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Date 30 September 2024

My reference 054258

Your reference APP/24/00612

Email havantdc@hants.gov.uk

For attention of Kayleigh Taylor

Dear Madam,

Re: Approval of reserved matters comprising layout, landscape, scale and appearance, pursuant to outline planning permission APP/21/01071 for the development of 43 dwellings along with public open space and associated infrastructure works. | Land south of Lower Road and west of Old Manor Farm, Havant

Thank you for your consultation on the above reserved planning application.

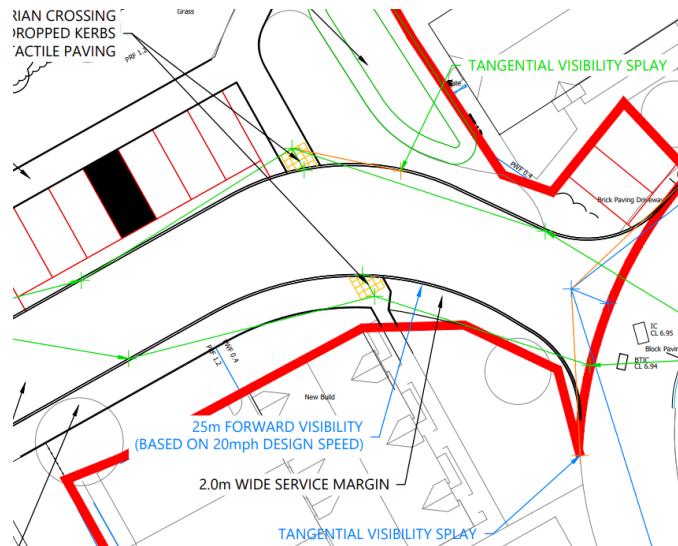
Background

The applicant submitted a Reserved Matters Note (RMN) to the Highway Authority for review in April 2024. Following comments provided on the RMN by the Highway Authority, to support this reserved matters planning application the applicant has submitted a number of supporting plans which the Highway Authority have reviewed and have the following comments to make.

Internal Road Network

The proposed internal layout for the site is shown within drawing SL.10. The drawing is limited in nature however the Highway Authority have undertaken a review and comments on the internal layout are provided below. The Highway Authority reserve the right to make additional comments once further information has been provided.

Vehicle splays within drawing 6430-MJA-SW-XX-DR-C-003 Rev P4 are based on 20mph (25m) but pedestrian crossing splays within same area of the site are only for 15mph (17m). These splays should be consistent to reflect the design chosen speed for the site and the applicant should provide revised drawing to reflect this.



Forward visibility at entrance to site is noted on drawing however no visibility splays have been shown. Forward visibility splays should be provided on updated plans for assessment.

The current proposals do not meet adoptable standards, and it is not expected that this would be put forward for adoption. However, if this to be adopted the proposed layout would need to comply with the requirements of TG1 and TG2. Changes that would be required would be:

- Provision of 2.0m footways throughout
- Suitable provision to cross pedestrians from plots to footways and avoid dropping pedestrians directly into carriageway
- All areas facilitating visibility splays to be offered for adoption
- Lighting design to adoptable standards in accordance with TG13
- Drainage requirements in accordance with TG6-4/TG8-1/TG8-2

Vehicle Tracking

The applicant has undertaken vehicle tracking for a fire appliance vehicle, which is not accord with the size of fire appliance vehicle set out in HCC's TG2. The applicant should revise the size of fire appliance vehicle and submit updated vehicle tracking drawings.

No vehicle tracking has been provided for a refuse vehicle around the bend approaching the site access.



The applicant should update the submitted vehicle tracking to include the bend approaching the site access for assessment.

Stage One Road Safety Audit (RSA1)

The applicant has submitted a Stage One Road Safety Audit (RSA1) for the internal layout of the application site. The safety audit raised two problems (items 8.1 and 8.2) which highlighted visibility splay encroaching over a private area and pedestrian footpath which exits into a layby which could be blocked by parking vehicles. The safety audit provides recommendations to amend the design to remove the conflicts/problems.

The designer's response to problem 8.1 states that covenants and/or planting scheme will be designed to ensure visibility splays are not compromised. The designer's response to problem 8.2 states that parking spaces have been adjusted to ensure that the path passes between parking spaces to improve pedestrian visibility.

The submitted RSA1 has assessed the internal road network of the site, and the highway Authority are satisfied with the designer's responses to the problems highlighted by the safety auditor.

Car Parking

Car parking spaces serving each residential property have been provided at 2.4m x 5.0m which is in accordance with HBC's adopted parking standards. In their capacity as local parking authority, HBC will determine whether the quantum of parking is considered sufficient.

Parallel visitor parking bays are provided at a width of 2.0m x 6.0m. TG1 out the parking requirements for parallel spaces within the highway which would be required to be 2.5m x 6m to prevent overhanging of the vehicles and to reflect the increase in vehicle sizes. HBC Parking Standards do not set dimensions for parallel parking; however, the 2.5m width is in accordance with more recent parking standards across the County.

All visitor bays are provided with an area of hardstanding to the rear of the parking space which is considered acceptable.

Cycle Parking

Cycle parking for the application site is provided for each plot within a garden shed or to the rear within the proposed garden as presented in drawing PSL.01. This is noted and the provision is considered acceptable.

Recommendations

Having regard to the above, there is insufficient information for the Highway Authority to provide comments on this planning application. Further comments will be provided upon receipt of the above requested information.

Yours sincerely,

Michael Okubajo
Consultant Transport Planner – Highways Development Planning
Hampshire 2050