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Date 31 August 2023

My reference 050625
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Dear Madam,

Land E of Manor Farm Close, Havant, PO9 2DQ

Construction of of maintenance access off Manor Farm Close and amendments to existing drainage basins.

Thank you for the consultation on the above planning application. The Highway Authority note that there is a contractual requirement to maintain access to land to the east. However, the extent of the redline suggests that this land is subject to the drainage infrastructure and public open space and therefore does not provide access beyond that which is already achieved via access to the pump station as approved under application APP/12/01222. It appears that a field gate access to land east of the redline is already achieved from this point. It is also unclear why this matter was not dealt with through APP/12/01222 and is retrospectively amending established streets and pedestrian/cycle infrastructure.

The proposed access seeks to undermine the pedestrian and cycle access along the public open space which would be contrary to the permission granted under APP/12/01222. Fundamentally the Highway Authority are unclear on the need for the access in this form and the land parcel in which it needs to connect too, and this should be set out more clearly.

A Highways and Transport Technical Note has been provided in support of the application and this sets out a design on drawing 4527-MJA-SW-XX-DR-C700 Rev P2 for a full bellmouth construction with the relocation of the existing pedestrian access to the public open space to a footway and crossing. Given the use of the land and the proposed intent for the access, the design is

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wholly over engineered to the detriment of pedestrian and cycle users who now have a severed cycle route. Whilst the Highway Authority may be minded to accept an agricultural vehicular access may be necessary the provision of a new highway access in the form shown is not agreed to be safe or appropriate for the intended use.

The crossing facilities of Manor Farm Road are not aligned and require pedestrians to cross an extended amount of carriageway. The crossing should be aligned to not land pedestrians in the bellmouth itself.

The visibility splays for the access would need to be supported by recorded speed surveys and shown on a plan. In addition, the hedgerows which obstruct the visibility above 600mm would need to be removed and the visibility splays kept clear.

Tracking has been provided for agricultural vehicles. It would not be anticipated that these would need to pass another vehicle and if this was necessary this could be managed. Given that flows would be low and consideration of the Highway Authority that a more minor vehicular access could be provided which would maintain priority for pedestrians and cyclists.

The impact of the proposals on the SUDs features would need to be considered by the LLFA and in terms of drainage would not be a highway matter for consideration as they are not a highway feature. They do however, in engineering terms, look to be too close to the proposed carriageway construction and would need to be in accordance with TG8-2 section 3.1.5 and consider TG8-1. TG8-1 also sets out an appropriate access for maintenance of SUDs pond which would also be duly appropriate to accommodate agricultural land.

No field gate has been shown and the access boundary treatment at the end of the proposed road is unclear.

The footway continues beyond the existing north south route and it is also unclear why it would be necessary to take it to the redline boundary.

At this stage, given that the Highway Authority consider this junction form to be inappropriate for the intended use, full detailed comments on the design proposals have not been provided. If the Planning Authority are minded to determine the application positively then the detailed design of the proposed access will need to be considered further and additional comments provided. In the meantime, additional information is sought as set out above and the Highway Authority welcome a discussion with the applicant on agreeing the appropriate access form and location.

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Yours sincerely,

Holly Drury
Principal Transport Planner - Highways Development Planning
Hampshire 2050

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