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Date 29 November 2023

My reference 051225

Your reference APP/22/01231

Email havantdc@hants.gov.uk

Dear Ms Miszewska,

Land at, Palk Road, Havant

Redevelopment of a brownfield site to include the provision of 4No. Apartment blocks comprising of 90No. residential dwellings (including 27 affordable units) (Use class C3 residential), parking, public open space, landscaping and other associated works, including demolition of existing buildings on site, with access from Palk Road

Thank you for your re-consultation on the above full planning application. In response to previous comments raised by the Highway Authority (dated 10 May 2023) the applicant has submitted a Transport Assessment Addendum (hereafter, TAA) which the Highway Authority have reviewed and have the following comments to make.

It is noted that all matters relating to the internal road network are to be addressed separately and not part of this submitted TAA. Whilst the Highway Authority can provide comments based on the submitted information no final decision will be made on the planning application until all outstanding matters have been submitted for consideration and the land ownership matters have been resolved.

WCHAR Updates and Off-Site Improvements

The updated WCHAR to support this planning application has reviewed the existing footway provision along Palk Road.

The gates adjacent to the access are to be replaced to no longer open out onto Palk Road and there would not obstruct the proposed pedestrian movements across the access into the proposed development and associate footway. This matter would need to be suitably conditioned as part of any planning consent to be resolved prior to commencement. Tactile paving is proposed to be provided across this access point as

Director of Hampshire 2050
Gary Westbrook

shown within drawing 043.0035-0008 Rev 1. The visibility splays for the proposed crossings have not been provided, there is concern that these would be obstructed by boundary treatments and the proposed gates. The access to the existing use could be designed as a vehicle crossover arrangement to allow priority to pedestrians and reduce the visibility requirements with the 2m * 2m set back as set out within TG3. However, consideration on whether this is appropriate given the permitted use of the land should be set out. It is requested that the planning position for the land parcel is confirmed regarding its permitted land use.

Visibility splays have also been provided at this access within the drawing. The design speed is unclear considering the unadopted nature of Palk Road however it is agreed that splays based on a 20mph design speed are appropriate. The applicant should ensure that the secondary splay is not obstructed by any of the internal road proposals. The current splay is shown to fall within parking spaces which is unacceptable and should be revised. It also appears to be obstructed by fencing. Confirmation is requested as to whether this is proposed as part of the development or to be removed.

It is set out within the TAA that provision of a continuous footway on the northern side of Palk Road is not required, and this is not agreed. Footways on both sides of the carriageway are a requirement to aid pedestrian permeability to and from the site and increase the attractiveness of travel via sustainable modes. Palk Road is already provided with footway on both side of the road they just do not continue or are of an appropriate construction to the site boundary. The connection of these existing footways to the internal road design of the proposed development would be a requirement of this planning application should Palk Road be adopted through a S228 agreement or not. The current footway infrastructure along Palk Road is poor and should be improved as part of this planning application. The internal layout should not be redesigned in such a way to remove any footway provision.

The close boarded fence mentioned for the property 'Wengen' and the additional obstructions (bins etc.) will need to be removed to facilitate the development proposals should Palk Road be adopted or not. Removal of this fence would improve the visibility for this property and vehicular visibility splays should be provided to ensure the required splays can be achieved given the development proposal within the design of the development and can be achieved.

Tactile paving is to be provided at the Palk Road/West Street junction to overcome the deficits in the provision. This is shown in drawing 043.0035-0008 Rev 1 supported by visibility splays. The splays should be shown for West Street both based on recorded speeds and the achievable visibility. It is noted that the splay skims the planting of Chapel House to the north. Visibility may be able to be improved by realigning the crossing slightly from its existing position, whilst being mindful of the desire line.

The proposed tractile crossing point along West Street to the west of the junction is agreed to be in a more appropriate location as this does not require the removal of existing parking spaces and guard railing. This is shown within drawing 043.0035.003

Director of Hampshire 2050
Gary Westbrook

Rev A. Comments regarding the appropriateness of the visibility splays provided are discussed further within the response. The Highway Authority require these amendments to be made before the splays and crossing point location can be agreed.

The Applicant suggests that a crossing point to the east of Palk Road along West Street cannot be provided, however the Highway Authority do not agree with this assumption, and this requires further exploration. It is unlikely that those travelling east along West Street would utilise the proposed crossing point to the west and therefore this should be provided in addition to the above crossing point to provide access to the footway provision on the north prior to the termination of the footway on the southern side of West Street. There is a stretch of West Street within the vicinity of the Meyrick Road junction where double yellow lines are present on both sides of the carriageway and therefore a tactile crossing point should be provided and shown with the achievable visibility in accordance with TG3. A departure may be appropriate to be considered given the presence of the parking for the visibility to be measured to the centreline where needed. Concerns raised previously on the proposed location were relating to the extension of the TRO for the parking restrictions and removal of the guard railing to facilitate a crossing point which are unlikely to be supported locally therefore creating an undeliverable proposal.

Matters regarding the cycle gully provision within the footbridge are for the applicant to engage in discussions with Network Rail over. This falls outside of the jurisdiction of the Highway Authority to secure such improvements however it is recommended to this deficit would be beneficial to overcome to improve cycle permeability over the level crossing when the barriers are in use. Whilst Network Rail had responded to the application no specific engagement had been sought on pedestrian and cycle accessibility and therefore their views should be sought on this.

The applicant has undertaken further assessment work for the route east along West Street towards Havant Town Centre. Due to the nature of the substandard pedestrian infrastructure and limited scope to be able to provide meaningful improvements, it is agreed that provision of crossing points to provide a safe opportunity to cross onto the opposite side of the carriageway is deemed appropriate. Agreement includes the additional crossing provision as laid out above.

The TAA identifies several improvements schemes that this development could contribute towards. However, since the previous response laid out by the Highway Authority it has been agreed with the applicant of the Kingscroft Farm site that works identified within this TAA are to be provided as part of the S278 works for the site. It is therefore considered that a proportionate contribution should be sought towards the wider improvement works that are discussed further within this response. However, should the Kingscroft Farm development not come forward, contributions from this site would be used towards some of the infrastructure to be provided as part of their S278 works particularly to aid a safer route to the primary schools.

Director of Hampshire 2050
Gary Westbrook

Comments previously raised regarding PRow connections requested that internal connections were provided up to the site boundary to allow connections onto the PRow and not a direct connection onto the PRow itself. The Highway Authority acknowledge that this relies on a third party to complete the connection however opportunities should be provided up to the site boundary should connections be pursued in the future. It is still requested that this boundary connection is provided. Public rights to pass and repass to access this link will be secured as part of any S106 obligations for this site.

There appears to be some confusion within the TAA regarding the utilisation of the proposed improvement works along the Solent Road corridor and the Brockhampton Road/Solent Road/Marples Way roundabout for future users of the site. The Highway Authority did not suggest that Brockhampton Lane and Solent Road would be utilised by residents to access Harts Farm Way. Instead, residents would benefit from these improvement works to access the Solent Road Retail Park and the Tesco Superstore, both key attractors for employment and shopping purposes. The proposed roundabout improvements would benefit the site to access a key employment facility at Harts Farm Way via sustainable modes. Both improvement schemes increase the attractiveness of walking and cycling reducing the reliance on the private car. Thus, this site would be required to pay a proportionate contribution towards these works. The Highway Authority would welcome a discussion with the applicant to agree this contribution figure.

For clarity, the Highway Authority previously agreed that no improvement works are to be sought for equestrian users.

Palk Road

Snapshot parking surveys have reviewed the number of parked vehicles along Palk Road and within the two car parks associated with the apartment blocks in response to previous comments raised by the Highway Authority regarding presence of on-carriageway parking along Palk Road.

The results of the surveys suggest that car parks associated with the apartments are underutilised with people parking along Palk Road for ease. The applicant suggests that a parking management measure could be provided on one side of Palk Road to mitigate against the errant parking along Palk Road. Whilst provision of parking restrictions would be welcomed by the Highway Authority, Palk Road would need to be under the ownership of the applicant or the Highway Authority to ensure that this could be enforceable. The existing parking restrictions are clearly already not complied with as evidenced both from site visits and street view images on google maps.

Notwithstanding the above, the Highway Authority still have concerns with the operational width, with a useable width of 4.3m not regarded as sufficient to accommodate two-way movements. This available width has not considered poorly parked vehicles and wing mirrors when passing encouraging mounting of the footway to undertake manoeuvres which would be unacceptable. Parking restrictions should be

Director of Hampshire 2050
Gary Westbrook

provided on both sides of the carriageway to ensure that a two-way flow along Palk Road can be achieved especially considering the intensification of use. This matter would be a key consideration in allowing vehicles to access and egress Palk Road in a safe and appropriate manner when the level crossing is in use.

A parking beat survey has also been undertaken over a 48-hour period covering both a weekday and weekend to assess the demand of Palk Road for parking considering the proximity to Bedhampton railway station. The survey suggests parking occurs by local residents and not those utilising the station due to the highest parking stress occurring between 00:00-18:00 and the lowest parking stress recorded between 08:30-15:00. This was not requested as a consideration from the Highway Authority although it is noted that the parking occurring on Palk Road is residential led.

Both surveys suggest that implementation of parking restrictions along Palk Road is unlikely to lead to an overspill on the wider highway network and would encourage those to park within the allocated parking courts due to the spare capacity recorded. The applicant should confirm whether the available spaces could accommodate parking should restrictions be implemented on both sides of the Palk Road. Additional parking spaces may be required within the internal road network of the development to be allocated solely to the existing dwellings along Palk Road to prevent any potential overspill along Palk Road. The utilisation of these spaces could be monitored by the applicant, and should no demand be sought from the existing residents then these could be utilised as additional visitor parking spaces for the development.

To clarify the following matters are required to ensure a safe and suitable access of Palk Road should it be confirmed that the land falls under the jurisdiction of the applicant to maintain and manage:

- Gates for the access abutting the site access to be set back 6.0m from Palk Road and to open inwards to not obstruct the footway and flow along Palk Road;
- Removal of the close boarded fence and obstructions on the required footway from the property 'Wengen';
- Provision of a footway on both sides of the carriageway to improve pedestrian permeability to and from the site; and
- Provision of parking restrictions on both sides of the carriageway to prevent parking reducing the operational width of Palk Road and for parking enforcement measures to be achievable.
- Amendments to the crossing provision at the West Street junction.

The applicant should be made aware that further comments may be raised once it is understood whether Palk Road is required to be put forward for adoption as part of a S228 process to ensure it is built to adoptable standards. This would include but not limited to, provision of street lighting, core samples to confirm the build of the

Director of Hampshire 2050
Gary Westbrook

carriageway and footway and confirmation of the drainage provision. Any amendments to bring Palk Road up to adoptable standards will be at the applicant's expense.

The Highway Authority need to ensure that access to the site is safe and suitable and can be maintained in perpetuity. Should the applicant not have the rights to be able to undertake the required works along Palk Road or the site cannot be adopted through a S228 process, the Highway Authority cannot be satisfied that a safe and suitable access into the site would be achievable. Therefore, this matter needs to be resolved before the Highway Authority can provide a positive recommendation to this planning application.

Palk Road/West Street Junction

The TAA states that visibility splays at the Palk Road/West Street junction have been reviewed in line with ATC data. 85thile recorded speeds of 27.1mph eastbound and 26.5mph westbound equates to required visibility of 36.0m and 37.0m respectively. Revised visibility splays at the junction are shown within drawing 043.0035.002 Rev B. Confirmation is requested as to whether these are based on dry or wet weather speeds. Should speeds be collected in dry weather an additional 2.5mph to account for wet weather should be to calculate the required visibility. This should be clarified before the Highway Authority can confirm whether the visibility shown is acceptable. This matter stands for the pedestrian visibility splays as previously discussed.

Notwithstanding the above, the Highway Authority have the following comments to make on the submitted visibility splays. It is noted that the reduced splays are still obstructed by 2 parked vehicles along West Street. As previously raised, the Highway Authority have concerns that the achievable visibility at the junction will be permanently obstructed by on-carriageway parking spaces that are regularly utilised as allocated parking for the dwellings that front onto West Street.

Whilst it is acknowledged that there are currently no accidents at this junction considering the achievable visibility that is present the nature of the planning consent mean that vehicles are likely to be higher than a private car and be able to see above the parked cars to establish when it was safe to manoeuvre. Therefore, this is not a material consideration given the status of that permission and the visibility achievable at the Palk Road/West Street junction should be considered in the context of this planning application and the likely vehicle users.

The general alignment comment raised by the Highway Authority related to the geometry of the junction. Tracking at 10mph was requested for a delivery vehicle passing a car at the Palk Road/West Street junction as shown within drawing 043.0035-0007. The centreline should be shown on the drawing for both Palk Road and West Street to ensure the movements are being undertaken on the correct side of the carriageway. It appears that the delivery vehicle turning right into Palk Road relies on the opposite side of the carriageway to undertake this movement and access into Palk Road may not be achievable should the car not be placed over so tight to the left.

Director of Hampshire 2050
Gary Westbrook

Furthermore, in the absence of the centre line it does not appear that the delivery vehicle turning left out of Palk Road can undertake the movement without encroaching on the opposite side of the carriageway on West Street. This is unacceptable. It appears these awkward manoeuvres are present due to the alignment of the junction and the applicant should explore the scope to ease the alignment to accommodate these movements if there is scope to do so.

The TAA continually refers to existing/former uses at the site to justify the acceptability of the operation of Palk Road in its current form when considering the trips to be generated from the development. As referred to previously, the site is subject to a complicated planning history with temporary permissions linked to highway safety concerns of the access point in the development. The existing B2 use is personal consent to Premier Pallets which would convert back to the B8 use (APP/15/00447) which is restricted to Portsmouth Water use. As previously stated, the Highway Authority do not agree that the site can be discounted against these previous consents due to the uses being heavily restricted within the planning consents, the proposed use is substantially different and that the previous permissions did not cover the entire site that this development's red line covers. Thus, the assessment work should not consider or justify the impact of this development against the previous consents.

Concerns of the reduced visibility cannot be considered in isolation. The combination of the limited available carriageway width along Palk Road, the geometry of the junction, the proximity of the Bedhampton level crossing and the vehicles queuing back past the Palk Road junction should be considered holistically with the other concerns previously raised.

It is not agreed that amendments are not required for the model regarding carriageway widths along Palk Road at the site access. Whilst double yellow lines are present on both sides of the carriageway it is understood that these are not adhered too. This further restricts the available width at the site access preventing a two-way flow in some instances. In the absence of confirmation that Palk Road falls under the maintenance and management responsibility of the applicant or being adopted by the Highway Authority through a S228 process to be able to enforce these parking restrictions, a reduced carriageway width should be included within the modelling work.

Whilst in theory with the additional amendments to the model still appears to operate in theoretical design capacity, the model has not considered all matters comprehensively and the impact that this will have on the operation of Palk Road. It is still requested that the modelling work is re-run to reduce the achievable width of Palk Road at the site access. A limitation of Junctions 9 means it cannot predict all these matters within the model and therefore these results should be considered against other matters raised within the response.

It is noted that the applicant agrees to re-paint the 'keep clear' box abutting the Palk Road/West Street junction. This should be provided as part of the S278 works for the site. A drawing should therefore be provided to secure these works through this

Director of Hampshire 2050
Gary Westbrook

agreement. This does not however override the concerns of the operational safety of the Palk Road and Palk Road/West Street junction.

The applicant has assessed whether the model can be adjusted to account for the impact of the Bedhampton level crossing when the barriers are down for around half of the peak periods. It is understood that limitations of Junctions 9 software mean that this cannot be accounted for appropriately. LinSig would also be unable model the operation of this level crossing accurately and reflect the current situation recorded from the level crossing assessment. It is agreed that the impact of the level crossing needs to be looked at holistically and all matters raised should be assessed comprehensively and not as standalone items as raised previously within this response.

The TAA suggests assessing the impact of the level crossing based on the mean max queue recorded. Whilst this is not agreed to be an appropriate assessment framework, the assessment suggests mean queues of c. 5 vehicles and 7 vehicles queuing within the AM and PM peaks respectively. The Highway Authority previously raised that due to the proximity of Palk Road and the level crossing c. 5 queuing vehicles would impact the operation of Palk Road and therefore using this as an assessment criterion suggests that consideration needs to be given towards the queuing vehicles and the operation of the junction. The previous assessment work undertaken suggested that in the worst-case scenario the barriers were down for c. 10 minutes within the AM peak due to the stacked vehicles along Palk Road meaning vehicles will be unable to access and egress due to the geometry of the junction particularly when there are queuing vehicles present along West Street.

A queue would still form along Palk Road even accounting for additional vehicles turning right if the level barriers are in use if vehicles are not able to Palk Road and turn right. The alignment of Palk Road prevents two vehicles to wait at the stop line to turn left or right and therefore these blocking back issues would remain. The presence of parked cars and the reduced operational width in the absence of parking restrictions on both sides of the Palk Road would allow a two-way flow to occur, however this cannot be guaranteed without Palk Road falling under the jurisdiction of the applicant or the Highway Authority.

The applicant does not appear to have considered the complexity of the issues fully and the additional development traffic will only contribute to the existing queueing if not managed carefully. The Highway Authority are not satisfied that the assessment work to date has overcome the previous concerns raised.

Travel Plan

The Highway Authority have reviewed the revised travel plan and are satisfied that the required amendments have been made. This travel plan is therefore agreed and will be secured through a S106 agreement should this site receive planning consent along with approval and monitoring fee requirements.

Director of Hampshire 2050
Gary Westbrook

Recommendation

The assessment work undertaken to date has not reduced the previous concerns of the Highway Authority on the operation of the Palk Road and the Palk Road/West Street junction when considering the reduced carriageway width, geometry of the junction, obstructed visibility, and proximity of the level crossing with queuing vehicles. In the absence of resolving the land ownership issues, the Highway Authority are not satisfied that the Palk Road and the Palk Road/West Street are able to operate satisfactorily and therefore previous concerns remain.

If the Planning Authority wish to determine the application, the Highway Authority should be contacted to provide reasons for refusal.

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

Yours sincerely,

Gemma McCart
Team Leader – Highways Development Planning
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