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<i>Date</i>	31 st October 2018	<i>Email</i>	Holly.drury@hants.gov.uk

For attention of David Eaves

Mixed use development comprising up to 100 new homes, including up to 40% affordable, 2860sqm of employment floorspace and improved access onto New Lane and Martin Road. On-site parking for residential and employment uses will be provided. (full details to be submitted at a later stage).

Thank you for the opportunity to comment on the above application. Following additional comments made by HCC Highways in September 2018 regarding this application and the accompanying Highways Technical Note (Technical Note 01 – WYG Environment Transport Planning – July 2018). An updated Highways Technical Note (Technical Note 01 – WYG Environment Transport Planning - October 2018) has been provided. The following comments relate to this additional technical note.

Pedestrian and Cycle Infrastructure

A revised drawing has been received for the off-site pedestrian and cycle improvements. These are shown on drawing A090070-182-SK04 Rev B. The principle of these works is agreed, and all matters raised within the previous response have been suitably addressed. These works should be secured for delivery via a S278 agreement with the highway authority.

Site Access

Swept path analysis has been provided in drawings A090070-182-SPA01.

For the Martin's Road existing access this demonstrates that the current access arrangement is insufficient to accommodate a refuse vehicle. A refuse needs to be able to track the junction and pass a large estate car, this

currently can't be undertaken. This will require alterations to the existing access arrangement and the applicant should be aware of this for future reserved matters applications. There are also existing bus stops opposite the access which will require relocating to allow turning movements in and out of the junction to be undertaken safely. There is also a bus stop to the north and an existing large tree. These may also require moving and removal in order to accommodate the visibility splays.

For the New Lane access the tracking suggests a one-way arrangement for movements internally within the site, which seems acceptable. The final access design with New Lane should allow for rationalisation of the site access and reduce the crossing width for pedestrians and cyclists. This access arrangement detail will also need to include provision for cyclists to re-join the carriageway as part of the detailed design. If the crossing width of the access can't be reduced a refuge island should be provided to facilitate a two-stage crossing.

Speed survey data has been provided demonstrating vehicle speeds as follows:

Road	Direction	85%ile Speed
New Lane 65 South of Bartons Road	Northbound	29.8mph
	Southbound	29.3mph
Martins Road 30m South of Bartons Road	Northbound	31.5mph
	Southbound	32.4mph

It is unclear from the data provided whether the speeds surveys were collected in wet or dry conditions and this will need to be confirmed as part of any reserved matters application in relation to the junction design. Based on the information provided and assuming a worst case of them being recorded in the wet, visibility splays of 53m on the Martins Road access and 47m on the New Lane access would be required.

Highway Impact Assessment

The remaining outstanding matter relating to the impact of the development was in relation to the modelling of the Bartons Road/B2149 Petersfield Road junction. Revised modelling has been provided by the applicant and reviewed by the highway authority. The junction is forecast to work within theoretical design capacity in the forecast year of 2023 with development and therefore no mitigation is required at the junction.

Travel Plan

The travel plan has been amended in accordance with our requirements. This is now considered acceptable. The travel plan will be required to be secured within a s106 agreement for the site. This will include requirements to pay our approval and monitoring fees as well as a travel plan bond.

Recommendation

The additional information provided has been reviewed and has addressed all outstanding matters for the site. It is noted that all matters are reserved, and the highway authority recommends that the following matters are addressed through the reserved matters process:

- Details of site access including location within the vicinity of existing access points, and details of form and operation.

The highway authority therefore raises no objection subject to the following conditions and obligations:

Conditions

- A Construction Management Plan shall be submitted to, and approved in writing by, the Local Planning Authority (in consultation with Hampshire County Council Highway Authority) before development commences. This should include construction traffic routes and their management and control, parking and turning provision to be made on site, measures to prevent mud being deposited on the highway, adequate provision for addressing any abnormal wear and tear to the highway, and a programme for construction.

Reason:

In the interests of highway safety

Obligations

- To deliver, through a S278 agreement, the sustainable access works as shown in principle on drawing A090070-182-SK04 Rev B
- A full travel plan in accordance with the approved framework travel plan including payment of our approval and monitoring fees and payment of a travel plan bond.

I trust that the above is clear but please contact Holly Drury on the above number should you need further information.

Yours faithfully

Ben Clifton

Team Leader – Highways Development Planning

CC. Peter Marshall – Havant Highways Development Planning