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Date	10 December 2024	Email	

For attention of Ms K Taylor

Dear Sirs

Re: APP/24/00612 At Land south of Lower Road and west of Old Manor Farm, Havant

Approval of reserved matters comprising layout, landscape, scale and appearance, pursuant to outline planning permission APP/21/01071 for the development of 43 dwellings along with public open space and associated infrastructure works.

In regard to application APP/24/00612, following on from the previous HCC Highway consultation response dated 30 September 2024, it is noted that the applicants have submitted additional and revised information in order to cover the highway points and issues that had been previously raised.

As outlined in the previous HCC Highway consultation response, it is understood that the roads and footways relating to this application are not being offered for adoption by the developer. As such, HCC would not object in principle to the proposals. However, the updated information has been reviewed and the following comments are made:

Internal Road Network / Visibility Splays

Concerns were previously raised in regard to the utilisation of incorrect pedestrian visibility splays and the lack of evidenced vehicle visibility splays at the access junction into this phase of the site.

The applicant has subsequently produced an 'Engineering Review and Vis Splay' Drawing (6430-MJA-SW-XX-DR-C-003 Rev P6) which now demonstrates achievable pedestrian visibility splays at the required 20mph design speed.

Deputy Chief Executive and Director of Hampshire 2050
Gary Westbrook

Additionally, forward visibility splays have also been provided for the access junction into the site on the same drawing, which also show appropriate visibility splays can be achieved. It is noted however that the splay covers an area of 'public realm' which is listed as being for shrubs' groundcover. Given that the area is not simple grass, there is a slight concern that the shrubs could grow to a height that could obstruct visibility, and as such a condition concerning visibility is requested as outlined below.

Vehicle Tracking

Concerns were previously raised in regard to the utilisation of an incorrectly sized Fire Tender for the vehicle tracking drawings, as well as the lack of Refuse Vehicle Tracking at the site access junction.

In response to this, the applicants have submitted revised vehicle tracking drawings:

- A. Fire Tender Tracking Drawing 6430-MJA-SW-XX-DR-C-501 Rev P6; and
- B. Refuse Tracking Drawing 6430-MJA-SW-XX-DR-C-500 Rev P6.

These drawings have been assessed, and demonstrate an acceptable level of movement is achievable.

The fire tender can gain appropriate access around the site, getting within a reasonable distance to all dwellings.

The refuse vehicle can also achieve access around the site (as outlined in the previous consultation response), and whilst the tracking demonstrates a requirement to utilise a proportion of non-designated lane when manoeuvring through the site access junction, this is deemed acceptable in this specific case due to the infrequency of movements; the relatively low speeds and vehicle flows anticipated at this point; and the availability of passing width within a short distance of the junction within the visibility splay area.

Finally, whilst not a point of objectionable concern, the applicants have also clarified the width of parallel parking bays within the site. Previously HCC Highway's commented that they were 2.0m wide and it would be recommended that these were widened to 2.5m. The applicants have confirmed that whilst the demarcation of the spaces is 2.0m, the physical area is actually 3.0m which will ensure vehicles do not overhang into the carriageway space. This additional width is welcomed.

Recommendation

Given the production of the additional information and confirmation of issues as outlined above, HCC as Local Highway Authority would have no objection to the application as proposed, subject to the condition listed below being applied.

Conditions

CONSTRUCTION METHOD STATEMENT REQUIRED

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.

VISIBILITY SPLAYS

The development hereby permitted shall not be brought into use until visibility splays shown on drawing 6430-MJA-SW-XX-DR-C-003 Rev P6 have been provided. Nothing over 0.6m in height above the level of the adjacent carriageway shall be placed or permitted to stay within the visibility splay.

Reason – In the interests of highway safety.

Yours faithfully,

Matt Grantham
Principal Transport Planner - Highway Development Planning
Hampshire 2050