

Appendix F

Site Layout Plan



sinc designated
grasslands
retained as public
open space

notes

this drawing is the copyright of the pdp architecture llp and must not be reproduced in whole or part or used for the execution of works without their permission.

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.

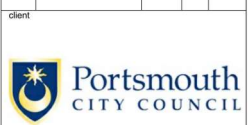
all structural work is subject to the appointment of a structural engineer to confirm and agree the structural proposals.

os promap licence no. 100020449.

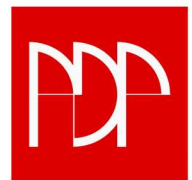
health & safety

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



PLANNING



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www.pdp-architects.co.uk

project	Proposed Development Cabbagefield Row Swanmore Rd, Leigh Park Site Layout Plan			
drawn	MAS	checked	IR	
date	May 2021	status	Planning	
a1 scale	1:1000	a3 scale	28079-PD111	E

site layout plan

Appendix G

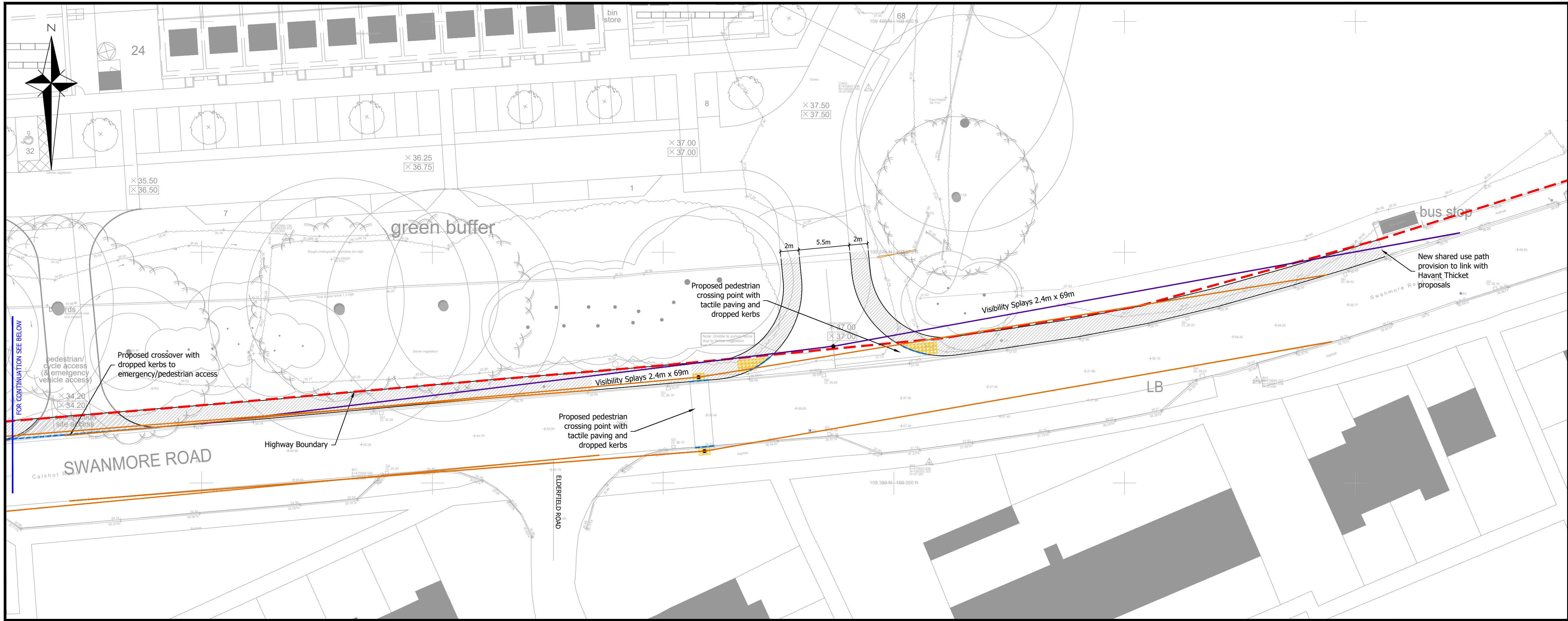
Highway Boundary Plan



This plan is made on the basis of information at present available to the County Council and is made on the distinct understanding that, in the absence of negligence, neither the County Council nor I as an officer of the Council is to be held responsible should you rely on this statement and consequently suffer damage

Appendix H

Access Plan

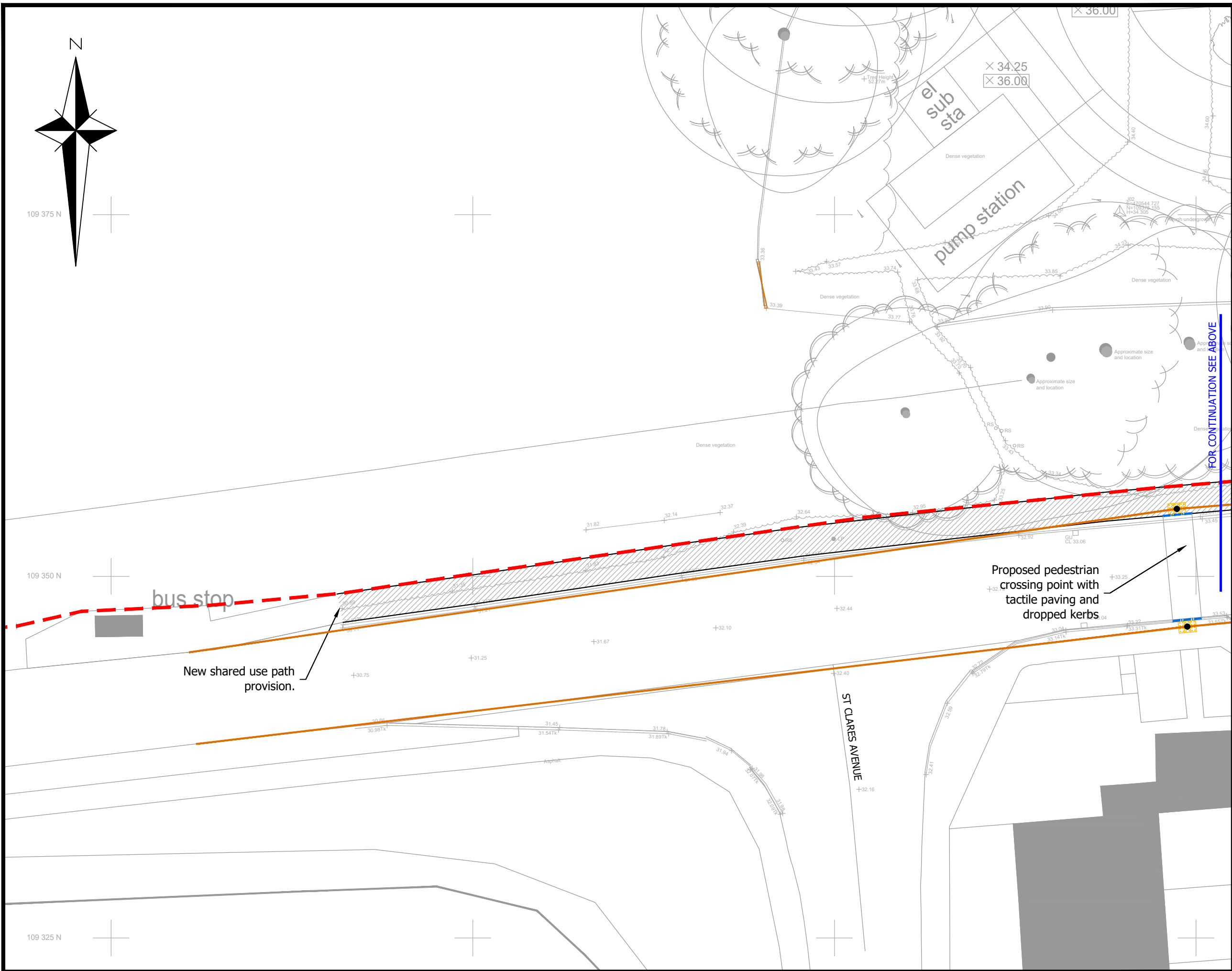


GENERAL NOTES

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.
2. Tender or billing drawings shall not be used for construction or the ordering of materials.
3. Do not scale. All dimensions and levels to be site confirmed.
4. This drawing shall be read in conjunction with all relevant architects, consultants drawings and specifications, together with H&S plan requirements.
5. Copyright : This drawing must not be copied, amended nor reproduced without the prior written agreement of gta.
6. All drawings specifications and recommendations made by gta are subject to Local Authority and other relevant Statutory Authorities approval. Any works or services made abortive due to the client proceeding prior to these approvals is considered wholly at the Clients risk. gta hold no responsibility for resulting abortive works or costs.

KEY

- 2.4m x 69m Visibility Splays
- 69m Pedestrian Visibility Splays
- Highway Boundary



A-A

Datum: 36.000M AOD

EXISTING CHAINAGE (m)

EXISTING LEVELS (m)

PROPOSED CHAINAGE (m)

PROPOSED LEVELS (m)

SECTION THROUGH EASTERN VISIBILITY

1:500

P3	Updated to comments	26.07.2021	JMW	LS	
P2	Updated to comments	25.06.2021	JMW	LS	
P1	INITIAL ISSUE	21.05.2021	JMW	LS	
Rev	Amendments	Date	Don	Chk	
Status					
FOR PLANNING					
Client					
PORTSMOUTH CITY COUNCIL					
Architect					
Project					
CABBAGEFIELD ROW HAVENT					
Title					
ACCESS PLAN					
Date		Scale @ A1			
MAY 2021		1:250			
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.	
10731/101				P3	

Appendix I

Census 2011 Car Ownership Data

KS404EW - Car or van availability

ONS Crown Copyright Reserved [from Nomis on 8 July 2021]

population All households; All cars or vans
units Households
date 2011
rural urban Total

Cars	ualad09:Havant		Isoa2011:E01022966 : Havant 006C		msoa2011:E02004767 : Havant 006		ward011qs:E05004578 : Warren Park	
	number	%	number	%	number	%	number	%
All categories: Car or van available	51,311	100.0	516	100.0	2,247	100.0	2,853	100.0
No cars or vans in household	10,623	20.7	154	29.8	704	31.3	982	34.4
1 car or van in household	21,762	42.4	222	43.0	967	43.0	1,229	43.1
2 cars or vans in household	14,343	28.0	111	21.5	465	20.7	488	17.1
3 cars or vans in household	3,424	6.7	24	4.7	89	4.0	119	4.2
4 or more cars or vans in household	1,159	2.3	5	1.0	22	1.0	35	1.2
sum of all cars or vans in the area	65,856	-	537	-	2,257	-	2,715	-
Cars per unit		1.28		1.04		1.00		0.95

- These figures are missing.

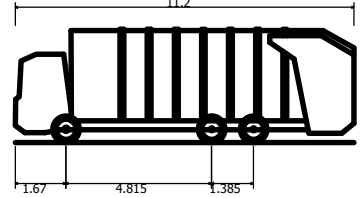
In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

Appendix J

Refuse Vehicle Tracking 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.
 2. Tender or billing drawings shall not be used for construction or the ordering of materials.
 3. Do not scale. All dimensions and levels to be site confirmed.
 4. This drawing shall be read in conjunction with all relevant architects, consultants drawings and specifications, together with H&S plan requirements
 5. Copyright : This drawing must not be copied, amended nor reproduced without the prior written agreement of gta.
 6. All drawings specifications and recommendations made by gta are subject to Local Authority and other relevant Statutory Authorities approval. Any works or services made abortive due to the client proceeding prior to these approvals is considered wholly at the Clients risk. gta hold no responsibility for resulting abortive works or costs.



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

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	
 Civils & Transport Gloucester House, 66a Church Walk, Burgess Hill, West Sussex, RH15 9AS Tel:01444 871444 Web: www.gtacivils.co.uk				
Drawing Number			Rev.	P1
10731/2200				

Appendix K

Stage 1 Road Safety Audit TRICS Output

**Swanmore Road
Havant
PO9**

PROPOSED SITE ACCESS & INFORMAL CROSSINGS

STAGE 1 ROAD SAFETY AUDIT

Report No. EC/2021/07/GTA2

July 2021



Prepared by:

EC ROAD SAFETY LIMITED

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AUTHORISATION SHEET

Client: Rachel Stevenson - GTA Civils & Transport Limited

Project: Propsoed Site Access & Informal Crossings

Address: Swanmore Road
Havant
PO9

PREPARED BY

Name: Paul Nevard

Position: Director – EC Road Safety Limited

Date: 14 July 2021

AGREED BY

Name: Vinny Rey

Position: Traffic Engineer / Road Safety Auditor

Date: 15 July 2021

AUTHORISED FOR ISSUE

Name: Paul Nevard

Position: Director – EC Road Safety Limited

Date: 15 July 2021

DISTRIBUTION

Issue No.	Issued To	Date Issued
1.	Rachel Stevenson – GTA Civils & Transport Limited	15/07/2021
2.	Office Copy	15/07/2021

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1. INTRODUCTION

1.1 General

1.1.1 EC Road Safety Limited has been commissioned by GTA Civils & Transport Limited to undertake a Stage 1 Road Safety Audit on the proposed vehicular access onto Swanmore Road, which also includes two pedestrian crossings, together with new shared use path provisions on the north side of Swanmore Road to tie in with existing provisions. The scheme also includes new shared footway/cycle access provision along Swanmore Road (west of the Pennerly Court bus stops). The outline planning permission is for up to 150 new residential dwellings on the site, together with the new priority junction on Swanmore Road in the south-east corner of the site. A second emergency only access is proposed in the south-west corner of the site onto Swanmore Road.

1.1.2 Furthermore, the scheme also proposes informal crossing points across the new junction and the sightlines to be achieved are indicated on the plan. This audit therefore seeks to assess the proposed access arrangements associated with the new development in terms of road safety and the likely impact on the public highway network.

1.1.3 The development site is located on Swanmore Road, Havant, a town in the south-east corner of Hampshire, between Portsmouth and Chichester. The site fronts a large residential housing estate. There is currently a footway to the south side, with bus stops located on each side of Swanmore Road. On the side of the road where the proposed access will be serving the new development, there are no footways. Street lighting is present along the route.

1.1.4 The Road Safety Audit Team (approved by Rachel Stevenson - GTA Civils & Transport Limited) consisted of:

Paul Nevard
MSc, BA (Hons) CMILT, MCIHT, MSoRSA
RSA, Cert. Comp

Director – EC Road Safety Ltd
Principal Traffic Engineer
Road Safety Audit Team Leader

Vinny Rey
BEng (Hons) MCIHT, MSoRSA
RSA, Cert. Comp

Traffic Engineer
Road Safety Audit Team Member

1.1.5 The Road Safety Audit Brief issued by Rachel Stevenson (GTA Civils & Transport Ltd) to the Audit Team and subsequently accepted in June 2021 by the Audit Team consisted of the following plan:

- **10731_101_P2_Access Plan**

1.1.6 The Audit Team examined the original Audit Brief and plans on Tuesday 13th July 2021 and the site was subsequently examined by Paul Nevard and Vinny Rey together on Wednesday 14th July 2021 between 12.00 and 12.30 hours. The weather during the daytime site visit was dry and bright. The carriageway surface was dry at the time of audit. Traffic flows were low to moderate and vehicle speeds were observed as being low. Cycle flows and pedestrian use was low at the time of the audit.

1.1.7 No details of drainage, personal injury collisions, or strategic signage have been provided. These issues are not, therefore, considered further in this report except where it is considered that the absence of them could contribute to a road safety concern or if it is felt necessary for careful consideration with any subsequent Stage 2 Road Safety Audit.

- 1.1.8 The Road Safety Audit also comprised of an examination of the documents forming the Audit Brief supplied to the Road Safety Audit Team and are referenced in Appendix A of this report. The location of any problems raised can be found within the report, photographed for reference, or referenced in Appendix B of this report. If no problems are identified, only a location plan will be provided for reference in Appendix B.
- 1.1.9 The terms of reference of the Road Safety Audit are as described in the Highways England General Principles and Scheme Governance General information GG 119 Road Safety Audit. The Road Safety Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria. This Road Safety Audit has not considered structural safety or checked for compliance to standards. This safety audit does not perform any "Technical Check" function on these proposals. It is assumed that the Project Sponsor is satisfied that such a "Technical Check" has been successfully completed prior to requesting this safety audit.
- 1.1.10 This Road Safety Audit has been undertaken based on the Road Safety Audit Team's previous experience and knowledge in undertaking Accident Investigation, Road Safety Engineering and Road Safety Audits. No member of the Road Safety Audit Team has had any previous input to the design of the scheme. The audit has been carried out with the sole purpose of identifying any features of the design that could be removed or modified to improve the safety of the scheme. The problems identified have been noted in this report together with suggestions for safety improvements, which we recommend should be studied for implementation.

1.2 Purpose of Scheme

The purpose of the scheme is a proposed new development with a new access onto Swanmore Road. Additional changes are also proposed including a new footway, shared use cycle path and informal crossing points.

2. PROBLEMS IDENTIFIED IN PREVIOUS ROAD SAFETY AUDITS

No previous audits have been supplied to the Audit Team and the Audit Team believe that none have been produced.

3. PROBLEMS IDENTIFIED AT THIS STAGE 1 ROAD SAFETY AUDIT

3.1 General

3.1.1 PROBLEM

Location: Swanmore Road (northern side)

Summary: Risk of cycle and pedestrian injury due to footway obstructions.

Detail: There are currently various items of street furniture in place where the new proposed footway will be provided. This includes lamp columns, signposts, overhanging vegetation and trees. The shared use path would require a level surface and one without pinch points and obstructions. If these are not relocated to suitable positions, they would be a road safety concern resulting in injury to cyclists or pedestrians.



RECOMMENDATION

Footway obstructions to be removed and street furniture to be relocated where appropriate.

3.1.2 PROBLEM

Location: Swanmore Road site access / junction

Summary: Risk of pedestrian injury due to conflict with vehicles turning into the junction.

Detail: An informal crossing is proposed that is set back into the new access / junction. The tactile paving and pedestrian dropped kerbs will allow pedestrians to cross the new access road. However, this would be located off the pedestrian desire line and therefore it is more likely that pedestrians will cross the mouth of the junction. The informal crossing should therefore be designed with the desire line in mind.

RECOMMENDATION

Informal crossing / dropped kerbs and tactile paving to be re-positioned closer to the junction access and pedestrian desire line.

3.1.3 PROBLEM

Location: Shared cycle path / footway and existing carriageway

Summary: Lack of continuity for cyclists could result in driver and cyclist conflict and subsequent collisions.

Detail: The plans do not indicate where the existing cycle path (located on the carriageway) will be provided and how cyclists will join the new shared footway. There was concern during the site investigation regarding where cyclists will adjoin the shared cycleway / footway from the existing carriageway. The existing cycle lane appears confusing in various parts and unclear on the expectation for a cyclist using the route. As a result of overall disjointed cycle facilities and confusing continuity, this could give rise to cyclist and driver conflict.

RECOMMENDATION

Provide sufficient dropped kerbs from the carriageway to the footway to allow cyclists to adjoin the cycle path. Review and extend the designated areas for cyclists to ensure that there is a clear strategy along the entire route.

3.2

Local Alignment

No problems identified in this category at this stage.

3.3

Junctions

No problems identified in this category at this stage.

3.4 Non-Motorised User Provision

3.4.1 PROBLEM

Location: Swanmore Road – proposed informal crossing

Summary: Risk of injury to partially sighted and/or vulnerable pedestrians due to position of steps and lack of warning.

Detail: The proposed informal crossing is located across Swanmore Road, leading from the new northern footway to the existing footway on the southern side. However, this crossing will be placed directly in front of existing steps that lead up from the grass verge and housing estate. Without adequate hazard warning paving or a change in levels, a partially sighted or vulnerable pedestrian could cross the road and whilst trying to position themselves and find the back edge of the footway, trip on the steps and/or change in footway level causing injury.



RECOMMENDATION

Additional hazard warning paving should be provided, or the footway level amended accordingly.

3.5 Road Signs, Carriageway Markings & Street Lighting

No problems identified in this category at this stage.

End of list of Problems identified and Recommendations offered in this Stage 1 Audit

4. AUDIT TEAM STATEMENT

We certify that this audit has been carried out in accordance with GG119.

AUDIT TEAM LEADER

Paul Nevard

Signed:



Date: 15/07/2021

AUDIT TEAM MEMBER

Vinny Rey

Signed:



EC Road Safety Ltd
1 Draven Close
Hayes
Bromley
Kent
BR2 7PN
United Kingdom

Date: 15/07/2021

Tel: 07508 76 76 96

Email: audits@ecroadsafety.co.uk

APPENDIX A

List of documents and plans considered during this Stage 1 Road Safety Audit:

- **10731_101_P2_Access Plan**

Location of problems identified during this Stage 1 Road Safety Audit:



Appendix L

Designers Response

Stage 1 Road Safety Audit Designers Response

Proposed Development:

Cabbagefield Row,

Swanmore Road,

Leigh Park



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3	Conclusion	5

Schedule of Appendices

A	Email Confirmation from Auditor
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Issue	Issue date	Compiled	Checked	Authorised
1	03-08-2021	RS	RW	RW

1 Introduction

- 1.1 EC Road Safety Limited has been commissioned by GTA Civils & Transport Limited to undertake a Stage 1 Road Safety Audit on the proposed vehicular access onto Swanmore Road. The scheme also includes:
- New shared use path provisions on the north side of Swanmore Road to tie in with existing provisions;
 - Two pedestrian crossings on Swanmore Road;
 - New shared footway/cycle access provision along Swanmore Road (west of the Pennerly Court bus stops);
 - Informal crossing points across the new junction and the sightlines to be achieved are indicated on the plan.
- 1.2 The outline planning permission is for up to 150 new residential dwellings on the site, together with the new priority junction on Swanmore Road in the south-east corner of the site. A second emergency only access is proposed in the south-west corner of the site onto Swanmore Road.
- 1.3 The Audit Team examined the original Audit Brief and plans on Tuesday 13th July 2021 and the site was subsequently examined on Wednesday 14th July 2021 between 12.00 and 12.30 hours. The weather during the daytime site visit was dry and bright. The carriageway surface was dry at the time of audit. Traffic flows were low to moderate and vehicle speeds were observed as being low. Cycle flows and pedestrian use was low at the time of the audit.

2 Designers response to the RSA1

2.1 Four points were raised through the RSA1 process. This is listed in **Table 2.1** below, together with the recommendation and Designer's Response.

Table 2.1 RSA1 Problems, Recommendations & Designer's Response

Problem	Location	Description	Recommendation	Designer's Response
3.1.1	Swanmore Road (northern side)	There are currently various items of street furniture in place where the new proposed footway will be provided. This includes lamp columns, signposts, overhanging vegetation and trees. The shared use path would require a level surface and one without pinch points and obstructions. If these are not relocated to suitable positions, they would be a road safety concern resulting in injury to cyclists or pedestrians.	Footway obstructions to be removed and street furniture to be relocated where appropriate.	Noted – Relevant street furniture will be relocated accordingly and will be included at the detailed S278 design stage.
3.1.2	Swanmore Road site access / junction	An informal crossing is proposed that is set back into the new access / junction. The tactile paving and pedestrian dropped kerbs will allow pedestrians to cross the new access road. However, this would be located off the pedestrian desire line and therefore it is more likely that pedestrians will cross the mouth of the junction. The informal crossing should therefore be designed with the desire line in mind.	Informal crossing / dropped kerbs and tactile paving to be re-positioned closer to the junction access and pedestrian desire line.	Design amended accordingly, and shown in Appendix H of the TA.
3.1.3	Shared cycle path / footway and existing carriageway	The plans do not indicate where the existing cycle path (located on the carriageway) will be provided and how cyclists will join the new shared footway. There was concern during the site investigation regarding where cyclists will adjoin the shared cycleway / footway from the existing carriageway. The existing cycle lane appears confusing in various parts	Provide sufficient dropped kerbs from the carriageway to the footway to allow cyclists to adjoin the cycle path. Review and extend the designated areas	The new shared user path is provided on the northern side of Swanmore Road up to the bus stops as requested by HCC to link with the Havant Thicket proposals. At the time of writing the Havant Thicket

		and unclear on the expectation for a cyclist using the route. As a result of overall disjointed cycle facilities and confusing continuity, this could give rise to cyclist and driver conflict.	for cyclists to ensure that there is a clear strategy along the entire route.	application has not yet been decided. If the Havant Thicket proposals are refused, further details of the cycle provision can be reviewed at the detailed design S278 stage.
3.4.1	Swanmore Road – proposed informal crossing	The proposed informal crossing is located across Swanmore Road, leading from the new northern footway to the existing footway on the southern side. However, this crossing will be placed directly in front of existing steps that lead up from the grass verge and housing estate. Without adequate hazard warning paving or a change in levels, a partially sighted or vulnerable pedestrian could cross the road and whilst trying to position themselves and find the back edge of the footway, trip on the steps and/or change in footway level causing injury.	Additional hazard warning paving should be provided, or the footway level amended accordingly.	The crossing has been relocated slightly east, and is no longer in front of the steps as shown in Appendix H of the TA.

3 Conclusion

- 3.1 There were 4 problems raised through the RSA1 process, 2 of which have been resolved and are included on the access plan at Appendix H of the Transport Assessment. The 2 remaining problems raised will be resolved through the detailed design phase, and also subject to approval of the Havant Thicket proposal (ref: APP/20/00990). Therefore, the RSA1 has not raised any fundamental problems that cannot be resolved.

- End of Report -

Appendix A

Email Confirmation from Auditor

From: EC Road Safety <[REDACTED]>
Sent: 29 July 2021 21:08
To: [REDACTED]
Subject: RE: 10731 Cabbagefield Row, Swanmore Road, Havant - RSA1

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Rachel

Thank you for sending through the revised plans and confirmation of the changes that include:

3.1.2 Informal crossing re-positioned closer to the junction access and pedestrian desire line.

3.4.1 Relocated crossing slightly east, and is no longer in front of the steps as shown on the attached.

I can confirm that from a Road Safety Audit perspective, these would address the two concerns that were raised.

Regards

Paul Nevard
Director
MSc, BA (Hons), CMILT, MCIHT, HA RSA Cert. Comp.

EC Road Safety Limited
[REDACTED]
[REDACTED]
[REDACTED]



Civil Engineering - Transport Planning - Flood Risk

GTA Civils & Transport, Gloucester House, 66a Church Walk, Burgess Hill, West Sussex, RH15 9AS

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