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Enquiries To Ray Alborough
Direct Line 01962 847 316
Date 10 February 2020

My reference 027266
Your reference APP/19/01166
Email havantdc@hants.gov.uk

Dear David,

Former site of Colt International Ltd, New Lane, Havant, PO9 2LY

**Reserved matters application following Outline Planning Permission
APP/18/00244 relating to access, appearance, landscaping, layout and scale for
residential development of 95 dwellings and discharge of requirements of
conditions 15 (vehicular access points) and 16 (pedestrian and cycle links).**

I refer to your consultation regarding the above and apologise for the delay in replying.

The following are the Highway Authority's comments on the on and off site highway works :-

PBA drg 039.5018.101 OFF-SITE HIGHWAY PROPOSALS SHEET 1 OF 2

1. Shared use footway / cycleway to be minimum 2.5m wide
2. Minimum footway widths to be 2m
3. New entrance into development from Martin Rd :
 - i. CBR values to be determined to ensure pavement depth is suitable.
 - ii. Road gullies to be located to minimise surface water flow into development from the highway
 - iii. Tactile paving layout for uncontrolled crossing to be in accordance with HCC Standard details (ie 2 rows x 6 columns – absolute minimum to be 2 rows x 4 columns)

*Director of Economy, Transport and Environment
Stuart Jarvis BSc DipTP FCIHT MRTPI*

- iv. Visibility splays from junction at Martin Rd to be minimum 2.4m x 43m
- 4. All road markings and signing must be referenced to the Traffic Signs Regulations and General Directions 2016.
- 5. Junction should be min 5.5m wide with minimum 6m radius kerbs

PBA drg 039.5018.102 OFF-SITE HIGHWAY PROPOSALS SHEET 2 OF 2

- 1. Shared use footway/cycleway to be minimum 2.5m wide
- 2. There is another shared use footway cycleway proposed as part of a separate development on the east side of New Lane. The central island should be widened to a minimum of 2m to provide a safer refuge for cyclists and provide continuity for cyclists crossing New Lane. Vehicle swept paths to be reviewed.
- 3. Confirm continuation of shared use footway/cycleway further south. If there is no continuation, engineering measures should be made to get cyclists off the carriageway to join the new cycleway. Current proposal adds risk of conflict with vehicles at the junction.

PBA drg 039.5018.004 Rev A JUNCTION AND FORWARD VISIBILITY SPLAYS

- 1. Visibility splays to be shown on drawings based on measured speeds. In the absence of measured speeds it is recommend minimum visibility splay from Martin Rd to be 2.4m x 43m based on the existing speed limit.
- 2. Visibility splays conflict with parking bays. Parking bays to be removed or relocated out of the visibility splays.
- 3. Trees and street lighting columns mustn't be placed in visibility splays.
- 4. Minimum 25m forward visibility is to be provided within the development around all bends that aren't junctions . Show visibility splays around bends.
- 5. No houses or other obstruction are to be built in the forward visibility splays.
- 6. All visibility splays are to be within proposed highway otherwise a restrictive covenant is required
- 7. Recommend minimum carriageway width within development is 5.5m to improve visibility and turning circles for vehicles
- 8. Parking space must be a desirable minimum of 2.5m and 5.5m length for those at 90 degrees to carriageway. Parallel bays to be minimum 6m length.
- 9. Parking bays at 90 degree to the carriageway should also have minimum 1m hardened margin / footway to allow drivers & passengers to alight from vehicles.
- 10. Ensure swept path of cars can access last bay at end of car park. Re-position kerbline if necessary to improve turning circle. The width of these spaces on the end of lines to be widened to a minimum of 2.7m.
- 11. Parking bay on corner may restrict turning and any parked car may get damaged.

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If you think a meeting with or without the developer would be useful either I or a colleague will happily attend.

Yours sincerely,

Ray Alborough

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