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Date 7 February 2024

My reference 052342

Your reference APP/23/00665

Email havantdc@hants.gov.uk

Dear Mr Eaves,

Land on the east side of Helmsley House, Bartons Road, and west of Normandy Way, Havant

Erection of a 78 bed older persons care home (Use class C2) together with construction of new access road, car/cycle parking, drainage works, hard/soft landscaping and other associated infrastructure

Thank you for your consultation on the above full planning application. In response to previous comments raised by the Highway Authority dated 10 January 2024 the applicant has submitted a revised package of drawings which the Highway Authority have reviewed and have the following comments to make.

Stage One Road Safety Audit (RSA1)

The only outstanding matter of the RSA1 was item 8.2 relating to visibility splays at the site access. The Highway Authority are satisfied that this matter is now resolved which is discussed further within this response.

Site Access

2.4m X 30.0m visibility splays have been shown at the site access on both the landscaping plan and site layout plan within drawing APL003 Rev N and APL004 Rev H respectively. This overcomes audit problem 8.2 of the RSA1.

The distances do not accord with HCC TG3; however, the splays are drawn to the junction of the spur road to Normandy Way to the right and to the redline boundary to the left. No further amendments are therefore required, and the Highway Authority are satisfied that appropriate visibility can be achieved at the site access.

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Internal Layout

The incorrect use of corduroy paving has been removed which from the site plan (drawing APL003 Rev N), with corduroy paving now only present at the top and bottom of the steps. This is agreed.

Refuse/Servicing

All tracking drawings have been updated confirming vehicle speeds of 7mph. This is considered an appropriate speed for the context of the development. The Highway Authority are content that this does not impact the previously agreed tracking for the fire tender, ambulance and delivery vehicle as shown within drawing 0513 Rev 4, 0514 Rev 3 and 0515 Rev 3 respectively.

Drawing 0512 Rev 4 shows the ability of a car to pass a refuse vehicle when refuse collection is being undertaken. Whilst it is unlikely that the refuse will be positioned exactly in this location, there are opportunities to pass within the internal road network. This is therefore agreed. The applicant has confirmed that the refuse store falls within the required drag and carry distances as laid out within Manual for Streets. This is noted.

Drawing 0516 Rev 1 shows a delivery vehicle and ambulance accessing and egressing the servicing bay. The servicing and drop off bay have been merged into one to ensure appropriate access and egress of these vehicles can be maintained on a level surface. This is noted. The ambulance is shown to slightly overhang the allocated bay however this would not impact on the operation of cars being able to utilise the access road and therefore does not provide an operational or safety concern.

Tracking for a car to access the drop off bay has still not been provided, however, the Highway Authority are satisfied that this no longer needs to be provided as the larger delivery vehicle can access this bay appropriately.

The applicant has confirmed that the fire tender can access the building in line with the required distances needed to meet building regulation requirements.

Parking Provision

Tracking for a standard size car to access parking space 02 has been shown within drawing 0517 Rev 1. The Highway Authority are satisfied that a car can access and egress this space appropriately. The planting in this location has also been altered to increase the available visibility for vehicles accessing the site to see vehicles manoeuvring into space 02 appropriately.

The applicant has confirmed that the cycle spaces proposed within the refuse store are for staff. Additionally, the cycle spaces abutting the Care Home itself are to be sheltered and drawing APL003 Rev N has been annotated appropriately to state this. This is agreed.

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Levels

The levels within the site have been revised to provide a 1:20 gradient for the ramp in the southern parcel of the site. This gradient is in accordance with the inclusive mobility standards and the applicant has confirmed that this complies with the building standards. This is agreed. Finer details on the proposed levels will be secured through an appropriate planning condition to be agreed prior to commencement.

Recommendation

Having regard to the above the Highway Authority provide no objections to this planning application subject to the following conditions:

- 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 and in the interest of Highway Safety

- Prior to commencement of development, the construction of the site access works onto Normandy Way

Reason: To ensure appropriate access is available during construction, in perpetuity to access the Care Home and in the interest of Highway Safety

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- No development shall start on site until the care home access, including the footway and/or verge crossing shall be constructed and lines of sight provided in accordance with drawing APL003 Rev N and APL004 Rev H. The lines of sight splays shown on the approved plans shall be kept free of any obstruction exceeding 0.6 metre in height above the adjacent carriageway and shall be subsequently maintained so thereafter.

Reason: To provide satisfactory access and in the interests of highway safety.

- Prior to commencement, final details regarding the levels and drainage strategy for the site to be submitted to and agreed in writing by the Planning Authority for approval in consultation with the Highway Authority, and for the levels and drainage strategy to be implemented in accordance with the approved plans

Reason: In the Interest of highway safety

I trust that the above is clear but please do not hesitate to contact Sophie Osborne should you require any further information.

Yours sincerely,

Sophie Osborne
Transport Planner – Highways Development Planning
Hampshire 2050

Director of Hampshire 2050
Gary Westbrook