



Tom Fisher
Paul Basham Associates
t.fisher@paulbashamassociates.com

Enquiries to	Chris Hirst	My reference	6-3-13-187
Direct Line	0370 779 0563	Your reference	
Date	13 th September 2023	Email	Chris.Hirst@hants.gov.uk

For the attention of Tom Fisher

Dear Sir,

Thank you for your enquiry seeking pre-application advice on the internal site layout for the proposed development of 41 dwellings at Southleigh Park House, Havant.

An initial suite of drawings were provided as part of the pre-app submission, followed by a meeting between the Highway Authority and Paul Basham Associates on 6th September 2023. During the meeting, it was highlighted that the design had altered, and a wider internal spine road was now being provided (5.5m instead of 4.8m).

The Highway Authority have reviewed the information submitted to date and have the following comments to make.

Layout

The applicant is required to clarify whether they are proposing to offer the internal site layout for adoption to the Highway Authority, a position which is strongly supported. Should the applicant not wish to put the layout forward for adoption, the site will be subject to the Advanced Payment Code, further details of which is available via the following link - [The Advance Payments Code \(hants.gov.uk\)](https://www.hants.gov.uk/the-advance-payments-code). Any elements of the site being put forward should be supported by dimensions, for example carriageway width, visitor parking bays, etc. Further plans providing the drainage layout, road markings, location of crossing points and street lighting strategy will also be required.

Forward visibility splays have been shown to 25m; however, it is noted some of the splays are located tight against individual property boundaries. To ensure that the splays remain clear in perpetuity, they should be located within the adoptable highway, as recommended by the road safety auditor within

Director of Hampshire 2050
Gary Westbrook

their comments raised as part of the RSA1. The 'X' splay for vehicle crossovers is being shown to 2.4m, when this can be relaxed to 2.0m in accordance with HCC TG3.

There are instances where triple tandem parking is being provided (plots 1 and 2). Triple tandem spaces are not considered acceptable and will result in cars parking within the shared space area opposite the plots. As identified within the refuse tracking drawings, access into this area is already particularly tight, so any further obstructions will result in a refuse vehicle being unable to access this part of the site. The triple tandem spaces should therefore be removed from the design to ensure that the site provides a policy compliant level of parking (in accordance with Havant Borough Council's parking SPD). The tracking for estate cars also identifies that parking in end spaces is particularly constrained, resulting in cars having to undertake a number of turning manoeuvres before being able to access the bay. Whilst these areas are to be kept private, the applicant should consider providing additional aisle width in these areas to ensure that future residents have ample space to access their allocated parking spaces.

There are properties within frontages directly onto the site spine road. A footway should be provided in these locations to ensure that pedestrians are not walking out directly into the carriageway, particularly on the bend by 2B FOG. Footways throughout the site should be provided to a minimum of 2m in accordance with HCC TG3. Where visitor parking bays are provided, hardstanding should be provided, supported by crossing points to connect into the proposed footway provision within the site.

Whilst level drawings have been provided, it is noted that the levels have not been provided up to the carriageway edge and should therefore be extended and the position of gullies shown within the design.

The tracking for estate cars travelling through the site has been tracked with the incorrect sized vehicle and should be updated to cover the correct dimensions (4.89m x 1.94m). The tracking undertaken for a fire tender conflicts with kerb lines along the spine road. The tracking should be revised to show these movements without kerb line conflicts.

Pedestrian and Cycle Access Strategy

The current site layout proposal contains a mixture of provision for pedestrians wishing to travel through the site. Footways are provided around Southleigh Park House and a footway is provided on the southern side of the site spine road. At the point at which the spine road joins Road 2, the road becomes shared surface, where a 6m aisle width is being provided for the parking bays. No dedicated cycle facilities are currently being proposed within the site.

During the pre-app meeting, the Highway Authority raised a number of comments regarding cycle permeability through the site, and future connections to emerging development allocations. In the southeastern corner of the development, a footway is provided to allow pedestrians to access plot

number 22. This path should be extended to the red line boundary for the site and widened to 4m to allow for future segregated pedestrian and cycle access to the strategic Southleigh development to the south of the proposed development. Should the potential strategic Southleigh allocation come forward, it will provide a number of key facilities and amenities which occupants of this site will benefit from, such as a school, local shops, a network of pedestrian and cycle routes to leisure facilities and Havant town centre. In some instances, existing facilities are not located within a walkable distance of the current site, and it is therefore likely that occupants will choose to travel via private car in the interim period.

The 4m wide pedestrian and cycle link should extend to the parking court to the east of plot 25, where cyclists are briefly placed on carriageway. An offroad path should be provided to the east of the spine road which heads north/south and provides access to the gate house and the current footway link which runs east/west along the northern boundary of the site. This path should also be widened to cater for cyclists to create a continuous circuitry route around the site for cyclists to utilise. Furthermore, the path to the south of Southleigh Park House should be widened down to plots 39-41 to ensure that these properties are also connected to the wider cycle facilities. These amendments would improve cyclist permeability through the development and allow for future connection into the Southleigh development, thereby according with HCC TG10.

An agreed route from the site connecting the infrastructure secured through the Outline permission and the Southleigh development will be required to be dedicated an appropriate highway status. This may be through adoption through the s38 process or dedication of a public right of way. This is to protect the route in perpetuity and ensure that it is available for use by the public. This would be a matter that would need to be secured through an appropriate condition.

Recommendation

The points raised above should be incorporate into the design as part of any future planning submission, particularly the points raised regarding pedestrian and cycle permeability through the development.

Yours Sincerely,

Chris Hirst – Senior Transport Planner
Hampshire 2050