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<i>Date</i>	19 th June 2023	<i>Email</i>	Chris.Hirst@hants.gov.uk

For the attention of Leanne Richardson

Dear Madam,

Outline application with all matters reserved for construction of 13No. one bedroom and 16No. two-bedroom apartments (total 29) with refuse and cycle storage, car parking and soft and hard landscaping, following demolition of existing 3 bedroom bungalow and commercial property. | Unit 1, Victoria Road and 234 London Road, Waterlooville, PO7 7ET.

Thank you for reconsulting the Highway Authority on the above planning application.

The applicant has submitted updated drawings and engaged in direct discussion with the Highway Authority to agree a contribution towards pedestrian and cycle infrastructure.

Following a review of the latest information and conclusion to the aforementioned discussions, the Highway Authority wish to make the following comments.

Site Access and Footway Works

The Highway Authority previously requested the provision of a formalised footway along the northern frontage of the development to provide pedestrians with a safe location to exit the site and walk towards Waterlooville town centre.

The applicant has subsequently produced drawing number 020.0802-0002 which provides a 2m footway along the north eastern edge of the site, reducing to 1.6m heading west towards the vehicle loading bay. A crossing point has been shown to allow pedestrians to cross to the northern side of Victoria Road via tactile paving and a dropped kerb. Whilst the tactile paving

Director of Hampshire 2050
Gary Westbrook

on the northern side of the crossing point will need to be amended, the Highway Authority are satisfied that this can be undertaken as part of the detailed design check process.

By implementing the footway, localised carriageway narrowing will be required, which is also reflected within the drawing. Tracking has been provided which demonstrates that two vehicles can pass at 10mph through the pinch point. The Highway Authority are satisfied that the western end of Victoria Road is a low speed, low flow environment which means that the chances of two vehicles having to pass concurrently is low. The betterment to pedestrians is considered to outweigh the need to retain the current carriageway width in light of HCC emerging LTP4 guidance which seeks to prioritise pedestrian and cycle movements over the private car.

Tracking has also been provided in drawing number 020.0802.001 Rev A to demonstrate that a vehicle can track past a delivery vehicle parked in the servicing bay at 10mph. The Highway Authority are satisfied that there is sufficient space to undertake this manoeuvre whilst also taking account of the revised kerblines.

The Highway Authority are therefore satisfied with the principle of the works shown in drawing number 020.0802-0002, subject to the applicant entering into a Section 278 agreement to deliver the improvements.

Layout and Servicing Arrangements

The applicant has confirmed that it is intended that deliveries to the site will be made via the carriageway on Victoria Road and therefore will not enter the site. It is understood that a refuse vehicle will also service the site from the carriageway. Given the low number of movements in this location, the Highway Authority are satisfied with this arrangement.

The applicant has also clarified that the area to the south of the building block will not be open for vehicles to park which is also considered acceptable.

Pedestrian and Cycle Contribution

As outlined in the Highway Authority's previous response, there is an under provision in car parking spaces provided on site. This places a greater reliance on trips on foot or via bicycle which should be suitably encouraged by improving local pedestrian and cycle infrastructure in and around the site.

Following conversations with the applicant, a £58,000 contribution has been agreed towards pedestrian and cycle improvements in Waterloo town centre. These measures will help to increase permeability throughout the town centre, directly benefitting occupants of the site who are expected to travel on foot or via bicycle. The contribution will be secured via a suitably worded obligation in the S106 agreement.

Recommendation

The applicant has satisfactorily addressed the Highway Authority's previous comments. The Highway Authority therefore recommends no objection, subject to the following conditions and obligations:

Conditions

- A Construction Traffic Management Plan shall be submitted to, and approved in writing, by the Local Planning Authority (in consultation with Hampshire County Council Highway Authority) before development commences. This should include construction traffic routes and their management and control, parking and turning provision to be made on site, measures to prevent mud being deposited on the highway, adequate provision for addressing any abnormal wear and tear to the highway, and a programme for construction.

Reason:

In the interest of highway safety.

S106 Obligations

- Prior to commencement of development, to enter into a S278 agreement with the Highway Authority for the works shown in principle in drawing number 020.0802-0002. To deliver these works to the satisfaction of the Highway Authority prior to occupation.
- Prior to commencement of development, to pay the £58,000 highway contribution.

I trust that the above is clear. Should you have any queries, please contact Chris Hirst on the number noted above.

Yours Sincerely,

Chris Hirst