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Date 10 January 2024

My reference 052082

Your reference APP/23/00665

Email havantdc@hants.gov.uk

Dear Mr Eaves,

Land on the east side of Helmsley House, Bartons Road, and west of Normandy Way, Havant

Erection of a 78 bed older persons care home (Use class C2) together with construction of new access road, car/cycle parking, drainage works, hard/soft landscaping and other associated infrastructure.

Thank you for your re-consultation on the above full planning application. In response to previous comments raised by the Highway Authority dated 23 November 2023 the applicant has submitted a revised package of drawings and Stage One Road Safety Audit which the Highway Authority have reviewed and have the following comments to make.

Stage One Road Safety Audit (RSA1)

As previously recommended by the Highway Authority, the applicant has undertaken a Stage One Road Safety Audit (RSA1) of the internal access road supported by a designer's response. The RSA1 raised 6 safety concerns (8.1-8.6). All items except for item 8.2 are agreed to be resolved which is raised where appropriate within this response.

Item 8.1 relates to vegetation obstructing the spur road access from Normandy Way. This access point has been previously approved under the extant permission (planning reference APP/20/00761), and no amendments have been made to the access point. Visibility will however be conditioned as part of any future planning consent to ensure that obstructions do not exceed 0.6m in height. It is therefore agreed that item 8.1 of the RSA1 is resolved.

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Item 8.3 relates to pedestrian visibility splays. The Highway Authority are satisfied that appropriate visibility can be achieved for pedestrians utilising the crossing points or dropping onto the carriageway within the development.

Audit problem 8.5 relating to lack of corduroy paving, handrails, or lighting around the steps within the development are agreed to be resolved as this has now been provided on drawing no M9431-APL003 Rev K. Item 8.4 and 8.6 relating to matters regarding tactile paving is also agreed to be resolved.

Site Access

The Highway Authority requested that visibility splays into the care home were provided on the landscaping drawing to ensure that the proposed planting does not obstruct any previously agreed visibility at the access point. It is noted that this matter has been picked up within item 8.2 of the RSA1. The designer's response suggests that visibility splays have been provided however this is not the case and they should be submitted for consideration on the landscaping plan.

Internal Layout

The revised internal layout for the site is shown within drawing M9437-APL003 Rev K. Carriageway widths have been confirmed as 6.0m which provides appropriate aisle width for vehicles to manoeuvre into parking spaces and is therefore acceptable. In response to previous comments the alignment of the internal layout is smoother which is agreed.

Footway widths have been confirmed to be 2.0m which accords with HCC TG10. A crossing point has been provided with visibility splays to overcome item 8.3 of the RSA1. These are agreed.

Dropped kerbs with corduroy paving are also provided internally to allow pedestrians to drop into the carriageway to access parking bays appropriately. The use of corduroy paving in this location is incorrect and is not required. Presence of corduroy paving in this location would cause confusion to visually impaired users when dropping onto a shared area. The use of corduroy paving at the top and bottom of the steps is however agreed.

The applicant has revised some levels within the car park to ensure that parking bays 1-22 including the 3 disabled parking bays and drop off area are level with the main building access. Due to the nature of the site, a steeper gradient is present which requires steps to be provided allowing spaces 23-33 to be level. The applicant envisages that signage will be provided to direct visitors with reduced mobility to the upper car park and those that are more ambulant to the lower car park. This is welcomed however, consideration within the site further south will be needed to ensure

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that appropriate access can be obtained for people with reduced mobility should these spaces be occupied. This matter is discussed further within this response.

The servicing bay is to be provided at a gentle gradient of 1:20 and is level with the existing footway abutting the bay. Matters on the servicing bay are discussed further within this response.

Refuse/Servicing

The applicant states that revisions to the layout mean that the refuse store can no longer be provided internally within the site. The site plan suggests that refuse is to be collected within the car park, which removes the temporary obstruction to visibility along the spur road minimising the likelihood of conflicts occurring. However, as previously requested swept path analysis should be provided showing the ability of a car to pass the refuse vehicle when servicing is being undertaken. The applicant should confirm that the location of the refuse store falls within the drag and carry distances for refuse as laid out within Manual for Streets. Should this not accord then refuse arrangements will need to be reconsidered by the applicant.

The refuse tracking within drawing 0512 Rev P02 suggests that manoeuvring is still to be undertaken over the junction. As raised previously manoeuvring over a junction is generally considered to be poor design. Ideally the refuse should manoeuvre internally within the site utilising the turning head. However, if the current refuse arrangements remain as positioned the Highway Authority would accept the required turning movement due to it being infrequent, only required for the refuse vehicle and the low flow both now and in the future of the access road.

Tracking has been provided for a delivery vehicle and ambulance as shown within drawing 0515 and 0514 respectively. It is agreed that these vehicles can manoeuvre within the site appropriately. Confirmation should be provided as to whether the delivery vehicle and ambulance is expected to access the servicing or drop off bay and tracking should be provided to show the ability of these vehicles to access and egress these spaces. Should the ambulance/delivery vehicle be anticipated to access the servicing bay, the applicant should ensure that appropriate access (rear and/or side access) can be maintained into the vehicle considering the level difference to the south of the bay where proposed planting is present.

Swept path analysis is also outstanding for a standard size car accessing and egressing the drop off bay.

As previously requested, the applicant should confirm that the fire tender is able to access the building in line with the relevant distances as laid out within Manual for Streets.

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All tracking speeds should be confirmed, and tracking should be undertaken at a realistic speed.

Parking Provision

Parking space dimensions have been confirmed to be 2.4m X 4.8m which accords with the minimum standards as laid out within Havant Borough Council's Parking SPD. Hardstanding has been provided to the rear of all spaces baking onto soft landscaping in the form of gravel to provide sufficient space for loading and unloading. This is agreed.

The applicant has clarified that 10 cycle spaces are proposed outside of the front entrance with an additional 8 located within the refuse store area. Confirmation is requested as to whether the 8 cycle spaces within the refuse store are proposed for use of staff to the care home. The Highway Authority request that the 10 cycle spaces at the frontage of the care home should be covered to encourage cycling as an alternative transport mode should there be scope to do so.

The layout has been revised and parking space 02 has been shifted further south in response to previous concerns raised by the Highway Authority. The proximity of the tree planting in this location is still a concern and it is requested that this is removed or relocated to an alternative position. Swept path analysis should still be provided to ensure that movement into this parking space can be achieved.

Levels

The level information on drawing M9437-APL003 Rev K is not sufficient in detail and final details regarding the levels will however be secured through an appropriate planning condition with details to be agreed prior to commencement.

Notwithstanding the above, the levels information provided suggests that there is a 1.5m level difference between the top and bottom of the ramp in the southern parcel of the site. In the absence of the length being confirmed the Highway Authority are unsure on the gradient of this ramp which should be a maximum of 1:20. The applicant should confirm the gradient and ensure it complies with the standards as set out in section 4.3 of inclusive mobility: A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure. This should be confirmed at the planning stage and cannot be conditioned to ensure that any amendments to the ramp should they be required do not impact on the layout.

Should amendments be required to the length of the ramp the dropped kerb point to the shared area should also be shifted to ensure that pedestrians are not dropped onto the ramp.

Travel Plan

This scale of development does not trigger the need for a travel plan from a highways

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perspective and therefore it has been agreed with the applicant and the Local Planning Authority that a travel plan is not required in order to support this planning application. The travel plan has therefore been withdrawn.

Recommendation

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

Yours sincerely,

Sophie Osborne
Transport Planner – Highways Development Planning
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