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Enquiries To Sophie Osborne

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Date 12 May 2023

My reference 049536

Your reference APP/23/00246

Email havantdc@hants.gov.uk

Dear Ms Wells,

Land adjacent 38 - 45 Robin Gardens, Waterlooville

4No. three bedroom terraced dwellings with associated parking and landscaping

Thank you for your consultation on the above full planning application. The applicant has submitted a Design and Access Statement, which the Highway Authority have reviewed and have the following comments to make.

Pre-application advice

The applicant engaged in pre-application discussions in August 2022 with the Highway Authority where comments were provided on the principle of the development and the parking provision for the site.

Site Location

The site is located within the Weacock Farm estate. Currently the area comprises of a parking court within the residential area. The site is bound by residential properties to the north, east and south, and a woodland area to the west. The proposed development can be accessed by vehicle via Robin Gardens.

Development Proposals

The development proposals involve the construction of 4 3-bedroom houses on an existing communal parking court area, and additional parking.

As noted at the pre-application stage, the proposed dwellings are mostly located on private land, however, these do encroach on land that is dedicated as highway. During pre-application discussions it was suggested that the proposals should be altered to ensure that the dwellings are not located on highway land, or the highway would need

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be stopped up to extinguish the highway rights. It appears from drawing 2679/1105/P2 that the proposals still rely on highway land and therefore the land will need to be stopped up to extinguish the highway rights.

Post any planning consent, the applicant will be required to submit a S247 license to extinguish the highway rights where the proposed dwellings interact with the highway. The applicant is reminded that this process is time consuming and would not be without risks. There is no guarantee that this application would be successful. Extinguishing the highway rights will return the land ownership back to the subsoil title holder. Clarity is requested on the ownership of the subsoil and if this falls within the jurisdiction of the applicant.

A detailed plan will be required showing the extent of the area to be stopped up. The Highway Authority reserve the right to make further comments on the proposals upon the receipt of this drawing.

A new footpath is to be provided in front of the proposed dwellings to replace the existing footway to the rear of the parking court which is to be removed to accommodate the dwellings. As this falls on land dedicated as highway it must be constructed to adoptable standards and will require a S278 agreement to undertake the works. The width of the footway should be confirmed, which should be a minimum width of 2.0m. Details of the S278 process can be found at the following link:
<https://www.hants.gov.uk/transport/developers/constructionstandards>.

Clarity is requested as to whether rear access to plot A is to tie in with the existing footway north of the parking court, as currently this is not clear. Confirmation is also requested as to whether the proposed footway abutting the properties is to also tie into this existing footway.

No dropped kerb is currently present at the existing footpath to the south of the proposed properties, and tactile paving is also missing. It is requested that this is provided as part of this planning application to provide a safe and suitable access for future residents accessing their properties. This should be provided on any future drawings.

Drawing 2679/105/P2 refers to the fact that the new footway is to be level with the turning head however a contrasting surface is to be provided. The nature of the turning head means that the proposed footway abutting the properties is likely to be driven over by vehicles. Clarity is requested as to whether this is to be a continuation of the footway or a shared surface arrangement. Should the intention be that this is a shared surface then consideration would need to be given towards the materials to make it clear that this is a shared area. If a shared surface arrangement is not proposed, then appropriate mitigation should be provided to protect pedestrians from manoeuvring vehicles.

The development proposals also include an extension to the aforementioned turning head. At the pre-application stage it was noted that this would be acceptable in

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principle, however the land required for the extension should be dedicated as highway through a S38 agreement. An appropriate annotation should be provided on this drawing to state that this is the case. The turning head does not look wide enough for turning movements and thus tracking should be provided to ensure that vehicles are able to manoeuvre appropriately. Measures may be required to prevent any parking in the turning head.

Drawing 2679/1105/P2 refers to the fact that the turning head is to be a raised tabletop constructed to adoptable standards. It was noted at the pre-application stage that table topping of the turning head could be acceptable. No ramp details or the position of the ramp has been provided. A detailed drawing should be submitted on these proposals before any comments can be provided on their suitability.

Parking Proposals

Parking Survey:

As requested at the pre-application stage, the applicant has undertaken a parking survey in accordance with the Lambeth Parking Survey Methodology, to support the parking quantum for the site. The study area includes all parking areas within Robin Gardens and the two closest parking areas that can be accessed via Puffin Walk. A total of 196 parking spaces within the study area are available (160 in Robin Gardens and 36 in Puffin Walk), as shown within drawing 2679/1000/P1.

The survey was undertaken between 00:45 AM and 01:15 AM on the 12th October and 14th October 2022. The parking survey found that parking stress in total was 59% and 60% on the 12th and 14th October respectively. Parking areas P4, P6 and P7 had an average parking stress of 40% over both surveyed nights with circa 40 spaces available.

Parking Quantum:

In accordance with Havant Borough Council's Parking SPD, a total of 10 parking spaces are required as part of the development proposals. Furthermore, as 25 existing car parking spaces are to be removed to facilitate the development proposals (19 from the parking court and 6 on-carriageway spaces), the total parking space requirement 35 additional spaces.

The applicant is proposing to provide 12 parking spaces as part of the development proposals. It is noted that this a reduction in the parking quantum that was initially proposed at the pre-application stage. Whilst this is in excess of the requirements laid out within Havant Borough Council's Parking SPD for the proposed dwellings, this would be an under provision in parking considering the loss of existing spaces to facilitate the development. It is however anticipated that the remaining 23 spaces can be accommodated within the existing provision based on the findings of the Parking Survey.

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Whilst the Highway Authority is satisfied that there is appropriate existing parking provision to accommodate the loss of spaces, it is Havant Borough Council's responsibility as local parking authority to confirm whether this approach to parking will be acceptable. The Highway Authority would be satisfied subject to written confirmation that this is agreed.

Parking Layout:

The proposed parking bays are to be located within land that is dedicated as highway. The applicant will be required to enter into a S278 agreement to undertake these works. The applicant should be reminded that any parking spaces located on the highway can be used by any member of the public and cannot be allocated solely for residents. It is Havant Borough Council's responsibility as local parking authority to confirm whether this approach to parking will be acceptable. The Highway Authority would be satisfied subject to written confirmation that this is agreed.

Hardstanding should be provided to the rear of parallel parking spaces 3 and 4 at minimum width of 1.2m. It is noted that this parking spaces may impede on root protection zones of the existing trees and root protection zones should be provided on any future drawings. Consideration should be given to the protection of root protection zones and narrative should be provided on this point.

Dimensions of parallel and standard parking spaces should be confirmed to ensure they comply with the standards as laid out within Havant Borough Council's Parking SPD.

It is requested that tracking is provided for the parallel parking bays and bay 12 to ensure that these movements can be achieved appropriately.

Cycle Parking:

It has been confirmed that secure cycle parking is to be provided within garden sheds in each rear garden. This is agreed.

Refuse/Servicing

No commentary has been provided within the Design and Access statement regarding how these dwellings are to be serviced by a refuse vehicle and a fire tender. Clarity is requested on this point. The refuse and fire tender must be able to access buildings inline with the appropriate distances as laid out within Manual for Streets.

Tracking may be required for a refuse vehicle and fire tender at the turning head to ensure that these vehicles can manoeuvre appropriately. The Highway Authority reserve the right to request further information once the refuse and servicing arrangements have been confirmed.

Stage One Road Safety Audit (RSA1)

No Stage One Road Safety Audit (RSA1) has been provided and should be submitted along with a designer's response for consideration. This should include all works as

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proposed as part of this planning consent. The Highway Authority reserve the right to make further comments on receipt of the RSA1.

Materials

As the proposed parking spaces are to fall within highway land, materials should therefore meet adoptable standards and comply with Hampshire County Council Technical Guidance TG6. A change of materials should be provided as appropriate should the turning head be a shared surface arrangement.

Arboriculture

The landscaping plan for the site is shown in drawing 2679/501/P1 with details regarding planting shown within drawing 2679/5102/P1. Any proposed planting in adopted areas should be in accordance with Hampshire County Council Technical Guidance TG15.

Notwithstanding the above, the applicant should ensure that the proposed planting of trees will not have any future impact on the existing or new footpaths. A root barrier may be required should this be deemed to cause a future concern. Road names and locations should be provided on the tree protection plan for consideration to assess the impact the development proposals will have on root protection zones.

Levels

No levels plan has been submitted for this site. If the drainage details are to be considered at this stage level plans will need to be provided. No cross or long sections have been provided and these should be submitted for consideration.

The final ground levels plan will be secured through an appropriate planning condition to be provided prior to commencement to ensure that levels do not create concerns for highway safety through inappropriate gradients and/or adverse cambers.

Street Lighting

Whilst a street lighting strategy has been submitted for the site, a TG13 compliant lighting design will need to be submitted at the detailed design stage. It is noted that as part of the development proposals, an existing streetlight is to be removed. Relevant conversations should be undertaken with the street lighting team at Hampshire County Council regarding the removal of this streetlight and whether any replacements will be required.

For any street lighting proposed to fall within adoptable areas, this must accord with appropriate adoptable design standards as laid out within TG13. Details regarding street lighting will be secured under an appropriate planning condition with details to be agreed and provided prior to commencement.

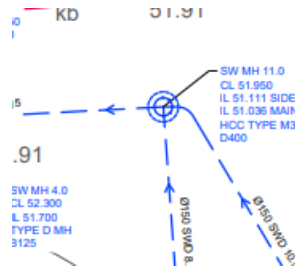
Drainage

Drawing P1915-BAK-XX-XX-DR-C-0500 and drawing P1915-BAK-XX-XX-DR-C-0501 shows the proposed drainage layout for the site with drawing

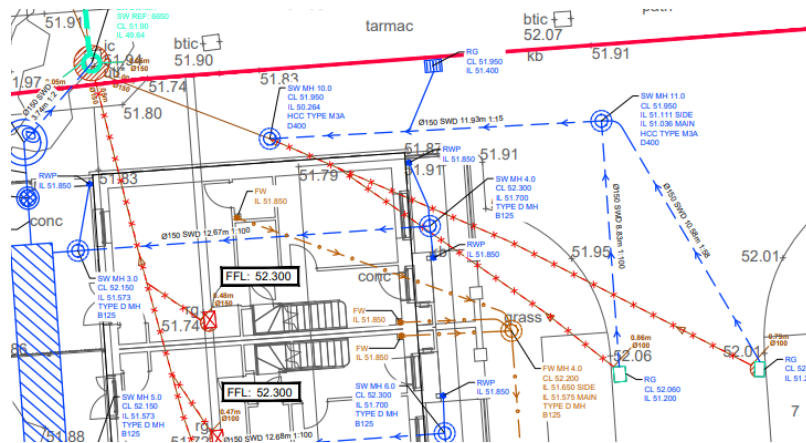
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P1915-BAK-XX-XX-DR-C-0550 showing the drainage details. The Highway Authority have reviewed these drawings and have the following comments to make.

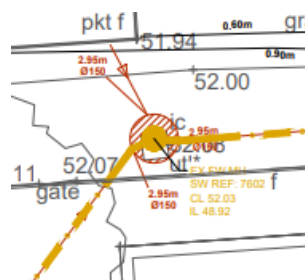
Where possible, adoptable drainage should not have a bend in the line, and this should be revised as shown below.



It is noted that there are multiple colours and hatching shown on the drainage drawing that have not been provided on a key. Clarity is requested as to what this is intended to show.



Additionally, the applicant should confirm whether or not the brown line between MH10 and the existing manhole is a proposed or existing drainage line.



It is noted that the only new gullies proposed are within the turning head. The new parking bays involve removing the verge which will act as a soakaway for water in a downfall so consideration should be given as to whether new gullies should be installed closer to the junction. Confirmation is requested as to whether the existing/proposed system can accommodate the additional surface water runoff. Parking bays will need to

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include drainage provision to ensure that surface water does not discharge onto the highway.

The attenuation tank looks close to properties. Ideally, the tank should be positioned a minimum of 5.0m from properties. Confirmation is requested as to whether the attenuation tank is outside the load line as a minimum.

HCC TG8 suggests that gully connections can be 150mm in diameter, but main lines should be a minimum of 225mm.

Construction Details

Should any planning consent be provided the applicant will be required to provide a Construction Traffic Management Plan that details all proposed construction activities. This should provide a commitment for a pre-commencement survey to ensure that any highway is reverted back to as it was previously before any construction works occur should any damages occur.

An appropriate license would be required to undertake works on the highway to access the proposed dwellings.

Recommendations

Having regard to the above, the Highway Authority require additional information before a formal recommendation can be made as has been set out within this response. In the meantime, if the Planning Authority are minded to determine the application please contact me for our reasons for refusal.

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

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