

Havant Borough Council
Civic Offices
Civic Centre Road
Havant
PO9 2AX

Hampshire 2050
The Castle
Winchester, Hampshire SO23 8UD

Telephone: 0300 555 1375
Fax: 01962 847055

www.hants.gov.uk

Enquiries To Sophie Osborne

Direct Line 0370 779 5232

Date 15 March 2023

My reference 048690

Your reference APP/21/00989

Email havantdc@hants.gov.uk

Dear Ms Wells,

Cabbagefield Row, opposite 123-133, Swanmore Road, Havant

Outline planning application for the development of 150 dwellings (3-bed; 4-bed and 5-bed dwelling houses and 1-bed and 2-bed apartments) addressing layout, scale and access, including biodiversity enhancements and buffers and species-specific enhancements, SUDS and car parking (with appearance and landscaping matters reserved).

Thank you for your re-consultation on the above planning application. Reference to what was requested in our previous response dated 14th December 2022, and any outstanding matters will be addressed within this response.

In response to our formal response the applicant has submitted a Transport Assessment Addendum 2 (hereafter, TAA), a PIA data review, and the following revised drawings:

- Drawing 28079-PD111 Rev N Site Layout Plan;
- Drawing 10731/2250 Rev 4 Site Visibility;
- Drawing 10731/2201 Rev 2 Fire Appliance Vehicle Tracking;
- Drawing 28079-PD180 Rev F Access Plan;
- Drawing 28079-PD121 Rev F Site Levels Plan;
- Drawing 28079-PD123 Rev C Site Access Plan;

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- Drawing 10731/101 Rev 7 Access Plan;
- Drawing 28079-PD110 Site Context Plan Rev H;
- Drawing 28079-PD181 Rev H Adoptable Highways Plan; and
- Drawing 303795-SWH-XX-XX-DR-C-0502-P06 Manhole Schedule

Following direct discussions with the applicant regarding the outstanding information the following drawings have also been submitted to the Highway Authority for consideration:

- Drawing 10731/2202 Panel Van vehicle tracking; and
- 10731/2200 Rev 6 Refuse Vehicle tracking

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

Personal Injury Accidents (PIA)

PIA data has been provided from Hampshire Constabulary records for a 5-year study period from 1st January 2017 to 31st January 2021. It is noted that this data is over a year out of date, and this, is not considered acceptable. The Highway Authority have however reviewed more recent data and are aware of an additional 'slight' accident at the Swanmore Road/St Clares Avenue junction in addition to the accidents laid out below. Therefore, the applicant in this instance is not required to obtain any further data sets following this review of accident data.

The scope of the PIA assessment covers the following areas:

- Swanmore Road;
- Calshot Road;
- Walston Road;
- St Clares Avenue; and
- Middle Park Way

In total 26 incidents (considering the additional accident above) were recorded over the study period, with 16 accidents (11 slight and 6 serious) recorded along the St Clares Avenue/Woolston Road/Middle Park Way route. No fatal accidents occurred. The impact of the development on the risk to for future accidents is further explored within the response.

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Emergency Access

Drawing 28079-PD180 Rev E has been updated showing the relocated pedestrian and cycle connection that lines up with the existing crossing point on Swanmore Road. This is agreed. A dropped kerb should however be provided within the development to allow cyclists to drop safely onto the carriageway. The drawing should therefore be updated.

The comments regarding the emergency services being consulted were for LPA and not for the transport consultants. The LPA should consult with the emergency services for their comments. The Highway Authority will be satisfied subject to written confirmation from the emergency services that the absence of an emergency access is agreed.

Walking and Cycling Provision

Dropped kerb connection points have been provided to provide cyclists with further opportunities to access the shared use path. The shared use path has also been straightened in the northern corner. Both are now considered acceptable.

Following direct discussion with the applicant it has been confirmed that the proposed shared use path along the frontage of the site is to tie in with the existing infrastructure at the St Clares Avenue bus stops, as shown within drawing 28079-PD180 Rev F. Whilst drawing 28079-PD180 Rev F and drawing 10731/101 Rev 7 show the site access arrangement, it should be noted that there is a discrepancy between the two drawings, with drawing 28079-PD180 Rev F stating this is to be a footway and drawing 10731/101 Rev 7 states this is to be a shared use path. To clarify, a shared use path is to be provided as part of the site access proposals. One comprehensive drawing showing the scope of the S278 works should be provided for inclusion within the S106 agreement.

Internal Road Network

Drawing 28079-PD181 Rev F and drawing 28079-PD111 Rev M have been updated showing ramps for tabletop junctions. This is acceptable.

As the applicant is offering the internal layout for adoption, the layout as shown within the aforementioned drawings are agreed in principle but are however subject to the S38 adoption process and further planning consideration at the reserved matters stage. Further information on the s38 process can be found at the following link: [Section 38 Guidance for Developers \(hants.gov.uk\)](https://www.hants.gov.uk/section-38-guidance-for-developers)

Refuse/Servicing

Drawing 10731/2200 Rev 6 and Drawing 10731/2201 Rev 2 shows refuse and fire tender tracking respectively. As previously requested, tracking speeds have now been provided at 10mph for both the refuse and the fire tender which are considered an appropriate tracking speed.

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Drawing 28079-PD181 Rev F and drawing 28079-PD111 Rev M have been updated confirming a one-way arrangement around the landscaped area. The applicant has confirmed that refuse arrangements for apartment blocks 49-60 are to be serviced via kerbside collection. Therefore, no further tracking is required for both scenarios.

Following on from direct discussions with the applicant, tracking has now been provided at 10mph for a refuse vehicle past a car and a panel van past a car throughout the whole development in drawing 10731/2200 Rev 6 and 10731/2202 respectively. It should be noted that two-way movements have been shown around the one-way section so whilst this tracking does not work, it will not be a movement that will occur within the internal layout. The Highway Authority are satisfied with the tracking shown in the aforementioned drawings.

Tracking shown in drawing 10731/2200 Rev 6 showing the ability of the refuse vehicle to manoeuvre between the site access and Elderfield Close is agreed. The applicant is reminded however that the stagger distance between the proposed site access and Elderfield Close will require a departure from standard which can be addressed at the S278 design check stage.

Parking Provision

It has been agreed with the applicant that the concerns previously raised regarding the parking allocation can be secured through a suitable planning condition with details and agreement to be provided at the detailed design stage.

As previously requested, the applicant has widened parallel parking spaces to 2.4m X 6.0m which is agreed.

Stage One Road Safety Audit (RSA1)

Audit problem 3.1.1 is noted and the street lighting will be relocated at the S278 stage.

Audit problem 3.3.1 is now resolved as visibility splays are no longer obstructed by vegetation and trees. This point is further explored below.

Visibility Splays

Drawing 28079-PD181 Rev F has been updated showing the landscaped areas being offered for adoption where visibility splays and pedestrian visibility splays run through.

Drawing 10731/2250 Rev 4 shows the visibility splays for the site. The Highway Authority had concerns that the forward visibility was obstructed by the edge of plot 92. The applicant has however confirmed within drawing 28079-PD181 Rev H that it is a building overhang and therefore it is agreed that the visibility will not be obstructed in this location. A planning condition should be applied to ensure all visibility splays are kept free from obstruction.

It is noted that trees have now been removed from visibility splay which is agreed. Reference to thin tree trunks being used is noted and is agreed that this can be

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resolved at the reserved matters stage. The Highway Authority request that we are consulted on any further landscaping details and that interaction within the visibility splays are considered as part of agreeing the landscaping details. Visibility will also need to be suitably conditioned as part of any planning consent to ensure that any vegetation does not obstruct the achievable visibility greater than 600mm in height.

As shown within drawing 10731/2250 Rev 4 the layout has been revised to ensure that visibility splays are not partially obstructed by parking spaces. This is agreed.

Levels

Site levels have been shown in drawing 28079-PD121 Rev F. As noted within the Highway Authorities previous response, the submitted levels drawing is not detailed enough for the Highway Authority to provide comments at the planning stage. The final ground levels plan will be secured through an appropriate planning condition to be provided at the reserved matters stage to ensure that the levels do not create concerns for highway safety through inappropriate gradients or adverse cambers.

Traffic Distribution/Assignment

It is not agreed that the development does not justify a proportionate contribution towards the LCWIP within the vicinity of the site. Whilst it is noted that there are S278 works to be provided as part of the site access proposals to link the site to Havant Thicket, this is primarily to suitably serve this site. Sustainable infrastructure is key to the climate emergency and the integration of LCWIP routes which have been identified in this area.

As noted above the PIA data suggests a large proportion of accidents within the study period occur along the St Clares Avenue/Woolston Road/Middle Park Way route where 75% of development traffic is anticipated to utilise St Clares Avenue and Woolston Road upon accessing and egressing the site. Improvements to the sustainable infrastructure should be provided to mitigate against any vehicular traffic that will arise along this route as part of the development proposals.

The WCHAR in support of this application is generally lacking in a review of cycling improvements therefore, the Highway Authority have identified the following improvements along the aforementioned route which are laid out below:

- 1) The junction of Woolston Road/St Clares Avenue would benefit from a full set back marked priority bent out crossing which is LTN 1/20 compliant;
- 2) St Clares Avenue would benefit from LTN 1/20 cycle provision to tie in with the existing shared use path on the opposite side of the carriageway which is a more appropriate crossing location than at the Middle Park Way/Woolston Road roundabout where clusters of collisions do occur;
- 3) Wayfinding is sporadic and could benefit from improvements, particularly on the route to Park Community School from the site and other local facilities and the

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route that should be taken. Improvements to the wayfinding are identified within the LCWIP and were also picked up in the WCHAR in support of this planning application

It is appreciated that the route from the site via Swanmore Road to Dunsbury Road does not require any obvious improvements however St Clares Avenue is a key connection to Park Community School and the Dunsbury Employment area and therefore the above improvements are deemed directly relevant to the site to make walking and cycling an attractive method of travel.

The Highway Authority consider that the delivery of some or a proportionate contribution towards the above measures and the wider LCWIP improvements to Middle Park Way would be appropriate from the scale of development and will be secured through a S106 agreement. The Highway Authority have discussed this matter with the applicant directly who have agreed to pay a proportionate contribution to cycle infrastructure works as noted within the response. The final figure is yet to be agreed with the Highway Authority and will be secured through a S106 agreement once an appropriate figure has been reached.

Drainage

Drawing 303795-SWH-XX-XX-DR-C-0502 Rev 6 shows the revised manhole schedule for the site. A response to the drainage comments has been submitted which the Highway Authority have reviewed and have the following comments to make.

The Highway Authority are satisfied that the drainage comments within the supporting documentation can be secure through a suitable planning condition to be provided at the reserved matters stage without requiring any alternations to the internal layout.

The applicant should ensure that the drainage meets the adoptable standards as laid within Hampshire County Council Technical Guidance TG8-1 and TG8-2.

Framework Travel Plan

The Highway Authority have reviewed the revised Framework Travel Plan and are satisfied that all required amendments have been made. A Full Travel Plan will be secured through a S106 agreement to be submitted and agreed with the Highway Authority prior to occupation.

Recommendation

Having regard to the above, the Highway Authority provide no objections to this planning application subject to the following S106 obligations and conditions being secured:

Obligations:

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- Prior to occupation the off-site highways work as shown in drawing 28079-PD180 Rev F and 10731/101 Rev 7 to be implemented to completion certificate standard;
- Prior to occupation a full travel plan to be submitted and agreed in writing with the Highway Authority;
- Prior to occupation payment (by developer) of HCC fees in respect of approval (£1,500) and monitoring (£15,000) of the Full Travel Plan; and
- Prior to occupation, provision of a cash deposit, in respect of measures within the Travel Plan

Conditions:

- The approved lines of site splays on drawing 28079-PD180 Rev F, 10731/101 Rev 7 and 10731/2250 Rev 4 shall be kept free of any obstruction exceeding 0.6m in height above the adjacent carriageway and shall be subsequently maintained so thereafter.

Reason – In the interest of highway safety

- No development shall start on site until a construction method statement has been submitted to and approved in writing by the Planning Authority, which shall include:
 - (a) A programme of and phasing of demolition (if any) and construction work;
 - (b) The provision of long-term facilities for contractor parking;
 - (c) The arrangements for deliveries associated with all construction works;
 - (d) Methods and phasing of construction works;
 - (e) Access and egress for plant and machinery;
 - (f) Protection of pedestrian routes during construction;
 - (g) Location of temporary site buildings, compounds, construction material, and plant storage areas;
 - (h) Details of the methodology for ensuring dirt is not transferred onto the highway from the site (i.e. wheel washers), and onwards mitigation should this fail, such as the employment of mechanical road sweepers, and the subsequent refresh of street lining (as and when required) should this be damaged during the process.

Demolition and construction work shall only take place in accordance with the approved method statement.

Reason - In order that the Planning Authority can properly consider the effect of the works on the amenity of the locality and in the interest of Highway Safety

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- The street lighting strategy to be agreed at the reserved matters stage for approval by the Highway Authority and for the lighting design to be implemented in accordance with the approved plans.

Reason – In the interest of Highway Safety

- The drainage strategy and design details in relation to the site and any new street or footpath to be agreed at the reserved matters stage for approval by the Highway Authority and for the drainage to be implemented in accordance with the approved plans.

Reason – In the interest of Highway Safety

- The final ground levels plan to be submitted at the reserved matters stage for approval by the Highway Authority.

Reason – In the interest of Highway Safety

- Details regarding the allocation of the parking provision to be provided at the detailed design stage to be agreed with the Highway Authority.

Reason – In the interest of Highway Safety

I trust the above is clear but please do not hesitate to contact Sophie Osborne on the above number/email should you require any further information.

Yours sincerley,

Gemma McCart
Team Leader – Highways Development Planning
Hampshire 2050

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Gary Westbrook