



Head of Development Planning
Havant Borough Council
Civic Offices
Civic Centre Road
HAVANT
Hampshire
PO9 2AX

*Economy, Transport and Environment Department
Elizabeth II Court West, The Castle
Winchester, Hampshire SO23 8UD*

Tel: 0300 555 1375 (General Enquiries)
0300 555 1388 (Roads and Transport)
0300 555 1389 (Recycling Waste & Planning)
Textphone 0300 555 1390
Fax 01962 847055

www.hants.gov.uk

<i>Enquiries to</i>	Chris Hirst	<i>My reference</i>	6/3/13/338
<i>Direct Line</i>	0370 779 0563	<i>Your reference</i>	APP/19/01226
<i>Date</i>	21 st October 2022	<i>Email</i>	Chris.hirst@hants.gov.uk

For the attention of Ms L Wells

Dear Madam

Construction of 44 dwellings with access, open space, landscaping and associated work and diversion of footpath No. 71 to the west.

Thank you for reconsulting the Highway Authority on the above planning application.

The Highway Authority originally responded to the proposed development in a response dated 17th February 2020. The response sought further vehicle tracking for the site access which was subsequently provided. Discussions have since taken place with the applicant regarding the alignment of the access and the internal site layout which has been amended to address a number of concerns.

The following response summarises discussions since the Highway Authority's original response.

Site Access

As noted above, further information was previously sought from the applicant on the tracking for a super large refuse vehicle accessing the site. Drawing number 5314/206 Rev D was subsequently provided which demonstrated that a refuse vehicle would take up the majority of the carriageway when entering and egressing the development. The alignment of the access road and constrained carriageway width meant that another vehicle could not pass the refuse vehicle, presenting a potential safety concern. The applicant was required to undertake a Stage 1 Road Safety Audit to confirm whether an auditor corroborated with these concerns.

Director of Economy, Transport and Environment
Stuart Jarvis BSc DipTP FCIHT MRTPI

The auditor raised a number of safety concerns with the access design, including the visibility available to pedestrians attempting to cross the public footpath which bisects the new access road. Given the constrained alignment and land availability, the applicant agreed to look at providing additional carriageway width and a relocated crossing location where sufficient visibility could be achieved.

The aforementioned issues led to the design shown in drawing number 5314/006 Rev D. The carriageway has been widened to the north to provide additional width for vehicles to manoeuvre and better forward visibility to anticipate any large oncoming vehicles. The crossing point on the access road has been relocated to the west where visibility can be achieved within the applicant's land control. The crossing includes a raised table to raise awareness of the pedestrian and cycle crossing movements taking place in this location. A 3m wide path is provided to the south of the road to connect into the existing alignment of the PRow.

The Highway Authority now consider the design shown in drawing number 5314/006 Rev D to be suitable in principle. The delivery of these works will be undertaken via a Section 278 agreement with the Highway Authority, secured through a Section 106 agreement.

Internal Road Layout

Following discussions with the applicant, the internal site layout has been amended to address concerns around the limited carriageway width, restricting the ability for two cars to pass, the limited forward visibility around the bends and the footway provision throughout the site.

Drawing number 5314/006 Rev D has been provided which shows a one-way carriageway operation in a clockwise direction. The one-way arrangement addresses the concerns regarding the ability of two vehicles to pass throughout the site. The arrangement also provides a continuous footway on at least one side of the carriageway throughout the development, with links provided along the access road to connect to the PRow.

Furthermore, a shared use path has been provided to the south of the site which provides a connection point to the western site boundary. It is understood that Havant Borough Council require the provision of this link to facilitate future pedestrian and cycle access to the service station to the north of the A27 and the wider strategic Southleigh development. The local planning authority should consider implementing planning conditions to futureproof the provision of this link and potential security features during the interim period that the path has been constructed but no onwards connection is available whilst offsite facilities are provided.

Whilst the Highway Authority now consider the layout suitable for progressing through planning, it should be noted that the bespoke arrangement will not be suitable for adoption through the Section 38 process. The applicant should be made aware of the Advanced Payment Code (APC) that will be required by

the Highway Authority, further details of which can be found via the following link: <http://documents.hants.gov.uk/transport/APCProcess-Guidancedocumentforwebsitev22018-04-02.pdf>.

Recommendation

The applicant has satisfactorily addressed the comments raised by the Highway Authority. No objection is raised to the proposed development, subject to the following Section 106 obligations and planning conditions.

S106

- To enter into a highways agreement for the site access works as shown indicatively in drawing number 5314/006 Rev D (up to and including the raised table) prior to commencement of development. To implement the works to the satisfaction of the Highway Authority prior to occupation.
- Payment of the approval (£1,500) and monitoring (£15,000) fees for the Travel Plan, along with the payment of the Travel Plan bond prior to occupation of development.

Conditions

- No development shall commence until details of the proposed site levels, materials, drainage design, landscaping and street lighting have been submitted to and approved by the Local Planning Authority in consultation with the Highway Authority.

Reason: To ensure that the internal site layout is designed and implemented in a satisfactory manner.

- A Construction Traffic 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 interest of highway safety.

I trust that the above is clear. Should you have any queries, please do not hesitate to contact Chris Hirst on the number noted above.

Yours Sincerely,

Chris Hirst