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Date 20 September 2023

My reference 050295

Your reference APP/22/00439

Email havantdc@hants.gov.uk

Dear Ms Miszewska,

The South Downs College, College Road, Purbrook, Waterlooville, PO7 8AA

Redevelopment of southern section of site to provide 102 dwellings comprising 56 No. 2, 3 & 4 bed houses and 46 No. 1 & 2 bed flats with associated parking, landscaping, waste and cycle storage. New roundabout access from College Road.

Thank you for your re-consultation on the above full planning application. In response to the Highway Authorities previous comments dated 04 August 2022 and following a number of meetings further information has been submitted in support of this planning application. The Highway Authority has reviewed this revised information and have the following comments to make.

The Highway Authority understand that further discussions are to be had regarding the internal road network for this site following comments raised by the Local Planning Authority and the Highway Authority, albeit the majority of amendments are primarily non-highway matters. Thus, this response will respond on outline matters, and parking provision only, with comments on the internal road network to follow once an amended layout has been submitted.

Walking and Cycling Provision

To accord with the desire lines of future residents of the site, the Highway Authority requested that a shared use connection was explored from the site access and along the southern side of Apollo Drive to connect with the existing infrastructure along Atlantis Avenue. This has been provided and demonstrated within drawing PHL-202 Rev C. The design reflects previous discussions with the applicant through the provision of a shared use refuge crossing along College Road, an appropriate crossing

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point for cyclists onto Atlantis Avenue and a pedestrian crossing point at the Atlantis Avenue/Apollo Drive junction for pedestrians to access the continuous footway on the northern side of Atlantis Avenue in an appropriate manner. As previously requested, all proposed crossing points should be provided with HCC TG3 compliant visibility splays. It is noted this matter is outstanding and should be submitted for consideration.

The Highway Authority would expect these works to be provided as part of the wider off-site highway works for the proposed development through a S278 agreement.

The 3.0m shared use connection extends into the proposed development on the northern side of the site access road, with a 2.0m footway on the southern side. This is agreed. A pedestrian crossing point is also proposed at the site access with dropped kerbs and tactile paving. Whilst visibility splays have been provided along College Road, splays have not been provided within the development which should be provided for consideration.

Walking, Cycling and Horse-Riding Assessment (WCHAR):

As requested within the Highway Authorities previous response, the applicant has undertaken a WCHAR assessment in accordance with HCC TG19. The agreed scope of the WCHAR is as follows with the pedestrian and cycle routes differing slightly:

- Route A – to Morelands Primary School and Crookhorn Precinct;
- Route B – to Purbrook Park Secondary School; and
- Route C – to Scratchface Lane / Bridleway 108 28/2

The walking routes are agreed to be the most direct to the facilities, however, it is unclear why route B utilises a route where cyclists are not permitted. It is understood that the most direct route would be via Copse Close, The Thicket and Privet Road. It is agreed that no provision and/or improvements are required for equestrian users.

The applicant has identified a number of deficits in the pedestrian and cycle infrastructure that would benefit from improvements, a number of which are already to be provided as part of the development proposals or resolved through the 'future vision' works for College Road that is discussed further below.

It is agreed that there is a lack of wayfinding through the neighbouring estate which would benefit from improvements. Additionally, further afield the route to Purbrook Park school for both the walking and cycling route would also benefit from wayfinding provision. The indicative location(s) of wayfinding should be marked on a plan for consideration to be provided as part of a package of works should this development come forward.

The applicant has suggested replicating the southern crossing along Crookhorn Lane at existing northern crossing through the provision of bollards and tactile paving. A drawing should be submitted for consideration showing the extent of these works.

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These improvements could be provided as part of the wider S278 works for the site, and the Highway Authority would welcome a discussion with the applicant on the package of works to be delivered as part of this development.

Regarding cycling, it is agreed that Atlantis Avenue is conducive to on-carriageway cycling. Cyclists will be able to access Atlantis Avenue via the proposed shared use connection as highlighted in drawing PHL-202 Rev C above. It is agreed that the identified improvements at the Crookhorn Lane/ Purbrook Way / Stakes Road / Stakes Hill Road roundabout as identified in the WCHAR are already scheduled for improvements, however, the revised cycle routeing to Purbrook Park School would avoid this roundabout. The Highway Authority understand that the revised cycle route as laid out above would be conducive to on carriageway cycling and therefore no improvements to cycle infrastructure would be sought as part of this planning application.

College Road future vision works

Following direct discussions as a result of the previous highway comments on provision for cyclists to travel north from the site and connect into the Purbrook Way infrastructure, it was agreed that the applicant would provide drawings for the 'future vision' of College Road, to improve the sustainable travel infrastructure. These proposals involve the reallocation of road space and removal of right and left turn lanes for both the development and adjacent college along College Road which are shown within drawing 01-PHL-3001, 01-PHL-3002 and 01-PHL-3003. The existing road alignment and allocation of available highway land provide limited opportunity for provision for cyclists off-carriageway without the reallocation of existing carriageway space.

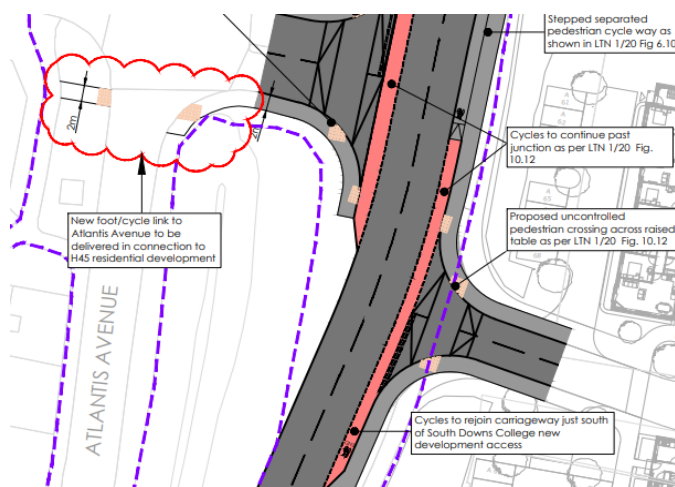
The scheme shown is as discussed with the applicant, and the Highway Authority are supportive of the principles of this future design. Whilst the majority of matters regarding the design can be resolved at the detailed design stage, the Highway Authority consider there are some elements of the design which when amended would impact the current site access and internal layout design. These are set out below and should be duly considered to ensure that the future work is not prejudiced by the access works or internal layout as proposed to be delivered by the applicant.

The proposed raised features shown within the 'future vision' works at the site access Apollo Drive and the college access do not appear to be in accordance with LTN 1/20. LTN 1/20 requires raised tables at access points to be set back at least 5.0m from the giveway line to allow a vehicle to wait upon entering and not obstruct College Road should pedestrians be crossing. Setting this raised table back further, and consequently the crossing point, is likely to impact the design of the internal road network with the accesses to parking areas located within the vicinity of the site access as shown below. This matter should be considered when undertaking the further assessment work on the internal layout design.

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The provision of the on-carriageway cycle slip as shown within the 'future vision' works adjacent to the site access and Apollo Drive compromises the cycle route for those residents wishing to access Atlantis Avenue via Apollo Drive which are being provided as part of the S278 site access works. It is unclear why the 3.0m shared use connection from College Road to Atlantis Avenue has been removed as part of these 'future vision' works and reverted to a 2.0m footway. It is unclear whether the provision on the northern side of the access road is to remain as a 3.0m shared use path and this should be clarified. The Highway Authority would expect this to remain as a 3.0m shared use path with the crossing point north of the site access to accommodate cyclists, with the shared use connection onto Atlantis Avenue to remain. The 'future vision' works along College Road should not compromise the provision secured as part of the S278 site access works for this development for cyclists to access Apollo Drive and Atlantis Avenue. Whilst this is not a specific requirement of this application, these points should be considered and addressed at the detailed design stage once these 'future vision' works come forward.



Should this site receive planning consent, the Highway Authority consider it necessary for a monetary contribution towards the 'future vision' works will be secured through a S106 agreement. The Highway Authority would welcome a discussion with the applicant

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on this matter to agree a proportionate contribution figure once the amended internal layout has been provided and the final quantum of development known.

Personal Injury Accidents (PIA)

The Highway Authority have undertaken an internal review of accident data for a more recent 5-year period, which also included the College Road/Purbrook Way junction. The Highway Authority are content that no alternative conclusions are to be made from the PIA data submitted within the original TA, and no further data sets need to be obtained from the applicant.

Local Facilities

The applicant has updated the distances to local facilities with distances taken from a more conservative position within the development rather than at the site access. Whilst most facilities fall within the desirable walking distances, it is noted that a handful fall outside of this distance, notably the nearest supermarket. The table does not refer to Purbrook Park School, the catchment secondary school, which would fall outside the preferred maximum distance to educational facilities (2km).

Notwithstanding the above, the WCHAR to support this application has identified deficits in the pedestrian and cycle infrastructure that may require improvements to reduce the reliance on the private car for those facilities that are located further away from the proposed development, namely the catchment schools and precinct.

Stage One Road Safety Audit (RSA1)

The applicant has undertaken a Stage One Road Safety Audit for the proposed site access arrangement supported by a designer's response. The RSA1 raised 4 audit problems (3.10-3.13) for the staggered junction arrangements. It is only agreed that audit problems 3.11-3.13 have been resolved. Outstanding audit problem 3.10 is discussed where appropriate within this response.

Site Access

Following direct discussions with the applicant it has been agreed that in principle the staggered junction was the most agreeable junction form, however the applicant was made aware that amendments would be required to the design before it was regarded as being acceptable. The proposed site access arrangement can be shown within drawing PHL-102 Rev C and PHL-202 Rev C.

Due to the recorded speeds falling within DMRB criteria, a stagger distance of 50.0m is required. It is noted that a stagger of 31.0m is present between Apollo Drive and the proposed site access requiring a departure from standard. The applicant has been made aware that a departure from standard is not formally signed off until post planning consent and should a positive recommendation be made, the detailed design of the access would be a pre-commencement condition requirement.

It is agreed that the geometry of the right turn lane is in accordance with a 30mph design speed as per CD123 and DMRB. However, the Highway Authority have

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concerns about the abruptness of the nearside alignment on both sides of the carriageway at the southern end of the junction. The applicant should consider a longer and less abrupt alignment of the right turn lane on both sides of the carriageway, however, this matter could be resolved at the S278 design stage.

Visibility splays at the site access are shown to be 2.4m X 66m southbound and 2.4m X 67m northbound based on the 85th percentile recorded speeds laid out within the initial TA. These are agreed.

Tracking has been provided for a 11.20m refuse vehicle navigating the site access and the proposed refuge island along College Road within drawing 01-ATR-202 Rev B. Additionally, drawing 01-ATR-203 Rev B shows tracking for two delivery vehicles passing at the site access. The Highway Authority have reviewed these drawings and have the following comments to make.

Tracking at a speed of 5kph is unacceptable and should be revised at a minimum speed of 10mph. The Highway Authority need to be satisfied that all movements can be undertaken appropriately at a more realistic speed. Swept path analysis should also be provided showing a refuse passing a car at the stop line to ensure that there is appropriate space for the refuse to pass.

Audit problem 3.10 picked up a lack of swept path analysis at the site access to support the arrangements. The Highway Authority do not agree that this item has been resolved as whilst tracking has been submitted, it has not been tracked at the correct speed and further tracking is requested to ensure that the proposed access can accommodate required movements appropriately.

It was requested that the design of the access incorporated the ability to undertake the 'future vision' works along College Road and therefore the Highway Authority need to ensure that an appropriate amount of adoptable highway is proposed to come forward. The extent of adoption at the site access is shown within drawing PHL-102-Rev C. Whilst it is agreed that there is appropriate land being offered up for adoption to allow future delivery of these works, the comments laid out within this response regarding the raised features should be considered and the access and/or internal road network revised to allow this to come forward in the future.

Parking Provision

For clarity, the applicant is proposing a total of 169 parking spaces (161 unallocated and 8 visitor spaces). Whilst the number of unallocated parking spaces exceeds the requirements of HBC's parking PSD, the visitor spaces are short leading to a deficit of 23 parking spaces and increasing the likelihood of on-street parking.

The applicant has confirmed through the provision of an affordable housing statement that the site is so solely be affordable housing units. It is noted that Havant's Parking SPD states that a reduction in visitor parking spaces for affordable housing could be

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acceptable where developers can demonstrate that lower standards would be appropriate.

In the absence of the amended layout and tracking drawings for an 11.20m super large refuse passing a car, the Highway Authority cannot confirm whether this would be acceptable on highway safety terms. Once the amended layout has been submitted, the Highway Authority will be able to provide comments as to whether this under provision could be accommodated by any on-street parking. Notwithstanding the above, the introduction of a parking restrictions as discussed further within this response may prevent any on-street overspill parking and therefore this reduction in parking may be agreeable.

College Parking Numbers:

As noted within the Highway Authorities previous response, this application leads to the removal of a significant number of parking spaces that are currently available to the college.

Since the formal response for this planning application was issued, the adjacent college has been subject to a separate planning application (reference APP/22/00576) to construct a new college car park with a 'Travel to Learn Strategy' provided to justify the reduction in parking provided for students and staff. The Highway Authority formally responded to this application on 22nd September 2022 requesting further information particularly regarding management of overspill parking and introduction of a travel plan to encourage travel by sustainable travel modes. This additional information is yet to be provided for comment on by the Highway Authority.

In the absence of the requested information for the college car park application, appropriate management will need to be put in place to ensure that overspill parking within this development or the exiting residential areas does not arise from the removal of the college parking provision. The applicant would need to consider appropriate parking restrictions to prevent any nuisance overspill parking from the college on carriageway within the internal road network. Details of this would be secured through an appropriate condition with details to be agreed prior to commencement.

Trip Generation

As the site is confirmed to be solely affordable housing units, the affordable trip generation assessment provided within the initial TA is agreed. For clarity, the agreed trip rates are as follows:

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arr.	Dept.	Total.	Arr.	Dept.	Total
Trip Rate	0.134	0.228	0.362	0.144	0.139	0.283
Trip Generation	14	23	37	15	14	29

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(102 dwellings)						
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The Highway Authority previously requested that the college arrival and departure peak periods were provided for consideration for the reduced quantum. It was also requested that no college trips were discounted from the assessment.

The modelling assessment now does not seek to discount any college trips as these are represented within the traffic survey data and therefore the above trips generated from the proposed development are considered to be new to the network.

Multi-modal trip generation:

The applicant has provided multi-modal trip generation for the daily period using modal split percentages utilising the TRICS database. The assessment work is not agreed as this does not show the additional number of trips via sustainable travel modes that are likely to be generated by the development.

Notwithstanding the above, the WCHAR undertaken has assessed the suitability of the walking and cycling infrastructure to accommodate any additional trips via sustainable travel modes on the network. In addition to any S278 works, the applicant will be providing a proportionate contribution towards the College Road future vision works which will accommodate and increase the attractiveness of any walking and cycling trips from the site in the future. Therefore, no further assessment work is required from the applicant.

Committed Developments

The Highway Authority agree that the level of traffic that would reach College Road from the Forty Acres development (planning reference APP/18/00450) would be accounted for appropriately within the TEMPRO growth factors that have been applied to the junction modelling. The applicant is therefore not required to include Forty Acres as a committed development.

As requested by the Highway Authority, the Campdown development traffic has however been included as a committed development for the junction modelling. Since this request Campdown is now a live application (APP/23/00488) it is therefore more imperative that this development traffic is included within the junction assessments.

Junction Assessments

Now that the proposed site access arrangement has been agreed, the junction modelling can be reviewed. The applicant has undertaken junction assessments using PICADY component of Junctions 9 for the site access, which has been sent to the Highway Authority to review directly within the 'Access Appraisal Note' dated 17th November 2022.

The applicant has undertaken junction modelling at the site for the following scenarios:

- 2022 Baseline;

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- 2027 Baseline;
- 2027 Baseline + Development; and
- 2027 Baseline + Development + Committed Development

The modelling of the staggered junction includes the flows along Apollo Drive and therefore this does not need to be included as a scenario within the junction modelling.

The maximum RFC value for the 2027 baseline + committed development + development scenario is 0.16. The Highway Authority are satisfied that the site access is able to operate well within capacity with the addition of development and committed development traffic.

The junction modelling suggests a maximum queue length of 0.0 for vehicles travelling from College Road South to access the site using the right turn lane. The Highway Authority are there satisfied that there is appropriate stacking capacity for right turners turning into the development site within the AM and PM peak periods. Item 3.11 of the RSA1 is therefore agreed to be resolved.

The Highway Authority previously requested that the following junctions were modelled in addition to the site access:

- College Road / Purbrook Way signalised junction; and
- College Road / Crookhorn Lane priority junction

This matter regarding additional junction modelling work was discussed directly within a meeting within the applicant on 07 October 2022. The offsetting of the college trips is not agreed, and the Highway Authority cannot guarantee that the savings forecast at the college will occur via the removal of parking spaces. Notwithstanding this however the total peak hour trip generation from this development is forecast to be 37 and 29 trips in the AM and PM peak respectively. Given the agreed distribution (79% north) this equates to an additional 30 trips in the AM Peak and 23 trips in the PM peak at the College Road/Purbrook Way junction and these would not be considered significant.

Travel Plan

The Highway Authority have reviewed the revised framework travel plan and are satisfied that no further amendments are required. A full travel plan will be secured through a S106 agreement along with the associated approval and monitoring fees to be submitted and agreed with the Highway Authority prior to occupation.

Recommendations

Whilst a substantial amount of work has been undertaken by the applicant regarding the site access, whilst the general principle of these works is agreeable some further information is still requested to ensure the design can operate safely. Matters regarding

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the revisions to the internal road network are still required before the Highway Authority can provide a formal recommendation on this application.

I trust that the above is clear but please do not hesitate to contact Sophie Osborne on the above number/email should you require any further information.

Yours sincerely,

Gemma McCart
Team Leader – Highways Development Planning
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