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Date	24 April 2025	Email	havantdc@hants.gov.uk

For attention of Ms Pickup

Dear Madam,

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 24 April 2025, the applicant has submitted revised drawings which the Highway Authority have reviewed and have the following comments to make.

Proposed Access:

The applicant has provided a revised drawing outlining the access arrangement within 304559-SWH-XX-XX-DR-C-8000 Rev P03. The Highway Authority remain supportive of the provision of a continuous crossing in this location however the proposal continues to deviate from that as set out within HCC TG10. As set out previously, the applicant should engage directly with the Highway Authority to discuss this matter further and obtain examples of what should be delivered in this location.

As set out within both previous formal responses, 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.

Visibility:

The applicant has undertaken a 7-day ATC survey between 05-11 March 2025 to inform vehicular visibility requirements at the revised access arrangement. The recorded 85thile speeds and associated visibility requirements using the HCC TG3 SSD are set out below:

Direction	85 th ile speed (mph)	Visibility Requirement (m)
Northbound	31.8	47.0
Southbound	32.7	49.0

The speeds were found to be marginally in excess of the 30mph posted speed limit.

The applicant has not confirmed whether the speeds were obtained in periods of wet weather or not. Should speeds be recorded in periods of wet weather a 2.5mph wet weather factor should be applied to account for reduced driving speeds. This would equate to wet weather speeds of 34.3mph northbound and 35.2mph southbound. This would increase the associated visibility requirement to 52.0m and 54.0m respectively.

Drawing 304559-SWH-XX-XX-DR-C-0700 Rev P01 outlines the visibility splay requirements at the site access. These splays do not accord with the distances as set out within the table above and therefore do not accord with HCC TG3. Whilst it appears that appropriate visibility could be achieved for the additional distance required, the splays should be revised for agreement with the Highway Authority.

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 P03 for the revised access arrangement set out by the applicant. It is understood that tracking has been undertaken at 10mph which is acceptable. 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)

An RSA1 is yet to be submitted to support this planning application. This is necessary to be undertaken ahead of any planning approval to ensure that the access arrangement approved and secured through the planning consent is safe and suitable. This should be supported by a designers response to the auditors comments.

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