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<i>Date</i>	8 th November 2023	<i>Email</i>	Chris.Hirst@hants.gov.uk

For the attention of Arleta Miszewska

Dear Madam,

Reserved Matters application for the scale and appearance of the development, the landscaping of the site and the layout of buildings pursuant to Planning Permission ref. APP/17/00863 (B) (Outline Application (All Matters Reserved except means of access) for the demolition of 1983 office building and associated brick and glass corridor link and development of up to 70 residential units, associated landscaping, parking and infrastructure works). Request to Discharge Condition 17 of Planning Permission APP/17/00863 (B) as amended by APP/21/01292 (Design Code) and Condition 26 of Permission APP/17/00863 (B) (viability assessment). | Southleigh Park House, Eastleigh Road, Havant, PO9 2PE.

Thank you for consulting the Highway Authority on the above planning application.

The Highway Authority previously responded to the above application in a response dated 4th April 2022, requesting further information. The applicant has since revised the development quantum and amended the internal site layout.

To address the latest internal layout design, the applicant has submitted a Revised Matters Transport Statement (RMTS) and supporting plans. Following a review of this information, the Highway Authority wish to make the following comments.

Pre-Application

Director of Hampshire 2050
Gary Westbrook

Prior to submission of the revised internal layout, the applicant engaged in pre-app discussions with the Highway Authority. The following comments were raised within the Highway Authority's pre-app response:

- Clarification regarding the extent of adoption through the Section 38 process;
- Clearance provided to the forward visibility splays where they have been provided tight to property boundaries;
- Removal of triple tandem parking spaces from the design;
- Consideration towards the provision of additional aisle width to aid turning manoeuvres in end parking bays;
- Tracking for the correct sized estate car;
- Provision of pedestrian and cycle connections to the southern redline boundary of the site; and
- Provision of integrated cycle facilities in and around the site.

These points are referred to within this response.

Site Access

Access to the site is provided via 3 separate accesses onto Eastleigh Road which were agreed in principle through the hybrid planning permission, subject to the applicant entering into a Section 278 with the Highway Authority.

Whilst the proposed access works onto Eastleigh Road shown within the RMTS match those approved through the previous planning application, it is noted that a ramp is to be provided as each access transitions into the shared space sections of the site. Through the Section 278 process, the applicant will be required to submit further details of the ramps to confirm that they will not impact on matters such as highway drainage.

Internal Site Layout

It is understood that the applicant will not be offering the internal site layout for adoption by the Highway Authority and instead will remain private. The applicant is therefore advised to ensure that the roads and footways are designed to minimum industry standards and/or Hampshire County Council's best practice as set out in <https://www.hants.gov.uk/transport/developers/constructionstandards>, and that an appropriate Private Management Plan is put in place to deal with any future issues.

Additionally, developers should also be made aware of the Advanced Payment Code (APC) that will be required by the Highway Authority. Details can be found via the following link:

<http://documents.hants.gov.uk/transport/APCProcess-Guidancedocumentforwebsitev22018-04-02.pdf>.

The spine road through the centre of the development is provided to a width of 5.0m, whilst the areas of the site accessed via the northern and southern accesses have a 5.5m carriageway, which also acts as shared space.

The Highway Authority will also require the rights to pass and repass to be granted over the site via a suitably worded condition. This is to ensure permeability of the site for pedestrians and cyclists linking to other potential future developments is not prohibited in the future and routes east/west through the site have rights for public access in perpetuity.

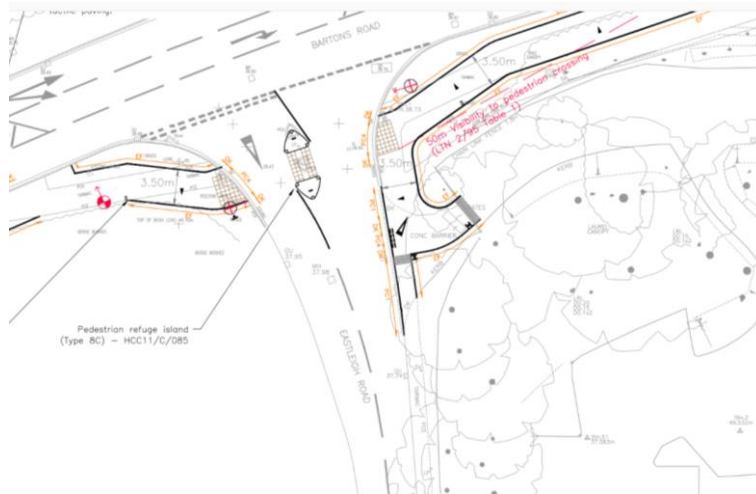
Pedestrian and Cycle Provision

To the north of the site, a 1.8m footway is proposed to connect Horndean Road with Eastleigh Road, which also connects internally with the parking court to the north of Road 4. Towards the southern boundary of the development, two 3m wide pedestrian and cycle links are proposed. This 3m width does not appear to be continuous within the development so cyclists will be dropped on carriageway within the parking courts at the end of Roads 6 and 8.

Within the Highway Authority's pre-app response, the applicant was required to investigate a holistic walking and cycling strategy for the site which would provide cyclists from this site with a future route to development to the south, and to the north at Horndean Road/Eastleigh Road. The Highway Authority notes the pedestrian and cycle links being provided to the south of the site, but holds concerns that these are not suitably integrated with the remainder of the development. The applicant has not widened the footway to the south of Southleigh Park House to provide connectivity between the two-cycle links being proposed. The lack of integration means that cyclists in the central and southern parcels of the site will have to route via the site accesses out onto Eastleigh Road to continue their journeys and connect to the offsite cycle provision being provided by the development site itself. Appropriate internal cycle linkages should be provided which are direct and fit for purpose to enable pedestrians and cyclists to utilise the facilities on Bartons Road. Eastleigh Road is a narrow 40mph road not conducive to supporting on road cycling for all users and it is not acceptable for the internal layout to require cyclists to utilise this route before joining the shared use provision on Bartons Road.

Specifically, the design drops cyclists from shared use provision into parking courts where conflicts could arise between manoeuvring vehicles and these more vulnerable road users. Opportunities to continue with cyclists off carriageway have not been realised throughout the current layout. Areas of connection for cyclists are annotated within the external works/hard surfacing plan 6281-MJA-SW-XX-DR-C-400 Ref PL3 and are shown to be hoggins footpath rather than for cyclists. It is unclear why tarmac provision is not being provided at these locations, especially where they link to proposed tarmac provision. The connection from the southern parcel is shown to be footway only and this should cater for cyclists to prevent the need to utilise Eastleigh Road. The current design does not facilitate cyclists from the main spine road

north in any way, again placing a reliance on cycling on Eastleigh Road which is considered unsuitable. The cycle infrastructure across the site is required to connect to the offsite provision at the northwestern corner of the development as shown below. In the absence of integration to this point the reserved matters application is not being brought forward in accordance with the hybrid permission.



The Highway Authority require the footway link to the north of Road 4 to be widened to 3m, alongside the east-west link to the south of Bartons Road, to allow cyclists to access the wider infrastructure without having to route via Eastleigh Road. This should be supported by widening of the footway to the south of Southleigh Park House to improve permeability for cyclists across the site. A direct route should also be provided north/south through the development site to support permeability for residents of the site itself as well as future wider connections. The Highway Authority does not agree that the current design adheres to HCC TG10 and the design has not taken into account the comments raised during the pre-app stage.

Plot 29 fronts onto the highway, with a narrow margin strip provided between the property and the carriageway. It is unclear whether a levels difference will be provided between the margin strip and carriageway to differentiate the change between the road and footway. The Highway Authority will secure a planning condition which shows the finished carriageway and footway levels to ensure that a levels difference is provided.

Between plots 24-25, the footway terminates at the parking court and does not connect, this short connection should be provided for continuation of the route and general site permeability along with to provide access to the front of plots 22-24 from the car parking provision.

From the Southleigh Park House building between the parking bays there is no opportunity to join the footway on the main spine road. It is unclear how from the pedestrian entrance on the eastern side of the building, users could travel eastbound or access Bartons Road without having to walk on Eastleigh

Road which would be considered wholly unacceptable. Pedestrians must be able to directly access the pedestrian infrastructure on both Horndean Road and Bartons Road. It is noted that the nearest bus provision on the site is to the east and therefore the eastern route is key to facilitate attractive access to sustainable transport opportunities.

Generally, like the cycle provision throughout the design, the walking routes are poorly connected. The development design mixes inconsistently segregated pedestrian provision with shared space areas, which can cause confusion to road users and create an environment that feels unsafe to pedestrians. Crossing points have been shown, but these do not align in places such as by plot 3. No corduroy or tactile paving is shown on the hard landscaping plan and this should be provided in accordance with the Guidance for Tactile Paving.

The northern hoggin footpath drops pedestrians into the car park for plots 3-8 despite there being footway provision to the east and west along the plot frontages. This should be realigned to allow pedestrians and remain off carriageway.

The footway outside plot 35 does not allow pedestrians to rejoin the carriageway meaning those in plots 33 and 34 are unable to access the pedestrian provision. Plot 35 also has no direct access to its front door from its parking provision. Residents would need to travel a significant distance south around plot 38 and back up to the front door. A direct link should be provided.

The internal layout should be reconsidered holistically to ensure these fundamental design matters are addressed and there is not a reliance on pedestrians and cyclists to utilise Eastleigh Road in order to access the wider walking and cycling network served from Bartons Road and Horndean Road.

Visibility Splays

Drawing number 6281-MJA-SW-XX-DR-C-096 Rev PL5 has been provided to show the visibility splays being provided within the development. The splays have been shown to 25m, based on a 20mph design speed, along the site spine road.

Whilst it is noted that 25m splays are generally achievable, there is one instance where the splay is located close to the boundary of Plot 28 and 41. The Highway Authority notes that any boundary planting will not exceed 600mm in height and will therefore not obstruct the splay. Subject to a suitably worded condition securing this matter, the Highway Authority are satisfied that this point has been overcome.

Visibility splays from the internal side roads have been shown at 2.4m x 25m. It was noted during pre-app discussions that the 'X' distance of the splay could be relaxed to 2.0m given that the accesses are minor vehicle crossovers, but it

is noted that 2.4m has been shown for robustness. The Highway Authority are therefore satisfied that sufficient visibility is available from Roads 2, 4 and 5.

Drainage

The Highway Authority note the provision of the drainage strategy. As the site is not proposed to be brought forward for adoption, matters relating to the strategy are for the LLFA to provide comments on to the Planning Authority. The Highway Authority will require a detailed condition relating to the location of the drainage infrastructure and to ensure private water is not drained onto the highway in the interest of highway safety.

It is noted however that a significant number of parking spaces are made up of a permeable crate parking surface type. Details of this specification are required. There is a concern of a risk of debris being dragged onto the streets being created within the development or within the car parking areas where main pedestrian/cycle connections are to be provided. Loose material on the carriageway is a safety risk and should be designed out. Alternative options such as permeable paving should be considered.

Levels

The site levels have been reviewed, including the longitudinal sections and crossfall for Road 1. The crossfall drawing should show the crossfall or camber from kerb to kerb.

Landscaping

The applicant has submitted a landscaping strategy for the site which is noted to not conflict with the visibility splays, as noted above. The Highway Authority will seek a planning condition which restricts the height of the vegetation to 600mm.

Reference is made on the hard landscaping plan to existing tarmac around Southleigh Park house. Confirmation is sought on the condition of this infrastructure and whether it is to be relayed or the width/alignment improved in any way.

Servicing and Vehicle Tracking

Tracking has been undertaken within the site for an estate car, refuse vehicle and fire tender. Confirmation has not been provided as to what speed the tracking has been undertaken at; however, the Highway Authority notes that there is space along the site spine road for a refuse vehicle to pass an estate car which is likely to be undertaken at a slow speed given the available carriageway width. The applicant has now tracked the correct sized estate vehicle passing within the development which shows that this is sufficient spaces for two-way movements to be undertaken.

The tracking undertaken for the fire tender shows that it can access within 30m of all properties across the site aside from the existing gatehouse which is noted to be 40m, although this is still within the maximum 45m quoted within Manual for Streets.

Within the Highway Authority's pre-app response, comments were raised regarding the number of movements required to access end parking bays in the parking courts. The revised estate car tracking still indicates that a number of movements are required to access these bays, particularly because no additional aisle width has been provided. The tracking to access the parking bay associated with Plot 22 looks especially difficult and it is noted that the vehicle also overhangs into other parking bays. Whilst the site is not being put forward for adoption, the Highway Authority are concerned that this parking bay may be inaccessible in practice, and other parking bays across the site may also be difficult to access, resulting in parking on the carriageway. The applicant should therefore consider providing additional aisle width in these areas to ensure that the parking bays can be safely accessed.

Car Parking

In accordance with Havant Borough Council's adopted parking standards, 94 allocated parking spaces are required, with a further 8 spaces provided for visitors. The development proposes a total of 107 spaces, split between 94 allocated and 13 visitor bays, therefore according with standards.

Section 4.4 of the RMTS notes the concerns raised by the Highway Authority at the pre-app stage regarding the provision of triple tandem parking spaces but these have been retained within the design. The Highway Authority remains concerned that the provision of triple tandem parking will result in parking on side roads, restricting the available road width. The tracking for a refuse vehicle indicates that access to Road 2 is already tight, and parking near to the junction may prevent access from being achieved. The Highway Authority therefore disagrees that this is a matter solely for the Local Planning Authority to consider and although the site is to remain private, this issue may come to the detriment of future residents and should therefore be addressed. Overspill parking within the site on the internal road network would result in the site being inaccessible for larger vehicles including the fire tender.

The substation is shown with no parking provision for maintenance activities. Confirmation is sought on the maintenance requirements and where any parking associated with the substation will take place. It is not unusual for sufficient space between the carriageway and the substation to be provided for a small van to park whilst undertaking any maintenance work. Given the constrained layout and reliance on tandem parking there is a reduced likelihood that the visitor space located next to the substation would be free for use.

No hardstanding is shown behind the parking laybys provided throughout the development. This should be included at a minimum width of 1m to facilitate users exiting their vehicles and providing sufficient width of a wheelchair or pushchair to be placed.

Recommendation

The Highway Authority are not currently satisfied that the site layout is safe and suitable and therefore requires the above comments to be addressed and additional information provided before a recommendation can be made on the proposed development.

I trust that the above is clear. Should you have any queries, please do not hesitate to contact Chris Hirst on the number noted above.

Yours Sincerely,

Chris Hirst