

Havant Borough Council
Civic Offices
Civic Centre Road
Havant
PO9 2AX

Hampshire 2050
The Castle
Winchester, Hampshire SO23 8UL
Telephone 0300 555 1375
Fax 01962 847055
www.hants.gov.uk

Enquiries to	Sophie Osborne	My reference	055587
Direct Line	N/A	Your reference	APP/24/01007
Date	30 January 2025	Email	havantdc@hants.gov.uk

For attention of Ms Pickup

Dear Madam,

Re: Full planning application for widening of north car park access and new widened bell-mouth junction | Havant College, Barncroft Way, Havant, PO9 1QL

Thank you for your consultation on the above full planning application. The applicant is seeking consent to widen the existing north car park access into Havant College. The existing access arrangement is shown within drawing 304559-SWH-ZZ-XX-DR-C-6001 Rev P01 with the proposed arrangement identified within the following drawings:

- Drawing 304559-SWH-XX-XX-DR-C-8000 Rev P01 - S278 General Arrangement
- Drawing 304559-SWH-XX-XX-DR-C-8001 Rev P01 – S278 Tracking 7.5t Panel Van

The submitted Technical Note outlines that the applicant has already engaged with the Highway Authority through the s278 process. It is understood that this engagement is yet to take place, however this would be required to deliver any changes to the access arrangements on the highway. The Highway Authority have reviewed the above drawings and have the following comments to make.

Proposed Access:

The drawings outline that the existing bellmouth is to be widened from 3.7m to 7.0m to accommodate two-way vehicle movements. Whilst the bellmouth arrangement appears to accommodate the required movements, given the context of the location of the access being associated with a college and that there is existing shared use provision along Barncroft Way in this location, a

continuous crossing should be explored. This will provide priority for pedestrians and cyclists over vehicle users. The construction details of a continuous crossing should comply with that set out within HCC TG10. This delivery of a continuous crossing would be subject to appropriate visibility being demonstrated and swept path analysis which is discussed further below.

The covering letter outlines that the existing footway provision into the college is to be relocated relative to the access proposals to ensure that the access arrangement does not conflict with the existing provision. Despite this relocation, pedestrian access arrangements are to remain as existing within the college site. This principle should remain the same for the continuous crossing arrangement as set out above.

Visibility:

Visibility for vehicles existing the junction has been provided on drawing 304559-SWH-XX-XX-DR-CF-8000 Rev P01 however the full extent of the visibility splays have not been shown. Furthermore, the splays shown have been based on the posted speed limit of 30mph however these should be based on recorded speeds in accordance with HCC TG3.

Given the request for a priority crossing, appropriate pedestrian and cycle visibility should also be demonstrated in accordance with LTN 1/20 and HCC TG3.

Swept Path Analysis:

Drawing 304559-SWH-XX-XX-DR-C-8001 Rev P01 outlines swept path analysis for a 7.5t panel van. Tracking speeds have not been confirmed and should be undertaken at a minimum speed of 10mph. Irrespective of this, the drawing demonstrates that both vehicles are able to pass appropriately which appears to be suitable given the stated use of the access providing access to a car parking facility only. Updated swept path analysis should be provided for the continuous crossing arrangement to ensure that this does not impact on the required vehicle movements.

It is unclear whether refuse and fire tender access is required, or whether the use of emergency vehicles is necessary given the proximity of the car park to playing fields within the college. Should these vehicles require access then associated swept path analysis should be demonstrated for those vehicles requiring access.

Materials:

It is noted that the existing access is concrete however any materials for a new access arrangement will require accordance with adoptable design standards. It is considered that this matter can be appropriately addressed 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.

I trust that the above is clear but please do not hesitate to contact Sophie Osborne on the above contact details should you require any further clarification.

Yours faithfully,

Sophie Osborne
Senior Transport Planner - Highway Development Planning
Hampshire 2050