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Date 2 December 2022

My reference 047897
Your reference APP/21/01010
Email havantdc@hants.gov.uk

Dear Sir,

Land east of, St Georges Avenue, Havant

Erection of 184 No. dwellings, (no. of dwellings reduced from 194) means of access, public open space, play areas, associated infrastructure and landscaping.

Thank you for your re-consultation on the above planning application. The applicant has submitted a Transport Assessment Addendum (TAA) in response to our comments in our previous response dated 15th December 2021. For clarity, the Highway Authority requested the following further information:

- Engagement with the Highway Authority regarding traffic calming in the vicinity of the site;
- Engagement with the Highway authority regarding improvements to bus facilities in the vicinity of the site;
- Discussion with the Highway Authority regarding a contribution towards the Warblington Footbridge;
- Provision of the southbound pedestrian/cycle link to Emsworth Road;
- Updated walking and cycling assessment regarding the distances from the site;
- Updated WCHAR assessment to assess the route to Bosmere School;

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- Discussions with the Highway Authority regarding the internal site layout;
- Stage 1 Road Safety Audit for the internal road network;
- Additional junction modelling outputs for the A27 dumbbell roundabouts; and
- Additional details in the Travel Plan regarding the walking route to catchment schools and commitment to providing school information packs

The Highway Authority have reviewed the information within the TAA, and the additional information submitted providing amendments to the internal layout including:

- Provision of additional connections onto the footway/cycleway to the south.
- Provision of a footway/cycleway north to south from the footway adjacent to plot 179 to the south-west corner of the site.
- Revisions to parking to plots 17/18 and 33/34
- Revised footway/cycleway around the pump station.
- Footway/cycleway link through the Feature Area on the eastern edge to connect back up to the shared surface by the parking plots 60/61.

Our comments are laid out below. It is noted that the number of dwellings has been reduced from 194 to 184 dwellings.

Walking and Cycling

Whilst the TAA provides a heavy reliance on the fact that the applicant has a commitment to provide the pedestrian/cycle link to Emsworth Road in the southern corner of the site, the Highway Authority have since been made aware that the applicant does not have the land within their jurisdiction. Considering this is the case, the applicant will be required to measure distances to local facilities and services without reliance on the southern link with comparisons made between distances with and without utilising the link to assess whether these would be acceptable or not. The Highway Authority would seek reasons for refusal if suitable alternatives cannot be provided for sustainable access in the absence of the pedestrian/cycle link. The Highway Authority's preferred position given other existing network constraints would be for the southern link to be provided.

Castle Avenue / Warblington Avenue / St Georges Avenue traffic calming measures:

The applicant suggests that on-street parking acts as a natural traffic calming measure, and thus, additional traffic calming measures are not required. This is not agreed. The applicant should consider works that can be undertaken to St George's Avenue to aid

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the use of the route for pedestrians and cyclists and in particular improvements around the junction with Southleigh Road in accordance with LTN1/20.

This should include but not be limited to the provision of a TRO in order to encourage uptake of sustainable transport via pedal cycle to mitigate the impact of increased traffic along St Georges Avenue, a TRO should be implemented adjacent to the cycle slip at the St Georges Avenue / Southleigh Road junction preventing vehicles from parking here and blocking cyclists from accessing/egressing the slip. A typical TRO would cost £6,000 which would be secured through a S106 agreement.

Warblington Footbridge Contribution:

The applicant has questioned the need for the contribution for Warblington footbridge. No contribution for the Warblington Footbridge was sought for the adjacent Persimmon planning permission (APP/18/01033) as there was no identified requirement for a contribution when permission was granted. A funding shortfall has been identified through continued work on the proposals and therefore developments which would cumulatively rely on the bridge provision have been identified, this includes this site. This can be secured through a package of sustainable travel improvements through a S106 agreement.

WCHAR Assessment to Bosmere Junior School

Following requests from the Highway Authority in our previous response the applicant has now undertaken a WCHAR assessment to Bosmere Junior School. The route has been taken from the proposed pedestrian/cycle link from the southern end of the site onto Emsworth Road, providing a more direct connection for the route to school. It is unclear at this time whether this route can be delivered, and further assessments will be required should the link not be deliverable. The Highway Authority would require this link to connect to the adopted highway and be dedicated to the Highway Authority so access in perpetuity can be achieved.

The WCHAR provided has identified that no improvements are required to the walk to school route. The Highway Authority disagree however and noted deficits in tactile crossing provision in the following locations:

- Castle Avenue/Emsworth Road junction;
- Warblington Avenue/Emsworth Road junction;
- Meadowlands/Emsworth Road junction;
- Bellair Road/Emsworth Road junction; and
- Beechworth Road/Fairfield Road if residents utilise an alternative route to Bosmere Junior School from Fairfield Infant School

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Additionally, there are deficits in wayfinding provision making the route clear for those walking to school.

Bus Services and Infrastructure

The Highway Authority are aware of deficits in bus shelter and real time information (RTI) provision that need improvements. The Highway Authority will request a contribution from the applicant to upgrade the shelter, with RTI and hardstanding at the Warblington Station Southbound stop as well as the provision of a shelter, with RTI and hardstanding at the Green Pond Corner Eastbound stop. Upgrading and providing bus stop provision in these locations will increase the attractiveness and encourage the uptake of a sustainable travel mode rather than the private car.

The Highway Authority do not accept the prevalence of the First Bus mobile app as an alternative to real-time timetable information. This prejudices against many users who may not have access to a smart phone, and consequently the mobile app. No contribution was sought as part of the adjacent Persimmon application as many off-site highway works, from which this site will benefit from, were a requirement of the application instead.

Internal Layout

Drawing PLN-1-1101 Rev H was submitted previously showing the general arrangement of the site, comments were shared informally with the applicant on the internal layout and amendments have been made within the plans submitted 27th October 2022. This response sets out the previous concerns and addressed where amendments have been made within the updated plans.

There are currently no priority access markings on the site plan and these need to be provided at key junctions within the site layout. Additionally, there are a number of road features shown on the plan and it is unclear what these represent. This should be clarified and shown more clearly on the drawing.

It was unclear how pedestrians are to access the various greenspace areas throughout the development. Gates have been shown on the revised drawings to the feature play area. This includes gates to the rear of the visitor parking bays. The locations would encourage crossing through the parking bays and it is unclear why they have been provided in these areas. Gated access should be in places where suitable crossing or footway connections are present to facilitate sustainable access to the feature space.

Plot 140 has an entrance point onto the access road to the car park. It is unclear what separation is provided between the entrance point and the car parking. Forward visibility to anyone at the entrance to plot 140 and entering the parking area from the north would be poor. Suitable clear separation should be provided to this access point or alternatively the plot should provide access onto the footway along the main access

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road. Whilst the design principle is noted as acceptable in some developments, this is an unusual arrangement within this site and therefore would not be expected by drivers.

Reference is made on drawing PLN-1-1106 Rev J to the need for gated maintenance access to the north of the site. It is unclear where this is proposed and whether this is a pedestrian gate only or access is required for vehicles. Confirmation should be provided so the Highway Authority can ensure suitable access is achieved.

Stage One Road Safety Audit (RSA1):

An RSA1 of the internal layout is required and should be provided. It is necessary to ensure that the design of the development does not give rise to any unaddressed safety concerns.

Visibility:

It is noted that the visibility splay for the road adjacent to plot 2/16 runs through land outside of the applicant's jurisdiction (the Persimmon land). All visibility splays should be provided within land of the applicants control or the adopted highway to ensure that the appropriate visibility is able to be maintained. Confirmation is required that this land sits within land to be adopted as highway, the applicant should be aware that occupation of this area of the site would be dependent on future adoption of the Persimmon land being complete. The visibility splay also skims the boundary wall of plot 2. Since the resubmission, HCC TG3 guidance has been updated requiring 2.0m X 25m for a 20mph speed limit which may resolve this concern.

Whilst the TAA states that there are no trees present within visibility splays to ensure clear sight lines, there still appears to be proposed tree planting close to visibility splays. As mentioned within our previous response, whilst minor obstructions <550mm diameter would be accepted, further growth and the impact on visibility needs to be considered. Drawing 041.0039.002 should be updated taking into account future tree growth and how this could impact the visibility splays provided. Visibility splays and proposed landscaping should be shown on the same plan to ensure no conflicts. The Highway Authority note the additional landscaping plan drawing PLN-1-1110 Rev K submitted in support of the application and consider the final detail can be agreed through the S38 process and secured through suitable condition. However to ensure that this does not change significantly from the submitted the visibility splays for the site should be provided alongside the landscaping as requested.

The Highway Authority note that the visibility splay for the parking court in the eastern parcel of the site by plots 62- 65 is obstructed by two visitor parking spaces to the north. Whilst Manual for Streets (chapter 7.8.5) allows for some encroachment, it also states that defined parking bays should be provided outside of the visibility splay. Having a visibility splay completely obstructed by two visitor parking spaces is unacceptable. It is

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requested that the site layout is revised to ensure that the visibility splay is not obstructed.

The applicant has proposed 17m forward visibility around bends within the development. This is not agreed, and currently would not be adopted, especially considering there no speed reducing features along long stretches of carriageway to keep speeds at 20mph. As per TG3 a minimum forward visibility of 25.0m is required based on a minimum design speed of 20mph. Drawing 041.0039.003 should be updated to reflect this. Drawing 041.0039.005 showing the radii dimension of the bends within the development is blurry and the dimensions cannot be retrieved from the drawing. This should be resubmitted clearer for the Highway Authority to provide comments on. It is noted to the applicant that the kerb radii should have a minimum 16mm radius.

No updated regarding visibility have been provided within the latest drawing submission.

Crossing Points:

Drawing 041.0039.006 previously showed a tactile crossing point providing pedestrian access to the play area. The Highway Authority have a number of safety concerns with the location of the proposed crossing points which are likely to be picked up by an RSA1. These visibility splays were wholly unacceptable in they are substandard in length, cross over 3rd party landscaped land, conflicts with private access points to plot 134 and 178 and pass-through visitor and allocated parking bays. The applicant has sought to address this issue in the latest revised internal layout plans by removing the visitor parking. The crossing location along with achievable visibility splays have not been shown on the drawing and should be provided. The current design is unclear on the relationship between the driveway of plot 178 and the crossing to the park. There is no separation between the footway/cycleway and the driveway to plot 178 and this should be provided.

Pedestrian crossing points have only been provided to access the path adjacent to the public open space/play area. More crossing points should be provided throughout the development along with visibility splays to enable sustainable travel and to meet the needs of all users. These should be clearly shown on the plans.

Footways/Cycleways:

The submitted TA states that the footpath to the west of the play area will not be widened as it is not intended for cycle use. The Highway Authority disagree as it is against the desire lines of cyclists to have to cycle around the central square to exit the site or to utilise the desired southern link. The site in accordance with LTN1/20 should enable cycle activity to be accommodated on the most direct routes. General permeability of the site for users given its location and future and desired wider connectivity should be a key design principle. A shared use path connection with

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appropriate cycle access points should be provided at each end to allow cyclists to join, as necessary. It is noted on the revised plans submitted 27th October 2022 that the provision for cyclists along this link have been made and this is welcomed. The arrangements for how cyclists re-join the carriageway or join the path from St Georges Avenue at the northern end of the link should be shown on the revised highway plans.

Within the previous internal layout plan, it was noted that in certain places around the development the footway reduces to a below standard with 2m. All footways should be a minimum of 2.0m throughout the development. If footways are outside of the adopted highway accessing small groups of houses, it may be appropriate to reduce the width to minimum standards of 1.5m to allow for DDA compliance with an absolute minimum of 1.2m. The site layout has been amended to address these issues; annotated widths should be provided on any approved plans for clarity.

The previous iterations of the proposals showed only footway running along the western boundary of the site. The purpose of the desire line through the site is to overcome existing issues along Castle Avenue with parked vehicles on road and the school children having to engage with vehicular traffic. The previous design does not achieve that objective and given it is a route to Warblington School, off road provision should be provided for cyclists travelling north/south through the site. This has been provided within the revised plans dated 27th October.

Connections through to the Persimmon site on the western boundary should be provided for pedestrian and cyclists to allow the integration of the sites and permeability for both pedestrians and cyclists. These have been enabled through the Persimmon design with opportunities for sustainable travel connection points and the site is sought as one allocation which should be brought together cohesively to ensure permeability throughout the whole development.

The footway across the frontage of plots 88-93 should be increased to a minimum of 2m to accommodate pedestrian access to the footway/cycleway on the eastern boundary.

Pedestrian/Cycle connection to future Southleigh development:

The submitted site layout as shown in drawing PLN-1-1101 Rev H shows pedestrian/cycle access to the Southleigh development due to come forward as a future strategic development. This should be bought forward for adoption and be street lit. The Highway Authority had several concerns regarding the proposals as they stand.

The path did not link at the northern end and should connect back into the internal road network as well as allow for future onward connections. This has been amended within the 27th October drawings to show a continuous route through the green space and opportunities for future connections which should be built to the site boundary to

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facilitate these onward sustainable travel connections which will aid with sustainable access to the site in the future.

There was previously an access point proposed at the northern end of the path to connect pedestrians/cyclists into the development for those that wish to travel east/west across the site. This has been shown on the latest issue of the drawings, with amendments allowing a future connection into the car parking area of plots 56-61. Intervisibility between where the east/west and north/south path meet this area will need to be further considered at the detailed design stage to ensure appropriate intervisibility between the routes. Whilst the proposed link allows for cyclists to join the carriageway to navigate the site it doesn't link pedestrians to any existing footway provision. Amendments should be made to connect the proposed link to the existing proposed footway in the area for pedestrians.

The arrangement for cyclists to access the shared use link to the south was poor and appeared to be a shared access with a private drive. No cycle connection points were shown for how cyclists join the shared use provision either. The arrangement as previously shown would also not have been considered acceptable to allow the future adoption of the shared use path to the boundary due to its interaction with the private driveway to plots 158-161. The 27th October 2022 drawings show a re-redesign of this area, more clearly separating the footway/cycleway from the private access to plots 158-161. Further design work will be required to ensure appropriate separation. This must include a boundary treatment between the path and the driveway access to avoid vehicle driving on the shared use path. Tracking will need to show that this can be accommodated appropriately along with the vehicle access to the parking area.

In the original submission in the southern parcel of the site, the shared use path terminated and narrowed to navigate around 3 visitor parking spaces adjacent to the pumping station. This was not considered acceptable as this will lead to conflict between pedestrians, cyclists, and vehicles. The applicant has redesigned this area within the 27th October 2022 drawings showing a continuous link around the front of the substation and the parking spaces set back into the green space. This is considered acceptable and is a welcome change to the design.

The original submission drawings made note to a possible access point onto the new spur road to the east. There is no support for a future vehicle connection eastward from the site. The October 2022 submission has amended this annotation to refer to pedestrian/cycle connections only. This should be built to the boundary and be clearly integrated into the road layout with suitable crossing and access facilities.

SuDS:

The TAA states that the location of the SuDS has been considered to ensure that appropriately sized vehicles can access and maintain the SuDS. However, no narrative has been provided on the size of the vehicle require to maintain the SuDS. Tracking

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should also be provided for the maintenance vehicle to ensure that it can appropriately access the SuDS when required.

Tracking:

Tracking has not been provided showing the ability of a super large 11.20m refuse vehicle to pass a standard size vehicle throughout the majority of the development. This should be submitted. Tracking speeds should also be provided for consideration. Where it is not possible for a refuse to pass a car, forward visibility should be provided for consideration. It is noted some movements are also missing and it's been assumed that the refuse vehicle will only travel in one direction. All movements need to be tracked.

It is noted that drawing PLN-1-1107 Rev J has been provided showing the proposed refuse strategy plan this is for the Refuse Authority to comment on the suitability of the proposals. The Highway Authority require the tracking as requested.

Parking:

The previous iterations of the design left the parking spaces for plot 48, 49 and 54 are located on the road in a manner which leaves them unprotected. This area of the design has been amended in the 27th October 2022 submission and now creates to clear parking areas with appropriate footway provision and vehicular access. Subject to provision of visibility splays and tracking across the site the Highway Authority are content with the revisions.

Junction Modelling

The applicant suggests that the development will not have an impact on the wider highway network or the A27 Dumbbell Roundabouts. The Highway Authority however disagree with this, and it was agreed following direct discussions with the applicant that a proportionate contribution would be provided towards the A27 Dumbbell Roundabouts to mitigate the impact that development trips will have on the wider highway network. It was suggested that the applicant based their calculations from the contribution provided for the Cooks Lane development (18/03145/OUT). The Highway Authority welcome further discussion to agree a proportionate contribution figure as part of a package of measures from the site as agreed

Travel Plan

As requested in our previous response, the travel plan has been amended to include the walking route to catchment schools and the provision of school information packs.

Commentary has been provided regarding the provision of school information packs on sustainable routes to Warblington School and Bosmere Junior School. It is noted that this does not include the catchment infant school, Fairfield Infant School. The travel plan should be amended to include this.

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The travel plan may require further consideration when the access points to the site are agreed.

Summary

There are a number of matters set out within this response which needs to be addressed before the Highway Authority make a recommendation on the application. If you are minded to determine the application in advance of this additional information being provided please contact us for our formal recommendation.

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

Yours faithfully,

Gemma McCart
Transport Team Leader – Highways Development Planning

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