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Enquiries To Holly Drury
Direct Line 0370 779 3193
Date 17 October 2022

My reference 047135
Your reference APP/22/00681
Email havantdc@hants.gov.uk

Dear Sir,

Havant Thicket, adjacent to Sir George Staunton Country Park, Middle Park Way, Havant

Application for approval of all Reserved Matters relating to Phase 1 (northern access route from Manor Lodge Road (B2149)) of the Havant Thicket Reservoir Project (Hybrid permission APP/20/00990) and approval of condition Nos: 2, 13, 20, 27, 28, 32, 36, 37, 38 and 39 also in relation to the northern access route

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

The applicant is seeking Reserved Matters approval for Phase 1 of the planning permission granted under planning reference APP/20/00990 for Havant Thicket Reservoir. The application also seeks approval on the discharge of a number of planning conditions associated with the extant consent, however none of these conditions relate to highway matters.

The Highway Authority have reviewed the submitted information and wish to make the following comments.

Site Access Road

General arrangement drawings for the site access road have been submitted in drawing numbers HTR-ATK-AR-RE-DR-D-0017, HTR-ATK-AR-RE-DR-D-0018, HTR-ATK-AR-RE-DR-D-0019 which show the alignment and construction of the road

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between the site access onto the B2149 and the edge of the redline boundary for Phase 1.

Through the extant hybrid consent, the principle of the access road and passing places was accepted, subject to seeing additional information at the reserved matters stage to demonstrate how the passing bays would be accommodated within the design. A total of 8 passing places have been included, spaced at different intervals along the route into the site. Whilst visibility splays have not been provided along the access road, nor the bend between Ch 790 – Ch 850, it is noted that there is no landscaping proposed to restrict the available forward visibility on the inside of this bend whilst it is likely to be considered acceptable the achievable forward visibility should be provided. The remaining road alignment is generally straight, meaning the visibility appears achievable along the access road.

Whilst the principle of the route has been accepted, the Highway Authority require some further information to confirm that the route will be safe and suitable for use. A Stage 1 Road Safety Audit should be undertaken to confirm whether there are any safety concerns which need to be addressed. A Collision Risk Assessment should also be undertaken in accordance with HCC TG14 to confirm that there is a low collision risk for vehicles leaving the highway and entering the site.

No swept path analysis has been undertaken along the access road to confirm that a suitable carriageway width is provided adjacent to each passing bay to allow for a vehicle to safely pass. Tracking is therefore required to demonstrate that two large family cars can pass at each passing place along the access road.

The likelihood of two vehicles meeting along the access road is considered to be low during day-to-day operation of the site; however, this is likely to increase whilst there are events taking place or during peak demand. A condition is therefore required to provide an Event Management Plan to confirm how the additional movements will be managed whilst events are taking place at the reservoir. The applicant is required to confirm their acceptance towards this condition.

It is noted that an Arboricultural Report has also been submitted by the applicant to address the ecological impacts of the development; however, because these impacts are off the highway, this document has not been reviewed.

Recommendation

The Highway Authority require the following additional information before a recommendation can be made on the reserved matters application:

- Stage 1 Road Safety Audit of the access road;
- Collision Risk Assessment undertaken in accordance with TG14; and
- Swept path analysis of each passing bay.

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

Yours Faithfully,

Holly Drury
Principal Transport Planner - Highways Development Planning

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