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Enquiries To Ken Dudley

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Date 22 August 2023

My reference 050653

Your reference APP/22/01207

Email havantdc@hants.gov.uk

Dear Mr Eaves,

Land Rear of 70-76 West Street, Havant, PO9 1LN

Application for Approval of Reserved Matters (Landscaping and Layout) pursuant to Outline Planning Permission ref. APP/19/00542 for backland development of 4 No. One bedroom cottages. Partial Discharge of Conditions 7 (Construction Management Plan) and 8 (Contamination), Discharge of conditions 16 (Ecological Enhancements), Condition 18 (Traffic Control), Condition 19 (Means of Enclosure) and Condition 22 (Mitigation).

I refer to to the further consultation relating to additional submissions relating to the above planning application.

It is understood that the internal arrangements for traffic signals to facilitate the one-way operation of the access to/from West Street will relate to a traffic signal which will be triggered by a sensor. The form of that sensor is assumed to be a beam but the alignment of that beam is not given or shown. It is essential that that beam is not triggered by manoeuvring vehicles, only those seeking to directly leave the site. This is to ensure that delays to vehicles entering the site from West Street are minimised to safeguard the operation and safety of the local highway network. The drawing appears to show the signal head and sensor to be pole mounted which is set into the driveway and does potentially create issues with manoeuvring as described below in relation to the provided tracking drawings .

Previously, the traffic signal scheme was approved in principle to serve 4 car parking spaces whilst the current scheme serves 7 spaces which will place a greater reliance on the suitability of the operation of the signals to maintain safety and avoid vehicles having to reverse to the public highway. It is noted also that a right of way access is

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maintained to the parking/turning area which may attract vehicle movements on occasions.

It is understood that the Management Company will inspect the proposed signal installation regularly, contact information should be provided to residents to ensure any breakdown or damage of/to the signal equipment can be reported immediately and acted on urgently.

A series of vehicle tracking drawings for large cars, Drawing Ref NJC-002, are provided for entering and leaving each car parking space and the following comments are made on those.

Ingress -01 parking for no. 72 A - acceptable
Egress - 01 parking for no. 72 A - acceptable

Ingress - 02 parking for no. 72 tight if 72 A parked - acceptable
Egress - 02 parking for no. 72 tight if 72 A parked - acceptable

Ingress - 03 parking for Unit C - acceptable
Egress - 03 parking for Unit C - appears likely to strike exit traffic signal.- unacceptable

Ingress - 04 parking for Unit D - appears to strike exit traffic signal - unacceptable
Egress - 04 parking for Unit D - appears to strike exit traffic signal - unacceptable

Ingress - 05 parking for no. 70 - acceptable
Egress - 05 parking for no. 70 - requires reverse through total site to enable to turn - concern

Ingress - 06 parking for Unit B - very tight to manoeuvre if vehicles parked for No 70 and Unit A - concern
Egress - 06 parking for Unit B - very tight to manoeuvre if vehicle parked for No 70 and Unit A , involves long reverse through site - concern

Ingress - 07 parking for Unit A - very tight to manoeuvre if vehicles parked for No 70 and Unit B also very close to wall of Unit A - concern ,
Egress - 07 parking for Unit A - very tight to manoeuvre if vehicles parked for No 70 and Unit B also very close to wall of Unit A and boundary wall to no. 74-76. Strikes traffic signal on exit.
- unacceptable.

In overall terms the tracking information now provided does demonstrate that the site layout is very tight in terms of maneuvering of vehicles in a safe manner, from the available information available, including potential striking of the traffic signal provision on site.

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It is accepted that the refuse vehicle will not enter the site for collections and the bin locations for Units A and B appear to exceed the maximum bin carry/drag distance from the kerb side of West Street. If residents are required to take refuse to the highway for pick up then the placing of those bins on the footway close to the access would obstruct the footway and further impair visibility on exit. It may be that a single pick up point within the site which meets with the requirements of the Waste and Recycling Contracts team could provide a suitable solution.

Currently, the Highway Authority would require further submissions to suitably address the concerns set out above and would therefore at this time recommend **a holding objection**.

Yours sincerely,

Ken Dudley
Consultant Transport Planner

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