

Hi Alex

I have reviewed your points below and there remains some confusion over the proposals for the refuse vehicle. I have provided some comments below in red.

Kind Regards

Holly

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From: Alex Stephenson

Sent: 06 December 2021 15:45

To: Drury, Holly

Cc: Rob Hardyman

Subject: RE: Bartons Road Travel Plan

Hi Holly,

Thanks for confirming. We'll issue a revised Travel Plan in due course.

Regarding the layout changes, we have some questions regarding certain items from the list of suggested changes and would appreciate your views.

5. There are no turning heads within the development, so vehicles are turning around using parking spaces.

It is not a normal requirement to provide turning heads for cars as the 6.0m aisle width allows space for a five-point turn if required, as shown in the screenshot below. In reality it is likely that an empty car parking space would be available for use as an informal turning head if needed, meaning this movement wouldn't be required. The proposal is also that spaces will be unallocated therefore it is likely that empty spaces would be dispersed across the layout and we wouldn't anticipate residents having difficulty finding an empty space. This is supported by the fact that the proposed parking provision significantly outstrips the demand suggested by the 2011 census, as set out in the TA.

It would be possible to provide turning heads for cars however this would have implications for car parking provision and/ or landscaping which we don't think would be justified.

This relates to the end spaces shown near the Petersfield Road boundary and to the south of the site near Martin's Road where vehicles aren't able to reverse into the end few space and there is no turning area if someone goes down there and cant park. In addition full turning movements need to be undertaken in the aisle width, which are onerous. As this is going to remain private it is a comment that we have on the internal layout and a matter for your own consideration. It is also clear that not all

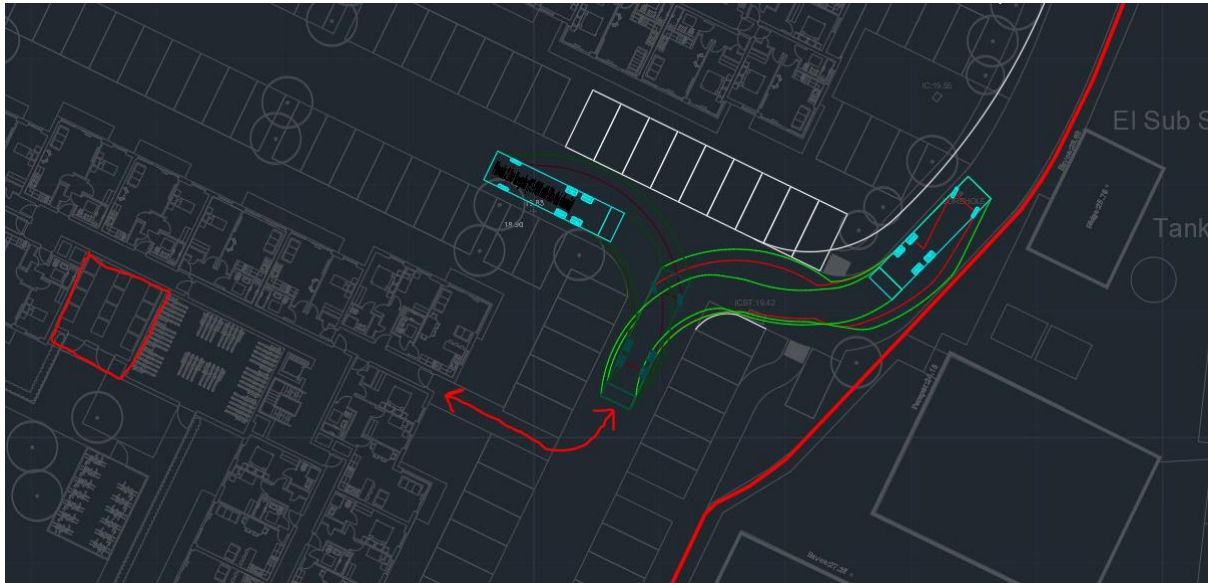
parking spaces are able to be used in a forward and reverse gear and therefore some spaces could be considered to be inaccessible. This point will be made to the PA within our response and it will be for them to determine if this needs to be addressed.



7. The layout requires long reversing movements for refuse collection. BS 5906: 2005 recommends a maximum reversing distance of 12 m. Longer distances can be considered, but any reversing routes should be straight and free from obstacles or visual obstructions.

The current layout requires refuse vehicles to reverse to the end of the parking aisle, to access the refuse store which is to the south of the building, as highlighted red in the screenshot below. Based on the caveats above, this arrangement should be considered acceptable given that the reversing route is straight and free from obstruction. However, we are prepared to change the ground floor plan such that the refuse store is accessible from the north, as shown below. We trust that this would be an acceptable arrangement?

You refer to a refuse collection point to the north and show a point to the east of the building so there is some confusion. However this is a preferred location as it allows the internal junction space to be used for vehicle manoeuvring and reduces the reversing distances to be in accordance with the guidance. There are however still issues with the layout that need to be addressed to accommodate the servicing. The tracking drawings don't appear to be driven at the minimum 10mph given the type of manoeuvre which is shown to be possible and these should be re-done. The 'S' bend arrangement however still seems to be tight and it is not clear what is being proposed from the sketches in order to overcome this. Is there a space being removed to the south of the tracks? What is proposed for the two spaces to the north? Would you still be in accordance with the parking standards if 3 spaces are lost? Could these be replaced on the private access road?



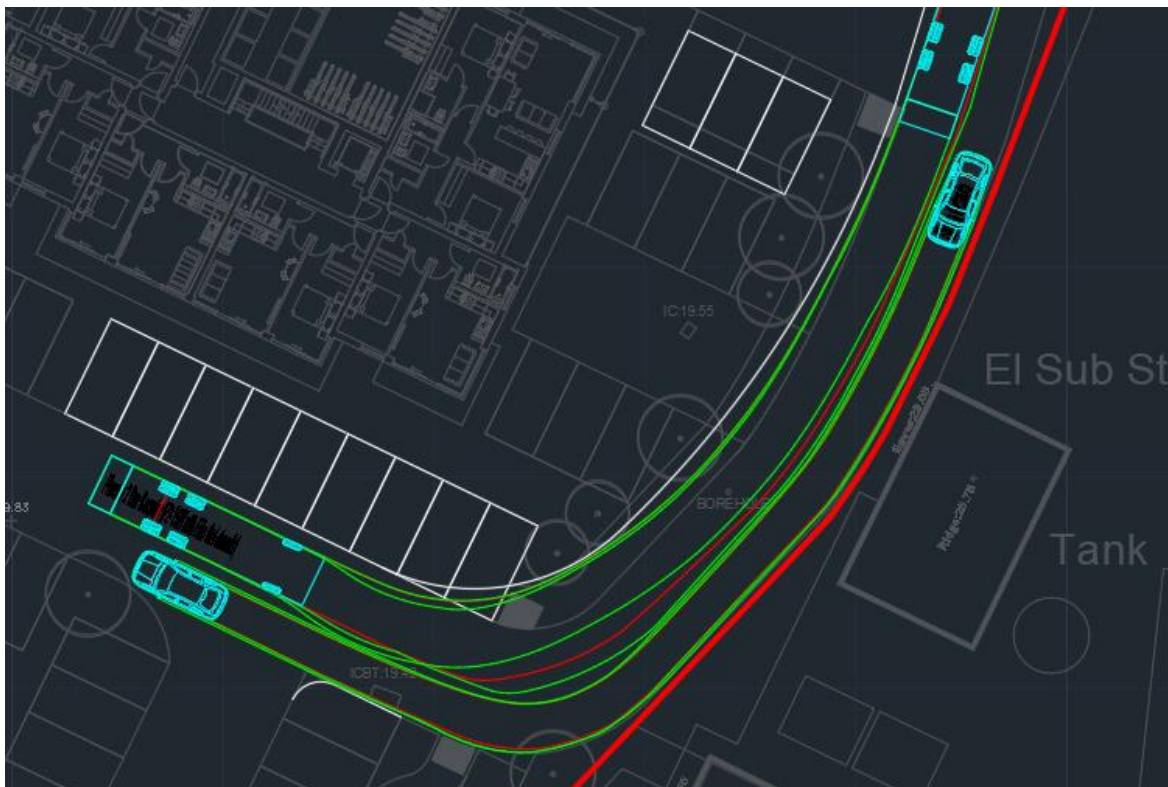
8. The internal road should be wide enough to allow the super-large refuse vehicle to pass a car, this will likely necessitate local widening on radii.

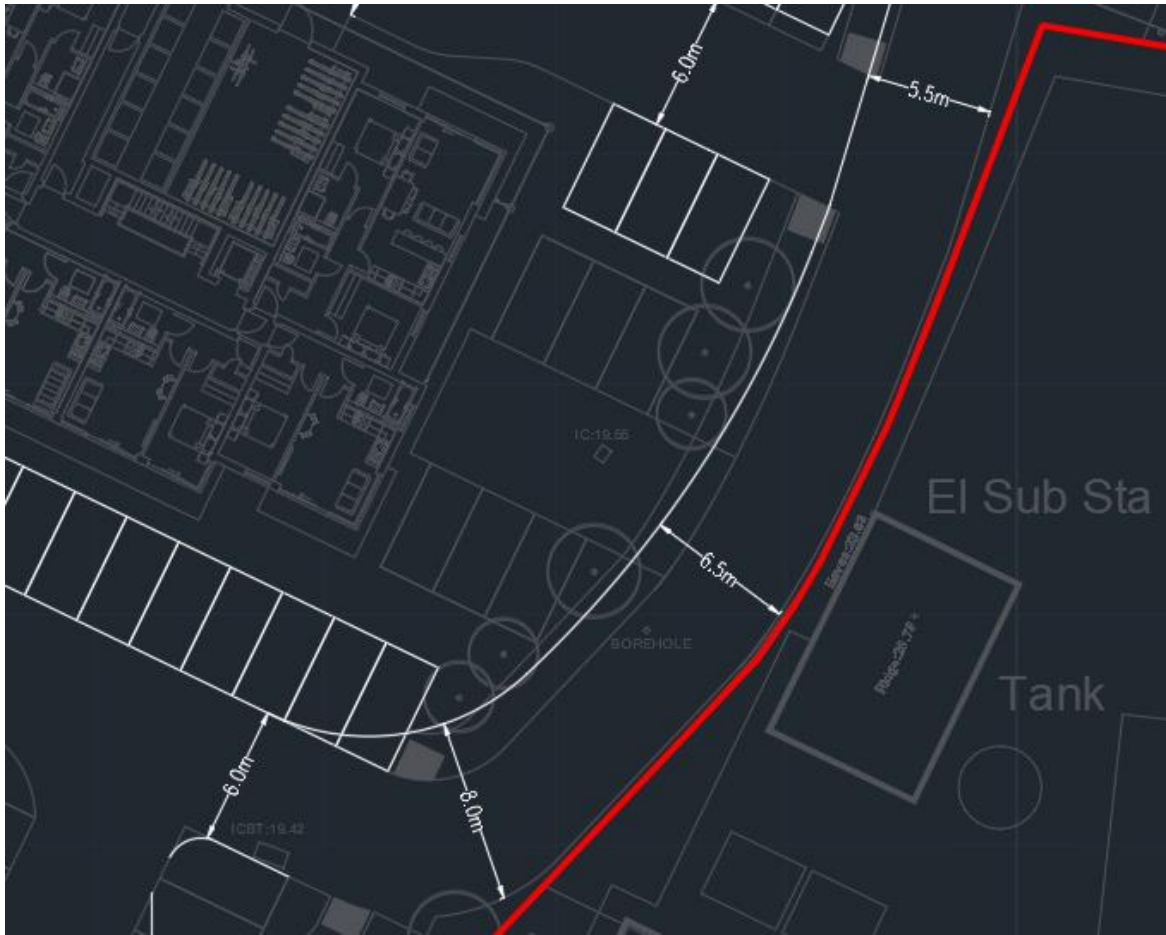
The refuse vehicle will visit the site once per week and the chance of a refuse vehicle meeting an oncoming car at the apex of the bend in the access road is therefore minimal. In this worst case scenario, a car would be required to reverse slightly, in a low traffic and low speed environment. Indeed, cars will be required to reverse into and out of spaces daily. We therefore suggest that there should be no safety concerns with this scenario.

The bend could be widened to accommodate these opposing movements however this would have a significantly detrimental impact to the layout, in terms of parking, landscaping, and general appearance. It may also encourage higher speeds. The layout changes which would be required are shown approximately by the screenshot below which shows the bend widened to 8.0m. We suggest that this change would be an entirely disproportionate response to the perceived issue.

We are prepared to widen the bend as shown below, if considered absolutely necessary by HCC. However, we would recommend keeping the existing width which we consider represents a better design. We'd appreciate your views on this.

This is where I become unclear on what is proposed as the refuse vehicle is shown tracking a manoeuvre that it wouldn't undertake according to the suggestion above. Can you please be clear on what you are proposing. I can agree to the refuse vehicle not needing to be able to pass a car as long as appropriate visibility can be achieved.

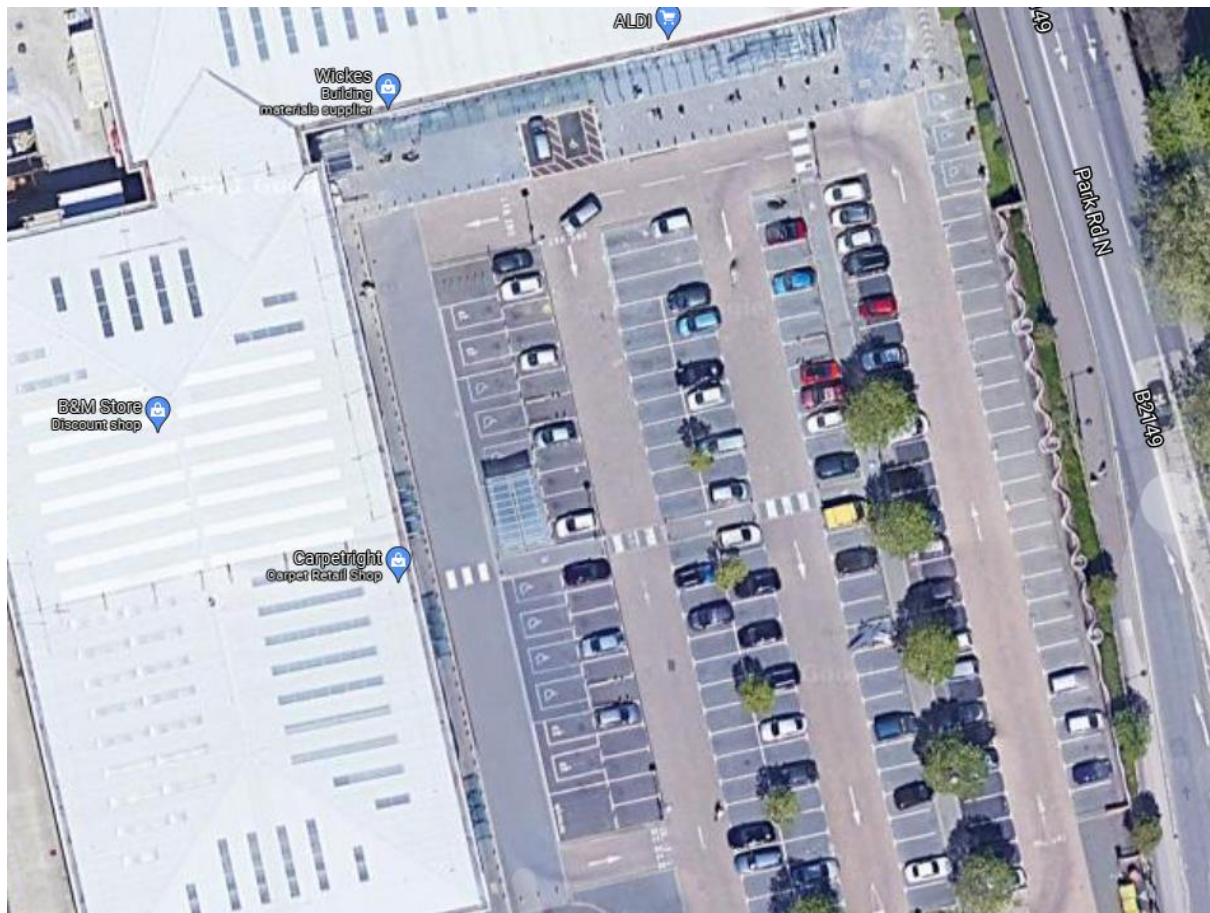




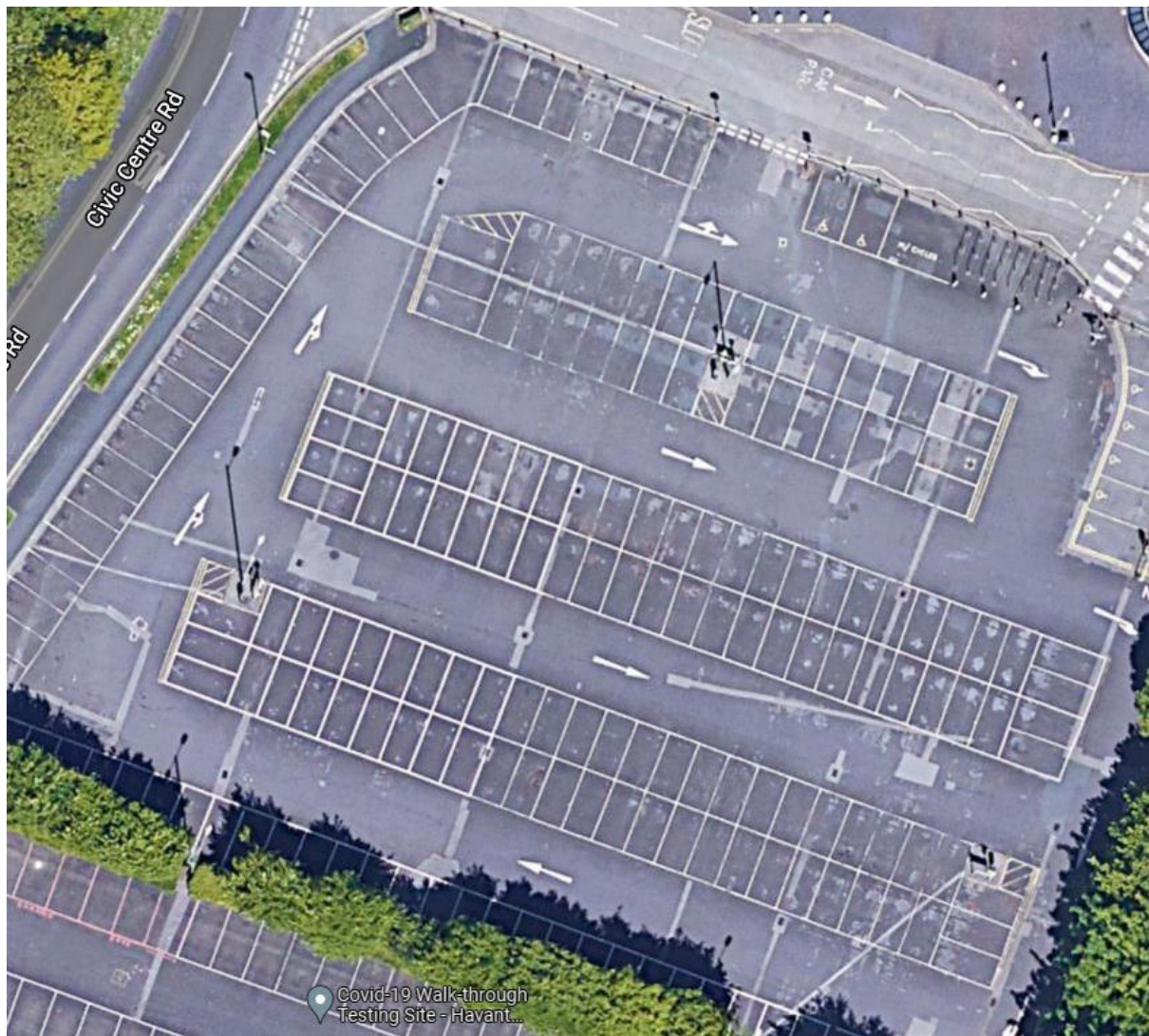
12. Visibility splays within the development have not been shown for comment and there appears to be crossing locations which would be obscured by parking.

Pedestrian visibility unobscured by parked cars is not a normal requirement for car parks. Indeed, many car parks do not even provide formal pedestrian crossing points with pedestrians expected to use the aisles or move between cars. Many examples of these arrangements can be found in close proximity to the site as shown by the below screenshots.

Central Retail Park showing formal crossing points with parking spaces immediately adjacent:



Havant Leisure Centre with no formal crossing points:



Havant Borough Council with no formal crossing points:



These car parks are likely to generate significantly more vehicle movements than the proposed development.

Providing unobscured visibility splays at all pedestrian crossing points on the layout would have a significant impact and may either require a significant loss of spaces, or aisle widths being widened by 1.0-1.5m, which in turn may encourage higher speeds and be visually unattractive. We'd appreciate your view on this.

The point regarding visibility splays is an important one to make and is one we shall make to the Planning Authority to consider more widely. My priority concern is in relation to the north south pedestrian route through the site which is potentially attractive to users as a through route. Rights should be granted for the public to pass and repass within the s106/conditions and appropriate visibility achieved for all crossings along this route. At present I don't believe this can be achieved at the 'S' bend but could be resolved in conjunction with the refuse vehicle tracking matters.

All other issues we accept and will be addressing with revised access drawings and revised site plan. Once we've had clarification on the remaining points we'll be able to issue these.

Kind Regards

Alex Stephenson

Principal Transport Planner

BEng (Hons)