

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 4 April 2023

My reference 049145

Your reference APP/22/00829

Email havantdc@hants.gov.uk

Dear Ms Wells,

Former Dairy Crest Depot, Dunsbury Way, Havant

Application for Approval of Reserved Matters (Appearance, Layout, Landscaping and Scale) pursuant to Outline Planning Permission ref. APP/18/01109, for the erection of 74 dwellings, together with communal amenity space, drainage, parking and associated infrastructure, landscape, ancillary and site preparation works, with access off Fulflood Road

Thank you for your re-consultation on the above reserved matters planning application. For clarity, the Highway Authority requested the following further information in the previous response dated 22nd November 2022:

- Detailed design drawing of the site access;
- Stage One Road Safety Audit (RSA1) of the site access;
- Tracking of fire tender past a car at the site access;
- Visibility splays shown in accordance with HCC TG3 at the site access;
- Footway along Fulflood Road is substandard in width and should be widened to a minimum of 2.0m;
- Tactile paving should be provided at the site access;
- Width of parking spaces should be provided;

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- Further consideration should be given for pedestrian mobility through the parking area to ensure a safe and suitable access to the apartment block – for example provision of footways as well as dropped kerbs and tactile paving throughout;
- Width of the access road should be confirmed;
- Tracking should be provided for two cars passing along the site access road considering this has been revised since the outline stage;
- Aisle width between parking spaces should be confirmed;
- Confirmation requested on how access to the cycle store is to be achieved;
- No hardstanding has been provided around the back of some parking spaces and should be provided;
- Carry distances for refuse collection should be confirmed and ensure they meet the guidelines as laid out within Manual for Streets; and
- Revised tracking should be submitted along with dimensions of the fire tender and tracking speeds submitted for consideration.

In response to the above comments the applicant has submitted the following drawings for consideration by the Highway Authority:

- Drawing 056.0049-03 Rev 2 Fire Tender and Car Swept Path Analysis;
- Drawing 056.0049-0002 Rev 2 Removals Van and 7.5T Van Swept Path Analysis;
- Drawing 056.0049-0001 Rev 2 Visibility Splays and Access design;
- Drawing 22.003.02 Rev L Site Plan; and
- Stage One Road Safety Audit

The Highway Authority have also engaged in direct discussions with the applicant to clarify comments raised within our previous response. Reference to these discussions will be made as appropriate throughout this response. The Highway Authority have reviewed the submitted information and have the following comments to make.

Footway Provision along Fulflood Road

As shown within drawing 056.0049-0001 Rev 2 and drawing 22.003.02 Rev L, a 2.0m footway is proposed along Fulflood Road. This is agreed in principle. The applicant should be made aware that a detailed drawing showing the extent of the footway widening works along Fulflood Road will be required at the S278 stage.

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Site Access

Tactile paving has now been provided at the site access and shown on drawing 056.0049-0001 Rev 2. This is acceptable. The width of the site access road has been confirmed to be 6.0m. This is also agreed.

Visibility:

Visibility at the site access is shown in drawing 056.0049-0001 Rev 2. The splays provided have been based on the recorded speeds as undertaken as part of the outline planning application. These are in accordance with HCC's Stopping Sight Distance Calculator and are thus considered acceptable.

The full extent of the visibility splay at the site access should be located within the ownership of the Highway Authority or a private management company for this site to ensure that achievable visibility can be maintained without the need for 3rd party land. The highway boundary should be provided on the visibility splay drawing to ensure that visibility splays do not cross 3rd party land. Visibility will 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.

Tracking:

Drawing 056.0049-0003 Rev 2 shows tracking at the site access for two cars and car passing a fire tender at 10mph. It is agreed that two cars are able to pass appropriately at the site access. Fire tender tracking past a car at the site access is very tight but is however achievable. Due to the tight nature of the fire tender tracking at the site access, it is requested that tracking is provided for a car and delivery vehicle at 10mph to ensure this movement is achievable. This interaction is considered to take place frequently and should therefore be appropriately accommodated through the site access design.

Internal Road Network

Following direct discussions with the applicant, pedestrian mobility has now been considered throughout the internals of the site. A 0.9m virtual footway has been provided throughout the internal road network as shown in drawing 22.003.002 Rev L. These should be widened to a minimum width of 1.5m to be DDA compliant and provide pedestrians with increased priority throughout the parking arrangement. As these are virtual footways, the 6.0m aisle width will still be available to allow vehicles to manoeuvre into parking spaces appropriately, whilst making them aware of pedestrian priority throughout the parking court.

A 1.0m footway has been provided behind the rear of the parking spaces abutting the southern boundary of the site. Whilst this is substandard in width it is acknowledged that pedestrian mobility has now been considered from the parking court to the apartment block within the constraints of the site and is thus acceptable. This also

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provides suitable space to the rear of the parking spaces to allow safe loading and unloading into vehicles.

The applicant has confirmed that access to the communal cycle store is via the proposed internal footways which connect to the apartment block. This is agreed.

As noted in the Highway Authority's previous response, refuse collection is to occur on carriageway, The applicant has confirmed that the refuse vehicle will be able to reach within 25.0m of the communal bin storage points in accordance with Manual for Streets. This is agreed.

Tracking:

As requested previously, internal layout tracking for a fire tender at 10mph has not been provided. It was requested following discussions with the applicant that this tracking should be provided at the planning stage and not wait until the S278 stage so that the Highway Authority can be satisfied that the fire tender is able to manoeuvre within the internal network and access the dry risers in a safe and suitable manner.

Tracking has been provided for a pantechicon vehicle and a 7.5 tonne box van as shown within drawing 056.0049-0002 Rev 2 which was not previously requested by the Highway Authority. However, as tracking has been provided, the Highway Authority have the following comments to make. It is unclear why tracking has been submitted with a vehicle reversing on the highway to access the site. This is unacceptable. The internal layout should be designed in a way to allow a removal van to enter and egress in forward gear with appropriate space for it to manoeuvre within the internal road network of the site. This is further discussed within the Safety Audit section within this response. It is agreed that the 7.5 tonne vane is able to manoeuvre appropriately within the site.

Parking Provision

The applicant has confirmed that the aisle width between parking spaces is to be 6.0m. This is agreed as appropriate space for vehicles to manoeuvre appropriately.

Additionally, it has been confirmed that the width of parking spaces are 2.4m X 6.0m. It has previously been noted that these are the minimum standard width parking spaces and they do not fully comply with the standards as they do not account for unloading and unloading. This is further discussed below.

The applicant has stated that hardstanding cannot be provided to the rear of the parking spaces lining the access road as this would reduce the aisle width of the access road to less than 6.0m. In this instance, due to the nature of the site, it is agreed that the virtual footway provides appropriate space for people to unload and load safely into their vehicles as this provides pedestrians with priority. As noted previously within this response, it is requested that the virtual footway is widened to 1.5m to provide increased priority to pedestrians.

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Stage One Road Safety Audit

To support the site access arrangement, the applicant has submitted a Stage One Road Safety Audit (RSA1). The Highway Authority have reviewed the RSA1 and the Designers Response have the following comments to make.

Audit problem 3.3.1 relates to insufficient carriageway space at the site access for the pantechicon could lead to collisions with parked vehicles or conflicts with vehicles and pedestrians. The commentary within the designer's response is not agreed. It has been noted previously within the response that it is unacceptable for the pantechicon to reverse on the highway into the site and manoeuvring must occur within the internal road network. Furthermore, it is not agreed that it would be appropriate for the removals van to utilise Dunsbury Way rather than accessing the site when servicing the site. As laid out previously within this response, the site layout should be designed to accommodate a manoeuvring pantechicon vehicle and tracking should therefore be provided evidencing this.

Recommendations

Having regard to the above, the Highway Authority require the following further information before a formal recommendation can be made:

- Virtual footways should be widened to a minimum width of 1.5m to be DDA compliant and provide pedestrians with increased priority throughout the site;
- Highway boundary should be provided on the visibility splay drawing to ensure that visibility splays do not cross 3rd party land;
- Tracking should be provided for a car and medium panel van at the site access to ensure the manoeuvre can be undertaken appropriately;
- Tracking for a fire tender throughout internal road network to ensure it can manoeuvre and access the dry risers in a safe and suitable manner; and
- Tracking should be provided for a pantechicon vehicle to manoeuvre appropriately within the site at 10mph

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 sincerely,

Sophie Osborne
Transport Planner – Highways Development Planning
Hampshire 2050

Director of Hampshire 2050
Gary Westbrook