

REPORT

Technical Note Addendum

Land at Cowplain School, Waterloooville

Client: Frontier Estates

Reference: PC2284-RHD-ZZ-XX-RP-R-0005

Status: S0/P02

Date: 19 May 2023

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Checked by: Andy Ward

Date: 10/05/2023

Approved by: Andy Ward

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Classification

Project related

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1 Background

- 1.1.1 This Technical Note Addendum (TN) has been prepared by Royal HaskoningDHV (RHDHV) in response to updated consultation comments received from Hampshire County Council (HCC) in connection with the development of land at Cowplain School, Hart Plain Avenue, Waterlooville.
- 1.1.2 HCC's comments are provided in relation to the planning application number APP/22/00837 for the construction of a new 64-bedroom Care Home (C2) and six new residential dwellings (C3).
- 1.1.3 This TN Addendum follows the submission of a Technical Note issued to Havant Borough Council on 7th March 2023 in relation to initial HCC consultation comments, dated 14th December 2022. This Addendum responds to the further consultation comments provided by HCC dated 27th April 2023. The comments made by HCC in April 2023 are stated below in bold italics, with RHDHV's response following.

2 Hampshire County Council comment and RHDHV response

1. S278 Works

The location of the revised crossing point on HPA appears to conflict with the driveway on the northern side of the road, which has not been picked up in the drawing. The crossing point will need to be relocated to ensure that it does not conflict with the location of any of the driveways, nor any of the turning movements in/out of the driveways.

- 2.1.1 RHDHV have reviewed the location of the relocated pedestrian crossing and can advise that this is positioned to ensure that there would be no conflict with existing or proposed driveways.
- 2.1.2 **Insert 2-1** and **Appendix A** provides an overlay of the proposed development layout, including existing dropped kerbs, and the position of the new pedestrian crossing. The overlay demonstrates that the new pedestrian crossing location does not conflict with a driveway, proposed or existing.
- 2.1.3 It can be advised that the existing pedestrian crossing point is located to the east of the drainage channel and the proposed new pedestrian crossing would be relocated to the west of the drainage channel.
- 2.1.4 The new pedestrian crossing location would be in-line with the existing 20mph carriageway markings on Hart Plain Avenue (see **Insert 2.2**), close to its existing location.

Insert 2-1 Overlay of proposed pedestrian crossing



Insert 2-2 Location of Crossing, 20mph Roundels.



2. *The additional accesses provided on the southern side of HPA will create short sections of dropped kerbs, followed by full height kerbs, which comes at the detriment of pedestrians through the changing levels. To the west of the westernmost access into Cowplain School, there is a dropped kerb opposite 3 lockable bollards which does not appear to serve any purpose. To improve the pedestrian environment in light of the new accesses, full height kerbs should be reinstated here, unless any access requirements remain for the school.*

- 2.1.5 This is noted, but this situation is no different to the precedent already set along Hart Plain Avenue, with short sections of dropped kerb and full-height kerbs in place serving existing residential properties.
- 2.1.6 The bollards referred to are associated with school access and are located behind the footway on third-party land, with the access having the potential to be used by the emergency services, should the school's primary access become blocked.
- 2.1.7 It is noted that the school access referred by HCC sits outside of the application's redline boundary (ref to **Appendix B**).
- 2.1.8 While the applicant would consider funding the reinstatement of a full-height kerb in this location, this could only be undertaken with the prior agreement of the school.

3. Internal Layout and Parking Arrangements

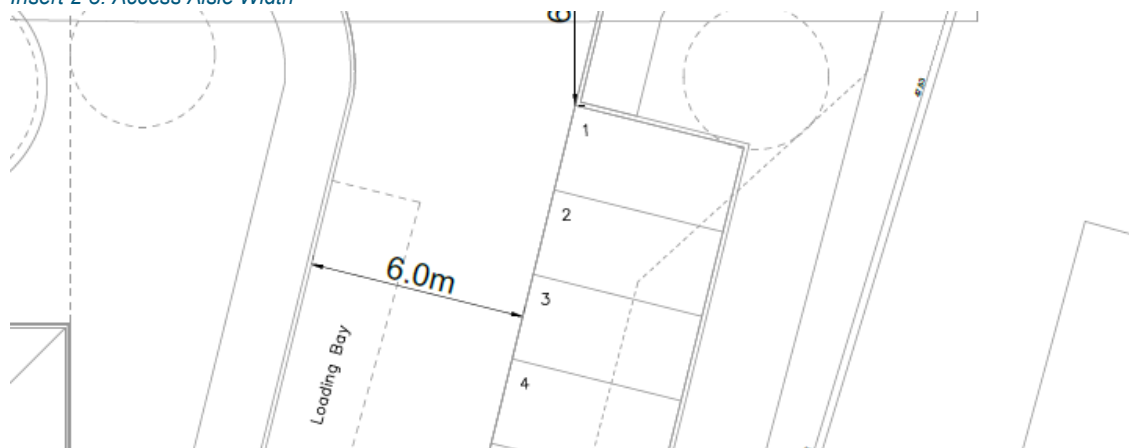
One point which was not noted in my previous response but has subsequently been raised is the use of triple tandem parking bays for the residential properties. The use of triple tandem spaces is not accepted – have they now been removed from the design and can you confirm whether Havant's adopted parking standards are still being met for these dwellings?

- 2.1.9 The case officer had contacted the applicant regarding the car parking for the proposed dwellings and it is recognised that while three parking spaces would be required for the proposed four-bedroom units, these would not be permitted in tandem.
- 2.1.10 To address the issue the two four-bedroom residential units were internally redesigned and now no four-bedroom residential units are proposed. Instead, the units would be provided with three bedrooms each requiring parking for two cars only. The development can accommodate parking for two cars in each driveway and the residential development is therefore in line with adopted car parking standards.

4. *Please can you confirm whether a 6m aisle width is being provided along the care home access road?*

- 2.1.11 RHDHV can confirm that the aisle width is 6m – please refer to **Insert 2-3** and **Appendix C**.

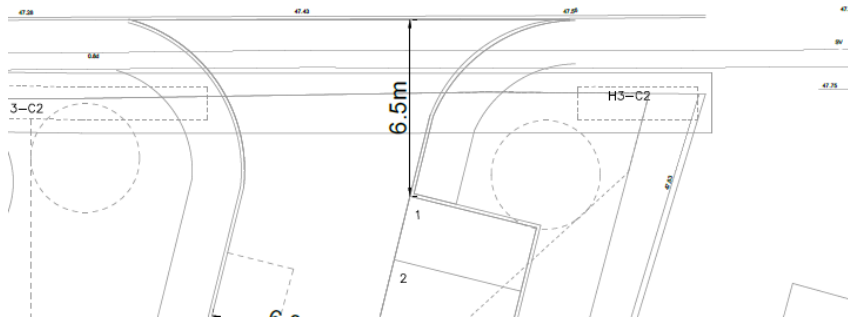
Insert 2-3: Access Aisle Width



5. *The relocation of the loading bay and additional space within the turning head for the refuse vehicle to manoeuvre is welcomed and agreed, but the location of parking bay 1 may conflict with the site access given its proximity. Is there any scope to relocate this bay away from the access to remove this conflict?*

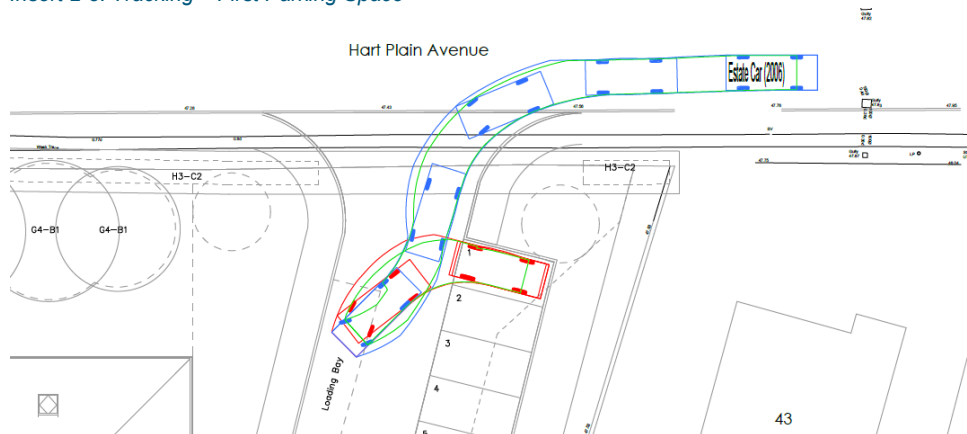
- 2.1.12 The applicant would like to retain the parking space where it is currently proposed as there is no logical alternative location for this space on-site.
- 2.1.13 The space is located a minimum distance of 6.5m from the Hart Plain Avenue carriageway (**Insert 2.4**), which means there is room for a car to pull off the highway before any potential conflict with movements to or from the space

Insert 2-4: Access Aisle Width



- 2.1.14 Cars can manoeuvre into the space without the need to interact with the highway, as illustrated in **Insert 2-5** and **Appendix D**.

Insert 2-5: Tracking – First Parking Space



- 2.1.15 Traffic volumes on the site's access road would be low. The Transport Statement submitted with the application (Table 6.7) identified that no more than 14 two-way traffic movements would take place to or from the care home development in any given hour. This equates to one vehicle movement every four to five minutes at peak times of demand.
- 2.1.16 Given the low car nature of the access, that a car can access the space without manoeuvring on the highway and because a car can leave the Hart Plain Avenue carriageway before reaching the space, it is RHDHV's view that relocating the space is not necessary.

6. Contribution Requests

Having discussed the costs of replacing the bus shelter with colleagues, this will total £12,185 which would be secured through the S106 agreement supporting this site.

2.1.17 The bus shelter contribution is accepted and agreed.

7 *With regard to the TRO request, this is a requirement to ensure that the visibility splays either side of the access to the care home will remain unobstructed. HPA is often a heavily parked area, particularly during school times, so the use of parking restrictions would help to ensure that the splays remain clear. The reference in 1.1.25 of the note is acknowledged, but the speed surveys you have undertaken identify that the 20mph speed limit isn't adhered to and the frequent encroachment outlined above does occur. The TRO would rationalise the parking arrangement and ensure that the splays remain unobstructed. The TRO contribution is £6,000.*

2.1.18 The TRO contribution is acceptable. It is assumed that this would be secured with an appropriately worded obligation in a S106 agreement.

8. *The school transport contribution would total £3,108 which again is to reduce the congestion along HPA to ensure that the splays can be achieved. The money would go towards producing mapping and pedestrian and cycle information to reduce parents reliance on travel via private car to the school, which addresses the aforementioned parking concerns.*

2.1.19 The school transport contribution is acceptable. It is assumed that this would be secured with an appropriately worded obligation in a S106 agreement.

3 Summary

Point No.	RHDHV Response Summary
1	The proposed crossing location does not conflict with private vehicle access.
2	The applicant would be happy to consider funding the reinstatement of a full-height kerb in this location, this can only be subject to the prior agreement of the school.
3	Four-bedroom residential units are no longer proposed, and each unit is required parking for no more than two cars. The development accords with adopted parking standards.
4	RHDHV can confirm that the access aisle width is 6m.
5	There is no logical alternative location for parking bay 1. It is RHDHV's view that the parking space does not require relocation.
6	The bus shelter contribution is acceptable.
7	The TRO contribution is acceptable.
8	The school transport contribution is acceptable.

Appendix A – Site Layout Overlay with Pedestrian Crossing

Horndean Plumb

54

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50

74B

52

48

56c

55A

Hart Plain Ave

Hart Plain Ave

Proposed new Pedestrian Crossing Location

ain Ave

Lawson J F & Sons

43

PLOT 2

Appendix B – Red Line Boundary

DO NOT SCALE FROM THIS DRAWING

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Use annotated dimensions in all instances. Dimensions to be site checked prior to commencement of works on site or prior to any prefabrication. WR Dunn & Co Ltd. is to be notified of any discrepancies in all instances.

This information contained must be read in conjunction with any relevant specifications, building regulations, British and European standards and checked against all additional consultee and specialist manufacturers information.

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62.5

25

12.5

0

12.5

25

62.5

125 m

N

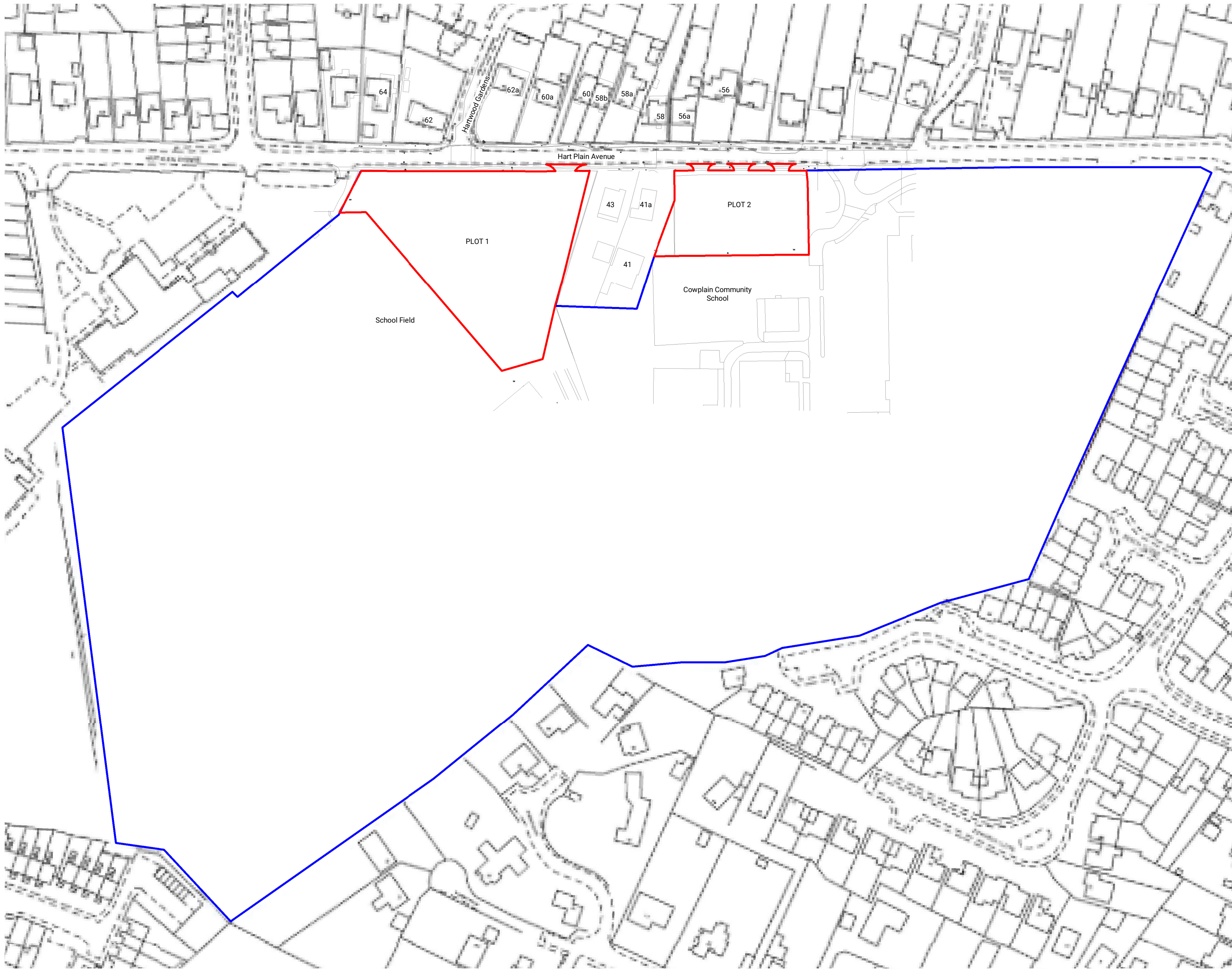
Scale 1 : 1250

Site boundary

Plot 2 Area:
2176.4 m²
0.52 acres
0.21 hectares
0.53 hectares

Ownership boundary

Ownership boundary based on HM Land Registry REF: SU6810NE



Site Location Plan
1 : 1250

P01	First Issue	EH	28.06.22
P02	Planning Issue	EH	18.07.22
P03	Updated to show ownership boundary	EH	23.08.22
P04	RLB updated along eastern boundary to align with Tile Plan SH35255 as per client request	EH	23.08.22
P05	Ownership boundary updated	EH	23.08.22
REV	AMENDMENTS	DWN	DATE

PLANNING

wrdunn.

27 FRONT STREET ACOMB YORK YO24 3BW
01904 784421 info@wrdunn.co.uk

CLIENT

FRONTIER

PROJECT
Land at Cowplain Community School
Hart Plain Avenue
Waterlooville
PO8 8RY

DRAWING TITLE
Site Location Plan

SCALE @ A1	DATE	DRAWN	CHECKED
As indicated	22/06/22	EH	JD

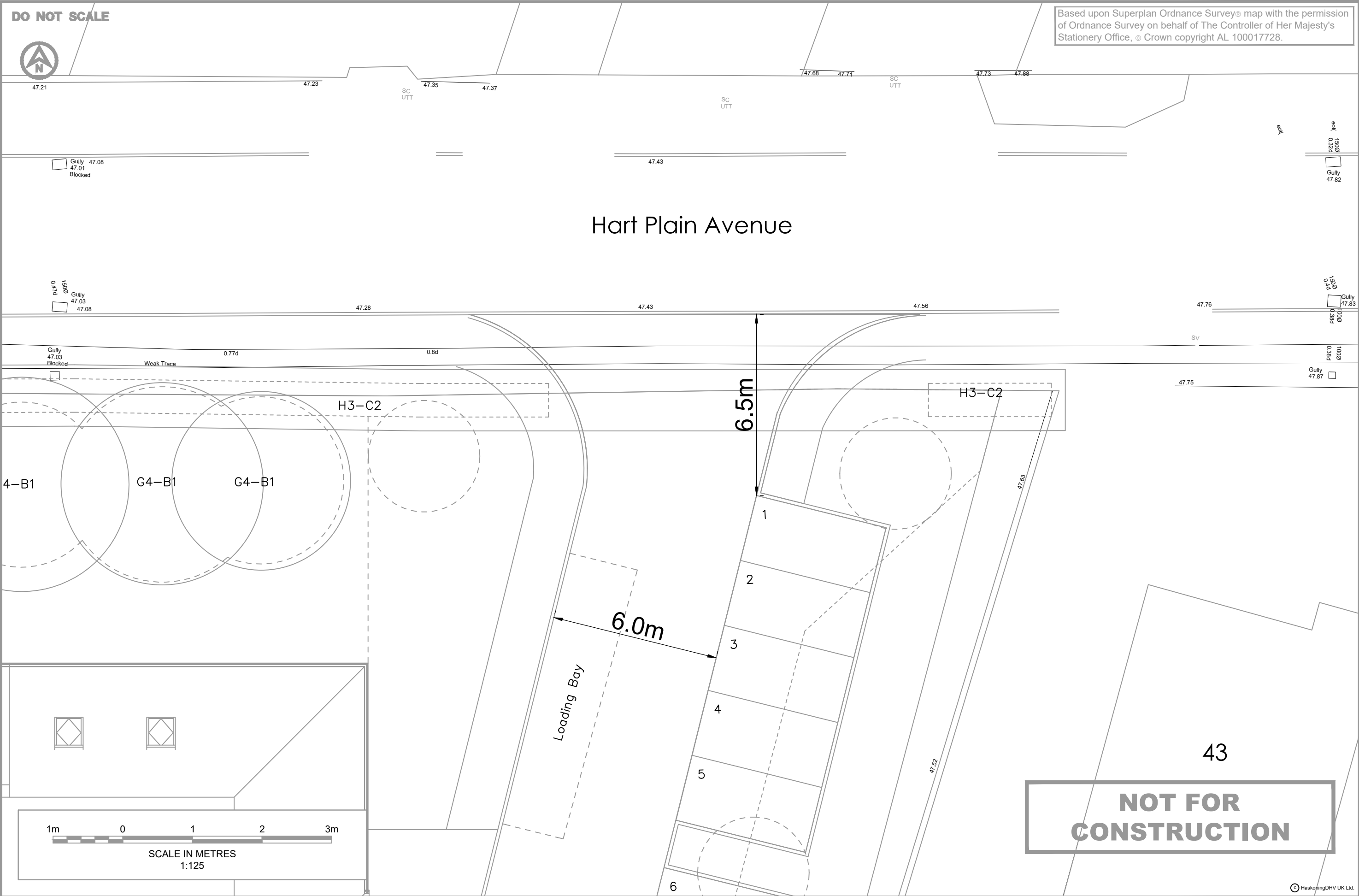
DRAWING NUMBER	REVISION	SUITABILITY
4528-WRD-XX-00-DR-A-0081	P05	S3

Appendix C – Access Aisle Dimension

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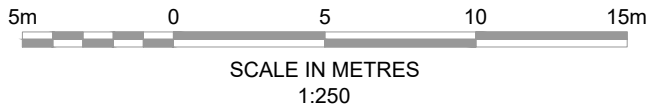
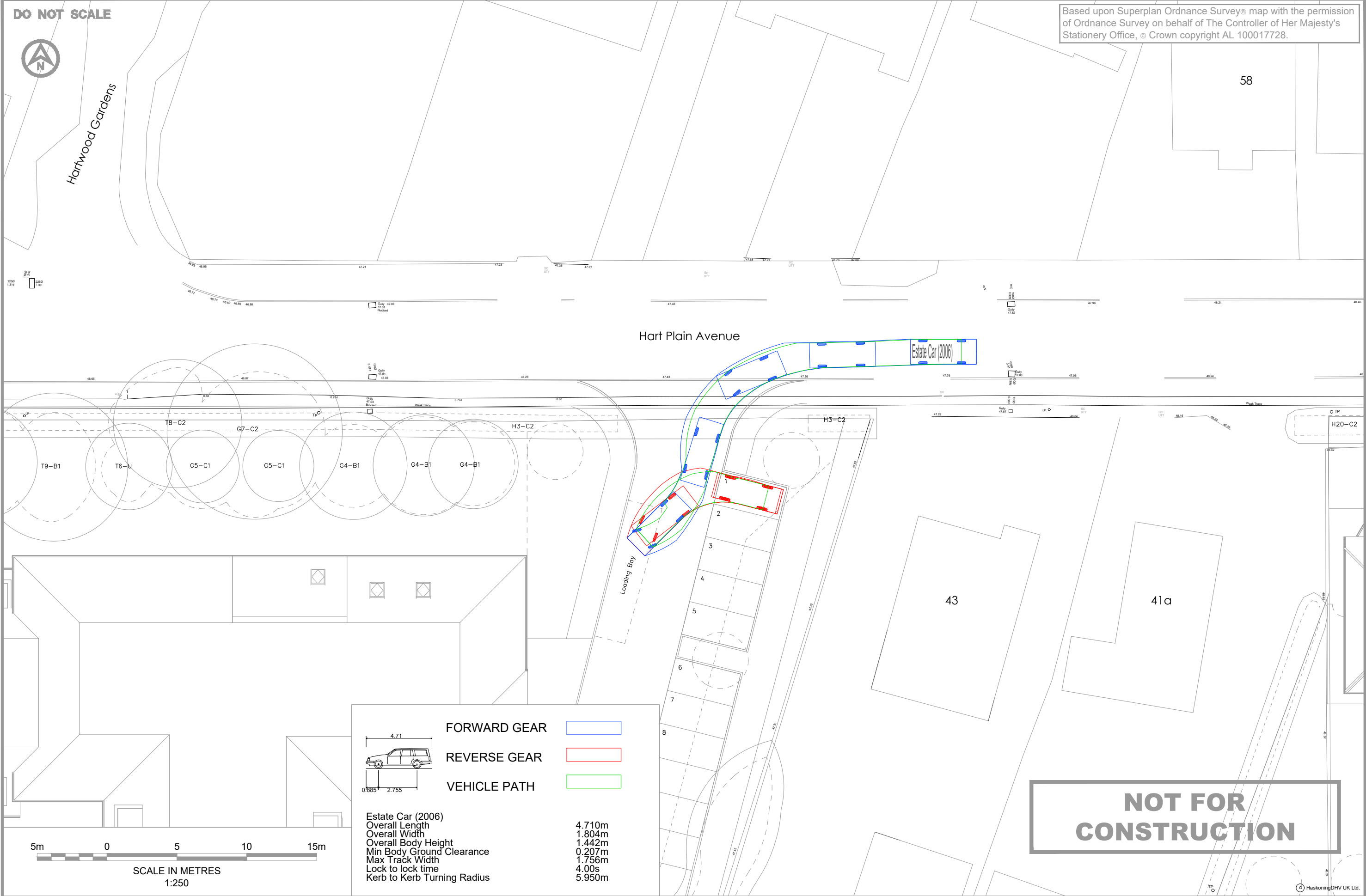
TITLE	PROJECT	 2 Abbey Gardens, Great College Street, Westminster, London, SW1P 3NL Tel +44(0)207 222 2115 www.royalhaskoningdhv.com	JOB No. PC2884		DRAWN JJ		CHECKED AW	PASSED AW
			DATE 19.05.2023	REV P01	AUTOCAD REF. PC2884			
			SCALE 1:125 @ A3	SUIT S3	DRG No. PC2284-RHD-GE-SW-DR-R-0063			

Appendix D – Tracking to Parking Space 1

DO NOT SCALE



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4.71
1.804
1.442
0.207
1.756
4.00
5.950

FORWARD GEAR

REVERSE GEAR

VEHICLE PATH

Estate Car (2006)

Overall Length 4.710m

Overall Width 1.804m

Overall Body Height 1.442m

Min Body Ground Clearance 0.207m

Max Track Width 1.756m

Lock to lock time 4.00s

Kerb to Kerb Turning Radius 5.950m

**NOT FOR
CONSTRUCTION**

TITLE INTERNAL SWEEP PATH ANALYSIS - ESTATE CAR	PROJECT LAND AT COWPLAINS SCHOOL, WATERLOOVILLE	2 Abbey Gardens, Great College Street, Westminster, London, SW1P 3NL Tel +44(0)207 222 2115 www.royalhaskoningdhv.com	JOB No. PC2884 DATE 19.05.2023 SCALE 1:125 @ A3	DRAWN JJ REV P01 SUIT S3	CHECKED AW AUTOCAD REF. PC2884 DRG No. PC2284-RHD-GE-SW-DR-R-0064	PASSED AW
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