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Date 18 October 2023

My reference 051106

Your reference APP/23/00681

Email havantdc@hants.gov.uk

Dear Ms Richardson ,

31 Forest End, Waterlooville, PO7 7AD

Removal of single storey shed and construction of two, semi-detached 3 bedroom homes with associated parking and private gardens.

Thank you for your consultation on the above full planning application. To support this application, a Highways Statement (hereafter, HS) has been submitted, which the Highway Authority have reviewed and have the following comments to make.

Site Location

The site currently comprises of a driveway, garage and parking area adjacent to 31 Forest end, with access currently obtained on the corner of the Forest End junction via a vehicle crossover. The site is bordered by Forest Road to the south/west and residential properties to the north/east.

Personal Injury Accident (PIA) data

The applicant has provided PIA data for a 5-year period from January 2017 to December 2021 using Crashmap records. The data provided is nearly 2-years out of date, and the use of Crashmap data is unacceptable. Notwithstanding the above, the Highway Authority have undertaken their own internal review of more recent data from Hampshire Constabulary records and are satisfied that no alternative conclusions can be made. No incidents were recorded within the study area over the most recent 5-year period.

Site Access

Access to the proposed dwellings is to be via a vehicle crossover as shown within drawing 2023-6548-001 Rev B. The Highway Authority agree that this arrangement

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provides a betterment over the existing access. The full length of the proposed dropped kerb has not been confirmed, however due to the width of parking spaces measuring 2.5m, the proposed dropped kerb would exceed 10.0m in length. Notwithstanding the above, the Highway Authority are content that this can be implemented via a S171/184 license. Further information on how to apply for a dropped kerb license can be found at the following link: [Apply for a vehicular access | Hampshire County Council \(hants.gov.uk\)](https://www.hants.gov.uk/apply-for-a-vehicular-access). It is important to note that if there are any minor utility diversions that are required to facilitate the dropped kerb then additional costs may arise in addition to the initial application fee. The applicant should also be aware that if an existing access is to be closed, a full height kerb should be reinstalled.

Tracking for a standard size car accessing the proposed parking spaces are shown within drawing 2020-6548-002 Rev B. The Highway Authority are satisfied that vehicles are able to manoeuvre and access the allocated spaces appropriately.

Visibility splays have been provided in drawing 2023-6548-005. Whilst splays have not been drawn in accordance with HCC TG3 for a 30mph design speed, the Highway Authority are content that appropriate visibility can be achieved from both access points. Drawing 2023-6548-001 Rev B notes that hedge and boundary features are to be kept below 0.6m to ensure clear visibility between drivers and pedestrians.

Refuse/Servicing:

Refuse and servicing arrangements for the proposed dwellings are to remain inline with the existing arrangements for 31 Forest End as shown within drawing 2023-6548-004 Rev B and drawing 2023-6548-003 Rev B for the refuse and fire tender respectively. The Highway Authority are satisfied that the fire tender and refuse vehicle can access the proposed dwellings in line with the required distances as laid out within manual for streets.

Parking Provision

Car Parking:

The proposed parking spaces are to measure 2.5m X 5.0m which exceed the requirements as laid out within Havant Borough Council's Parking SPD but are more reflective of the size of vehicles.

5 parking spaces are proposed for the dwellings which is in excess of the requirements as laid out within Havant Borough Council's Parking SPD. The presence of this additional parking space would minimise any additional overspill parking onto the local highway network.

The provision of proposed dwellings leads to a displacement of the allocated parking for 31 Forest End onto the local road network. It is noted that on-carriageway parking is present which sets a precedent within the area. Whilst parking is a matter for Havant Borough Council to comment on as the Local Parking Authority, the Highway Authority

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are satisfied that there is sufficient provision for on-carriageway within the vicinity of the site, the displacement of parking onto the local highway network would be agreeable. The Highway Authority should be reconsulted for further comment should the LPA have concerns with the parking provision.

No commentary has been provided on EV charging provision; however, this will be for Havant Borough Council raise as Local Parking Authority.

Cycle Parking:

4 cycle parking spaces are proposed (2 per dwelling) in accordance with Havant Borough Council's Parking Standards. Cycle parking is to be provided within secure cycle stores. Cycle parking provision should not be compromised for 31 Forest End following the loss of their garage to facilitate this development. Havant Borough Council in their capacity as Local Parking Authority should confirm suitability of the cycle parking provision for 31 Forest End.

Trip Generation

The HS lays out the proposed trip generation for the dwellings utilising the TRICS database. The proposed trip generation is as follows:

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			12-hour
	Arr.	Dept.	Two-way	Arr.	Dept.	Two-way	
Trip Rate	0.159	0.336	0.495	0.303	0.175	0.478	4.667
Trip Generation (2 dwellings)	0	1	1	1	0	1	10

The Highway Authority are satisfied that the proposed dwellings will not have a detrimental impact on the wider highway network and therefore the trip generation is agreed.

Recommendations

The Highway Authority provide no objections to this planning application subject to the following condition:

ACCESS CONSTRUCTION PROVISION

No development shall start on site until the access, including the footway and/or verge crossing shall be constructed and lines of sight of splays provided in accordance with the approved plans. The lines of sight splays and boundary features shown on the

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approved plans shall be kept free of any obstruction exceeding 0.6m in height above the adjacent carriageway and shall be subsequently maintained so thereafter.

Reason - To provide satisfactory access and in the interests of highway safety.

Yours faithfully,

Sophie Osborne
Transport Planner - Highways Development Planning
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