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Hampshire County Council



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Enquiries to	Rob Hardyman	My reference	RH 6/3/13/139
Direct Line	01962 846832	Your reference	APP/12/00612
Date	4 October 2012	Email	rob.hardyman@hants.gov.uk

For the attention of David Eaves

Dear Sir

Outline application for the erection of 92 open market and affordable dwellings comprising 4No. 1 bedroom flats; 5No. 2 bedroom flats; 26No. 2 bedroom houses; 48No. 3 bedroom houses; 9No. 4 bedroom houses; new pumping station; new vehicular access from Brooklands Road including demolition of 2 dwellings; new pedestrian and cycle accesses onto Scratchface Lane and Portsdown Hill Road. (Revised Application.)

Thank you for passing the above application for comment. The application is a revised application to that submitted under APP/10/00497, which was refused permission due to the effect of noise from the A3(M) on future occupiers of the proposed development and also the failure to secure the associated planning obligations within a section 106 agreement.

The applicant subsequently appealed the decision to refuse permission and the appeal was dismissed in which the inspector accepted the previous highway recommendation for approval, as stated below;

34. *Access to the site would be from Brooklands Road, as envisaged in the LP Inspectors report. I recognise that the impact of the development on the local road network is a matter of considerable concern to local residents. However, the highway authority has carried out detailed investigations and concludes that road widths and alignments are adequate and there is sufficient capacity within the local road network to accommodate additional traffic from the development. Similarly, while there would be an increase in traffic using junctions in the wider network, the highway authority considers that there is sufficient capacity to absorb it. A highways objection to the proposal is not therefore justified.*

Director of Economy, Transport and Environment
Stuart Jarvis BSc DipTP FCIHT MRTPI

For completeness, a copy of the previous response to planning application APP/10/00497 from the County Council dated 15 December 2010 has been attached.

In addition to this the inspector considered the required contribution of £341,974 towards transport improvements including pedestrian and cycle routes, junction alterations and bus stop upgrades, the inspector concluded with the following;

- 31 *I consider that the provisions of the planning obligation would be necessary to make the development acceptable in planning terms. They would meet the tests of CIL Regulation 122 and the policy objectives of Circular 5/2005 and would overcome the impact on local infrastructure that the development would otherwise have in those respects.*

The application falls within the threshold for consideration by your highway engineer under the terms of the Highways Development Control Agency Agreement. However, previously the County Council provided comments on the proposed alterations to the existing highway which are to be agreed under the terms of a Section 278 Agreement. The current application does not propose any amendments to the proposed highway access and therefore the comments provided previously in relation to application APP/10/00497 remain valid.

Recommendation

The current application does not propose any amendments to the highway works as shown on drawing number 3356.006 rev B, therefore I can confirm that the County Council raises no objection to the scheme proposals in principle subject to the applicant entering in to a section 106 agreement to secure the above contribution and the following conditions which will require a subsequent Section 278 agreement;

- No development hereby permitted shall commence until such time as full details of the access arrangements for Brooklands Road as shown 'in principle' on drawing 3356.006 Rev B have been submitted to and approved by the Local Planning Authority. The works shall be carried out in accordance with the approved details prior to the commencement of development.

Reason: *In the interests of highway safety*

- A Construction Traffic Management Plan shall be submitted to and approved by the Local Planning Authority in writing before development commences. This shall, at least, include lorry routes, parking and turning provision to be made on site, measures to prevent mud from being deposited on the highway and a programme for construction. The agreed details shall be fully implemented before the development is commenced and retained during the construction period.

Reason: *In the interests of highway safety*

I trust that the above is clear, however, should you have any questions please do not hesitate to contact Rob Hardyman on 01962 846832.

Yours sincerely



Steve Jenkins

Team Leader - Highways Development Planning South & East

Cc Peter Marshall – Havant Borough Council



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Enquiries to	Ben Clifton	My reference	BC/6/3/13/139
Direct Line	01962 846761	Your reference	APP/10/00497
Date	15 December 2010	Email	ben.clifton@hants.gov.uk

For attention of David Eaves

Dear Sirs

Outline application for the erection of 92 No. open market and affordable dwellings comprising 4 No. one bed flats; 4 No. two bed flats; 31 No. two bed houses; 44 No. three bed houses; 9 No. four bed houses; new pumping station; new allotments; new vehicular access from Brooklands Road including demolition of 2 No. dwellings; and new pedestrian and cycle accesses onto Scratchface Lane and Portsdown Hill Road.

Thank you for the opportunity to comment on the above application. As stated in my letter dated 27th September 2010 to your authority, the application falls within the threshold for consideration by your highway engineer under the terms of the Highways Development Control Agency Agreement. However as the application proposals include alterations to the existing highway which are required to be agreed under the terms of a Section 278 Agreement, I would like to make the following comments on that particular aspect of the application.

The application contains proposals for access from the south to be provided from Brooklands Road. The proposals involve the complete or partial demolition or alterations to a number of properties on Brooklands Road to enable the proposed access to the site. I understand that the developer has entered into the necessary legal agreements with each house owner to secure the rights to these properties to enable the access to be achieved as proposed. I therefore submit my comments on that understanding.

Continued....



Certificate No FS 21845



Director of Environment
Stuart Jarvis BSc DipTP FCIHT MRTPI

The proposed access arrangements, as shown on drawing no. 3356.006 Rev B, show the access road coming through properties Nos. 34 and 36 Brooklands Road in order to accommodate a 5.5 metre width road, with a new priority junction proposed with Brooklands Road (priority to be given to the access road). Visibility splays are shown for vehicles stopping on Brooklands Road. It will be necessary for existing speeds to be measured on Brooklands Road to ensure that the visibility splays are adequate. I would therefore recommend that speed surveys are undertaken to the east of the proposed junction.

I would also require confirmation that the visibility splay from the junction to the west, passing to the side of No. 38, will be over land that will become adopted highway and not remain within private ownership.

For traffic exiting the proposed site, adequate visibility splays of at least 33 metres (subject to speed checks) are required. I would like confirmation that this can be achieved through the bend in the road in front of properties Nos. 32 and 30.

I note that a new vehicular access is proposed for properties No. 32 and 38 in the form of dropped kerbing onto the proposed access road. Further clarification will be required as to how these will interact and the risk of reversing vehicles in close proximity and onto the through road.

I also note that the corner radii for the proposed junction on Brooklands Road are different, with 6 metres radius on the western corner and 10 metres radius on the eastern corner. It is preferable that the corner radii at junctions are the same are kept as tight as possible, particularly in residential areas to help manage traffic speeds. I would therefore recommend that both radii are designed to 6 metres as this appears possible from a review of the plans.

Recommendation

I raise no highway and transportation objections to the scheme proposals in principle, subject to the following conditions:

- No development hereby permitted shall commence until such time as full details of the access arrangements for Brooklands Road as shown 'in principle' on drawing 3356.006 Rev B have been submitted to and approved by the Local Planning Authority. The works shall be carried out in accordance with the approved details prior to the commencement of development.

Reason: *In the interests of highway safety*

- A Construction Traffic Management Plan shall be submitted to and approved by the Local Planning Authority in writing before development commences. This shall, at least, include lorry routes, parking and turning provision to be made on site, measures to prevent mud from being deposited on the highway and a programme for construction. The agreed details shall be fully implemented before the development is commenced and retained during the construction period.

Reason: *In the interests of highway safety*

Continued...

I trust that the above is clear but should you wish to discuss this matter please do not hesitate to contact Ben Clifton on the above number.

Yours faithfully

Steve Jenkins
Team Leader - Highways Development Planning

cc: Peter Marshall – Havant Borough Council