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Date	27 February 2025	Email	havantdc@hants.gov.uk

For attention of Ms Pickup

Dear Sirs

Re: APP/24/01007 At Havant College, Barncroft Way, Havant, PO9 1QL

Full planning application for widening of north car park access and new widened bell-mouth junction.

Thank you for your re-consultation on the above planning application. In response to previous comments dated 30 January 2025, the applicant has submitted revised drawings which the Highway Authority have reviewed and have the following comments to make.

Proposed Access:

In response to previous comments raised by the Highway Authority a revised access arrangement is shown within drawing 304559-SWH-XX-XX-DR-C-8000 Rev P02. The continuous crossing proposed does not accord with that as set out within HCC TG10 and is therefore not agreed. Tactile paving is not required given that pedestrian priority is to remain and should be removed.

The Highway Authority acknowledge that continuous crossings are in their infancy and therefore standard details for their implementation are currently being developed. That being said, the Highway Authority have recently implemented a number of continuous crossings across the County. The applicant should contact the Highway Authority directly on this matter to obtain examples of what should be delivered in this location.

As set out within the previous response the delivery of a continuous crossing in this location will be subject to appropriate visibility being demonstrated and swept path analysis as discussed further below.

Deputy Chief Executive and Director of Hampshire 2050
Gary Westbrook

Visibility:

It is understood that the applicant has requested that recorded speeds are provided at the detailed design stage. Given that the access arrangement will be fixed through the planning process then recorded speeds in accordance with HCC TG3 are required to be provided at the planning stage to inform the visibility requirements and not the s278 detailed design stage.

Appropriate cycle and pedestrian visibility splays are also yet to be demonstrated. These should be provided to ensure that vehicle users have appropriate visibility for pedestrians and cyclists utilising the shared use provision before crossing to egress the site via Barncroft Way.

Swept Path Analysis:

Updated swept path analysis has been provided within drawing 304559-SWH-XX-XX-DR-C-8001 rev P02 for the revised access arrangement set out by the applicant. Tracking speeds remain unconfirmed and should be undertaken at a minimum speed of 10mph. The Highway Authority are content that vehicles can navigate the access arrangement appropriately however amendments are required as set out above. It is likely that the necessary amendments required will not impede on the tracking demonstrated however should be revised and the tracking speeds confirmed once the access arrangement is agreed to ensure movements can be accommodated appropriately.

Stage One Road Safety Audit (RSA1):

It is understood that the applicant requested whether it would be acceptable for the RSA1 to be submitted as part of the s278 detailed design process. Given that the site access arrangement is fixed through the planning stage, the Highway Authority need to be satisfied that a safe and suitable access is approved. Therefore, an RSA1 is necessary to be undertaken ahead of any planning approval. This should be undertaken once the access arrangement has been revised to align with comments set out above.

Drainage:

The applicant has submitted drainage and gulley details within drawing 304559-SWH-XX-XX-DR-C-8500 rev P01 however this can be reviewed as appropriate at the s278 detailed design stage.

Having regard to the above, the Highway Authority require the further information requested before a formal recommendation can be made on this planning application.

Yours faithfully,

Sophie Osborne
Senior Transport Planner - Highway Development Planning
Hampshire 2050