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Date 21 July 2023

My reference 050233

Your reference APP/22/01072

Email havantdc@hants.gov.uk

Dear Ms Wells,

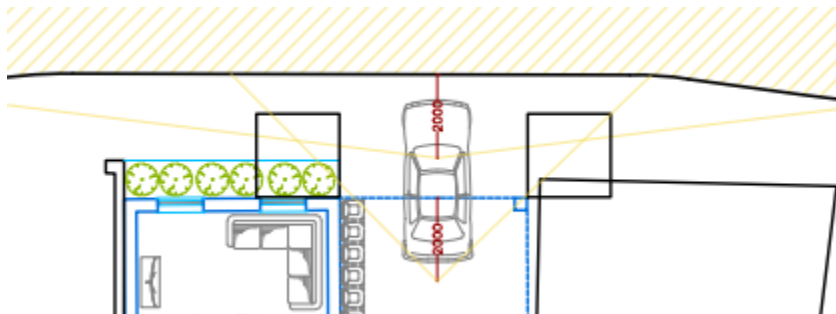
81C London Road, Waterlooville, PO7 7EL

Demolition of existing building for the construction of 15No. flats with two Class E (Commercial, Business and Service) units on ground floor with bin and cycle store.

Thank you for your reconsultation on the above planning application. In response to the Highway Authorities previous formal response dated 08 March 2023, the applicant has submitted a revised Design and Access Statement and drawings which the Highway Authority have reviewed and and have the following comments to make. It is noted that following the Highway Authorities previous comments the quantum of development has reduced from 15 flats to 13.

Visibility

Drawing KAD/10/A/PP Rev C shows vehicular visibility splays and pedestrian intervisibility splays for the proposed access. Whilst both visibility splays are drawn in accordance with HCC TG3 for a 30mph design speed, they seem to be obstructed as shown below:



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Clarity is requested as to what is obstructing the visibility splay. Any obstruction to the visibility splay must not exceed 600mm in height and must either fall under the ownership of the applicant or the Highway Authority to ensure maintenance in perpetuity should this be required. Confirmation should be provided on the ownership in this location. Visibility will be secured through an appropriate planning condition.

Forward visibility splays should also be provided. Considering the nature of the access point, the applicant must ensure that appropriate forward visibility can be achieved so that vehicles accessing and egressing are able to see each other at an appropriate distance. This should be supported by tracking for the largest vehicle expected to access the site to ensure that vehicles are able to access the site appropriately.

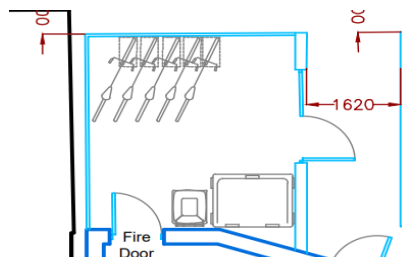
Refuse/Serviceing

The Design and Access statement states that bins are to be brought to the rear of the building, and it is understood that kerbside collection is proposed. As requested previously the drag and carry distances for refuse should be confirmed to ensure compliance with Manual for Streets. Refuse arrangements should also be confirmed for the retail units. No narrative has been provided regarding servicing arrangements for a fire tender. This should be provided and distances confirmed to ensure compliance with Manual for Streets.

The Highway Authority previously raised concerns regarding the width between the parking bays and the bin store. This has now been confirmed to be 0.9m which is the minimum width required for a 'wheelie bin' in accordance with standards. Considering the parking bays provided are based on the minimum standards in accordance with HBC's Parking SPD, mitigation should be provided such as kerbing to ensure that vehicles do not park outside of the allocated bays which would obstruct movement of bins from the bin store to the bin collection point. A dropped kerb should be provided for ease of future residents to move bins from the bin store to the bin collection point.

Hatching should be provided for the 1.92m X 2.4m area between the parking bays abutting the bin store to ensure that parking particularly by motorcycles does not occur and obstruct servicing arrangements for the site. This should be annotated appropriately on the drawing.

Clarity is requested as to the size of the bins within this area shown below:



Director of Hampshire 2050
Gary Westbrook

It appears that a larger bin is shown along with a regular size 'wheelie bin' however confirmation is requested on this point. Should this be the case, due to the width of the door and the design of the development in this location, it is unclear how bins are to be removed on bin collection day. Additionally, the 0.9m width to the rear of the parking spaces would not be wide enough to accommodate movements should servicing for the retail units be the same as the residential units.

Parking

Whilst cycle parking is a matter for Havant Borough Council to comment on as Local Parking Authority, the Highway Authority still have concerns with the quantum of cycle parking which does not seem to accord with the standards. Whilst the cycle parking proposed accords with the standards for the residential element of the proposals, none seems to be provided for the retail element. As requested previously, the applicant should give further consideration to the proposed cycle parking numbers to ensure this meets the standards, particularly considering the reduced numbers of car parking.

As noted within the Highway Authorities previous response, the design of the ground floor of the site still creates awkward manoeuvres for those wishing to access the bike store(s) and should be revised.

Site Access Mitigation

Previously drawings had been submitted showing 2.5m along the sheltered access into the parking court. This does not seem to be included on the most recent drawing and should be provided. It is understood that this relates to the height clearance for the flats above however this point should be confirmed. Warning signage should be provided in some form to make vehicle users aware of the height restriction, and a commitment to providing this should be included within the Design and Access Statement.

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

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,

Sophie Osborne
Transport Planner - Highways Development Planning
Hampshire 2050

Director of Hampshire 2050
Gary Westbrook