

Appendix L



REFUSE VEHICLE TURNING LEFT OUT SCALE (1:500)

REFUSE VEHICLE TURNING LEFT IN SCALE (1:500)

ARTICULATED VEHICLE TURNING LEFT OUT SCALE (1:500)

ARTICULATED VEHICLE TURNING LEFT IN SCALE (1:500)

ARTICULATED VEHICLE TURNING RIGHT OUT SCALE (1:500)

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GENERAL NOTES

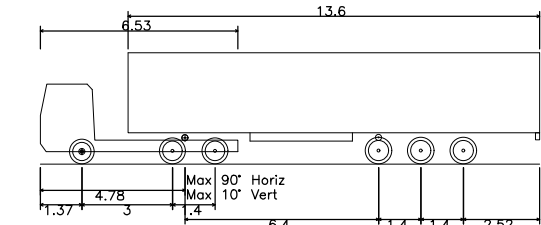
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KEY

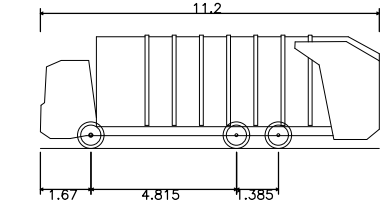
- PROPOSED CARRIAGEWAY
- PROPOSED FOOTWAY
- 125 x 255 HB PRECAST CONCRETE KERB
- 125 x 150 BN PRECAST CONCRETE (FLUSH)
- 150 x 50 PRECAST CONCRETE EDGING EF
- INDICATIVE SIGNAL HEAD LOCATION. SET BACKS FROM STOP-LINE SET OUT IN ACCORDANCE WITH DMRB SD/04 PARA 2.62 (LOCATIONS OF SIGNALS SUBJECT TO APPROVED SIGNAL DESIGN)
- PROPOSED POST WITH 'PUSH BUTTON' (LOCATIONS OF SIGNALS SUBJECT TO APPROVED SIGNAL DESIGN)
- PROPOSED 400x400 TACTILE (RED)
- VISIBILITY SPLAYS
- EXISTING LEVELS
- PROPOSED LEVELS (INDICATIVE)



VEHICLE PROFILE



Max Legal Length (UK) Articulated Vehicle (16.5m)
Overall Length 16.500m
Overall Width 2.550m
Overall Body Height 3.681m
Min Body ground Clearance 0.411m
Max Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb turning Radius 6.500m



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
Overall Length 11.200m
Overall Width 2.550m
Overall Body Height 3.681m
Min Body ground Clearance 0.411m
Track Width 2.500m
Lock-to-lock time 4.00s
Curb to Curb turning Radius 9.500m

B	REVISED DRAWING	05.11.19	EK	SN
A	REVISED DRAWING	17.12.18	EK	JH
Rev	Description	Date	By	Chkd



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Client

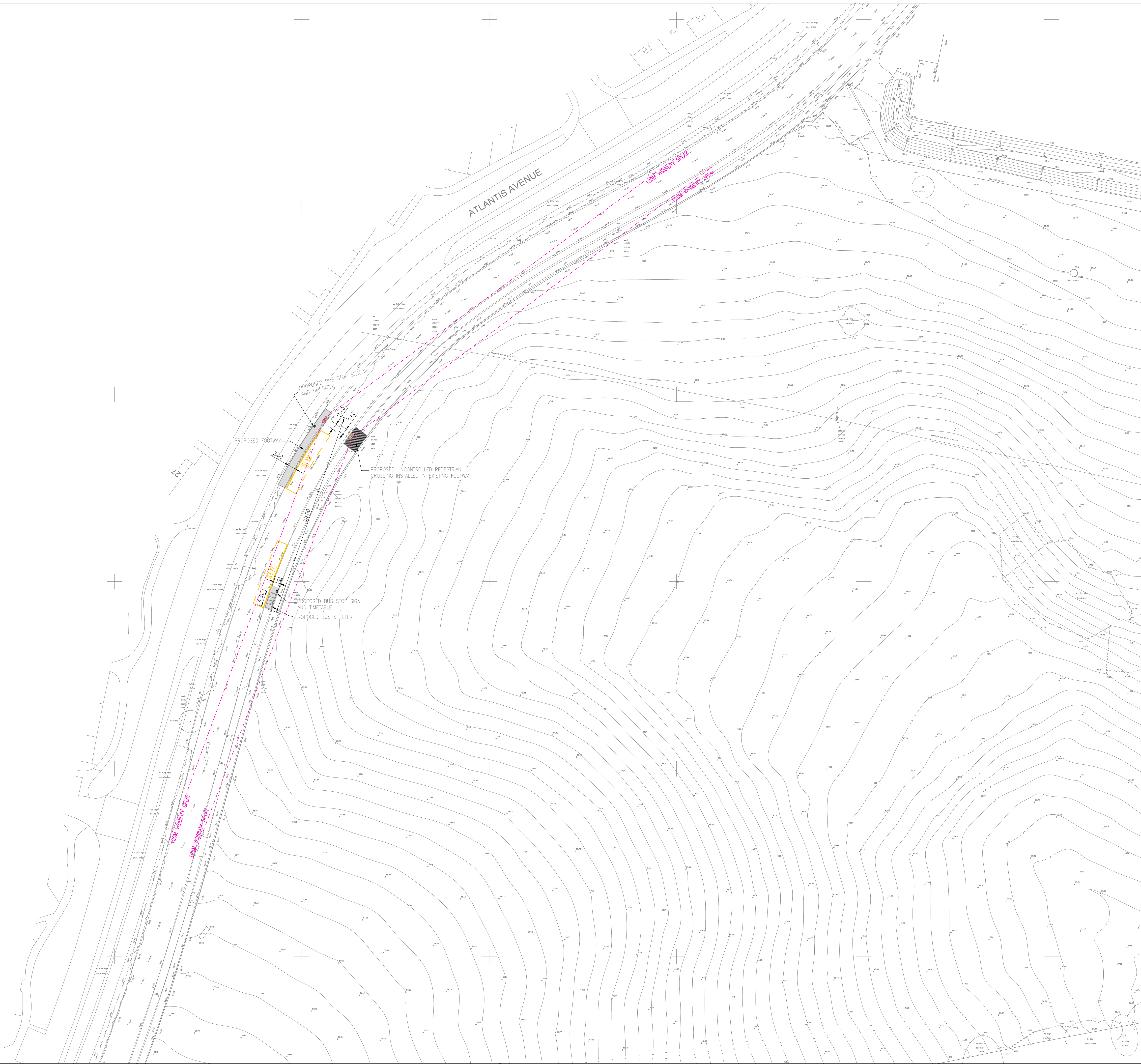


Project Name
COLLEGE ROAD,
CAMPDOWN

Title
PROPOSED SIGNAL JUNCTION
SITE ACCESS

Project Phase PRELIMINARY			
Checked By	Checked Date	Drawn By	Drawn Date
CL	08.02.18	EK	08.02.18
Client Drawing No.		Scale	
		1:250	(AT A1 SIZE)
PBA Drawing No.		Revision	
048.0010.004		B	

Appendix M



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Rev	Description	Date	By	Chkd
A	REVISED DRAWING	01.11.19	SN	MS



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Project Name COLLEGE ROAD, CAMPDOWN			
Title PROPOSED FOOTWAY/CYCLEWAY			
Project Phase PRELIMINARY			
Checked By JH	Checked Date 20.07.2018	Drawn By EK	Drawn Date 16.07.2018
Client Drawing No. —		Scale 1:500	(AT A1 SIZE)
PBA Drawing No. 048.0010.006			Revision A

Appendix N

Project Name:	College Road, Campdown
Document Reference:	048.0010/NMU/2
Document Name:	Non-Motorised User Audit
Prepared By:	Shaan Novitzki (October 2019)
Checked By:	Mark Smith (October 2019)
Approved By:	Mark Smith (October 2019)

1. INTRODUCTION

- 1.1 This Non-Motorised User Audit (NMU) has been prepared by Paul Basham Associates on behalf of Persimmon Homes to support a planning application for a residential development comprising up to 780 dwellings at College Road, Campdown. The site location is shown below in **Figure 1**, with the site layout included in **Appendix A**.

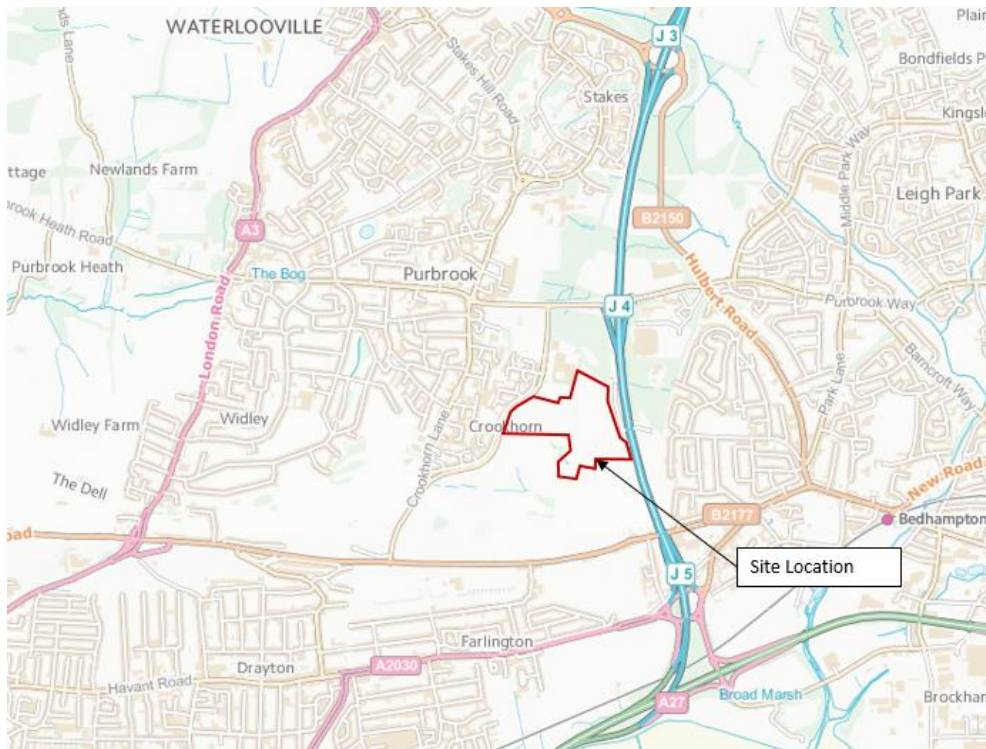


Figure 1: Site Location

- 1.2 The primary purpose of this NMU is to inform the access and design process by determining opportunities and constraints for non-motorised users on anticipated desire lines to and from the site.
- 1.3 A site visit was completed on Thursday 12th April 2018 to inform this audit. This audit primarily covers College Road with Atlantis Avenue and Scratchface Lane also assessed. The scope is shown geographically in **Figure 2**.

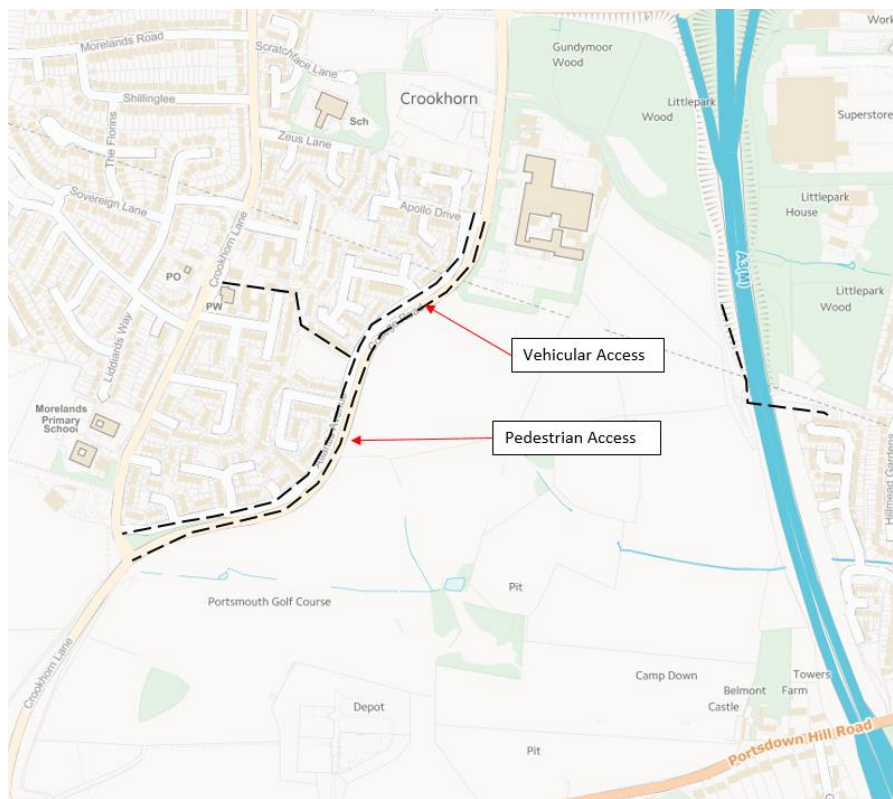


Figure 2: Site Visit Area Covered

- 1.4 This NMU context report has been prepared in accordance with guidance available within Hampshire County Council's (HCC) *'Practice Note: Offsite Highway Works carried out by Developers on behalf of the Highway Authority'* (Third Edition: September 2008)
- 1.5 In accordance with the guidance, this report has been prepared to look at four NMU groups (pedestrian, cyclists, visually and mobility impaired and equestrian) in order to identify plans which adhere to NMU needs in the vicinity of the site.
- 1.6 The site will be served by a single vehicular access point fronting onto College Road with a separate pedestrian/cycle link towards the south of the site. This NMU will therefore cover these access locations and will also extend along potential NMU desire lines towards Crookhorn Village to the west and Bedhampton to the east.

2. LOCAL ROAD NETWORK

Site and Surroundings

- 2.1 The site is currently greenfield land and is located approximately 3.5km south of Waterlooville Town Centre and c.4km west of Havant. The site is bordered by South Downs College to the north, the A3(M) to the east, Portsmouth Golf Course and Portsdown Hill Road to the south and College Road (from which access is proposed) and residential dwellings to the west.
- 2.2 College Road is a single carriageway road, approximately 7m in width and connects to Portsdown Hill Road (as Crookhorn Lane) to the south and Purbrook Way to the north. College Road is subject to a 40mph speed limit across the site frontage and reduces to a 30mph limit approximately 100m north of the site. Parking restrictions are in place along College Road (from approximately 260m south of the proposed site access to Purbrook Way) in the form of double yellow lines.
- 2.3 Atlantis Avenue, which runs parallel to College Road, measures approximately 5.5m in width and is subject to a 30mph speed limit. Atlantis Avenue is separated from College Road by a dense vegetative row (falling outside of the public highway), through which informal crossing points are currently located. Atlantis Avenue provides a footway along the western edge of the carriageway, from which pedestrian access to Crookhorn Village can be achieved.
- 2.4 Crookhorn Lane, situated to the west of the development site, is a single carriageway road, approximately 6m in width and connects to College Road, via a simple T-junction, to the south and to Stakes Hill Road/ Stakes Road and Purbrook Way via a roundabout, to the north. Crookhorn Lane is subject to a 30mph speed limit for its entire duration and provides access to local facilities including schools and a convenience store.
- 2.5 This NMU will assess the suitability of College Road for use by pedestrians, cyclists, visually and mobility and equestrians in greater detail, and in particular will consider potential routes from the site to local amenities.

3. COLLEGE ROAD

Pedestrians

- 3.1 College Road is a single carriageway road, approximately 7m in width and connects to Portsdown Hill Road (as Crookhorn Lane) to the south and Purbrook Way to the north. A footway, c.1.8m in width, flanks the eastern side of the carriageway with a grass verge also provided between the carriageway and the footway. The pedestrian network in the vicinity of the site is demonstrated in **Photograph 1**.



Photograph 1: Pedestrian Infrastructure along College Road

- 3.2 Whilst the proposed site access is to provide pedestrian crossing facilities, these will primarily be provided to enable pedestrians to continue along the eastern College Road footway, rather than providing a connection onto Atlantis Avenue.
- 3.3 In addition, there are currently no pedestrian crossing points in the immediate vicinity of the site, with the nearest pedestrian refuge island situated approximately 180m north of the proposed site access. This crossing point is supported by dropped kerbs and tactile paving, facilitating the movement of all non-motorised site users across College Road and towards the facilities in Crookhorn.
- 3.4 At the pre-application stage, Hampshire County Council (HCC) highway officers requested that the proposed development should explore the suitability of providing additional crossing points between the site and the facilities in Crookhorn Village.
- 3.5 Whilst on-site the opportunity to provide an additional crossing facility was explored. It was apparent that informal crossing points are already provided with breaks in the vegetation along the western edge of the College Road carriageway, as demonstrated in **Photograph 2**.



Photograph 2: Informal Crossing Points along College Road

- 3.6 Whilst a number of potential options were identified, some were in close proximity to current locations and due to the location of third party land it would not be possible to deliver a formalised connection between College Road and Atlantis Avenue.
- 3.7 In light of this, it is considered that the most direct routes to facilities in Crookhorn including Moorlands Primary School are provided via the existing routes to the north and south of the site, with both routes within a good condition.

Bus Stop Provision

- 3.8 The nearest bus stops to the site are currently located approximately 150m north of the proposed site access and 450m south of the proposed internal footway/cycleway along College Road. At the pre-application stage HCC requested that the suitability of providing an additional set of bus stops is to be explored. By providing a formal crossing point between the site access and the south of the site, it would also provide the opportunity to implement an additional set of bus stops. **Figure 5** demonstrates the potential location for a new set of bus stops for which a small section of footway could be provided on the western side of College Road along with a crossing point.



Figure 5: Potential Location of New Bus Stops

Cyclists

- 3.9 Cycle lanes are not present along College Road in the immediate vicinity of the site; however, the carriageway is suitably wide to accommodate both vehicles and cyclists. In addition the PIA data does not indicate any highway concern for cyclists, with no incidents recorded during the 5 year period surveyed.
- 3.10 Where College Road becomes Crookhorn Lane approximately 750m south of the proposed site access, shared footway/cycleways flank either side of the carriageway providing a safe and continual route on to the wider network. The existing infrastructure along Crookhorn Lane is demonstrated in **Photograph 11**.



Photograph 11: Cycle Infrastructure along Crookhorn Lane

- 3.11 A shared footway/cycleway is provided along Purbrook Way, providing a continuous and direct route between the site and the wider areas of Purbrook, Waterlooville and Havant, thus encouraging cycling as a primary mode of transport in the vicinity of the site.
- 3.12 Furthermore, National Cycle Network (NCN) Route 222, which connects Southsea in the south to the South Downs to the north, runs to the west of the development site on Crookhorn Lane, as demonstrated in **Figure 6**.



Figure 6: Local Cycle Routes (Source: sustrans.org)

- 3.13 In addition to the existing cycle infrastructure in the vicinity of the site, the proposed development would provide an internal footway/cycleway connecting Scratchface Lane to the east to College Road to the west, thus providing and enhancing the existing links for the local area. This footway/cycleway is demonstrated on the site layout, included in **Appendix A**.

Visually and Mobility Impaired

- 3.14 Footways provided measure c.1.8m in width, are of a gentle gradient, and are therefore suitable in accommodating mobility scooters. With tactile paving and dropped kerbs provided both at the existing pedestrian crossing points along College Road, the proposed site access and any future crossing points, the local pedestrian network can be considered adequate for the visually and mobility impaired.
- 3.15 Overgrown or overhanging vegetation on the western side of College Road and through to Atlantis Avenue could partially constrain visually and mobility impaired users and therefore

we recommend the highway authority ensure that all vegetation within the highway limits is well maintained.

Equestrians

- 3.16 None of the proposals associated with the development would have an adverse impact on existing routes for equestrians.

4. SCRATCHFACE LANE

- 4.1 An existing Bridleway (Havant no.28) is situated to the east of the site, connecting Purbrook to the west to Bedhampton to the east. The Bridleway is provided as a narrow track running parallel to the eastern site boundary with the existing conditions demonstrated in **Photographs 12 and 13**.



Photograph 12: Scratchface Lane Conditions



Photograph 13: Scratchface Lane

- 4.2 The proposed development would provide a connection through to the Bridleway in an appropriate location, enhancing the existing link and encouraging pedestrian/cycle movements between Purbrook and Bedhampton. Whilst on-site the suitability of providing a connection through to the Bridleway was explored and the identified location for this is demonstrated in **Figure 7**.



Identified Connection Point



Figure 7: Identified connection point onto Scratchface Lane

- 4.3 It should also be noted that as part of an approved (and implemented) development for 92 residential dwellings at Land South of Scratchface Lane, adjacent to A3M and West of Brooklands Road (application reference: APP/12/00612), Schedule 1 of the Section 106 agreement stated that *'On or before commencement of the development.... towards the cost of transport improvements including but not limited to: - Scratchface Lane to Crookhorn Lane upgrade Bridleway for shared use'*.
- 4.4 The proposed development does therefore not propose any further improvements to this, other than providing a suitable connection onto it.

5. SCHEME OBJECTIVES

- 5.1 Through consideration of all NMUs likely to be present within this scheme boundary, it is considered that there is a good opportunity to improve the existing pedestrian and public transport infrastructure along College Road. An additional pedestrian crossing facility location has been identified as achievable which would also present a good opportunity to implement an additional set of bus stops.
- 5.2 The proposed development site would also ensure that a continual shared use footway/cycleway is provided, maintaining and enhancing the existing east to west links in the vicinity of the site.