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Enquiries To Sophie Osborne

Direct Line 0370 779 5232

Date 22 November 2022

My reference 047588

Your reference APP/22/00829

Email havantdc@hants.gov.uk

Dear Madam,

Former Dairy Crest Depot, Dunsbury Way, Havant

Application for Approval of Reserved Matters (Appearance, Layout, Landscaping and Scale) pursuant to Outline Planning Permission ref. APP/18/01109, for the erection of 72 dwellings, together with communal amenity space, drainage, parking and associated infrastructure, landscape, ancillary and site preparation works, with access off Fulflood Road.

Thank you for your consultation on the above reserved matters planning application. The Highway Authority wish to make the following comments.

Policy Status

The planning statement provides a summary of the relevant transport planning policies.

Outline Planning Consent

Outline planning consent (ref. APP/18/01109) was granted for the development of 74 dwellings. At the outline stage, matters regarding the principle of vehicular access, sustainable access, trip generation and distribution were agreed with the internals subject to reserved matters planning consent.

Site Access

Access to the site is via Fulflood Road with the principle of the access from Fulflood Road agreed at the outline stage. It is noted that under the outline consent two cars were able to pass at the site access and along the access road. The Highway Authority

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however require further details at the reserved matters stage to ensure that the access is suitable to progress through the Section 278 design check process. Therefore, the following further information is required from the applicant:

- Detailed design drawing showing the site access;
- Visibility splays shown in accordance with HCC TG3 guidance;
- Stage One Road Safety Audit (RSA1) of the site access proposals;
- Tracking of a fire tender past a car at the site access

It is understood that no footway improvements were secured under the outline planning application. The current footway along the eastern side of Fulflood Road is substandard in width and should be widened to a minimum of 2.0m to allow for two-way pedestrian flow. It is anticipated that this will be a key pedestrian route to access Dunsbury Way and should be improved. No tactile crossing facilities have also been provided at the site access and should also be provided.

Comments above relating to the access proposals are subject to the findings of the RSA1. The RSA1 should be submitted alongside a designer's response for consideration.

Parking Provision

The applicant proposes that vehicle and cycle parking will be provided in accordance with Havant Borough Council's Parking Supplementary Planning Document. The applicant proposes 76 unallocated parking spaces for residents and visitors and 136 cycle parking spaces to be provided within a secure communal bike store.

The width of the parking spaces should be provided for consideration. These should be in accordance with the requirements as laid out within Havant's Parking SPD.

No hardstanding has been provided around the back of some parking spaces and should be provided.

In line with the outline permission, it is noted that an under provision of parking has been provided however an over provision of cycle parking has been provided to encourage sustainable travel to and from the site. It is Havant Borough Council's responsibility as Local Parking Authority to confirm whether this under provision in parking would be acceptable. The Highway Authority will be satisfied subject to written confirmation from Havant Borough Council that this is acceptable.

Internal Road Network

The internal road network of the site has been updated following the outline planning consent. The updated masterplan appears to be lacking footways for residents to access the building upon alighting from their vehicle. Further consideration should be given to pedestrian mobility through the parking area to ensure they are able to access

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the residential block in a safe and appropriate manner. This should include footways throughout the parking court along with dropped kerbs and tactile paving. In particular, a footway should be provided on the landscaped strip to the left of the parking court providing permeability for pedestrians from the bottom of the parking area to the residential building.

The width of the access road should be confirmed to ensure two vehicles are able to pass upon entering the site. Tracking should also be provided for two cars passing each other along the access road considering the layout has been revised since the outline planning stage. Additionally, the aisle width between parking spaces should also be confirmed to ensure there is appropriate space for vehicles to manoeuvre into spaces.

Confirmation is requested on how access to the cycle stores is to be achieved. Is a shared use path to be provided from the site access along Fulflood Road to run along the frontage of the cycle stores? Or are cyclists expected to cycle on carriageway within the parking area and then access the cycle store. Further consideration should be given to the above. If cyclists are expected to cycle on carriageway further connections should be provided from the parking area to the cycle store as shown below:



Refuse/Servicing:

The design and access statement confirms that kerbside collection is proposed for the development meaning a refuse vehicle will not need to enter the site to and manoeuvre. The applicant should confirm the carry distances for refuse collection and ensure they meet the guidelines as laid out in Manual for Streets.

A fire tender is to enter the parking court with remote dry risers present to prevent the vehicle from driving directly behind the building within the parking court. This is agreed.

Revised tracking should be submitted along with the dimensions of the fire tender, along with tracking speeds for consideration. The current layout means the fire tender runs tight to parking spaces meaning any overhang of vehicles would obstruct the fire tender from manoeuvring appropriately.

Levels

No levels plan has been provided. Final level details will be secured through an appropriate planning condition to be submitted prior to commencement.

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Drainage

No detailed drawings regarding the drainage proposals have been submitted. The details of the drainage strategy can be secured through an appropriate planning condition to be provided prior to commencement. The detailed drainage should be designed in a way to ensure that no water is to drain onto the highway preventing any potential highway safety issues that may occur from standing water.

Street Lighting

Details of street lighting have been submitted however it is noted these will be internal and therefore private lighting arrangements. It is the responsibility of the LPA therefore to suitably condition any street lighting proposals and provide comments on the proposals. The Highway Authority have no comments to make on the lighting specifications submitted.

Recommendations

Having regard to the above, the Highway Authority require the above further information requested before a formal recommendation can be made:

- Detailed design drawing of the site access;
- Stage One Road Safety Audit (RSA1) of the site access;
- Tracking of a fire tender past a car at the site access;
- Visibility splays shown in accordance with HCC TG3 at the site access;
- Footway along Fulflood Road is substandard in width and should be widened to a minimum of 2.0m;
- Tactile crossing facilities should be provided at the site access;
- Width of parking spaces should be provided;
- Further consideration should be given for pedestrian mobility through the parking area to ensure a safe and suitable access to the apartment block – for example provision of footways as well as dropped kerbs and tactile paving throughout;
- Width of the access road should be confirmed;
- Tracking should be provided for two cars passing along the site access road considering this has been revised since the outline stage;
- Aisle width between parking spaces should be confirmed;
- Confirmation requested on how access to the cycle store is to be achieved;

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- No hardstanding has been provided around the back of some parking spaces and should be provided;
- Carry distances for refuse collection should be confirmed and ensure they meet the guidelines as laid out within Manual for streets; and
- Revised tracking should be submitted along with dimensions of the fire tender and tracking speeds submitted for consideration

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

Yours faithfully,

Sophie Osborne
Transport Planner – Highways Development Planning

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