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Enquiries To Sophie Osborne

Direct Line

Date 18 January 2022

My reference 035677

Your reference APP/21/01259

Email havantdc@hants.gov.uk

Dear Sirs,

Phase 3B West of Waterlooville MDA, Land adjacent to and north of the Allotments, Forest End, Waterlooville

Reserved Matters Application for development within Berewood Phase 3b comprising 122 dwellings in total (20 of which are located within the Borough of Havant) associated amenity space, access, garages, parking, internal road, pathways and associated landscaping (matters of layout, appearance, access, landscape and scale) pursuant to application ref: APP/10/00828. Discharge of conditions 3, 6, (ii) a, b, d, e, f, h, i, j, k, l, m, n, 7, 11, 16 and 18

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

Drawing 25418-MBL-XX-00-DR-D-0100 shows the general arrangement of phase 3b. The following highway information has also been submitted and reviewed:

- Drawing 25418-MBL-XX-00-DR-0005 Phase 3B Visibility Splays drawing 1 of 3
- Drawing 25418-MBL-XX-00-DR-0006 Phase 3B Visibility Splays drawing 2 of 3
- Drawing 25418-MBL-XX-00-DR-0007 Phase 3B Visibility Splays drawing 3 of 3
- Drawing GTWVILLE3B/DR/01 Rev B Suds Pond A crossing section details
- Drawing GTWVILLE3B/DR/02 Rev A Suds Pond B crossing section details

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- Drawing GTWVILLE_P3B/SK/03 Rev B Proposed Suds ponds locations
- Drawing RSL.01 Phase 3B Refuse Strategy Layout
- Drawing 25418-MBL-XX-00-DR-D-0008 Phase 3B Swept Path Analysis drawing 1 of 4
- Drawing 25418-MBL-XX-00-DR-D-0009 Phase 3B Swept Path Analysis drawing 2 of 4
- Drawing 25418-MBL-XX-00-DR-D-0010 Phase 3B Swept Path Analysis drawing 3 of 4
- Drawing 25418-MBL-XX-00-DR-D-0011 Phase 3B Swept Path Analysis drawing 4 of 4

The Highway Authority comment on the above information as follows;.

Proposed Highway Network

Road 2

Road 2 seems to come to a sudden stop at the southern end, whilst from the highway infrastructure phasing plan (drawing number GTWVILLE2/SK/0034) this looks to tie into phase 8 in the future, currently the stretch of road is too long to have no form of turning head for refuse vehicles. The applicant is required to amend the plans to show a temporary turning head as an interim arrangement ahead of phase 8 being constructed.

Road 6

The Highway Authority require clarification on whether the northern section of this road is designed to be shared use or not. The southern section appears to show footway provision on both sides for short section dropping to just the western side only before disappearing completely. Currently, the general arrangement plan shows a 6.0m wide carriageway. It is recommended to the applicant that this road does not need to be this wide if it is not intended to be shared use. The houses on the eastern side of the road also don't have any clear areas for pedestrians outside the property frontage which directly meets the carriageway. Given that all other properties are either set away from the road or have footway provision this should be replicated as appropriate on road 6.

Road 7 and Road 8

6.0m reversing space is required for parking spaces. The end spaces for plots 94 and 95 in road 7 and plots 108 and 109 in road 8 either need to be removed or be provided with more space to allow for reverse manoeuvring into these spaces. A minimum aisle width of 6.0m is required for vehicles reversing out of driveways and/or perpendicular parking spaces.

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Footways and crossing points

In drawing 25418-MBL-XX-00-DR-D-0100 the Highway Authority require clarification of what the red line boundary is covering at the eastern end of the site. It is not clear whether the footway at the end of road 1 is to tie into the existing footway infrastructure at Forest End. The applicant should ensure that the proposed footway will tie into the existing network. Additionally, the applicant should explore the scope to create this into a shared use footway / cycleway connection increasing sustainable transport connections from the site to the wider network.

Behind the parking bay of road 5, the eastern side and end of road 6, end of road 7, end of road 9 and road 10, do not have the appropriate minimum 2.0m footway width. Drawing 25418-MBL-XX-00-DR-D-0100 should be amended to provide this minimum requirement. Additionally, the applicant should confirm whether a margin of 0.5m adjacent to the carriageway is to be provided for the maintenance of kerbs and service provision where no footway or verge is provided, or whether a footway will be provided where there is an absence.

There does not seem to be many non-junction crossing points provided; those that are provided are all located along road 1. The applicant should provide more crossing points to improve the pedestrian permeability throughout the site as well as providing crossing points for those users with reduced or impaired mobility. In particular, crossing points should be provided on road 2 east/westbound to allow pedestrian access into the adjacent town park phase of the Berewood development.

Visibility Splays

Drawing 25418-MBL-XX-00-DR-D-0005, 25418-MBL-XX-00-DR-D-0006 and 25418-MBL-XX-00-DR-D-0007 shows the forward visibility for certain locations in the development. The Highway Authority are satisfied with the visibility that has been shown, however, splays are missing for the following locations:

- Location A – forward visibility for vehicles around the bend (this should be 2.4m X 25m)
- Location E – junction visibility
- Location H – pedestrian visibility required at the crossing point

Additionally, some visibility splays look to be outside land that will be offered for adoption by the Highway Authority. The applicant should be made aware that all visibility splays should be within land that is to be adopted to ensure visibility splays can be maintained. The drawings should be updated to reflect this.

Parking

Visitor parking spaces are required to have a width of 2.4m. Drawing number

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25418-MBL-XX-00-DR-D-0100 suggests a 2.0m width for visitor spaces. The applicant should update this accordingly.

Refuse Access

The Highway Authority are satisfied that the refuse tracking shown in drawings 25418-MBL-XX-00-DR-D-0008, 25418-MBL-XX-00-DR-D-0009, 25418-MBL-XX-00-DR-D-0010 and 25418-MBL-XX-00-DR-D-0011 do not touch kerbs, overhang the centre of the carriageway or conflict with visitor parking spaces. Additionally, the super-large refuse reversing movements are contained within the carriageway and do not overhang the footways, cycleways, paths or verges. As such, the Highway Authority find the refuse access in and around phase 3B acceptable.

SUDS Features

The SUDS features shown in drawing GTWVILLE3B/DR/01, GTWVILLE3B/DR/02 and GTWVILLE_P3B/SK/03 look to be located too close to the highway. The applicant is required to confirm that the SUDS features will be located outside the 45-degree loading of the highway. SUDS features should also be located at least 5.0m from the edge of the carriageway.

Finally, the applicant should ensure that this phase proposal ties in with the exiting highway network.

Summary

Having regard to the above additional information and amendments to the plans provided is sought from the applicant before a formal recommendation can be made:

- Improvements to road 2, 6, 7 and 8 as laid out above;
- Clarification of what the red line boundary is covering at the eastern end of the site in drawing 25418-MBL-XX-00-DR-D-0100 – the applicant should ensure that the proposed footway ties into the existing footway infrastructure at Forest End;
- The minimum footway widths of 2.0m should be provided behind the parking bay of road 5, the eastern side and end of road 6, end of road 7, end of road 9 and road 10;
- Applicant should confirm whether a margin of 0.5m adjacent to the carriageway or a footway will be provided where there is an absence;
- Applicant should provide more non-junction crossing points throughout the development;
- Missing visibility splays should be provided for the locations laid out above;

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- Visibility splays that are located outside land offered for adoption by the Highway Authority should be located within the boundary;
- Visitor parking spaces are required to have a width of 2.4m;
- SUDS features should be located within at least 5.0m from the carriageway edge;
- Applicant should confirm that SUDS features will be located outside the 45-degree loading of the highway; and
- The applicant should ensure that this phase 3b proposal ties into the existing highway network

In the meantime, if the Planning Authority are minded to determine the application please do not hesitate to contact Sophie Osborne.

Yours faithfully,

Gemma McCart

Transport Team Leader – Highways Development Planning

Director of Economy, Transport and Environment
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