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Date 4 April 2022

My reference 036196

Your reference APP/21/01451

Email havantdc@hants.gov.uk

Dear Sirs,

Southleigh Park House, Eastleigh Road, Havant, PO9 2PE

Reserved Matters application for the scale and appearance of the development, the landscaping of the site and the layout of buildings pursuant to Planning Permission ref. APP/17/00863 (B) (Outline Application (All Matters Reserved except means of access) for the demolition of 1983 office building and associated brick and glass corridor link and development of up to 70 residential units, associated landscaping, parking and infrastructure works). Request to Discharge Condition 17 of Planning Permission APP/17/00863 (B) as amended by APP/21/01292 (Design Code) and Condition 26 of Permission APP/17/00863 (B) (viability assessment).

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

The following highway information has been submitted and reviewed:

- Drawing number 21.034.101: Proposed Ground Layout;
- Drawing number 6281-MJA-SW-XX-DR-C-001: Highway Engineering Comments;
- Drawing number 6281-MJA-SW-XX-DR-C-002: Highway Engineering Levels;
- Drawing number 6281-MJA-SW-XX-DR-C-003: Drainage Strategy layout;

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- Drawing number 6281-MJA-SW-XX-DR-C-501: Fire appliance vehicle tracking layout;
- Drawing 6281-MJA-SW-XX-DR-C-500: Refuse Vehicle Tracking Layout;
- Drawing 6281-MJA-SW-XX-DR-C-100: Highway Sections Roads 1-3; and
- Drawing 6281-MJA-SW-XX-DR-C-101: Highway Sections Road 4

The Highway Authority comment on the above information as follows:

Proposed Highway Network

It is not clear whether the applicant is intending to offer the internal roads up for adoption by Hampshire County Council. Narrative is requested on this point. It is important to note that the no dig areas of the carriageway are unlikely to be adopted. Permeable paving will only be accepted if it comply's with current interim Hampshire County Council Technical Guidance TG6.4.

Road 2:

The current proposed road with for road 2 as the main spine road is unacceptable. A minimum road width of 5.5m is required.

Road 4:

3.7m road width at the top of road 4 is too narrow and must be amended to a minimum width of 4.8m. It is unclear how a vehicle is to access and egress the space for plot 53 with this road width.

A materials plan is required to be submitted as it is unclear whether road 4 is intended to be a shared surface or not due to no footway present. A materials plan would confirm this.

Visibility Splays

Visibility splays are compromised by visitor car parking and planting outside plot 26. 25m forward visibility is compromised by buildings outside of plots 19, 22, 29 and 60. Additionally, 25m forward visibility is compromised by the wall in road 2 north of Southleigh Park House. This is unacceptable. Drawing 6281-MJA-SW-XX-DR-C-001 should be updated showing visibility splays and forward visibility splays that are not compromised by 3rd party land. This may require a complete redesign of the internal road network.

Parking

The instanced of triple tandem parking for plots 4, 5, 6 and 7 is unacceptable, as it encourages people to park on what is already a tight carriageway arrangement. Any on street parking would prevent access for the refuse vehicle and emergency services and

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views should be sought from these consultees directly on the suitability of the arrangement.

Additionally, the edge visitor space outside plot 57 is too close to the pond and should be relocated elsewhere. Drawing 21.034.101 should be updated removing the instances of triple tandem parking and relocating parking spaces where necessary.

The following plots have parking spaces that are not thought to be accessible: 37, 47, 60 and 64. Tracking should be provided showing the ability of a standard size vehicle to access these parking spaces. Parking for plots 42, 43 and 46 are too close to access points and should be relocated.

Pedestrian Crossing Points

There are no dropped kerb tactile crossing facilities throughout the development. Drawing 21.034.101 should be updated with tactile crossing facilities.

Refuse Access

The refuse tracking currently does not work as the refuse vehicle manoeuvres cannot be undertaken within the bounds of the proposed carriageway in a number of different locations. No widening around bends contributes to this issue. The internal road network should be revised to allow for widening around bends to help contain the refuse vehicle within the correct side of the carriageway.

Tracking will be required to show the ability of a refuse vehicle to pass a parked car throughout the development. The current carriageway arrangement is considered far too narrow to accommodate at this at present. The Highway Authority would consider a revised arrangement should be put forward responding to the issues raised within this response along with the additional tracking information requested.

Stage One Road Safety Audit (RSA1)

It is noted that a Stage One Road Safety Audit has not been completed for the internal layout. It is recommended that this is submitted for the revised internal layout. Any comments regarding the internal road network will be subject to additional consideration on receipt of the RSA1.

Recommendations

The current proposals for the internal road network are unacceptable and will need to be revised. The Highway Authority require the following further information before a formal recommendation can be made:

- Clarification is required on whether the applicant is intending to offer the internal road network up for adoption by HCC;

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- Current proposed road width for road 2 is unacceptable and should be widened to a minimum width of 5.5m;
- 3.7m road width at the end of Road 4 is unacceptable and should be widened to a minimum width of 4.8m;
- Materials plan should be submitted;
- Clarification required as to whether road 4 is intended to be a shared surface or not;
- Drawing 6281-MJA-SW-XX-DR-C-001 should be updated showing visibility splays and forward visibility splays that are not compromised by 3rd party land – this may require complete redesign of the internal road network;
- Instances of triple tandem parking for plots 4, 5, 6 and 7 is unacceptable and should be redesigned;
- Tracking should be provided showing the ability of a standard size vehicle to access parking spaces for plots 37, 47, 60 and 64;
- Parking for plots 42, 43 and 46 are too close to the access points and should be relocated;
- Tactile dropped kerb facilities should be provided throughout the development;
- Widening should be provided around bends to allow a refuse vehicle to manoeuvre whilst staying within the correct side of the carriageway;
- Tracking required to show the ability of a refuse vehicle to pass a parked car throughout the whole development using the revised widths; and
- A Stage One Road Safety Audit should be submitted for the revised internal road network

Yours faithfully,

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