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<i>Date</i>	25 th May 2023	<i>Email</i>	Chris.Hirst@hants.gov.uk

For the attention of Arleta Miszewska

Dear Madam,

Land at Cowplain School, Hart Plain Avenue, Waterlooville

Erection of a 64 bed care home (within Use Class C2) and 6No. dwellings (within Use Class C3) with associated works including access, parking and landscaping.

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

To address the comments raised within the Highway Authority's previous response dated 14th December 2022, the applicant has submitted a Technical Note (TN), updated Travel Plan and amended site layout plan. Following the issue of this information, the Highway Authority engaged in direct discussions with the applicant regarding the outstanding matters, resulting in a further Technical Note Addendum (TNA).

Following a review of this information, the Highway Authority wish to make the following comments.

Personal Injury Accident Data

Personal Injury Accident (PIA) data has been obtained from Hampshire Constabulary up to June 2022.

Whilst it is noted that the accident data has identified more recent accidents across the study area, the Highway Authority are satisfied that there are no accident clusters which may be exacerbated by the proposed development.

Director of Hampshire 2050
Gary Westbrook

Site Access

To clarify the distance between the proposed site access and number 43, drawing number PC2284-RHD-GE-SW-DR-R-0061 Rev P02 has been provided by the applicant. When the measurements are taken from the centreline of the accesses, 15.7m separation is provided between the two junctions. The Highway Authority are satisfied that suitable separation is provided between the two points.

The accesses serving the residential dwellings have been rationalised to provide dropped kerb crossings, rather than bellmouth junctions. This arrangement provides pedestrians with priority over egressing vehicles and is therefore considered suitable given the scale of development accessed via each crossover.

The Highway Authority previously raised concerns with the eastern vehicle crossover conflicting with the existing pedestrian crossing on Hart Plain Avenue. The applicant subsequently relocated the crossing point to the west, although it was unclear as to whether the new location of the crossing conflicted with any existing or proposed property accesses. Appendix A of the TNA now provides an overlay which demonstrates that the pedestrian crossing can be relocated without impacting on any existing or proposed accesses. The principle of these works is therefore considered acceptable and will be delivered as part of the Section 278 works package for the site.

The Highway Authority also queried whether the dropped kerb located to the west of the western access into the school could be reinstated to improve the environment for pedestrians walking along the southern side of Hart Plain Avenue. Whilst the applicant has confirmed that they are willing to make a contribution for these works to be carried out, the Highway Authority requires these works to come forward as part of the S278 works package for the site, subject to confirmation from the school that they agree to these works being undertaken.

Site Layout

Changes have been made to the internal site layout to address the comments raised within the Highway Authority's previous response.

The loading bay has been relocated approximately 10m to the south of its previous location away from the site access. Tracking has been undertaken in drawing number PC2284-RHD-GE-SW-DR-R-0061 which demonstrates that a delivery vehicle can pass a refuse vehicle parked in the bay, before appropriately aligning itself within the site access to egress onto Hart Plain Avenue. The Highway Authority are therefore satisfied that ample separation has been provided between the loading bay and site access.

To improve the turning movement for a refuse vehicle within the turning head, additional space has been provided, with updated tracking provided in drawing number PC2284-RHD-GE-SW-DR-R-0061. The tracking demonstrates that the refuse vehicle has more space to manoeuvre within the turning head and

does not conflict with any of the parking bays. The applicant has also confirmed that a 6m aisle width is available along the access road which is considered suitable.

Concerns were raised previously with the proximity of parking bay 1 to the site access and the potential conflict this could create with vehicles travelling along Hart Plain Avenue. The applicant has subsequently produced drawing number PC2284-RHD-GE-SW-DR-R-0063 which indicates that there is 6.5m separation between the bay and the junction. Furthermore, drawing number PC2284-RHD-GE-SW-DR-R-0064 provides tracking for a car accessing the bay which highlights that this manoeuvre takes place clear of Hart Plain Avenue. The Highway Authority are therefore satisfied that the parking bay does not need to be relocated.

Car Parking

The original development proposal has been revised to reduce the size of the residential properties, reducing the car parking requirement for each unit. As such, the units are no longer reliant on triple tandem parking to meet adopted parking standards. Subject to confirmation from Havant Borough Council in their capacity as local parking authority that they are satisfied that the proposal now meets parking standards, the Highway Authority raises no objection to the parking quantum for either the care home or residential development.

To help rationalise the existing car parking controls along Hart Plain Avenue, the applicant has agreed to pay a £6,000 contribution towards a TRO which Hampshire County Council's Traffic Management team will utilise towards managing parking controls in the area.

Sustainable Transport Contributions

Following further discussion, the applicant has agreed to pay a £12,185 contribution towards replacing the southbound bus shelter on Milton Road. The bus stop will be utilised by members of staff travelling to site and will therefore help to promote an alternative mode of travel to the site.

The applicant has also agreed to pay a £3,108 contribution towards producing mapping and pedestrian and cycle information to help reduce travel via the private car to the Hart Plan schools. The measures to encourage mode shift away from travel to school via car will help to reduce congestion around the proposed development during the school drop off and pick up times.

Travel Plan

The updated travel plan has been reviewed and considered acceptable. The corresponding approval, monitoring and bond figures will be secured via Section 106 agreement should the application receive planning approval.

Recommendation

The applicant has satisfactorily addressed the Highway Authority's previous comments regarding the proposed development.

The Highway Authority therefore recommends no objection, subject to the following Section 106 obligations and conditions.

Section 106

- Prior to commencement of development, to enter into a highway agreement for the works shown in principle in drawing numbers 4528-WRD-XX-ZZ-DR-A-0500 Rev P018, PC2284-RHD-GE-SW-DR-R-0061 Rev P02, along with the reinstatement of the kerbing to the west of the western access into The Cowplain School. To implement these works to the satisfaction of the Highway Authority prior to occupation of development;
- Payment (by developer) of HCC fees in respect of approval (£1,500) and monitoring (£15,000) of the Framework Travel Plan prior to occupation
- Provision of a bond, or other form of financial surety, in respect of measures within the Travel Plan prior to occupation; and
- Prior to commencement of development, to pay the TRO contribution, Bus Shelter contribution and the Pedestrian and Cycle Mapping contribution.

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.

I trust that the above is clear. Should you have any queries, please do not hesitate to contact Chris Hirst on the number noted above.

Yours Sincerely,

Chris Hirst