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Date 20th January 2023

My reference 048057

*Your
reference* APP/22/01054

Email havantdc@hants.gov.uk

Dear Sir,

Land adjacent to Bunting Gardens, Waterloooville, PO8 9UP

**Construction of 3No. 4 bedroom dwellings with associated parking and
landscape works**

Thank you for your consultation on the above full planning application. The applicant has submitted a Design and Access Statement, which the Highway Authority have reviewed and have the following comments to make.

Pre-application advice

The applicant engaged in pre-application application discussions in August 2022 with the Highway Authority where comments were provided on the principle of the development and parking provision for the site.

Site Location

The site is located within the Weacock Farm estate. Currently the area comprises of amenity grassland within the residential area. To the north and east, the site is bound by residential buildings. To the south, vehicular access is provided via Bunting Gardens where vehicle parking is also present.

Development Proposals

The proposed dwellings are located on land that is currently under the ownership of the Highway Authority and is utilised as amenity grassland. The land is not regarded as public open space as noted within the design and access statement, due to the highway rights over the land.

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As noted at the pre-application stage, dwellings cannot be built on the highway. Thus, the land would need to be stopped up in order to extinguish the highway rights. It is noted that post any planning consent, the applicant will submit a S247 license to extinguish the highway rights where then proposed dwellings are situated. The applicant is reminded that this process is time consuming and would not be without risks. There is no guarantee that this application would be successful. Extinguishing the highway rights will return the land ownership back to the subsoil title holder. Clarity is requested on the ownership of the subsoil and if this falls within the jurisdiction of the applicant.

A detailed plan is required showing the full extent of the highway to be stopped up as part of these proposal. The Highway Authority reserve the right to provide further comments on the proposals upon the receipt of this drawing.

No narrative has been provided as to whether the needs of road users with reduced mobility have been accounted for. Currently the only accessible access onto the footway would be via an existing vehicle cross over in the location shown below which would be against the desire lines for some residents depending on where they have parked their vehicle. An alternative crossing provision should be provided to allow those users with reduced mobility to access the dwellings should this be required.



Refuse/Servicing:

It was agreed at the pre-application stage that there were no concerns with the location of the proposed dwelling in terms of the requirements as laid out within Manual for Streets for both the fire tender and refuse arrangements.

Realigned footway:

As noted at the pre-application stage, there are no concerns in principle concerns with the proposed realignment of the footpath. However, the applicant is reminded that this would constitute works within the highway and would require a S278 agreement with

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the Highway Authority. Details of the S278 process can be found via the following link:
<https://www.hants.gov.uk/transport/developers/constructionstandards>.

If any part of the realigned footway is outside of the adopted highway, a deed of highway dedication agreement will be required, or it should be secured as part of a S38 agreement.

Dimensions are required for the proposed footway to ensure it is compliant with HCC guidance.

Parking Proposals

Parking Survey:

The applicant has undertaken a parking survey in accordance with the Lambeth Parking Survey Methodology. As agreed at the pre-application stage due to the scale and nature of the site, the study area has been reduced from the recommended 200m to a smaller area which extended to include the car parking area to the eastern end of Dove Close and the eastern side of Bunting Gardens. A total of 66 parking spaces within the study area are available (38 in Bunting Gardens and 28 in the Dove Close car park) as shown in drawing 2637/1000/P1.

The survey was undertaken between 00:30 AM and 01:00 AM on the 12th and 14th October 2022. The parking survey found that parking stress on the eastern stretch of Bunting Gardens was 100%, however parking stress was only 21% along Dove Close. It was identified that parking in turning heads occurred along Bunting Gardens which could impact access for emergency vehicles.

Parking Layout:

Following findings of the parking survey and local concern with previous proposals of 10 parking spaces, the applicant is proposing to provide 16 additional parking spaces. It is noted that this is in excess of the requirements as laid out within Havant Borough Council's Parking Supplementary Planning Document for 3 residential dwellings. This over provision of parking aims to improve the current parking situation that has been identified at Bunting Gardens following the results of the parking survey.

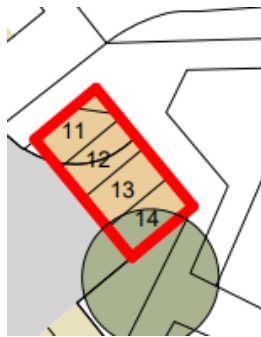
Following identification of parking occurring in turning heads, the proposed parking layout has been designed to prevent any parking within the turning head to minimise any disruption to emergency service vehicles. The proposed parking layout did not raise any concerns in principle at the pre-application stage. The Highway Authority however have the following comments to make on the parking layout that has been put forward at the planning stage.

It is noted that some proposed parking bays would be located within land that is dedicated as highway. The applicant will be required to enter into a S278 agreement to undertake these works on the highway. The applicant should be reminded that parking spaces located within the highway can be used by any member of the public and cannot be allocated solely for residents. It is Havant Borough Council's responsibility as

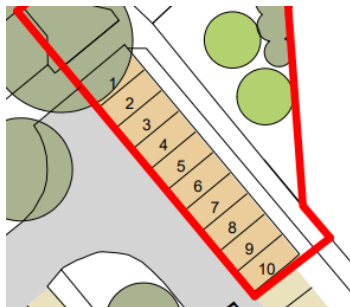
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local parking authority to confirm whether this approach to parking would be regarded as acceptable. The Highway Authority would be satisfied subject to written confirmation from Havant Borough Council that this is agreed.

Further detailing is required regarding the proposed parking spaces as shown below (spaces 11-14). The Highway Authority provide no in principle objections to this proposal subject to the proposed spaces not obstructing the existing footway. Clarity is requested on this point and a clearer drawing should be provided showing the interaction with the parking spaces and the existing footway. The Highway Authority would not support the existing footway being compromised to provide additional parking spaces and should this be the case, further consideration should be given to these parking spaces.

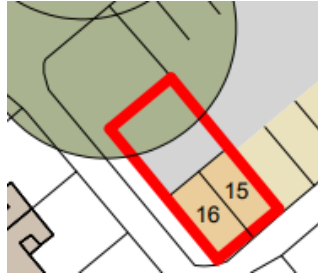


The proposed strip of 10 parking spaces (as shown below) will require a retaining wall structure and fencing to provide mitigation for pedestrians. A drawing should be submitted outlining the retaining wall structure. The applicant should be made aware that as this structure will fall on the highway, the retaining wall and fencing will be subject to commuted sums for maintenance purposes.



Additionally, the parking spaces within the parking court (as shown below) will also require a retaining wall. A further drawing should be submitted outlining the design. Whilst it is noted the applicant is proposing to extinguish the highway rights for these parking spaces, should these spaces be offered for adoption, this retaining wall will also be subject to commuted sums as laid out above.

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Further discussions were held at the pre-application stage regarding the proposed parking layout and the relationship between adoptable and non-adoptable areas. This has not been included within the Design and Access Statement and should be included.

Construction of the proposed parking layout will require the relocation of an existing lighting column. This can be relocated as part of the S278 agreement for the wider works on the highway that have been noted within this response.

Dimensions of parking spaces should be confirmed to ensure they comply with the standards laid out within Havant Borough Council's Parking SPD.

It has been confirmed that secure cycle parking is to be provided within garden sheds in each rear garden. This is agreed.

Stage One Road Safety Audit (RSA1)

No Stage One Road Safety Audit (RSA1) has been provided and should be submitted along with a designer's response for consideration. This should include all works as proposed as part of this planning consent.

Materials

It is noted that some parking spaces are to fall within land owned by the Highway Authority. Materials to construct the parking spaces should therefore meet adoptable standards. A materials plan of the parking layout within adoptable areas should therefore be submitted for consideration for comments to be provided on their suitability. The materials plan should also include the realigned footway that is proposed to be adopted by Hampshire County Council.

Arboriculture

The planting plan for the site is shown in drawing 2637/5301/P. Any proposed planting in adopted areas should be in accordance with Hampshire County Council Technical Guidance TG15.

Notwithstanding the above, the applicant should ensure that the proposed planting of trees will not have any future impact on the existing or new footpaths. A root barrier may be required should this be deemed to cause a future concern.

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Drainage

Drawing P1893-BAK-XX-XX-DR-C-500 Rev P01 and P1893-BAK-XX-XX-DR-C-501 Rev P01 shows the proposed drainage layout for the site. The Highway Authority have reviewed and have the following comments to make.

Private drainage cannot be connected into any highway drainage unless it can be proven that the drainage is not yet at capacity, and this should be proven. Similarly, highway drainage cannot connect into private drainage as it cannot be ensured that appropriate maintenance can be undertaken.

Clarity is requested on the ownership of the pump chamber and how it is to be maintained on the public highway. Additionally, clarity is requested as to whether the surface water sewer is under the ownership of the Highway Authority. It is not clear whether the new proposed manhole is to be adopted by Hampshire County Council. If this is the case, then this must be constructed to adoptable standards.

The access chamber to the attenuation tank should be clarified. The applicant should ensure that this will be easily maintainable to prevent any water backing up and causing flooding. Clarification is requested on this point.

Further drainage details are also required for the parking spaces. This should be provided for those that fall within adopted and private areas to ensure that no water from private parking areas sits on the highway.

It is noted that the existing grass verge for both the parking bays and proposed dwellings acts as a natural soakaway for water. Clarity is requested as to whether the existing surface water drainage can cope with the extra run off that will occur following the removal of the grass verge.

Levels

No levels plan has been submitted for this site. . If the drainage details are to be considered at this stage level plans will need to be provided. The final ground levels plan should be secured through an appropriate planning condition to be provided prior to commencement to ensure that levels do not create concerns for highway safety through inappropriate gradients and/or adverse cambers

Street Lighting

No street lighting strategy has been submitted for the site and clarity is requested as to whether any additional street lighting is proposed as part of this planning consent. Should street lighting be proposed, details will be secured under an appropriate planning condition with details to be agreed and provided prior to commencement. The proposed lighting will need to be demonstrated to meet appropriate adoptable design standards and any street lighting within adoptable areas will need to comply with HCC Technical Guidance TG13.

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Construction Details

Should the site receive any planning consent further consideration should be given towards construction activities to ensure this is undertaken legally considering the proposed houses are surrounded by highway.

Should any planning consent be provided the applicant will be required to provide a Construction Traffic Management Plan that details all proposed construction activities. This should provide a commitment for a pre-commencement survey to ensure that any highway is reverted back to as it was previously before any construction works occur should any damages occur.

An appropriate license would be required to undertake works on the highway to access the proposed dwellings.

Recommendations

Having regard to the above, the Highway Authority require the following further information before a formal recommendation can be made:

- Consideration should be given to those road users with reduced mobility to access the proposed dwellings;
- Dimensions of the proposed realigned footway should be provided to ensure it is compliant with guidance;
- The highway boundary should be provided on the proposed parking plan for clarity on land ownership of the proposed parking layout;
- Further details are required on the proposed parking layout as laid out within this response;
- Dimensions of parking spaces should be provided;
- Stage One Road Safety Audit (RSA1) should be provided along with a designer's response for consideration;
- Materials plan should be submitted;
- Applicant should ensure that planting of trees will not have any future impact on the existing or new footpaths – a root barrier may be required should this be deemed to cause a future concern;
- Clarification on the drainage strategy to be provided as laid out within this response; and
- Clarity requested as to whether any additional street lighting is proposed as part of this planning consent

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I trust the above is clear but please do not hesitate to contact me on the above number/email should you require any further information.

Yours faithfully,

Sophie Osborne
Transport Planner – Highways Development Planning

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