

Highway Authority Planning Response - Proposed Residential Development at Portsdown Hill Retail Park

Highway Network

The application was supported by a Transport Assessment (TA) that quantifies the amount and modes of all journeys, that the proposed development will generate, and investigates the impact of the increased traffic flow on the surrounding road network and junctions.

The Transport assessment has been reviewed by the Highway Authority and given the guidance in the National Planning and Policy Framework (NPPF) the proposed application can not be prevented or refused on transport grounds as the effect on the residual cumulative impacts of the development on the surrounding highway network can not be defined as severe.

Modes of Travel

A Draft Travel Plan was submitted with the application which includes initiatives and targets to encourage modal shift away from the private motor vehicles to other means of travel. If the application is successful the subsequently agreed Travel Plan will form part of a 106 Agreement

Layout of Estate.

The layout of the estate meets the recommendations contained within Manual for Street Design (MfS) guide. The detailed drawings within planning application submission demonstrate that the proposed layout can provide servicing arrangements for emergency vehicles, delivery vehicles, fire appliances and refuse vehicles. The layout also provides adequate parking for both vehicles and cycles on its completion and during the construction period when temporary parking for building operatives will be imperative.

The road and footway network will be built to an adoptable standard and will be maintained and managed by a company set up or selected by the developer. This maintenance agreement will be secured by means of a 106 Agreement.

A 106 legal agreement will be required to insure that general public have the right to pass and re-pass over the public area, road and footways to insure integration of the proposed development into the surrounding existing settlement.

It will be imperative that indiscriminate parking on the proposed residential roads is controlled to insure that the street layout is not made unsafe for its use by servicing, emergency and refuse vehicles . The implementation, control and enforcement of parking restrictions on this site will be secured by means of a 106 Agreement.

Parking

The Transport Assessment has justified the amount of parking provided (including cycle long term and short term storage) for each type of residential units proposed within the estate and meets the standards contained with the Havant Borough Council Parking Standards.

Site Access

The Head of Engineering Consultancy at HCC and the HCC S278 engineers have concluded that the proposal to modify the existing access to the site and the works to the Belmont Junction are adequate and acceptable for the purposes of the planning application. and also that they are suitable for progressing through a future Section 278 Agreement with HCC should the LPA resolve to grant planning permission..

..P Marshall

6 June 2013