

Transport Assessment Addendum 2

Cabbagefield Row, opposite 123-133 Swanmore Road, Leigh Park

Background

GTA Civils & Transport has been appointed to provide highways and transport advice in relation to the proposed residential development for up to 150 residential units on land north of 123-133 Swanmore Road in the Warren Park area of Leigh Park, Havant.

The planning application for the site was submitted in September 2021 (ref: APP/21/00989). Following submission of the planning application comments have been received from Hampshire County Council (HCC) as the local highway authority.

The purpose of this Addendum is to provide the additional information requested by HCC, following submission of Addendum 1 in September 2022.

The response received from HCC Highways listed the following comments. These points have been addressed in turn below. For ease of reference the comment being addressed has been quoted.

Additional Information

- 1. The applicant should relocate the pedestrian and cycle connection further east to tie in with the proposed pedestrian crossing point along Swanmore Road to tie in with desire lines.*
Response: Pedestrian/ Cycle path moved east to line up with crossing point on Swanmore Rd
- 2. The emergency services should be consulted to see if the site is acceptable to be bought forward without the provision of the emergency access.*
Response: It was never a requirement of the emergency services to provide an emergency access. The emergency services are a standard consultee and have provided their comments.
- 3. Lack of connection points throughout the site to allow cyclists to access the shared use path throughout the development which should be addressed.*
Response: Dropped kerb connection points added to the eastern shared use path (at locations as per HCC comments)
- 4. Shared use path should be straightened in the northern corner of the site to not drop into the parking court causing a conflict between manoeuvring vehicles, cyclists, and pedestrians.*
Response: Shared use path straightened at northern point
- 5. Clarity should be provided regarding the proposed shared use path tying into the existing infrastructure at the St Clares Avenue bus stops – an appropriate annotation should be provided on drawing number 10731/101 P7.*
Response: No alterations are proposed to St Clares Avenue. This matter of detail can be addressed at the Section 278 stage.
- 6. Drawing 28079-PD181 Rev D should be updated showing ramps where tabletops are proposed;*

Civil Engineering - Transport Planning - Flood Risk

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Response: Ramps shown to tabletop junctions

7. *Tracking speeds should be provided at a minimum of 10mph and not 4kph for both the refuse and fire tender*
Response: Adjusted to 10mph as requested. Refuse vehicles tend to service dwellings at very slow speeds to empty bins.

8. *Refuse authority should be consulted to confirm whether the proposed one-way arrangement through the site is agreeable.*

Response: The refuse collection authority is Havant Borough Council, who determine this application.

9. *Tracking should be provided for a refuse past a car throughout the whole development;*

Response: The scheme has been designed to the principles of HCCs Companion Document for Manual for Streets. In relation to whether the layout takes priority over the streets and car parking, so that the highways do not dominate, the guidance states, 'The rigid application of highway engineering standards for roads, junction separation distances and turning circles can create an environment which is unpleasant and difficult to use, especially for pedestrians'. The preference for a refuse vehicle to pass a car through the whole layout will result in wider roads, especially near junctions and bends which is not consistent with Hampshire or Havant adopted policy.

5.18 of Havant Borough Design Guide states 'the layout of new schemes should not be dominated by the car or highways.'

10. *Clarification requested on whether a one-way system is proposed around the landscaped area which would seem sensible considering the nature – if not tracking should be provided for a refuse and fire tender past a car should this not be a one-way arrangement*

Response: One way system shown on loop road in centre of site

11. *Refuse arrangements should be clarified for apartment blocks 49-60 as to whether kerbside collection is to be undertaken – if not tracking should be provided of the refuse [vehicle] reversing into the parking court*

Response: The refuse store on the north side of the block is within 25metres of the spine road for collection without requiring a refuse vehicle to enter the parking court.

12. *Should the refuse [vehicle] be expected to reverse into the parking court, it should be built to adoptable standards to withstand the weight of a refuse vehicle*

Response: Not relevant as per point 11.

13. *Tracking at the site access for a refuse [vehicle] past a car seems to conflict with the car waiting at the stop line which is likely to be exacerbated further if tracked at the correct speed and should be revised*

Response: The tracking speed makes little difference. In practice it is reasonable to assume that motorists will slow down to avoid a conflict with other vehicles, especially when turning. The access is designed to HCC standards as stated in point 9.

14. *Tracking should be provided for a refuse past a car at the site access approaching from Elderfield Close to see whether the movement can be undertaken with the proposed stagger present.*

Response: The access is drawn to standard specifications for residential needs. A refuse vehicle is a once a week movement. For reasons relating to point 9, road layouts should not be drawn to fully accommodate large vehicles at the expense of creating wider roads (should this be the conclusion reached).

15. Parallel parking spaces should be widened to a minimum of 2.4m

Response: Havant parking guidance refers to space dimensions for perpendicular spaces and not parallel spaces. Paragraph 4.23 states '*Table 4.0 sets out standard space requirements of some typical vehicles. These may be used as basic minimum reference values but different layouts such as parallel, herringbone and inline have slightly different overall space requirements and detailed layout of parking spaces will be site specific*'.

Therefore, the parallel spaces don't need widening to 2.4metres and can remain at 2.1m (TSRGD guidance says a normal sized parallel bay should be a minimum of 1.8metres wide).

However, parallel parking spaces are now widened to 2.4m.

16. No parking spaces have been provided for plot 9 and plot 124 and should be provided

Response: Parking spaces for plots 9 and 124 shown (only 124 was actually missing on the previous layout)

17. Parking layout should be revised as several parking spaces are located a fair distance away from their associated plots (68, 85, 86 and 88) encouraging on-street parking

Response: Parking is available for all these units close by. Final allocation of parking spaces to be determined at detail design stage by PCC Housing.

18. Allocated parking spaces should not be provided along the adoptable highway – however unallocated and visitor parking spaces are

Response: This has arising because the officer wanted all spaces to be allocated to certain units to determine whether resultant walking distances were appropriate (an extreme view in light of the overall walking distances likely). Whether allocated or unallocated, this should not be a material consideration at this stage. This can be resolved at the road adoption stage and the spaces assigned as appropriate. The level of overall parking provision has been demonstrated as acceptable and in accordance with forecast demand.

19. Drawing 10731/101 P7 should be amended annotating the street furniture to be relocated as part of the S278 shared use path works

Response: Matter of detail to be addressed at S278

20. Tree species and width of the trunk should be confirmed for all trees that are shown to obstruct visibility

Response: Trees removed from visibility splays – thin trunk trees may be used but this will be addressed at the landscaping reserved matters stage

21. The full extent of forward visibility splays and pedestrian visibility splays running through landscaped areas should be offered for adoption as the current proposals are unacceptable

Response: Parking revised to remove from visibility splays and all splays shown within adoptable land. The reasoning in point 9 for not allowing highways to dominate layouts should be considered. All junctions have compliant visibility at give way points and vehicle speeds would be slower around road bends. The landscaped areas don't need to be offered for adoption and a condition can be applied to ensure visibility is maintained.

22. Pedestrian visibility splays should be provided for the crossing point north of the site access and at the site access

Response: Splays now shown.

23. *Visibility splays at the parking court for plots 49-60 is shown to be partially obstructed by parking spaces however amendments to the parking layout may resolve this issue.*

Response: Layout adjusted. However partial impact on visibility splays from parked cars or trees is acceptable in any event (see MfS2 10.7).

24. *Proportionate contribution should be provided towards safety engineering works along Middle Park way and towards the LCWIP in the vicinity of the site*

Response: In the last 5 years, only two incidents were recorded at the Middle Park Way/ Dunsbury Way junction with a total of 15 along the whole St Clare's Avenue/Woolston Road/Middle Park Way route, equating to an average of three incidents per annum.

This incidence rate does not constitute a highway safety issue.

Furthermore, the difference between the with and without development scenarios on all three junction assessed along Middle Park Way, in terms of queue length as a measurement of impact, is 0 or 0.1pcu in the 2028 forecast year.

This level of impact cannot justify a contribution towards anything along Middle Park Way.

25. *Amendments to the drainage layout as noted within the response;*

Response: Provided by others

26. *Amendments to the travel plan as laid out above*

Response: It is acknowledged that a Travel Plan would be required in due course although at this outline application stage many of the suggested measures would not be known or taken forward by the applicant. Typically the approval of the Travel Plan is a detailed matter via planning condition and monitoring through a S106, which the applicant is willing to commit to.

Additional Note: Parking Provision Justification

Local census data (upon which the Havant parking standards are based) shows car ownership in the Warren Park area at 1 car per dwelling. The layout provides 154 spaces to 1, 2 and 3 beds and 60 spaces for 4 & 5 beds, resulting in 214 spaces, plus 20% uplift for visitor spaces ($0.2 \times 214 = 43$) giving the 257 total.

Therefore, the provision of 1.28 spaces per unit exceeds the forecast demand for the area of 1 car owned per unit.

(it should be noted that the 20% typically cited as a minimum provision should be taken as an absolute maximum level of visitor parking demand i.e. it is not realistic that 1 in 5 dwellings will have visitors at once on a continuous basis, although the figure is commonly adopted by many local authorities).



notes

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all dimensions to be checked on site prior to commencement of construction works and the architect notified of any discrepancy.

figured dimensions are to be used in preference to scaled dimensions.

no deviation from this drawing will be permitted without prior consent of the architect.

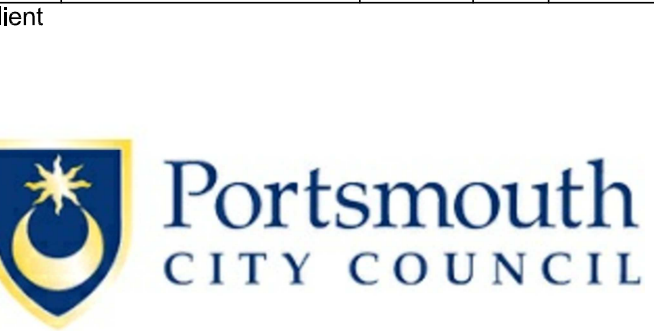
all drawings are prepared subject to a full measured and structural survey of the buildings and site.

all structural work is subject to the appointment of a structural engineer to confirm and agree the structural proposals.

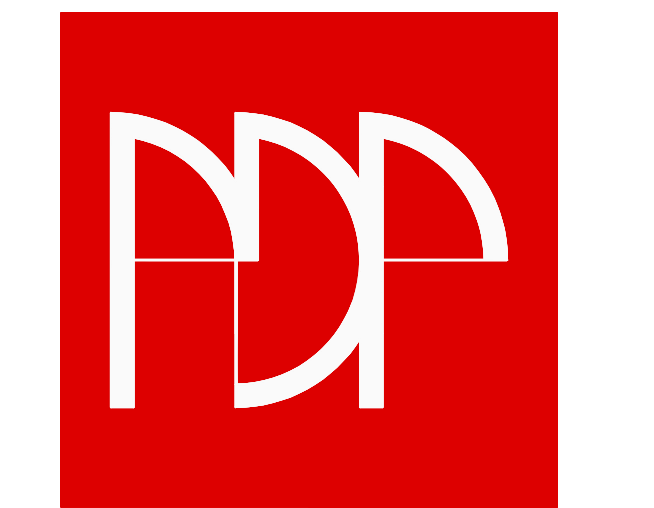
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health & safety:
exceptional risks involving specific methods of construction or exceptional maintenance issues can be found within the designers risk assessment.

scale width 50 mm @ a1 - 25 mm @ a3				
revision	notes	date	drawn	checked
A	Revised Layout	04.06.21	MAS	IR
B	Revised 4 & 5 beds	09.06.21	MAS	IR
C	M4(3) units amended	11.06.21	MAS	IR
D	Minor amends to site layout to client comments	21.06.21	MAS	IR
E	Planning Issue	26.07.21	MAS	IR
F	Layout amended to planners comments	09.11.21	MAS	
G	Revised layout to planners comments	26.01.22	MAS	
H	Resubmission to planners	14.03.22	MAS	IR
J	Plan amended to highways/ landscape & crime officers comments	24.08.22	MAS	IR
K	Plan amended to landscape officer comments	30.08.22	MAS	IR
L	Rear gardens amended	09.11.22	MAS	IR
M	Parking amended to HCC Highways reqs	20.12.22	MAS	IR



PLANNING

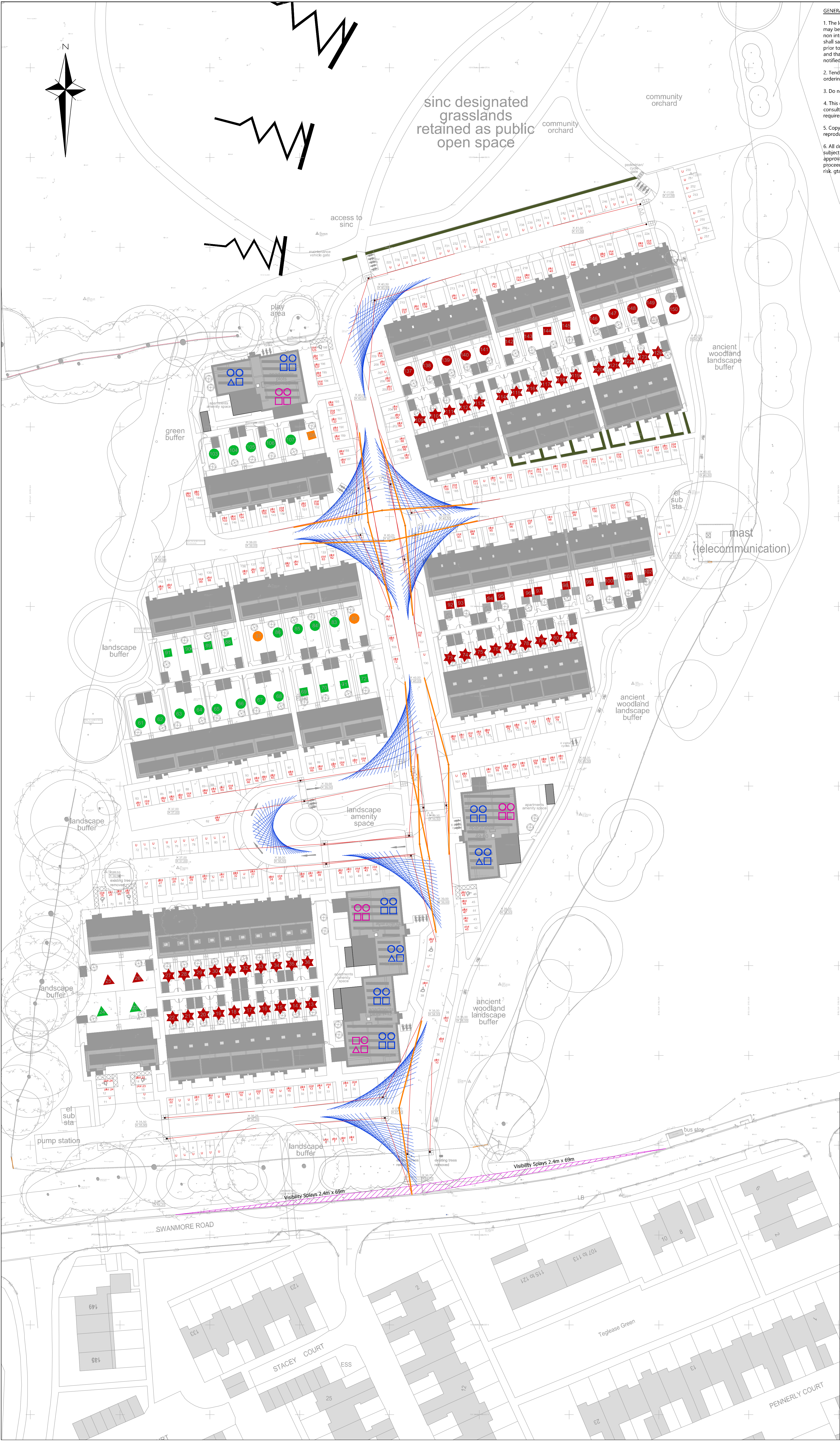


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project Proposed Development
Cabbagefield Row
Swanmore Rd, Leigh Park
detail Site Layout Plan

drawn	MAS	checked	IR
date	May 2021	status	Planning
a1 scale	a3 scale	rev	
1:500	1:1000	28079-PD111	M

site layout plan



- GENERAL NOTES**
1. The location, size, depth and identification of existing services that may be shown or referred to on this drawing have been assessed from non intrusive observations, record drawings or the like. The contractor shall safely carry out intrusive investigations, trial holes or soundings prior to commencing work to satisfy himself that it is safe to proceed and that the assessments are accurate. any discrepancies shall be notified to gta prior to works commencing.
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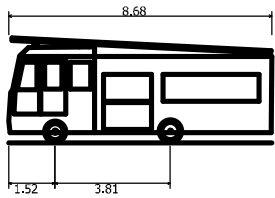
KEY

- 25m forward visibility
- 25m pedestrian visibility
- 2.4m x 25m visibility splay

P3	Revised to latest site layout	13.01.2023	JMW	RW
P2	Revised to latest site layout	09.09.2022	ART	RW
P1	INITIAL ISSUE	23.03.2022	JMW	RW
Rev	Amendments	Date	Dsn	Chk
Status				
FOR PLANNING				
Client				
PORTSMOUTH CITY COUNCIL				
Architect				
Project				
CABBAGEFIELD ROW HAVENT				
Title				
SITE VISIBILITY				
Date		Scale @ A1		
JULY 2021		1:500		
Clients Ref.		Project Ref.		
		10731		
 Civils & Transport Gloucester House, 66a Church Walk, Burgess Hill, West Sussex, RH15 9AS Tel.01444 871444 Web: www.gtacivils.co.uk				
Drawing Number			Rev.	
10731/2250			P3	



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 7. All vehicle tracks shown are at a speed of 4kmph.



D832 Fire Appliance
Overall Length 8.680m
Overall Width 2.180m
Overall Body Height 3.452m
Min Body Ground Clearance 0.337m
Max Track Width 2.121m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 9.910m



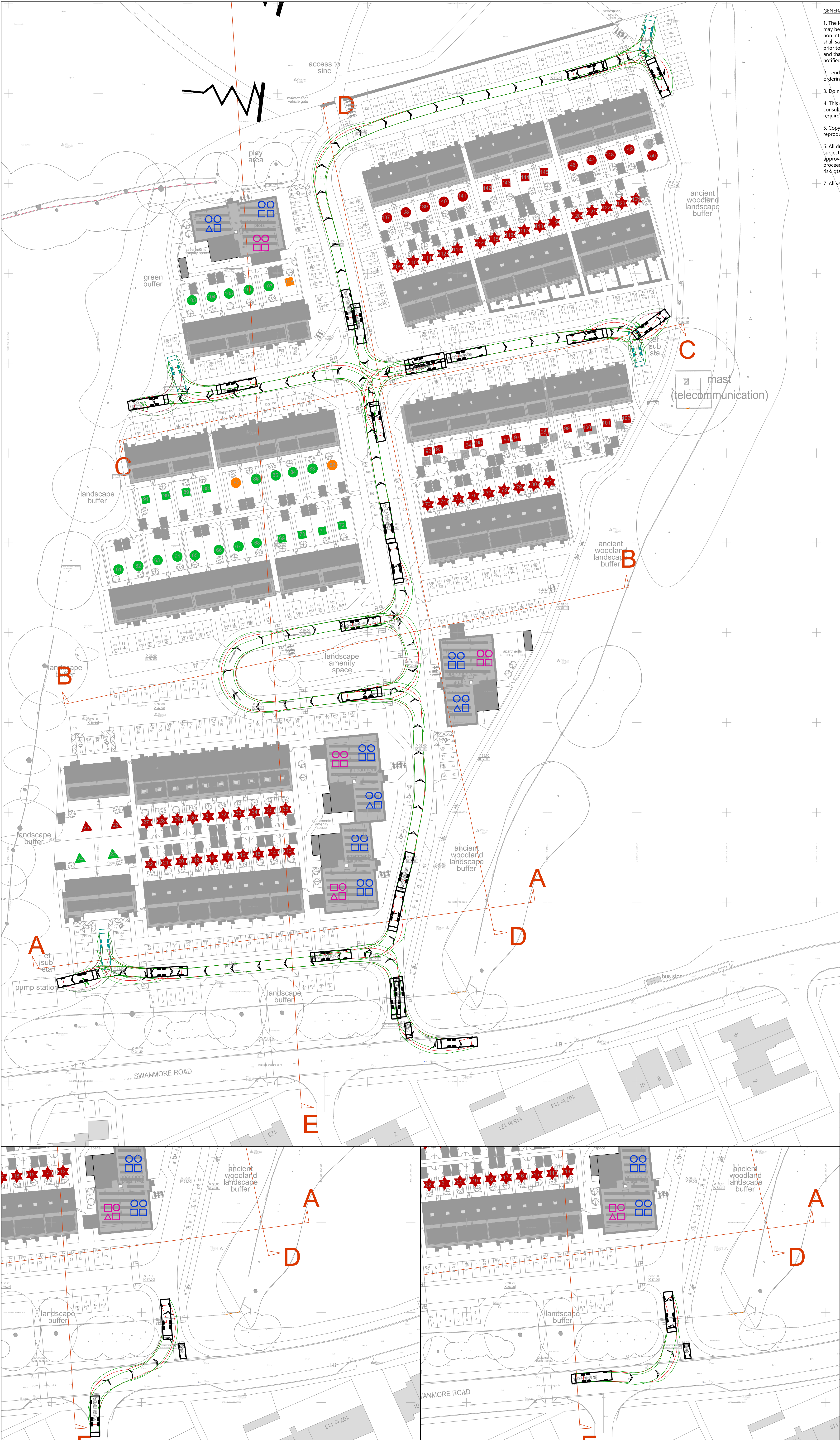
Vehicle wheels outline



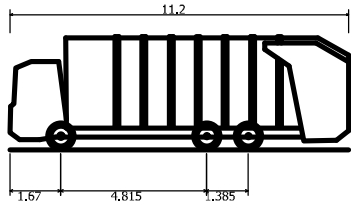
Vehicle Body envelope

VEHICLE TRACKING SPEED = 10mph

P2	Updated layout	13.01.2023	JMW	RW
P1	INITIAL ISSUE	09.09.2022	ART	RW
Rev	Amendments	Date	Dsn	Chk
Status				
FOR PLANNING				
Client				
PORTSMOUTH CITY COUNCIL				
Architect				
Project				
CABBAGEFIELD ROW HAVENT				
Title				
FIRE APPLIANCE VEHICLE TRACKING				
Date		Scale @ A1		
SEPT 2022		1:500		
Clients Ref.		Project Ref.		
		10731		
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Drawing Number			Rev.	
10731/2201			P2	



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Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to kerb Turning Radius	9.500m



Vehicle wheels outline



Vehicle Body envelope

VEHICLE TRACKING SPEED = 10mph

P5	Updated to latest layout	13.01.2023	JMW	RW
P4	Updated to latest layout	09.09.2022	ART	RW
P3	Updated to comments	23.03.2022	JMW	RW
P2	Updated to latest layout	26.01.2022	JMW	RW
P1	INITIAL ISSUE	09.07.2021	JMW	RW
Rev	Amendments	Date	Dsn	Chk

Status		FOR PLANNING	
Client		PORTSMOUTH CITY COUNCIL	
Architect			
Project		CABBAGEFIELD ROW HAVENT	
Title		REFUSE VEHICLE TRACKING	
Date	JULY 2021	Scale @ A1	1:500
Clients Ref.		Project Ref.	10731
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Drawing Number		10731/2200	Rev. P5