or cross vehicular routes will enable the general gradients to be maintained without any upstands. All surfaces will be appropriate for cycle use in terms of surface level tolerances, skid-resistance and visual contrast where required.

Attractive

- 1.25 Green edges to cycle routes will be provided as much as possible with planting to visually enhance the segregation from the carriageway. Materials used at the shared surface locations will be selected:
- to show continuity for cyclists/pedestrian rather than for vehicular users so that perceived priority is enhanced
 - to connect more with the general building environs and less with the vehicle routes. The main access will serve as a gateway for vehicles who will be arriving at their destination. Traffic volumes will also be very low. Therefore, additional features such as one lane priority working, strategic parking and local build outs could also be used to further encourage low speeds.
 - The cul-de sac nature of the site means that most users will be residents, generating a communal involvement and responsibility for driving safely.

HCC Comment:

The ownership of the hedge abutting Peasgood Lane and the red line boundary for the Blue Star Land should be confirmed. The Highway Authority are aware that this has not been adopted as part of the Bloor Phase 1 S38 agreement. Clarity should be provided as to whether this falls within the jurisdiction of Grainger and should be annotated appropriately on a drawing.

MBL Response:

- 1.26 Dwg. GTWVILLE_SK/02 and SK/03 show the development boundary abutting Peasgood Lane. The hedge sits inside the development boundary and will be the responsibility of Grainger. The intention is to retain the hedge for it's full length excluding a small section of

the northern end to ensure adequate visibility is provided for the emergency/non-motorised access.

HCC Comment:

There are concerns with visibility for both the emergency access and where the cycle path is to join should this fall under 3rd party land ownership.

Clarity is requested for the need of the emergency access – the use of this is likely to lead to more crossing of the shared use path which as discussed, these crossings should be minimised.

- Should this emergency access still be pursued, visibility splays and pedestrian intervisibility splays in accordance with HCC TG3 should be provided. Noted
- Tracking speeds should be confirmed for the fire tender and should be undertaken at a minimum speed of 10mph.
- Fire tender dimensions should be 8.68m X 2.18m and not the 7.70m X 2.4m shown on drawing GTWVILLE_BSL_SK/03 Rev A.
- Management of nuisance parking here should also be considered to prevent the blocking of this emergency access point.

MBL Response:

- 1.27 The emergency access is considered necessary in case the main access is obstructed for any reason. Usage of the emergency route by it's very nature will be infrequent and very apparent to non-motorised users of Peasgood Lane/Ellisons Crescent.
- 1.28 Dwg. GTWVILLE_BSL/SK/03 indicates the visibility splays associated with the emergency access can be provided for.
- 1.29 The swept path analysis for all vehicles is shown on Dwg GTWVILLE_BSL/VT/01 and SK/03, the latter being specific to the emergency scenario. Fire tender swept path analysis has used a lock to lock turning time of 6 seconds as recommended in HCC Technical Guideline TG2.
- 1.30 Fire tender swept path analysis has been revised to reflect the required fire tender parameters referred to in TG2.

HCC Comment:

- Tracking needs to be provided for a refuse, fire tender, .com vehicle passing a car along the extent of Laxton Leaze entering the site as well as two cars passing – this should be undertaken at 10mph.
- Should Peasgood Lane not be closed then tracking should be provided for all movements accessing and egressing the site from Peasgood Lane

MBL Response:

- 1.31 Refer to Dwg. GTWVILLE_BSL/VT/01.
- 1.32 Swept path analysis follows guidance set out in TG2 Section 3.2.8. It is noted that the referred refuse vehicle cannot negotiate Ellisons Crescent and Peasgood Lane without utilising the full width of the shared use corridor (encroaching into the margins either side of the defined running lane. It is not known whether the inappropriate parking disrupts refuse collection or whether a smaller vehicle is used in this area.
- 1.33 Assuming the maximum compliant size vehicle is used then refuse vehicles visiting the BSL development could arrive and leave via Laxton Leaze.

HCC Comment:

- Clarity requested as to whether the culvert is the existing width or whether alterations are needed.

MBL Response:

- 1.34 Dwg. GTWVILLE_BSL/SK/02 provides a cross section through the culvert. The culvert's overall length will be extended from 15.0m to 16.4m. The existing culvert is a 450 diameter twin wall PE pipe (CSA = 0.16sq.m). Cover depth under the existing footway is approximately 300mm. In order to provide sufficient support for the min access the culvert will be replaced with a modular concrete box section with a clear opening of 400mm x 800mm (CSA = 0.32sq.m). This provides a CSA greater than the existing whilst compensating for the limited cover depth.
- 1.35 The provision of the culvert will be subject to S38 and LLFA comments and will likely require an Approval In Principle (structure) report (AIP) and an Ordinary Water Course Consent (OW) application to be submitted. The review of these will influence the detail of the culvert provision.

HCC Comment:

- Consideration should still be given to accessing the site from the northern roundabout keeping future development in mind.

MBL Response:

- 1.36 The opportunity for providing a vehicular access to the site has been reviewed and discounted for the following reasons:
- The site to the north of the BSL land (Parcel M3) has outline planning permission for a commercial/retail premises which will be accessed directly from the partially completed southern arm on Entrance Roundabout. The nature of the development on the M3 site,

which is likely to be under single ownership, will not make a through road for a separate development commercially viable.

- The northern boundary of the BSL development comprises a shallow filed ditch lined by a hedge and mature trees. The provision of a road through the northern boundary would have a significant adverse ecological impact.

HCC Comment:

- Visibility splays in accordance with HCC TG3 should be provided where the cycle path is proposed to drop on carriageway.

MBL Response:

1.37 Refer to Dwgs GTWVILLE_BSL/SK/02 and 03.

HCC Comment:

Internal Layout:

- Whilst I acknowledge the internal layout is only indicative at this stage, I also note the following that should be considered which may impact the outline provisions:
- Clarity is requested on the status of the attenuation basin and whether this is proposed or existing - if this is proposed, it should be explored as to how this could be rotated to provide further space for accommodation of the shared use path.
- Forward visibility will be required around bends at a minimum of 25.0m for a 20mph design speed.
- Turning heads will be required for refuse and fire tender.
- The location of carriageway could run parallel to the cycleway with full segregation.
- As discussed, the cycleway has been diverted off its existing desire line reducing the attractiveness of use – further consideration should be given towards this shared use path to ensure that this continues to accord with desire lines and whether the internal arrangement of the site be designed around the shared use connections. Consideration should be given to providing a similar arrangement to that which is currently being proposed for Phases 9C11A for a tree lined segregated shared use path where crossing points have been minimised.
- Consideration should be given to the road running parallel to the alignment of the shared use path.

MBL Response:

1.38 The attenuation basin is proposed and will be constructed as part of the development drainage solution. The basin has been reduced in size by distributing additional storage in

other areas of the site. The original clearance of 10.5m between the pond and the shared path was considered adequate. This has now increased to 32m anyway to allow for further enhancement of the open space.

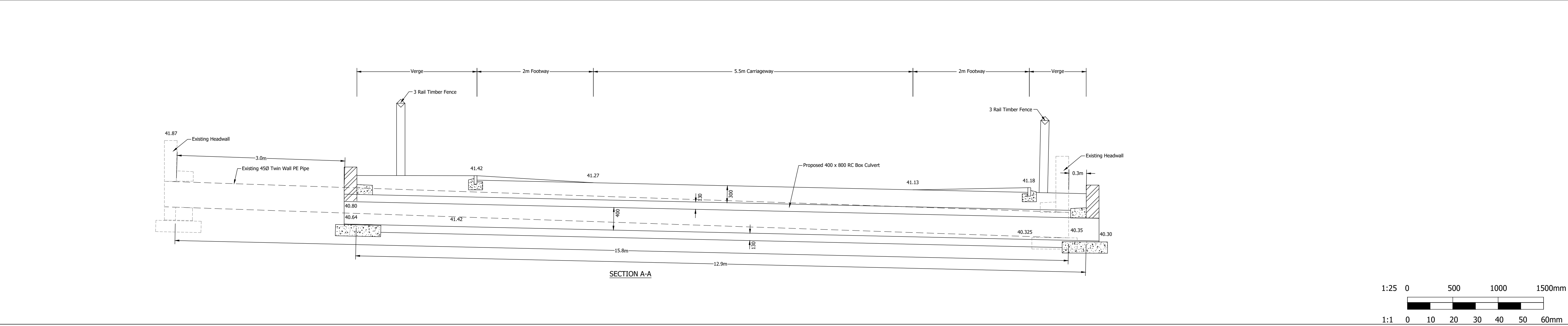
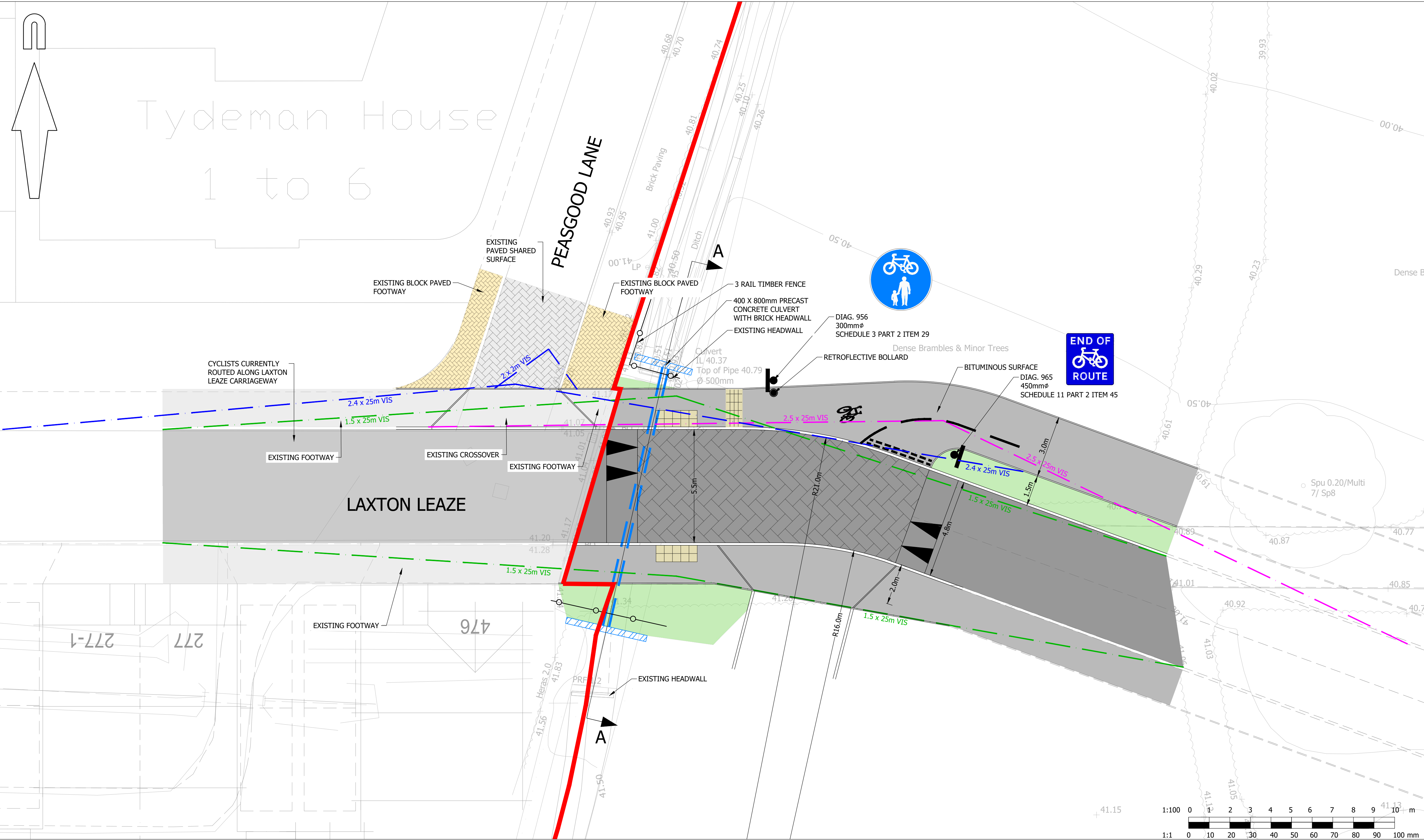
- 1.39 Forward visibility requirements and adequate provision of turning heads are noted and will be provided as part of the design development. The current Illustrative Plan indicates possible positions for the turning heads.
- 1.40 Crossing points at highway junctions within the development will still be necessary. Therefore, it would be better to consider the path routes and highway routes holistically so that crossing points are located where they would be most appropriate for convenience and safety.
- 1.41 The alignment of the proposed cycle routes and the need for them to accord with current desire lines is covered in Sections 1.13 to 1.25 above.

Author: Rob Akerman

Date: 23rd July 2024

APPENDIX A: [Drawings]

Grainger PLC
Blue Star Land, Berewood, Waterloooville
Technical Note – Response to HCC Comments Part B



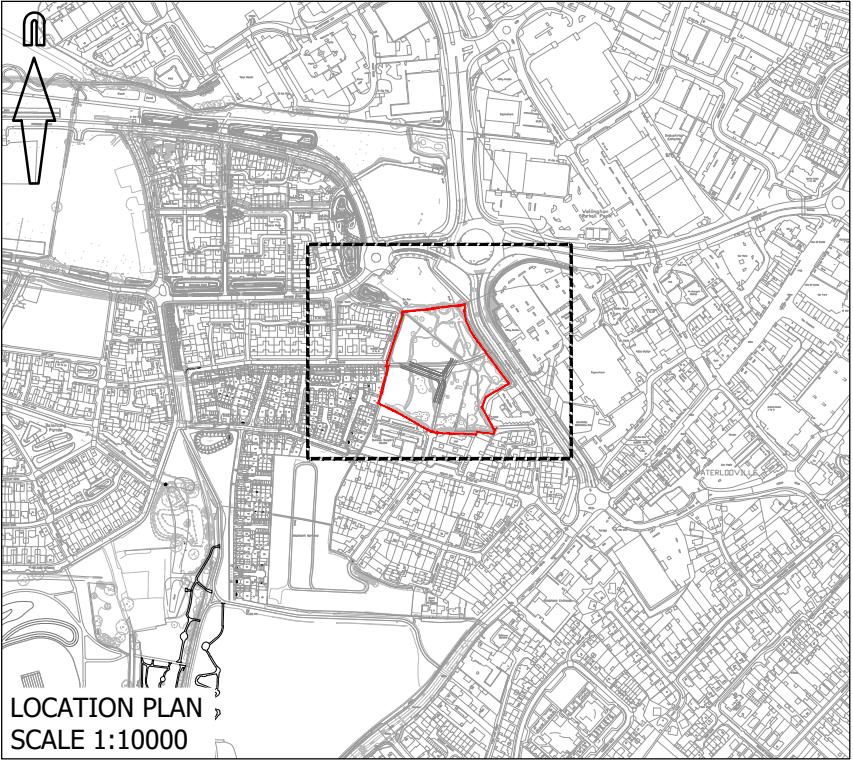
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A1 ORIGINAL

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KEY:

DEVELOPMENT BOUNDARY



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B	Visibility added. Notes added. Dimensions added.	RHA	23/07/2024
A	Further details added.	RHA	26/05/2023

rev.	amendment	checked	date
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BLUE STAR LAND
WATERLOOVILLE

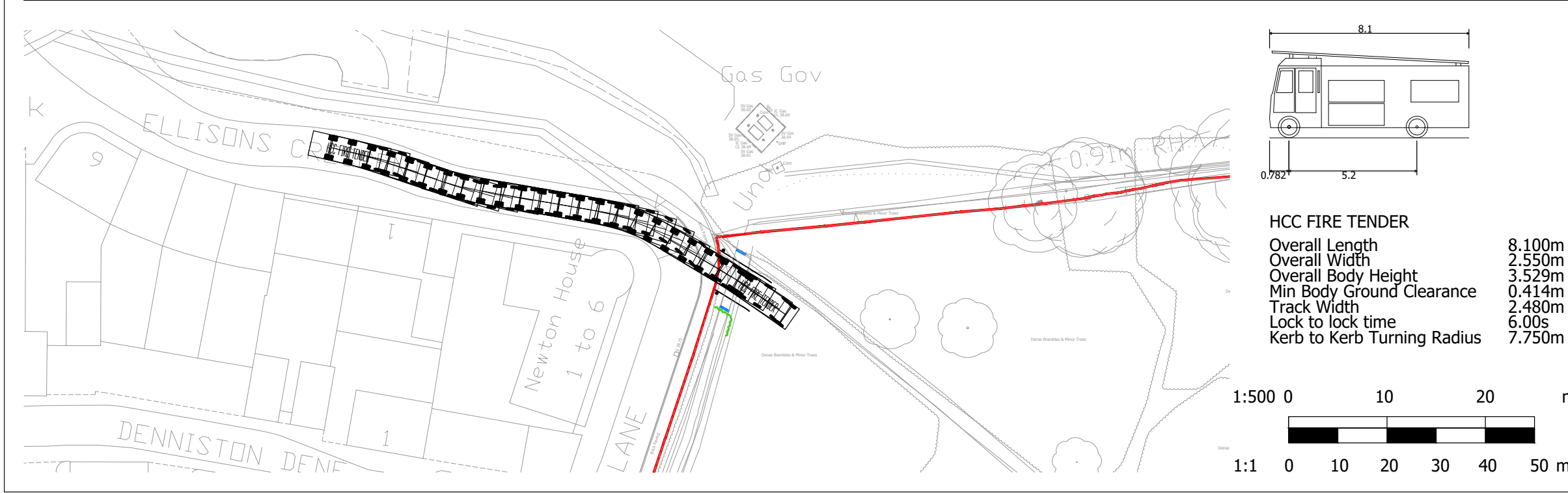
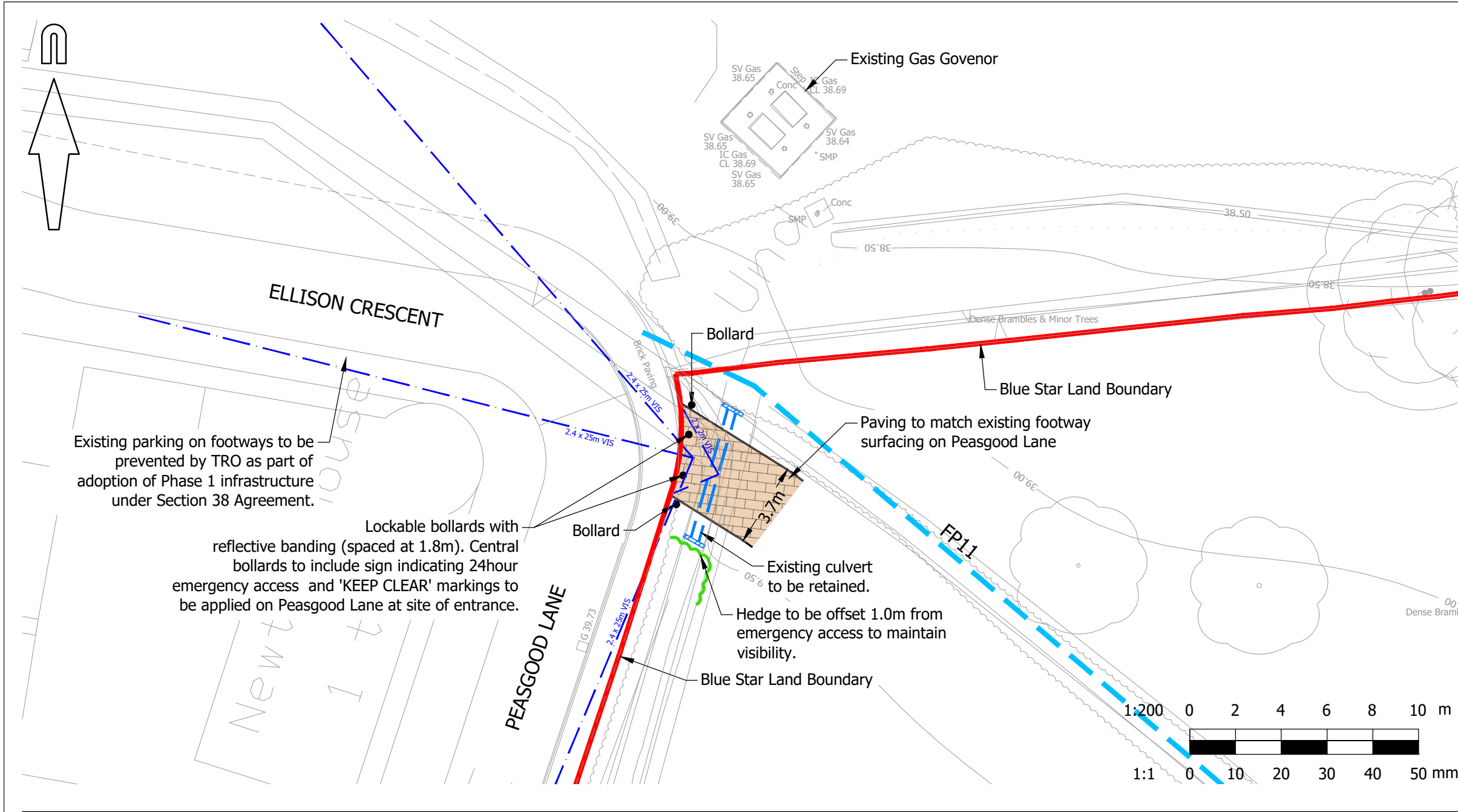
scale	AS SHOWN	drawn by	KD	checked by	RHA
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date	MARCH 2023	cad file	SK_02.DWG
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title
PROPOSED VEHICULAR ACCESS

drawing number	GTWVILLE_BSL/SK/02
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rev.	B
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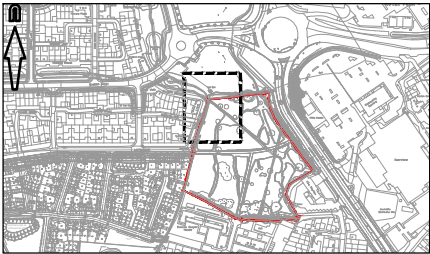
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NOTES

- Refer to Dwg. GTWVILLE_BSL/VT/01 for further vehicle tracking information.

KEY:

- Development Boundary
- Existing Right of Way



FOR APPROVAL
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B	Visibility added.	RHA	23/07/2024
A	Further details added.	RHA	26/05/2023

rev.	amendment	checked	date
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client **grainger plc** Investing in homes since 1912

project **BLUE STAR LAND
WATERLOOVILLE**

scale	AS SHOWN	drawn by	KD	checked by	RHA
date	MARCH 2023	cad file	SK_03.dwg		

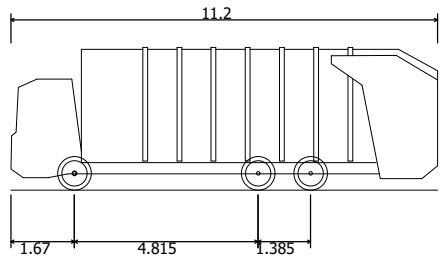
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PROPOSED EMERGENCY & PEDESTRIAN ACCESS

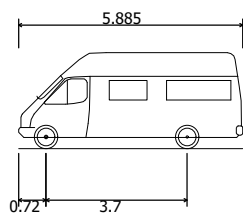
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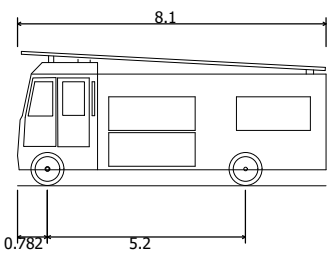
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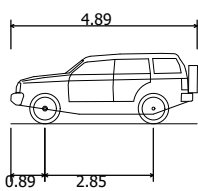
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Overall Width 2.530m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m



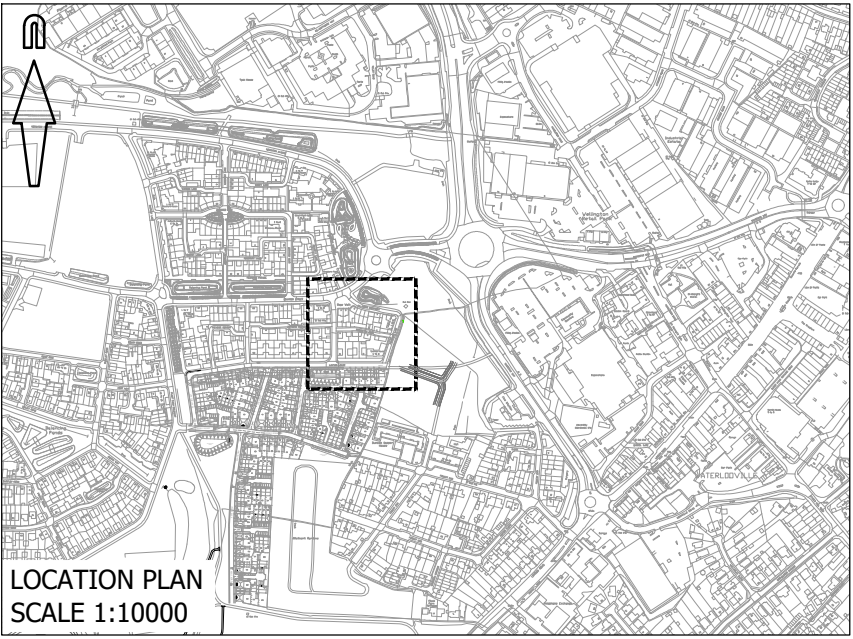
4.6t Light Van
Overall Length 5.885m
Overall Width 2.000m
Overall Body Height 2.526m
Min Body Ground Clearance 0.299m
Track Width 1.765m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 6.000m



HCC FIRE TENDER
Overall Length 8.100m
Overall Width 2.550m
Overall Body Height 3.529m
Min Body Ground Clearance 0.414m
Track Width 2.480m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 7.750m



HCC Large Family Car
Overall Length 4.890m
Overall Width 1.940m
Overall Body Height 1.850m
Min Body Ground Clearance 0.256m
Track Width 1.940m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.900m



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BLUE STAR LAND
WATERLOOVILLE

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date	JULY 2024	cad file	VT_01.DWG
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title

VEHICLE TRACKING DIAGRAMS

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