

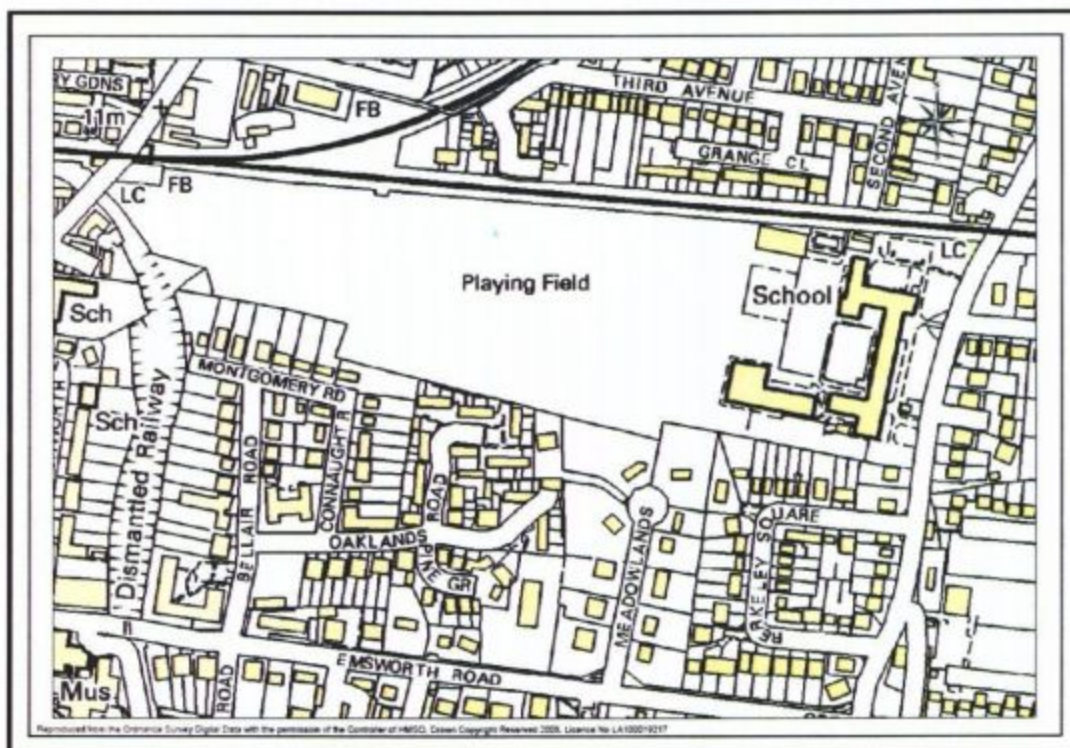
PERMIT

AMENDED

Design and Access Statement for Shared Use Cycle Pedestrian Path at Warblington School (Amendment)

Introduction

This Design and Access Statement has been prepared in support of the planning permission application to construct a shared cycle / pedestrian path to adoptable standard at Warblington School for a direct route from Havant Railway / Town Centre to Southleigh Road. The Portsmouth to Waterloo Railway line and the South Coast Railway line along with the A27 mean there are no real direct routes between this area of Havant and the town centre. There are 3 routes by road (Bartons Road, East Street and A27) and 2 for pedestrians northern route via Third Avenue or the southern route via East Street. Instead these indirect routes people have trespassed along the railway line which has previously caused a fatality which could have been avoided with a suitable alternative. Since this incident we have been working with the land owners towards the route in this application.



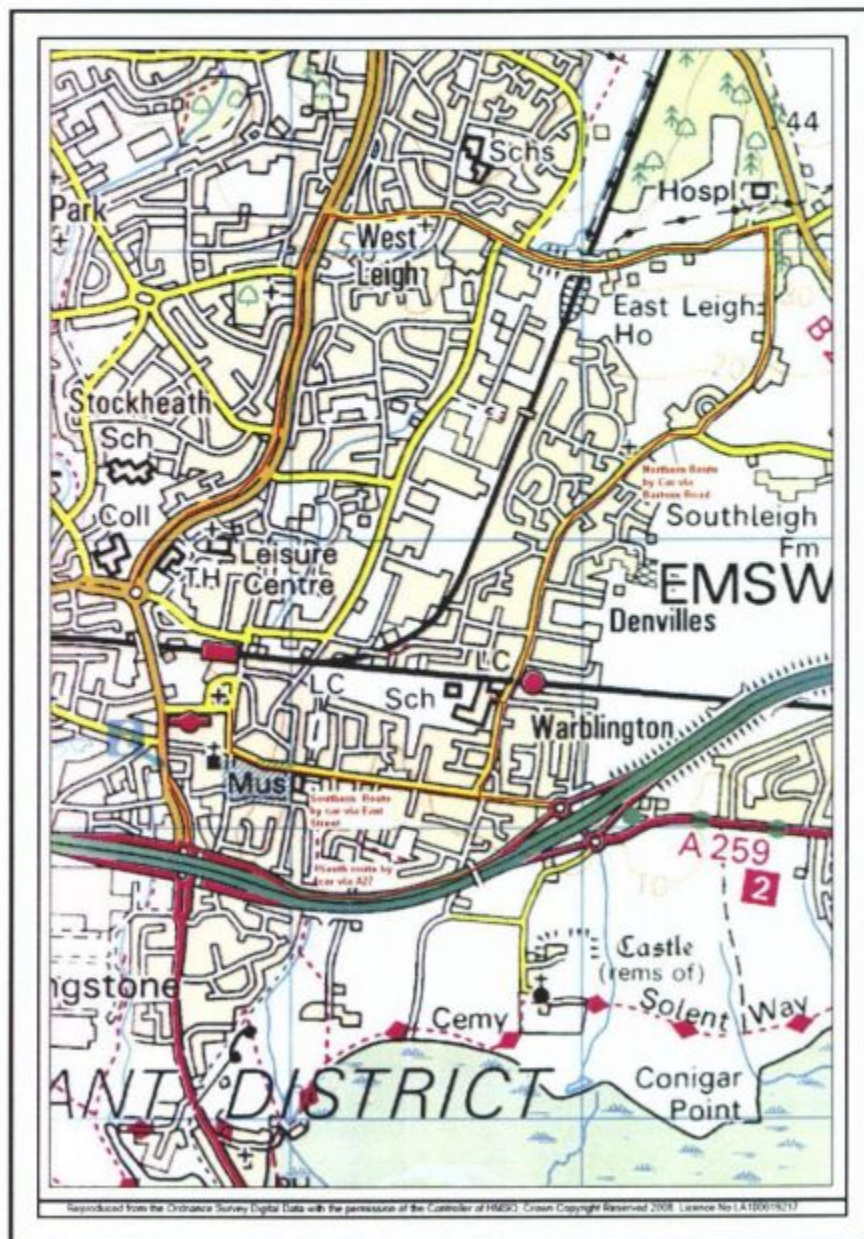
Site location plan

Existing

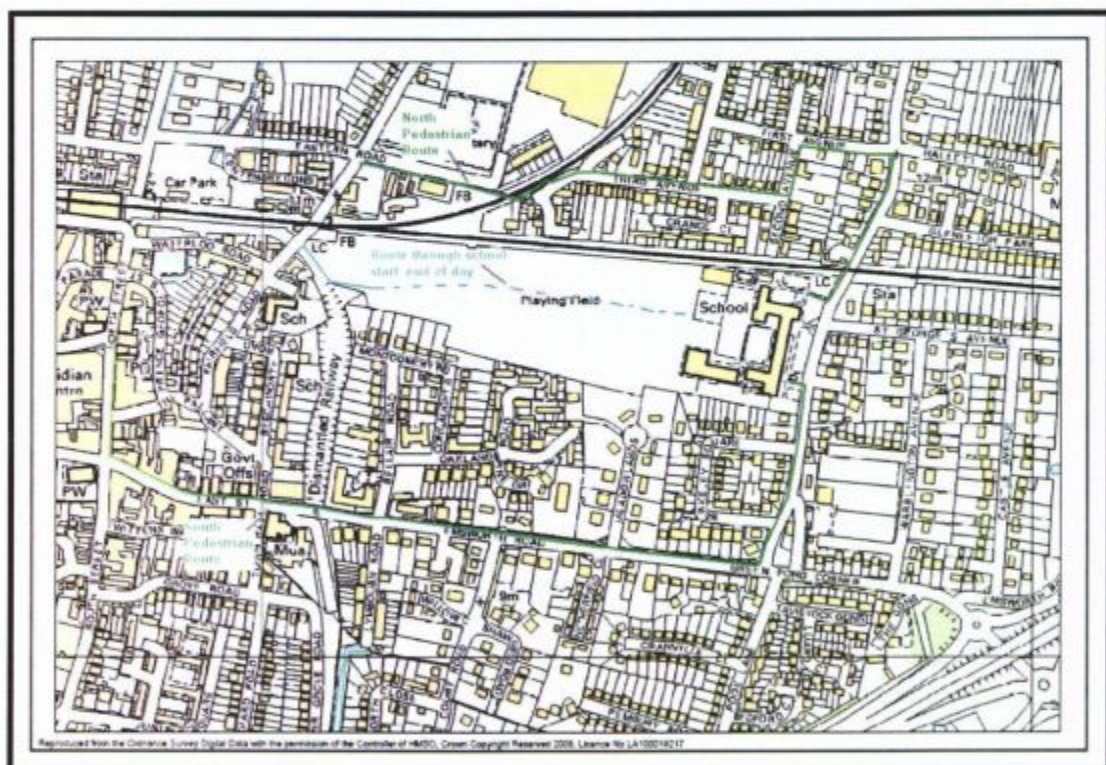
The railway line runs along the northern boundary of Warblington School and is only separated by the service strip and fence. Access to the railway line is easily accessed by the level crossing gates at Southleigh Road and at New Lane, this and that there are no direct routes for pedestrians is the cause of

people to risking trespassing onto the railway land, sometimes thinking that if they are not actually walking between the tracks they will be safe. Unfortunately this is not the case due to suction caused by the trains going passed, the live rail, and other obstacles which may cause the pedestrian to trip.

The alternative routes are restricted due to the South Coast railway line and the Portsmouth to London Waterloo railway line, the A27 By-Pass also restricts the access to a lesser amount. The access between Havant Town Centre and Warblington Halt by car is quite easy with 3 main routes, travelling via Bartons Road being the longest and via East Street the shortest although this requires travelling through the town centre. At the end of the school day there is often a queue of cars almost back to the traffic signals on Emsworth Road, with the cars queuing back from the level crossing gates, a high proportion of these vehicles are collecting pupils from Warblington School.



The routes for pedestrians are using the footpaths along East Street and Southleigh Road which can be quite a detour depending where you start out from, or using the footbridge over the railway between the end of Eastern Avenue and Third Avenue and through a couple of turns (choices of which roads to turn down) you come out in Southleigh Road north of the level crossing. If you are further north then you could choose to cross the railway at the footbridge at the end of Stanbridge Road which brings you out into Nutwick Road and again it's a choice to the route to Southleigh Road which you would then need to travel down. The same choices are available for cyclists except that the East Street route the cyclist would have to cycle on the road without the benefit of any cycle paths / track even though the western end of East Street is narrow. For the other 2 routes the cyclist would have to walk the bike over the bridge although it is hoped that the bridge at the end of Eastern Road will soon allow for cycling, the bridge at the end of Stanbridge Road is a stepped ramp bridge and therefore not suitable for cycling so the bike has to be carried over the bridge. The only other alternative would be the road route via Bartons Road, New Lane will hopefully have a cycle lane throughout but Bartons Road and Eastleigh Road are still a long diversion depending on where you are starting from.



Existing Pedestrian routes.

Warblington School's main entrance is in Southleigh Road just south of the level crossing gate. The school's northern boundary goes up to the railway boundary of the south coast line to Brighton. The school is positioned on the west side of Southleigh Road and on the west side of the level crossing, Warblington Halt Railway Station is on the east side of the level crossing, with residential properties on the east side of Southleigh Road opposite the school.

The school's rear access opens onto the Hayling Billy Trail which is on the western boundary of the school grounds along with Fairfield School's nature reserve. The southern boundary is to rear gardens of properties from Montgomery Road, Oaklands Road and Berkeley Square.

The School site has hedged frontage onto Southleigh Road with open vehicular and pedestrian entrances but no restriction to access until you are within the building line where the whole of the site is then fenced / gated off with restricted access. The gate to the rear onto the Hayling Billy Trail is lockable and is locked out of hours, with a secondary inner locked area closer to the buildings thus allowing full control over the access to the school. This locking down of the area also excludes this route currently being used as a public access the site at present.

The west end of the schools site is playing field which is no longer used but still maintained and cut, this area is in the Local Plan along with the Nature Reserve as a Housing Development Site. Moving east there is a slight rise on the north boundary there's a Category 'A' Ash tree and a Sycamore tree, again the field is a playing field with the railway line along the northern boundary and residential properties along the southern boundary, the eastern edge is fenced off with gated access. Then the school buildings are prominent with the sports hall towards the north boundary and the main school buildings to the east and south around a hard playground area.

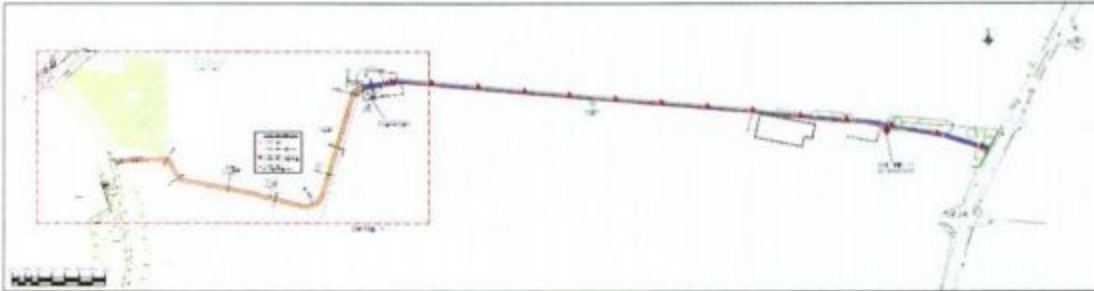
Proposal

The proposal is to construct a 3m wide shared use cycle/pedestrian path between Southleigh Road about 20m south of the level crossing gates through Warblington school grounds (mainly along the northern boundary) to the Hayling Billy Trail and thus to New Lane. This path will be constructed as two sections, the main section is to be fully constructed and lit to an adoptable standard (from Southleigh Road to the where the playing field drops away), the section through the section of the playing field (which is lower than the main section of field) to be constructed at a lower level taking into account that this could be redeveloped at any time and the route altered to suit the development requirements. To ensure that the school remains secure the path will need to be fenced from the school and the railway, to reduce the length which has a restricted 3m width the school will fence section will then fence off the section of old playing field which is no longer used. The section of temporary constructed path in this section will therefore not be fenced in both sides as the remainder of the path to the cycle parking area at the front of the school where the path opens out to a more open area.

There were 3 route options investigated for the temporary surfaced route; each route had its own benefits they are outlined here.

Option A

To turn the path south at the bottom of the gradual slope follow the slope to the southern corner of this section of field about 4m from the residential boundary to avoid disrupting the vegetation then turning the path west to join with the Hayling Billy Trail. If the path needed to have lighting it could be at a reduced standard, this lighting would need to be positioned to ensure that the light does not interfere with the railway or over spill into the private property. Shields can be positioned to prevent any overspill should this be necessary although the light design should prevent the need.

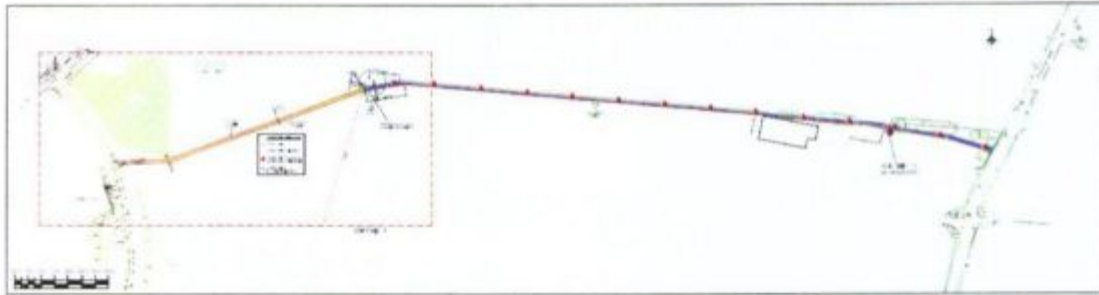


Benefit of this route is that if this site is developed then it is likely that the route could just be fenced off securely during most of the development phase until it's suitable to integrate the path into the development. Also that it leaves the open space for available other uses.

Disadvantage is that unless the ground is very wet or unless the path is fenced in users of the path will take the most direct route and cut diagonally across, there is a risk of disrupting more of the vegetation and therefore any wildlife in the current vegetation strip to the rear of the properties. The 2 turns would also make it more difficult to maintain in the long term. Should lighting be required this would bring the lighting closer to the residential properties even though it can be designed not to overspill the properties. If the path needed to be fenced in then access to the shrubs adjoining the property boundary would need to be maintained and the fence to the school playing field at the top of the slope may make it over dominating if it was enclosed. The 90 degree bends will need to be designed to allow for maintenance vehicles should the path be fenced in, therefore increasing the radii.

Option B

To go diagonally across the field to join with the Hayling Billy Trail. If the path needed to have lighting it could be at a reduced standard, this lighting would need to be positioned to ensure that the light does not interfere with the railway or over spill into the private property. Shields can be positioned to prevent any overspill should this be necessary although the light design should prevent the need.

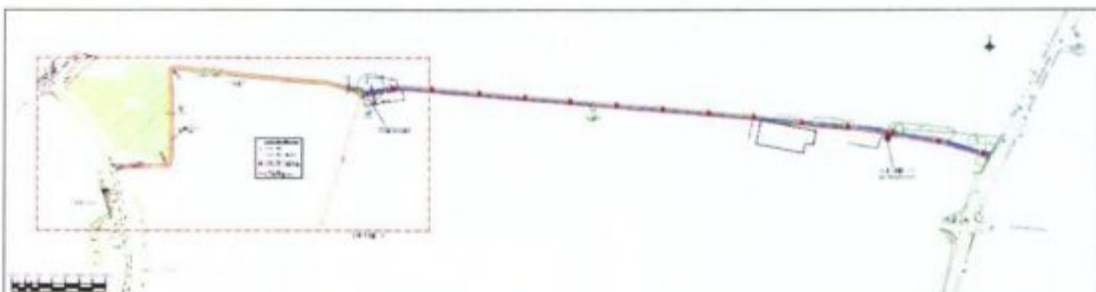


Benefit of this route is that it's the most direct route and the route pedestrians and cyclists are likely to take unless either of the other options were fenced off. This route is also away from the residential properties and the railway line and away from any vegetation. The shortest route is also the most cost effective.

Disadvantage of this route is that should this site be developed that this route would go right through the middle of the development so the developer would have to provide their own temporary safe route around their site during any construction until they are ready to undertake the permanent connection into the development. Although this route does make it clear that it would not be the final route so therefore would not be misleading. It also does not prevent the developer from installing either option A or C or an alternative as a temporary route during the construction phase of any future development. It also restricts the current use of the land but as this is not used at present and once fenced off the maintenance and grass cutting could be reduced to allow a more natural feel or less formal use. If the path has to be fenced in throughout the length of the temporary length then this option would be the most expensive option as fencing would be required both sides.

Option C

To travel along the northern boundary as much as possible avoiding the trees then turning south to run down the boundary of the nature reserve to the Hayling Billy Trail. The path would need to be lit on the north side along the northern boundary and shielded against spilling light onto the railway.



Benefit of this route is that the path is kept away from the residential properties and should the site be developed then only half the path would need to be rerouted during the construction period until the path could be

integrated into the new development. It also keeps the open space clear for alternative use. If the path was required to be fenced in at any time in the future throughout the temporary section then this would likely be the cheapest of the 3 options as one side is already fenced and no additional access other than light trimming would be required.

Disadvantage is that this route would require two 90 degree bends unless the ground is very wet or unless the path is fenced in users of the path will take the most direct route and cut diagonally across. There is also risk of disrupting any wildlife in the nature reserve and the trees on the northern boundary if the path is followed especially during the nesting season. The 90 degree bends will need to be designed to allow for maintenance vehicles should the path be fenced in, therefore increasing the radii.

Assessment of Options

Considering the three options each has benefits

Option B would be the first choice has the benefit which is that in reality unless the path is fenced in throughout its length this is the route most likely to be taken, it would also be the most cost effective as it's the shortest route and direct route.

Option C would be the second choice has its benefits from only needing a fence on one side should the path need fencing in and is away from the residential properties, but these are only outweighed if the path was fenced in otherwise the shortest route would be used.

Option A has benefits if a future development was on the horizon to be constructed within a year or two of the path, but the other disadvantages have to be considered and are outweighed in this case, how much closer the path is to the residential properties, access to the existing vegetation for maintenance, and that the most direct route would be taken unless the path was fenced.

It is therefore the most direct route Option B which is being proposed without being fenced in both sides as the school playing field is being fenced off with a separate gated access for maintenance.

Landscaping

It's not proposed to undertake any additional landscaping other than some replacement tree planting. It's important that the path has as much of an open feel as possible so an open expanded mesh fence has been chosen. The scheme has been designed to ensure that the Category 'A' Ash tree is retained and the row of Hornbeam trees. However the trees along the northern boundary by the sports hall will not be retained as they have not been maintained to a highway standard and planting new trees on the highway this close to a running railway would not be acceptable due to the risk to the trains. There could be a chance for some planting in this location

but consideration needs to be taken to ensure that any planting would not cause damp or damage to the sports hall and would need to be maintainable.

The section of predominately Lawson Cypress which currently provides a screen to the school grounds will unfortunately also need to be removed, along with the mix of Field maple, there are two reasons for this, one that it's in the alignment of the path. The other reason is that these trees are close to the running railway and should they be within falling distance they could cause damage to either the rail or train, in the case of these trees for this scheme its considered removing these trees and replacing them with new trees on the south side of the path along the section were the Lawson Cypress are (trees to be approved by planning authority) further away from the railway would provide a safer long term solution to this section. Especially as the trees were only of category C, although were providing some value in screening as a group, some of this would still be provided in the future with the new trees.



Example of poorly maintained stake & ties which could cause risk of rapidly developing breakage onto railway line as the tree is next to boundary fence with railway line.

There are a couple of other trees towards Southleigh Road which will also need to be removed a Copper

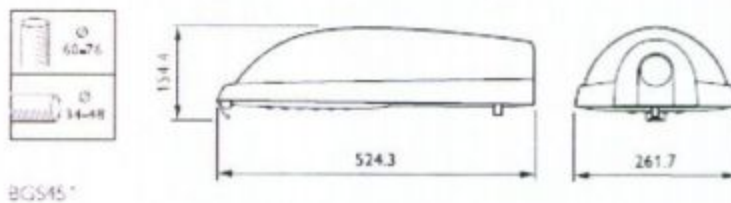
Beech and a Rowan which the path will travel between both are category R and both currently in very poor condition, replacements will be supplied for these within the grounds. The Hedge along Southleigh Road will likely need to be reduced in height to about 1.2m near the level crossing to prevent the opportunity of concealment occurring.

Appearance

The path is proposed in 2 sections a temporary section which is proposed in the area that is in the local plan as a housing development site and a permanent section which will be constructed to adoptable standard. As they will be constructed to last different lengths of time the materials and appearance will be different.

The route of the temporary section is likely to change should a housing development come forward. Even if the final route was to remain almost on the alignment of this proposal, during the construction there are likely times when the path would have to be either diverted or excavated for drainage and utilities, therefore it is proposed to put this in a temporary surface which would then allow the development more of an opportunity to integrate the path into the development, rather than have a ridged route. It is also proposed not to fence this section of path in on both sides to allow for easier maintenance of the surface and the grassed area. Initially unless it's a planning requirement it is also not proposed to light this section, as this section would not be closed in and will be accessing the Hayling Billy Trail which is unlit. The path surface is proposed to be a hogging surface.

The permanent section will be lit with 6m Mini Iridium LED BGS451



Mini Iridium LED BGS451

These will be install to the adoptable standard and shielded to ensure they do not interfere with the operation of the railway. The path will be constructed to be adopted by the Highway authority with a bitumen surface and be fenced off from the railway and the school ground by an expanded metal fence about 2.5m high throughout its length. To ensure the school remains secure the fence on the south side of the path along side the school playing field will turn approximately 90 degrees and run south along the top of the ramp to close off the section of the school playing field currently used for sports, a gate will be positioned in this section to access the end section of the field were the temporary path is for maintenance/ grass cutting. The existing fencing around the west end of the field where the temporary is constructed will remain in its current form although the gate will remain unlocked in the open position. If this is considered a security risk then the gate will be removed just leaving the opening (as this section is permissive the owners have the right to close the path with notices placed each end of the route in advance).

This adopted section will be lit as it is closed in and constructed to be adopted highway and not permissive highway to be altered at a later date. The

enclosed aspect of the path and the length of the section before it opens out is why it is deemed that this section would require lighting. However the lighting system is designed to current standards which would allow for the timing of the lights to be reduced or extended.

Transport Links

Due to the location of the site there are no direct pedestrian or cycle routes between Havant Station and Warblington Halt, this has previously caused trespass on the railway line which resulted in a death. Trespass occurs because of the lack of an alternative which can be seen from either station. The proposed route will provide that direct link for pedestrians and cyclists. It will remove the need for the pupils to cross the school fields in all weathers and allow the school to remain secure at all times whilst providing a path for the pupils as well as a link to the public.

As Warblington is only a Halt this short link will provide an easy access for those train passengers wishing to take a quicker train journey instead of waiting for the less frequent rail service.

The scheme will require the removal of the end on parking which will be replaced with parallel parking and replacement parking by extending the metalled surface of the southern parking area. There is no overall net gain in the provision of parking spaces from this project.

Inclusive Access

This link will be designed be suitable for cyclists and pedestrians, but will be designed in 2 sections. The permanent section will be constructed to an adoptable standard at 3m wide between fences and lit to the adoptable level for cycleway/ footways with no main changes in levels and no gradients greater than 1:20.

The temporary section surfaced in hogging will have a change of level around 1m this will have a gradient of not greater than 1:12 although it will be aimed to be closer to 1:20. The path will be 3m wide but not fenced in along this temporary section.

Both the permanent and temporary sections will therefore be suitable for cyclists, pedestrian, pushchairs, wheelchairs and mobility scooters. The design along the permanent section is as straight as possible to help with visibility and to restrict hiding places or locations where people feel they could get trapped. As the temporary path section should be integrated with any future development in the completed scheme rather than an isolated periphery route, this will help to reduce the length which the path has to be fully fenced and have an enclosed fill, and will also assist in helping with any permeability for any future development of the site.

The path has also been designed to ensure that the lighting can be maintained by suitable vehicles, along with the ensuring the surface can be

cleaned and maintained to a suitable standard. Lockable highway style removable bollards will be positioned each end of the permanent section of the path to restrict access by motor vehicles except for those for maintenance and emergency. The canopies of the trees will need to be raised to ensure that they are above head height for both pedestrians and cyclist but this has been taken into account with the design.