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<i>Date</i>	19 th August 2021	<i>Email</i>	Chris.hirst@hants.gov.uk

For the attention of Ms L Wells

Dear Madam

Land West of Hulbert Road, Havant - Outline planning application with all matters reserved except access for the development of up to 120 dwellings and associated improved site access, landscaping, footpaths, SuDS and other associated works on land to the west of Hulbert Road, Havant.

Thank you for re-consulting the Highway Authority on the above planning application. Following the Highway Authority's second response, the applicant has provided a new technical note, dated May 2021, to address the comments raised. Following a review of the latest technical note, the Highway Authority wish to make the following comments.

Purbrook Way/Hulbert Road Roundabout Safety Improvements

Within the Highway Authority's previous response, a contribution was sought to improve the safety of vulnerable road users at the Purbrook Way/Hulbert Road junction.

HCC's safety engineering team are currently reviewing safety improvement schemes at the roundabout; however, it has been noted that any safety changes are likely to be low cost improvements at this stage and are fully funded through our Safety Engineering Programme. For this reason, the Highway Authority will not require a contribution from this development towards safety improvements at the roundabout.

Pedestrian and Cycle Infrastructure

It is noted that the drawings indicate that the proposed northern footway works are to be constructed to a point south of the Dunsbury Roundabout, although

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the infrastructure would not connect into any existing/proposed facilities. Whilst there will be a new shared use path delivered from Dunsbury Park, this will not extend to the point at which the footway proposed through this development terminates. The applicant has therefore agreed to provide a crossing point and connecting infrastructure at the roundabout for pedestrians to access the facilities due to be provided as part of the Dunsbury Park scheme. The details of this arrangement can be agreed at the detailed design stage and will be secured through provision of an appropriate drawing to append to the S106 agreement.

The latest technical note states that an arboricultural assessment is being undertaken to establish the level of tree loss necessary to implement the proposed footway/cycleway works. The Highway Authority notes that an arboricultural assessment and tree protection plan have subsequently been uploaded to the planning portal which demonstrates the trees that will need to be removed to facilitate the proposed improvements.

To implement both the northern footway and southern footway/cycleway will require a number of trees to be removed on the western side of Hulbert Road. The Highway Authority has cross-referenced these plans against the adopted highway boundary and it appears that some of the trees sit within the adopted highway, meaning they will be subject to a CAVAT assessment and the Highway Authority will seek payment to this value to mitigate the loss of the asset and facilitate replacement tree planting as per TG15. The remaining trees to be removed are located within private land and therefore the applicant is required to confirm that they control all of the land necessary to undertake the tree removal.

A lighting specification document has also been supplied which provides further details on the ecological impacts of providing street lighting along Hulbert Road and also features suggested locations for the lighting columns. The lighting should be located suitably to avoid additional tree loss along Hulbert Road. It is considered that the exact location of the lighting can be agreed at the detailed design stage via discussions with HCC and the applicant's lighting engineer and ecologist which will help to manage unnecessary vegetation removal when implementing the lighting.

The work undertaken to date by the applicant demonstrates that a number of trees would need to be removed along Hulbert Road to facilitate the new footway and shared use path connections. The Local Planning Authority should therefore balance the proposed tree loss against the benefits provided by the proposed development to confirm whether the new footways should be provided. Should the LPA decide that the tree loss is not acceptable, the Highway Authority should be formally reconsulted for their updated recommendation on the application.

Site Access

Drawing number A096474 Rev P02 has now been provided which demonstrates the visibility available for right turning vehicles into the site. The

plan indicates that 145m forward visibility is available which is considered acceptable against the measured speeds.

Therefore, the principal of the site access arrangement is considered acceptable will be secured through the S106 agreement.

Speed Reduction Measures

The applicant is proposing to condition the requirement to provide the details of the speed reduction measures along Hulbert Road. The technical note suggests that measures which could be provided includes additional signage, street lighting and gateway features.

Because the vehicle access is not contingent on the speed reduction measures to achieve the required visibility splays, nor is there an identified safety issue linked to speeding on Hulbert Road, the Highway Authority agrees that the details can be conditioned and agreed post planning.

Junction Modelling

A revised summary of the junction modelling outputs for the Purbrook Way/Hulbert Road roundabout has been provided. The modelling now includes a 2021 baseline scenario and a 2026 (future year) scenario which factors development traffic associated with the proposed development and the traffic flows associated with the Land East of College Road (planning reference APP/19/01101) application.

The modelling demonstrates that the proposed development would not result in a severe impact on the roundabout. The highest observed Degree of Saturation (DoS) is 77.8% on the Purbrook Way (W) Entry under the 2026 PM peak + development + committed development scenario. Across the AM and PM peak 2026 scenarios, the development traffic flows impact on the DoS cannot be considered severe when considered against NPPF.

Recommendation

The applicant has satisfactorily overcome the Highway Authority's outstanding concerns with the proposed development. The Highway Authority therefore recommend no objection to the application, subject to the following S106 obligations and conditions:

S106 Obligations

- Prior to commencement of development, to enter into a highways agreement for the site access works and footway/cycleway works (including the connection works into the Dunsbury Park facilities) shown in principle in drawing numbers A096474-SK01 Rev B, A096474-SK02 Rev C and A096474-SK03 Rev A.
- Prior to occupation of development, to construct the site access works and footway/cycleway works to the satisfaction of the Highway Authority.

- Payment (by developer) of HCC fees in respect of approval (£1,500) and monitoring (£15,000) of the Framework Travel Plan.
- Provision of a bond, or other form of financial surety, in respect of measures within the Travel Plan prior to occupation.

Conditions

- A Construction Traffic Management Plan shall be submitted to, and approved in writing, by the Local Planning Authority (in consultation with Hampshire County Council Highway Authority) before development commences. This should include construction access, construction traffic routes and their management and control, parking and turning provision to be made on site, measures to prevent mud being deposited on the highway, adequate provision for addressing any abnormal wear and tear to the highway, and a programme for construction.

Reason:

In the interest of highway safety.

- Prior to commencement of development, to submit detailed designs for speed reduction measures on Hulbert Road to be agreed in consultation with the Highway Authority and to implement the agreed speed reduction measures on Hulbert Road prior to occupation to certificate of completion standard.

Reason:

In the interest of highway safety.