



LAND WEST OF HULBERT ROAD, HAVANT

Reserved Matters Transport Assessment

June 2025

BRiCS Development Ltd

**RESIDENTIAL DEVELOPMENT
LAND WEST OF HULBERT ROAD
HAVANT**

RESERVED MATTERS TRANSPORT ASSESSMENT

CONTROLLED DOCUMENT

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<i>Approved by:</i>	Tom Fisher	January 2024

Revision Record

<i>Rev.</i>	<i>Date</i>	<i>By</i>	<i>Summary of Changes</i>	<i>Aprvd</i>
2	20.01.25	SKB	Revised Site Layout	SSN
3	22.05.25	EKE	Revised for Submission	SKB
4	27.05.25	EKE	Client Comments	JAM
5	05.06.25	EKE	Client Comments	SKB

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**RESIDENTIAL DEVELOPMENT
LAND WEST OF HULBERT ROAD
HAVANT**

RESERVED MATTERS TRANSPORT ASSESSMENT

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1. INTRODUCTION

- 1.1 This Reserved Matters Transport Assessment (RMTA) has been prepared by Paul Basham Associates on behalf of BRiCS Development Ltd to support a 'Reserved matters application for 100no. dwellings and improved site access, landscaping, footpaths, SuDS and other associated works. Matters relating to appearance, landscaping, layout and scale to be considered' at Land West of Hulbert Road, Havant. The indicative site location is demonstrated in **Figure 1**, with the site layout included in **Appendix A**.

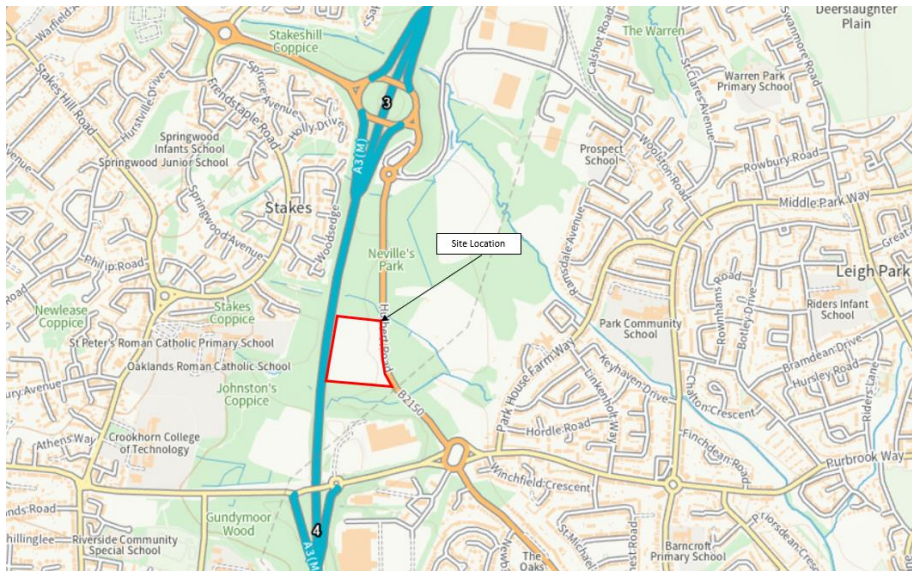


Figure 1: Indicative Site Location

- 1.2 The remainder of this report will focus on the implications of the detailed site layout in order to demonstrate the feasibility of the proposed layout and respond to HCC's pre-application comments. More specifically, this report will cover the following elements:
- Planning history
 - Confirm the proposed accommodation schedule
 - Assess the provision for both car and cycle parking in accordance with Havant Borough Council's (HBC) residential parking standards SPD
 - Review of the site layout including carriageway and footway widths and routes to desire lines, with consideration to HBC's Design Guide SPD
 - Review of the site layout for junction visibility, forward visibility and servicing arrangements

2. PLANNING HISTORY

- 2.1 A planning application was submitted for this site in August 2020 for '*Outline planning application with all matters reserved except access for the development of up to 100 dwellings and associated improved site access, landscaping, footpaths, SuDS and other associated works*' (application reference: APP/20/00441).
- 2.2 To support the outline application, a Transport Assessment (TA), Framework Travel Plan (TP) and associated drawings were prepared and submitted by WYG and Tetra Tech.
- 2.3 The application was granted consent in February 2023 and as such, several highway matters have already been agreed. A summary of the proposed development and the matters already approved is provided below:
- Site location is considered acceptable from a highway's sustainability perspective
 - Trip generation, distribution and impact on the local highway network
 - Vehicular access to the site provided in the form of a bellmouth junction (with specified geometries)
 - Pedestrian/cycle access provided to the site via a shared 3m footway/cycleway from the south-eastern corner
 - Pedestrian access to the north provided in the form of a 2m wide footway on the western side of Hulbert Road
- 2.4 Further details on both the vehicular and pedestrian/cycle access to and from the site is provided later within this report.

2.5 Pre-application comments were received on the 3rd March 2025, with the full advice attached in **Appendix B**. A summary of the advice is provided below with the comments addressed in the report:

- Review parking provision in relation to undercroft parking visibility, step out distances and allocated space location;
- Use deflection measures to reduce vehicle speeds on the straight western and central north-south road links;
- Review build-out locations to ensure appropriately distanced;
- Ensure two-way vehicle movements are achievable around bends by widening in accordance with TG2;
- Complete a combined refuse/car tracking exercise to identify areas where parking should be prohibited;
- All land within the visibility splays and forward visibility splays must be dedicated to highway and ensure they are deliverable;
- Review rear access points and links and demonstrate access on plans;
- Provide a street lighting plan; and
- Dropped kerbs need to be provided throughout the site if remaining private.

3. PROPOSED DEVELOPMENT

Accommodation Schedule

- 3.1 The site proposes to deliver 100no. dwellings on land west of Hulbert Road, Havant. Of these, 30% are anticipated to be provided as affordable/shared ownership units. A summary of the accommodation schedule is provided in **Table 1** below, with the proposed site layout included in **Appendix A**.

Type of Dwelling	Number of Units
2-bedrooms House/FOG	35
3-Bedroom House	55
4-bedroom House	10
Total	100

Table 1: Accommodation Schedule

Access Arrangements

- 3.2 As aforementioned, access was considered in detail for the outline application and as such has not been considered through this RMTA. For reference, the site access is to be provided in the form of a bellmouth junction onto Hulbert Road, with the access road measuring 7.2m in width and supported by 10m and 12m corner radii on the northern and southern side of the access respectively. The approved access design, including visibility splays and vehicle tracking are included in **Appendix C**.
- 3.3 Similarly, the outline permission considered the pedestrian access to and from the site towards desire lines. As such, a 3m wide shared footway/cycleway was secured into the site in the south-eastern corner which ties into the existing along the western side of Hulbert Road in the vicinity of the B&Q roundabout. To the north, a new 2m wide footway is to be provided along the western side of Hulbert Road which will connect to the Hulbert Road/Fitzwygram Way roundabout. The proposed pedestrian/cycle schemes to be delivered by the site are included in **Appendix D**.

Parking Strategy

Car Parking Provision

- 3.4 The number of car parking spaces required to serve the mix of residential dwellings has been informed by Havant Borough Council's (HBC) Parking Supplementary Planning Document (2016) which provides the minimum quantum of spaces required per unit. With consideration to the proposed accommodation schedule, the required parking provision to serve the site is summarised in **Table 2** below.

Type of Dwelling	Number of Units	Minimum Car Parking Standard	Minimum Requirement
2-Bedroom Unit	35	2 spaces per unit	70
3-Bedroom House	55	2 spaces per unit	110
4-bedroom House	10	3 spaces per unit	30
Total	100	N/A	210

Table 2: Car Parking Provision

- 3.5 The information presented in **Table 2** suggests that a minimum of 210no. car parking spaces are required to be allocated for the dwellings.
- 3.6 The site layout included in **Appendix A** demonstrates that 210no. of allocated spaces are to be provided which accords with the standards set out in the SPD.
- 3.7 As per HCC pre-application comments, some car parking spaces have been re-allocated to prioritise parking convenience for identified plots and mitigate potential roadside parking (such as plots 63, 64 and 65).
- 3.8 All car parking spaces measure 2.5m X 5m, with a 6m aisle width provided where appropriate. A further 0.3m step out strip has been provided to enable door opening and step out for all spaces adjacent to landscaping or hard vertical surfaces, as requested through the pre-application.
- 3.9 Also, in accordance with the pre-application comments, the visitor spaces opposite Plots 22 – 25 have been provided with a step-out strip to avoid the requirement to stand on ‘mud’ in wet weather.
- 3.10 The HBC Borough Design Guide states that *‘It is important the public realm is enjoyable and attractive. The car and highway should not dominate and create an environment that is harsh and unwelcoming. Large areas of hard surfacing given over to car parking can create a bland, uninteresting and unattractive environment for users and for buildings that address the space. In order to prevent this, the Council expects car parking spaces to be grouped in numbers no greater than five. Larger parking areas are expected to be broken up by at least two-metre-wide planting beds incorporating low-lying shrubs or trees with a vertical emphasis’.*
- 3.11 Parking across the site is provided within runs of 5no. spaces (as per HBC guidance) and parking courts.

Visitor Parking

- 3.12 It is noted that HBC's pre-application response (attached as **Appendix E**) raised the matter of visitor parking and found a 22-space shortfall in the number of proposed visitor spaces, equating to a total requirement of 42 visitor spaces across the site. This value of 42 spaces is taken as 20% of the total number of allocated spaces across the site (210no. allocated spaces). However, the proposed number of visitor spaces is 21 spaces which has been calculated as 21% of the number of proposed dwellings. This approach is in line with several other sites across Havant.
- 3.13 Forty Acre Farm, Havant Road, Bedhampton (ref: APP/18/00450) was consented in 2018 with 64 visitor spaces for a development of 320 dwellings and 786 car parking spaces in total. This number of visitor spaces equates to 20% of the 320 dwellings, similar to that proposed within this RMTA for Hulbert Road, Havant. Similarly, the provision of 9 visitor spaces was approved at Land south of Lower Road and west of Old Manor Farm, Havant to support 43 dwellings (ref: APP/24/00612). Furthermore, Southleigh Park House, Havant (ref: APP/21/01451) was approved under the proposal of 12 visitor spaces to support 70 dwellings, which equates to 17% of the total dwellings.
- 3.14 In addition to the above residential developments adopting the same/similar visitor parking calculation as is proposed in this RMTA, the Hulbert Road development proposes measures to improve the sustainability of the site. A new footway is proposed on Hulbert Road, connecting the site to the existing pedestrian infrastructure and bus services on Purbrook Way. The accompanying TP also outlines the measures proposed to increase resident uptake of sustainable travel modes, through the promotion of local routes and services within welcome packs, biannual newsletters and a dedicated webpage. A travel voucher is also proposed, which would likely be in the form of a bus or cycle voucher, to encourage use of these sustainable modes. For further information on sustainable travel, Travel Plan Coordination measures and monitoring for the development, please refer to the accompany TP. These measures aim to move residents away from the private car and redirect them to sustainable travel modes, thus reducing parking demand.
- 3.15 Furthermore, it is highlighted that 30% of the dwellings are proposed as affordable and HBC's parking standards state that there can be a lower car ownership with the tenure, thus a lower visitor parking provision is acceptable to accommodate the subsequent lower parking demand.

- 3.16 Therefore, it is considered that the provision of visitor spaces (21no. spaces) which slightly exceeds the calculation of 20% of the total number of dwellings is sufficient to support the development, as previous developments within Havant have been consented under this approach. Additionally, measures are proposed to further improve the sustainability of the site and lower car ownership is associated with affordable housing, further reducing parking demand on site.

Cycle Parking Provision

- 3.17 Cycle parking requirements have also been informed by HBC's SPD. A similar approach to the car parking assessment has been applied for cycle parking, with the resultant standards and provision presented in **Table 3**.

Type of Dwelling	Number of Units	Minimum Cycle Parking Standard	
		Long Stay	Short Stay
2-Bedroom Unit	35	2 spaces per unit	20% of the long stay standard
3-Bedroom Unit	55	2 spaces per unit	
4-bedroom Unit	10	2 spaces per unit	

Table 3: Cycle Parking Provision

- 3.18 Both long and short stay cycle parking is anticipated to be provided for each unit within the curtilage of the units. If, through the design process, garages or rear sheds are provided for the properties, these will be sufficient to accommodate the cycle parking, and it would be ensured that the scheme meets the minimum requirements.

Electric Vehicle Charging Points

- 3.19 Electric vehicle charging points would be provided in accordance with Building Regulations Part S.

4. INTERNAL LAYOUT REVIEW

- 4.1 The internal road layout has been informed by the indicative masterplan submitted and approved with the outline planning application. It has also been reviewed and considered against the HCC pre-application comments, regarding parking, deflections measures, tracking and visibility. This section provides details of the highway layout and visibility to demonstrate adherence with HCC guidance and respond to pre-application comments.
- 4.2 The internal road layout has been designed to create an attractive and permeable cycle and pedestrian environment, with priority given to active travel modes where possible throughout the site, in accordance with HCC's Local Transport Plan. Consideration has also been given to HCC's Road hierarchy, with the scheme comprising a small section of primary street, but predominantly secondary and/or tertiary roads. The site comprises one main spine road upon entry into the site, before it provides a route both to the eastern and western parts of the site. The spine road measures 7.2m upon entering the site (in accordance with the approved outline design) before narrowing to 5m throughout the remainder of the spine roads.
- 4.3 The geometries of the spine roads at 5m in width through the straight sections are sufficient to accommodate a van and car passing in accordance with HCC's TG2 guidance. The bends on the development are widened to ensure they can facilitate the movement of vehicles in these locations (and therefore accords with the pre-application comments received).
- 4.4 For entrances to the parking courts under the FOGs, these are provided as vehicle crossovers and typically measure 3m in width. For the parking courts around the LEAP, the accesses are provided as vehicle crossovers and measure 4m in width. Tracking of the internal roads has been undertaken and included in **Appendix F**. The height of the space beneath the FOGs for access is circa 2.1m, as requested to be confirmed within the pre-application comments.
- 4.5 Deflection measures are proposed along the main spine roads to encourage lower vehicle speeds in these locations. These have been tracked to ensure vehicles can suitably manoeuvre these and this is included in **Appendix F**. With regard to the deflection measures/build outs proposed on the tertiary streets, these have been reviewed and revised where appropriate to only flank one side of the carriageway.

Visibility Splays

- 4.6 The roads within the site layout will be designed to accommodate speeds of 20mph, ensuring the site is built to adoptable standards. For junctions fronting the spine roads, visibility is shown to 2.4m x 25m where bellmouths are provided, and to 2m x 25m where vehicle crossovers are provided. For the tertiary streets, visibility accords with a 15mph speed limit and thus is demonstrated to 18m. Forward visibility splays are provided where appropriate and accord with either a 20mph or 15mph design speed.
- 4.7 With consideration to the proposed layout and the priority being given to the shared footway/cycleway and footways across the internal junctions, visibility splays have also been undertaken to the edge of the footway and/or shared footway/cycleway. Pedestrian visibility splays (2m x 2m) are shown at the accesses under the FOGs and for the parking courts around the LEAP.
- 4.8 Visibility splays would be kept free of obstructions 600mm in height. Both internal and forward visibility splays have been undertaken and are demonstrated in **Appendix G**.
- 4.9 Whilst it is appreciated that some of the forward visibility splays pass through parking spaces, every effort to minimise this has been given through the design process and where possible (taking into consideration other comments in relation to spaces to plots), visitor spaces are primarily provided within the splays.
- 4.10 It is also noted that HCC requested a street lighting plan to be submitted to support the application. This is due to be submitted under a separate cover as this is also required to support ecology and engineering efforts.

Pedestrian Routes to Desire Lines

- 4.11 A shared 3m wide footway/cycleway flanks the eastern side of the main spine road which connects the south-eastern corner of the site to the site access, as set out within the outline application. At the site access, a new 2m wide footway is also to be provided to the north of the site, providing a route between the development and the facilities and employment opportunities at Dunsbury Park. Given that this is proposed, and approved as a footway only, cyclists would be anticipated to continue on the Hulbert Road carriageway.
- 4.12 Internally, footways 2m in width flank at least one side of the carriageway leading to the western parts of the site. For pedestrian access to properties on the eastern side of the site, footways are to be provided between the parking and properties.

- 4.13 Internal crossing points will be provided to ensure those from the western part of the site can safely access onto the shared footway/cycleway. All crossings will be supported by dropped kerbs to facilitate pedestrian and cycle movements between links. These details can be covered in the S38 designs given the site is due to be put forwards for adoption. Elements of shared surfaces are provided throughout the scheme, particularly on the eastern side of the site, to help facilitate people accessing/egressing their vehicles.
- 4.14 With consideration to the routes mentioned above, the proposed site layout has been designed in such a way that it adheres to the HBC Borough Design Guide and in particular paragraph 4.06 which states *'The design and layout of new developments should encourage people to use more sustainable means of travel such as by foot, cycle, or public transport and move away from the car. To encourage this, new residential developments should have good access by foot or cycle to public transport, facilities and jobs; and be permeable, with clear direct, purposeful routes within and connecting out to the wider area'*.

Servicing Arrangements

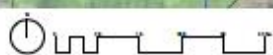
- 4.15 Provision for servicing of the site is provided with adequate on-site turning facilities for refuse vehicles, therefore ensuring such vehicles can enter and exit the proposed development site in a forward gear. A vehicle tracking exercise demonstrating turning manoeuvres has been undertaken and is included in **Appendix H**.
- 4.16 In accordance with MfS guidance (paragraph 6.8.9) no resident would be required to carry their bins greater than 30m to a collection point or kerb edge, with the refuse vehicle able to get within 25m of each property.
- 4.17 Swept path analysis has also been undertaken with a fire tender vehicle to ensure that it is able to enter and exit the site in forward gear. In accordance with Building Regulations Part B a fire tender is able to be within 45m of all units. This tracking has been undertaken and is also demonstrated in **Appendix H**.
- 4.18 Pedestrian links to the rear of all dwellings are also proposed to provide ease of access to rear bin stores. As per HCC's pre-application response, the location of the rear access points is shown in the site layout, as attached in **Appendix A**.

4.19 Whilst it is noted that the pre-application comments requested a combined refuse and car tracking exercise to be undertaken across the site, HCC TG2 states that refuse vehicles are to be tracked separately along secondary and tertiary streets. The bends within the site have been widened to accommodate a light van and car passing simultaneously, but in order to facilitate refuse and cars would make the carriageways/curves significantly wider, thus having implications on other team members requirements. The tracking of a car and van in opposing directions, single fire tender and single refuse vehicle are seen to be achievable, therefore, the road layout should be considered acceptable under HCC TG2 requirements and given the infrequency of the movements (i.e. once a week for refuse).

5. SUMMARY AND CONCLUSIONS

- 5.1 This Reserved Matters Assessment (RMTA) has been prepared by Paul Basham Associates on behalf of BRICS Development Ltd to support an application for a residential development comprising 100no. units at Land West of Hulbert Road, Havant.
- 5.2 This RMTA covers the proposed accommodation schedule, parking provision, pedestrian access and internal road layout design; and addresses some of the highway related comments raised from the pre-application submission.
- 5.3 The proposed development will provide 231no. parking spaces, which includes 210no. allocated spaces and 21no. visitor spaces. The proposed level of parking provision is in line with HBC's standards and deemed as acceptable.
- 5.4 The site layout has been designed with consideration to HCC TG2 and the Local Transport Plan, MfS and the HBC Design Guide, ensuring an attractive layout is provided for all users. Visibility has been assessed to the carriageway and with consideration to the priority of pedestrians/cyclists throughout the site.
- 5.5 Tracking of the internal road layout has also been undertaken and considered against HCC TG2 guidance.
- 5.6 Pedestrian and cycle access into the site is provided in the form of a 3m wide shared footway/cycleway flanking the eastern side of the main spine road which ties into the access arrangements approved as part of the outline application. Internal footways are also provided, and measures have been implemented to give priority to pedestrian/cycle movements throughout the site.
- 5.7 This RMTA has demonstrated that the proposed development adheres to HCC TG2 and the Local Transport Plan, MfS and the HBC Design Guide, and we therefore encourage HCC to look favourably upon this application.

Appendix A



— Jordan Migration Lane
— Bay of Bengal



PROJECT	JOB NO.
Hollist Road, Harris I	23-121
SCH. #	CITY
04 BR @A-1	June 2008
DRAWN BY	DATE OF DRAW
TIMOTHY	P-1
SCALE	AS SHOWN
32' = 1" (1:12)	For Planning

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Journal of Internal Medicine 255: 105–112

Appendix B



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Enquiries to	Chris Hirst	My reference	6-3-13-198
Direct Line		Your reference	020.0923/RMTA/2
Date	3 rd March 2025	Email	chris.hirst@hants.gov.uk

Dear Shannon,

Re: Pre-Application advice – Internal Site Layout, Land West of Hulbert Road, Havant.

Thank you for your pre-application enquiry into the potential internal site layout for the Land West of Hulbert Road site located in Havant.

A pre-application meeting was held 8th February 2024, at which time the Highway Authority was advised that the applicant was going to engage with Havant Borough Council to discuss the proposed site layout. Following on from this, updated internal site layout plans were received as part of a 'Reserved Matters Transport Assessment (RMTA) – January 2025'.

This document has now been reviewed, and the proposed internal site layout has been assessed, utilising drawings:

1. Site Layout - Roof – 23.121.010
2. Proposed Site Access – A096474-SK01 Rev C
3. Proposed Footway - A096474 SK03 Rev B
4. Proposed Footway - A096474 SK02 Rev C
5. Internal Road Tracking – 020.0923-0005 Rev P03
6. Internal Visibility Splays – 020.0923-0001 Rev P05
7. Forward Visibility Splays – 020.0923-0002 Rev P05
8. Refuse Vehicle Tracking - 020.0923-0003 Rev P05
9. Fire Tender Tracking - 020.0923-0004 Rev P05

Please find the Highway Authority's comments on the RMTA below.

Director of Hampshire 2050
Gary Westbrook

(i) Car parking courts are reached via road links below buildings in cases such as Plot 93. The heights of these undercofts should be considered, with a minimum height to accommodate a transit vehicle provided accordingly. Confirmation is sought as to whether the visibility from the undercroft parking areas is achievable in practice.

(ii) Parking spaces which are located adjacent to landscaping or vertical hard surfaces such as walls should be afforded an extra 0.3m step out strip to enable door opening and step out. Without such a space, landscaping will be stepped onto and will likely turn to mud during wet weather periods.

(iii) Similarly, visitor parking spaces opposite plots 22 to 25 require an element of footway to enable use by all. Without this, verges will be stepped upon and turn to mud in wet weather. Footway widths throughout the development should be 2.0m and will therefore need to be widened in places.

(iv) The layout for parking is acceptable with 6.0m aisle widths provided, with road widths adjusted to accommodate this where required.

(v) Some parking is quite remote from the associated dwelling, i.e. plots 63, 64 and 65. This will likely result in roadside parking occurring closer to the dwelling door for simple convenience, particularly by those with children or mobility issues. A review of the parking may be beneficial, identifying any spaces that may be better relocated such as swapping parking associated with plots 64 and 65 with the visitor bays opposite, which are closer to the specific dwellings.

(vi) The western and central north-south road links are very straight, which will encourage vehicle speeds. Deflection measures are required, potentially utilising the build-out design utilised between plots 18 and 34. This will assist in reducing vehicle speeds on these sections of the site and should be investigated by the applicant. With regards to the aforementioned narrowings, there is concern that these are located too close together, with vehicles veering towards the opposite lane to manoeuvre around the build outs. Build out locations should therefore be reviewed to assist with tracking movements.

(vii) Two-way car movements are achievable throughout the site, bar the build-out sections where a give way is required (assisting in reducing vehicle speeds). However, it is noted that tracking around bends within the development are tight, and corner widening in accordance with TG2 may be necessary to ensure that two-way movements are achievable in practice.

(viii) Refuse vehicle tracking is generally acceptable, with the circulatory design of the site removing the need for turning heads or reversing movements. However, it is noted that the movements are tight in places, and for this reason it would be requested that a combined refuse / car tracking exercise should be completed. This will identify areas where parking should be prohibited in order for refuse collections to be achievable, and also demonstrate that adequate space exists across the site generally for such

passing movements to take place, especially at longer stay refuse spots, such as adjacent to communal bin stores.

(ix) In terms of visibility splays, these are generally acceptable, mixing 2.4 x 25.0m splays with 2.0 x 25.0m splays depending on the anticipated flows passing through the associated junctions. It is noted however that there are instances where the splays pass across land that could be private, with no control over vertical obstructions that could be placed on such land – i.e. north of plot 6. This scenario would not be acceptable if the site is to be put forward for adoption by HCC as Highway Authority (as anticipated), as any land located within the splay will need to be dedicated to highway.

(x) Forward visibility splays to standard measurements are also shown on plans, but again, in instances these cross what appears to be private land and also parking spaces in some locations. Again, this needs reviewing by the applicants.

This point is specifically raised in your email dated 28 January 2025, with the request for consideration of reduced forward visibility splays for the site given the quantum of development and the likelihood of a realistic speed of up to 15 mph being achievable.

Whilst it is acknowledged that due to the layout of the roads in the south eastern corner of the site, speeds have the potential to be lower than normal (i.e. on bends and with no long straights), it would be debatable as to whether such low speeds are realistically likely for the rest of the site given the straight roads with no speed reduction features.

It would therefore be requested that in the first instance the layout is amended to provide the full unobstructed 25.0m visibility splays across the site as a whole. A change from this would require a Departure from Standards to be applied for as part of the S38, and construction to standards would always be the preferred option, particularly at this stage where minor (for example) road re-alignments or minor boundary changes could likely remove the issue.

(xi) Locations of street lighting is not shown on the plans. It is recommended that these are added at this point to (a) ensure appropriate spaces and locations are available within the proposed layout, and (b) to also assist in informing landscaping for the site, particularly the location of any street trees.

(xii) Rear access looks to be available to the majority of dwellings across the site, with shared rear access paths utilised in multiple case. This is welcomed as it will provide easy access to rear garden bin stores, assisting with keeping footways and frontages clear of such items, and also easy access to rear garden cycle shed which should be provided on site (and shown on plans). However, it is noted that no actual access points (i.e. gates) are shown, and particularly in the case of end properties which have perimeter walls (or similar) this should be reviewed by the applicants, and appropriate

access and links show on plans accordingly to ensure gates / access is actually available once built

(xiii) It is noted that areas of shared space are proposed within the development which is acceptable in principle, subject to confirmation that the provision accords with HCC TG1. It is noted that the current provision is interconnected with wider dedicated footway provision within the development was may lead to confusion for drivers and pedestrians. This should be reviewed by the application.

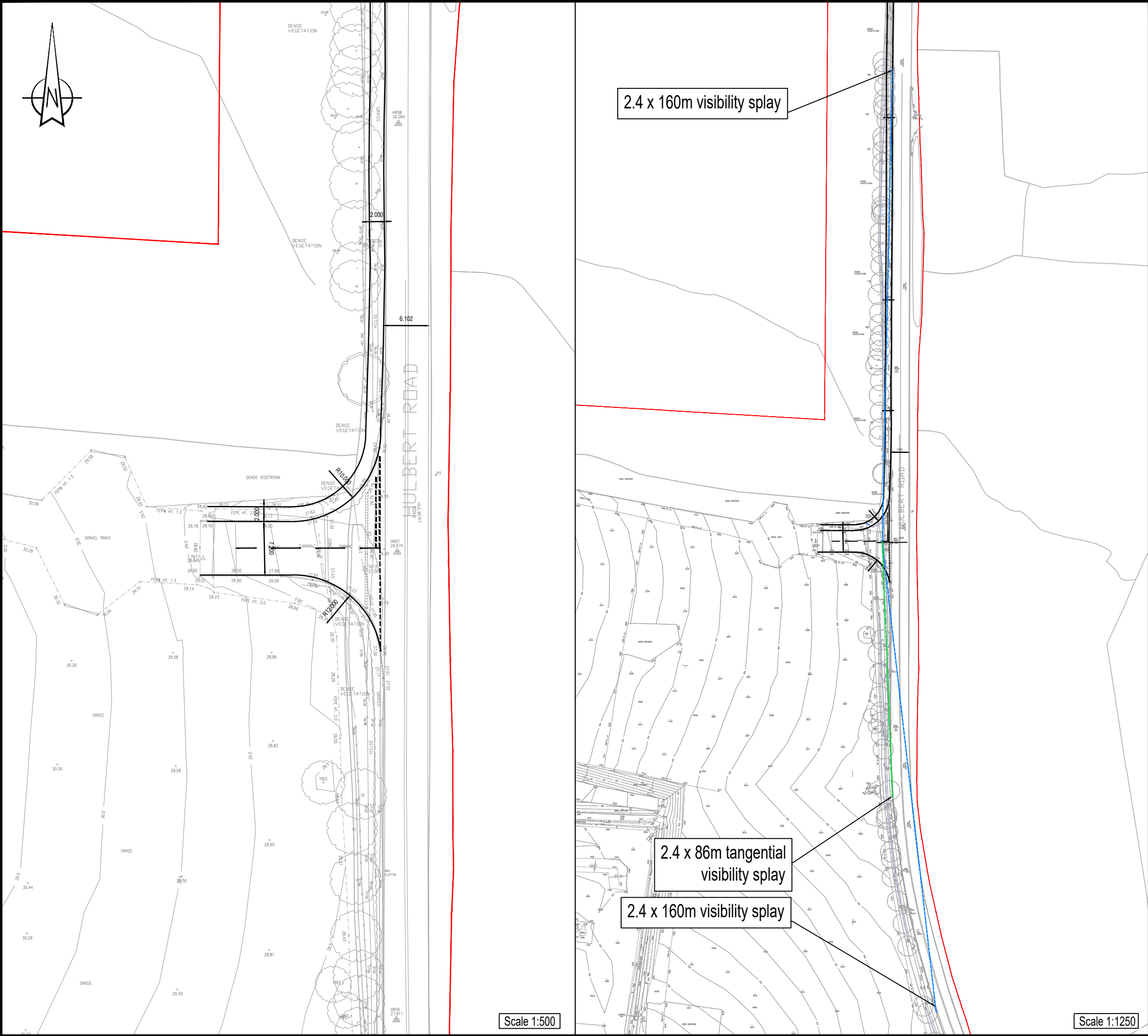
Drop kerbs will of course need to be provided throughout the site to enable easy movement for all between links. Whilst this can be covered in the S38 designs (should the site be put forward for adoption as anticipated), if the site were to remain private, then it would be prudent to add such drop kerbs to plans at this stage to (a) assess for appropriate locations and quantum, and (b) ensure that they are put in place during the construction phases.

I trust that the comments above are clear, however if you have any queries or require any clarification on the matters discussed, please feel free to contact me.

Yours faithfully

Chris Hirst
Senior Development Planner – Highways Development Planning

Appendix C



Notes:

General

1. Do not scale from drawing.
2. All dimensions are in metres, unless stated otherwise.
3. This drawing is to be read & printed in colour.
4. This drawing is for illustrative purposes only.

Disclaimer

1. The information contained in this drawing is based on a combination of OS and data provided by others and WYG shall not be liable for any inaccuracies or deficiencies.

C	Relocate access	SJR	GS	22.03.2021
B	Removal of ghost island/right turn	SJR	GS	28.10.2020
A	Revised Application Boundary	BM	AP	21.05.2020

REV	DETAILS	DRAWN	CHECKED	DATE
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CLIENT:

WYG Planning

PROJECT:

Hulbert Road, Havant

DRAWING TITLE:

Proposed Site Access

SCALES:	As Shown	SHEET SIZE:	A3
DRAWN:	GS	CHECKED:	MA
		DATE:	28.02.2019

WYG Transport
part of WYG group

The Pavilion, 1st Floor, Botleigh Grange Office
Campus, Hedge End, Southampton, SO30 2AF
t: 02382 022 800 e: transport@wyg.com

wyg
A TETRA
TECH
COMPANY

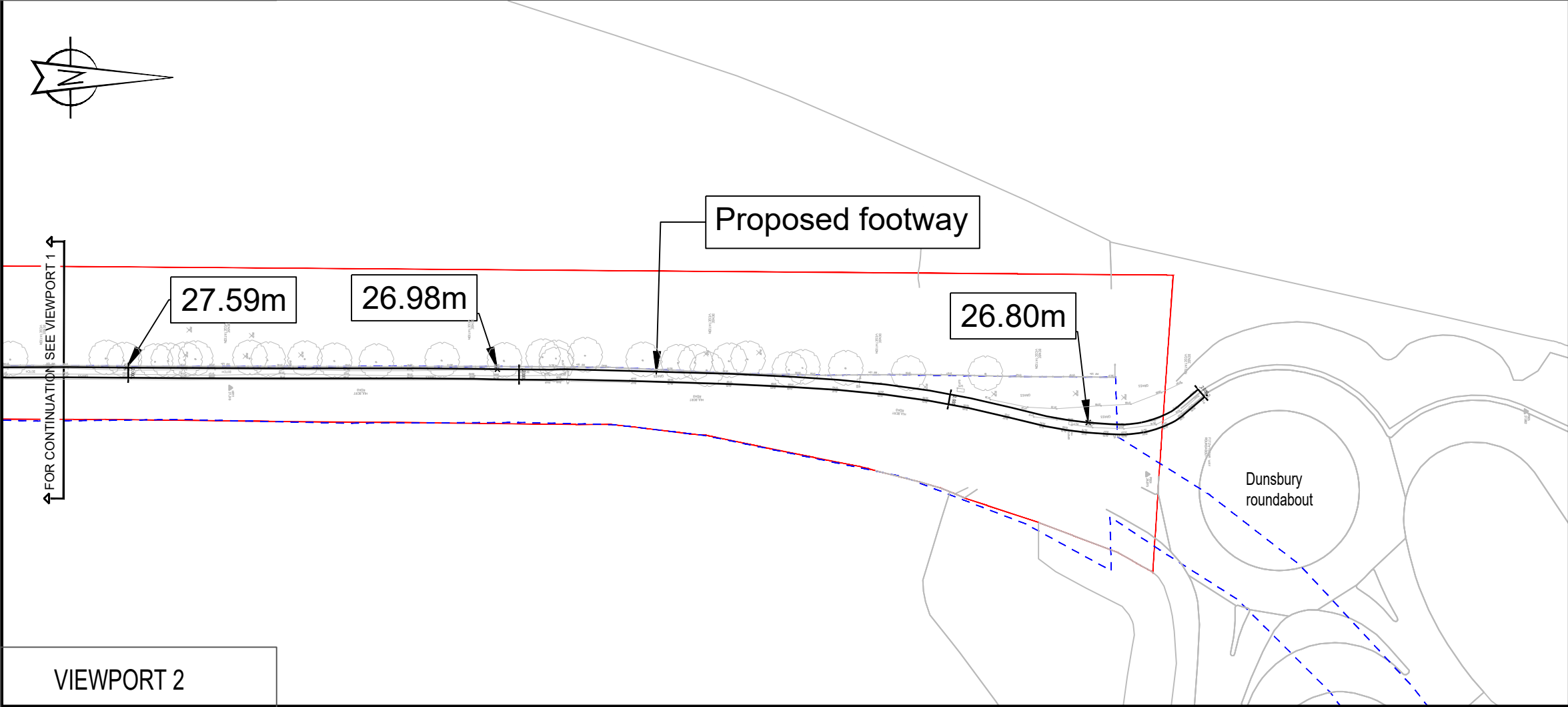
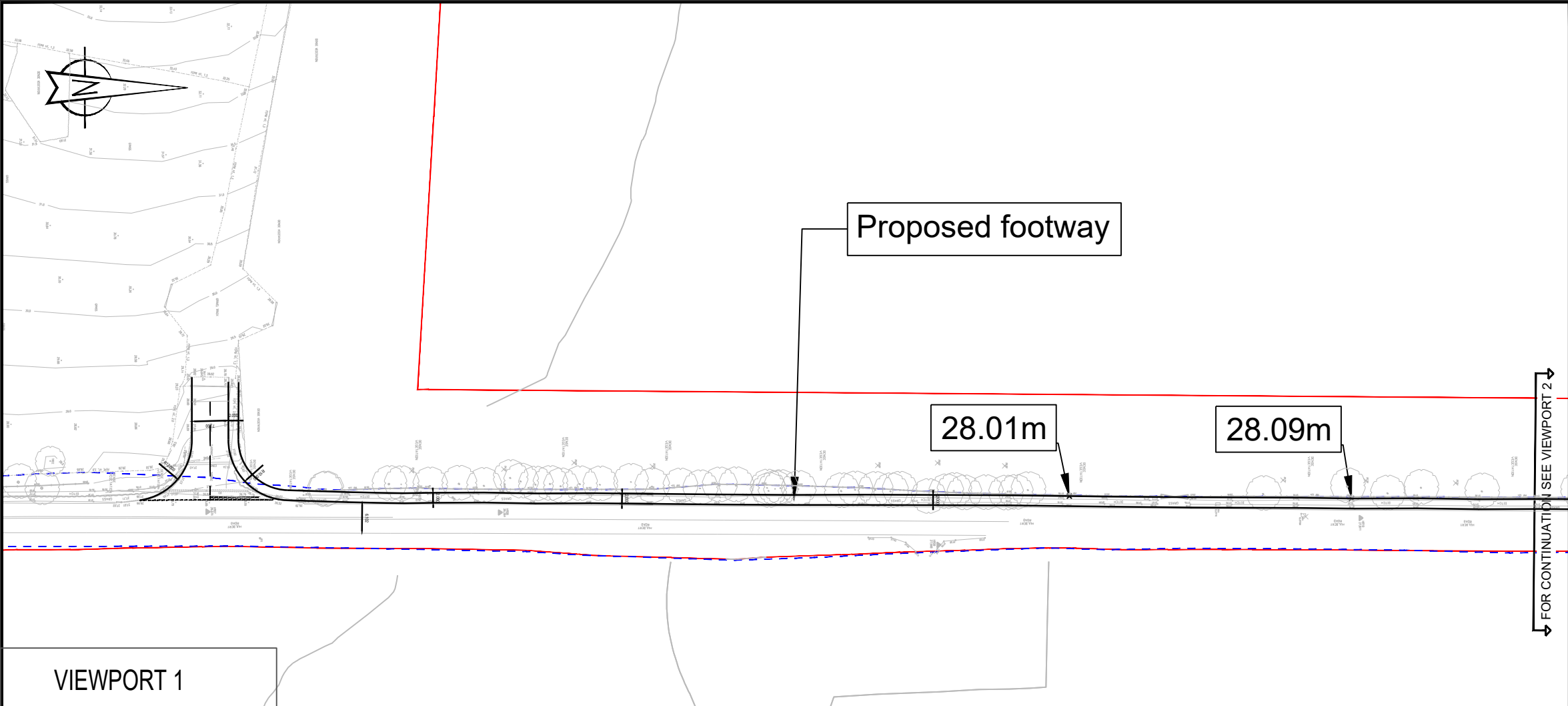
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A096474-SK01

REVISION:

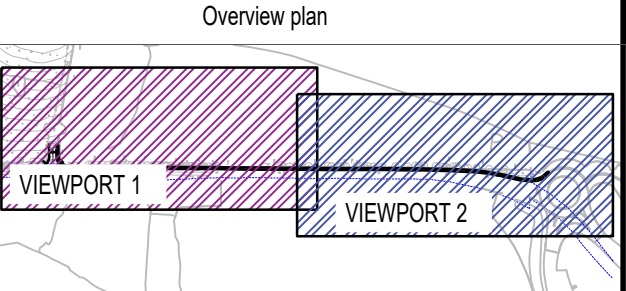
C

Appendix D



- Notes:
- General
1. Do not scale from drawing.
 2. All dimensions are in metres, unless stated otherwise.
 3. This drawing is to be read & printed in colour.
 4. This drawing is for illustrative purposes only.
 5. Any proposed levels on this drawing are indicative only and based on existing channel line level + 125mm kerb + 1 in 40 fall across flexible footway construction.
- Disclaimer
1. The information contained in this drawing is based on a combination of OS and data provided by others and WYG shall not be liable for any inaccuracies or deficiencies.

- Key:
- Application boundary
 - - - Approximate extent of highway boundary



B	Relocation of access	SJR	GS	22.03.2021
A	Removal of ghost island and right turn	SJR	GS	28.10.2020

REV	DETAILS	DRAWN	CHECKED	DATE
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CLIENT:

WYG Planning

PROJECT:

Hulbert Road, Havant

DRAWING TITLE:

Proposed Footway

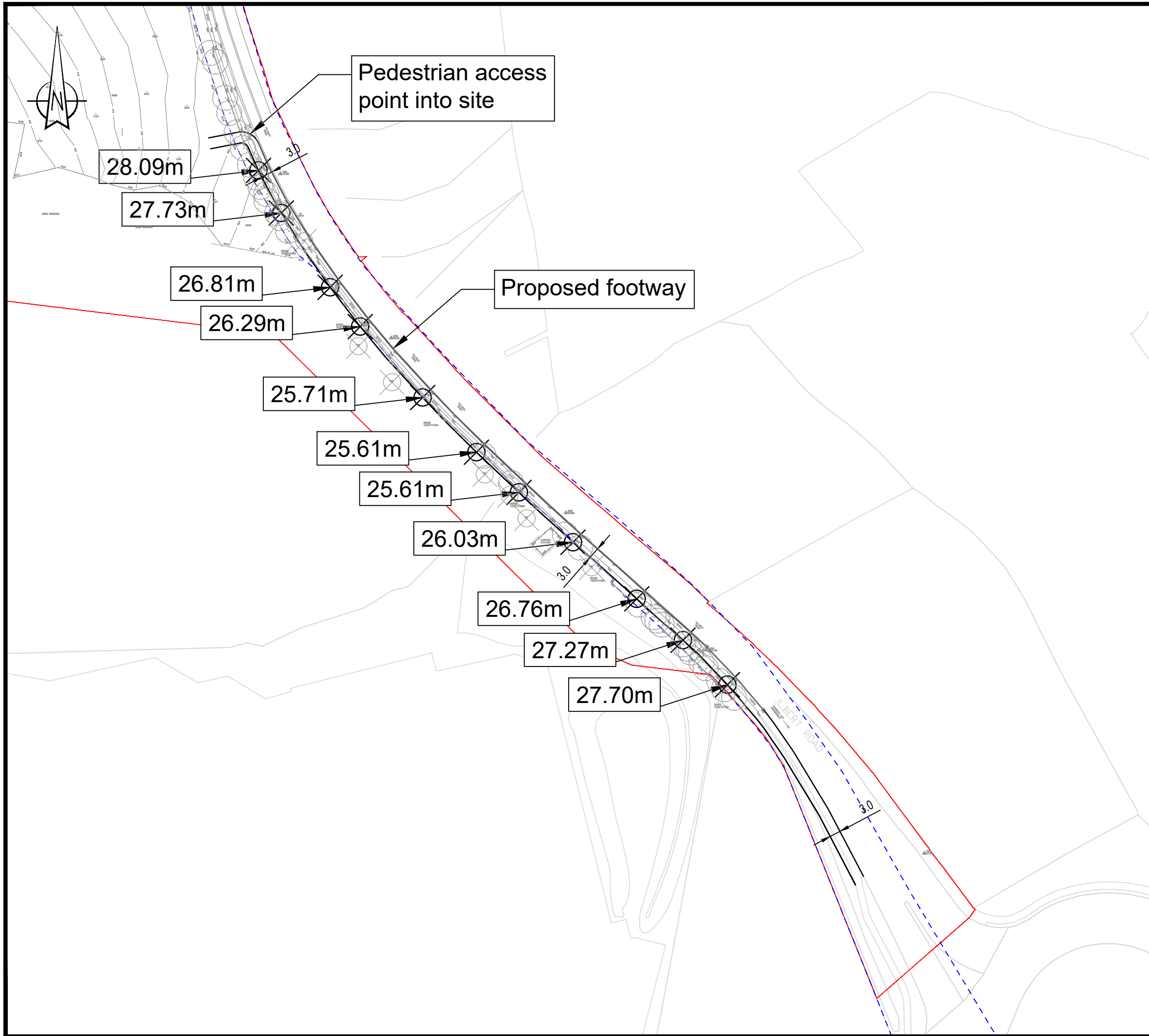
SCALES:	1:1000	SHEET SIZE:	A3
DRAWN:	JG	CHECKED:	GS
		DATE:	27.10.20

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DRAWING NUMBER:	A096474-SK03	REVISION:	B
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- Notes:
- General
1. Do not scale from drawing.
 2. All dimensions are in metres, unless stated otherwise.
 3. This drawing is to be read & printed in colour.
 4. This drawing is for illustrative purposes only.
 5. Any proposed levels on this drawing are indicative only and based on existing channel line level + 125mm kerb + 1 in 40 fall across flexible footway construction.

Disclaimer

1. The information contained in this drawing is based on a combination of OS and data provided by others and WYG shall not be liable for any inaccuracies or deficiencies.

Key:

— Application boundary

- - - Approximate extent of highway boundary

C	Drawing updated with Highway boundary	JG	GS	27.10.2020
B	Drawing updated with topographical survey	JG	GS	22.10.2020
A	Revised Application Boundary	BM	AP	21.05.2020

REV	DETAILS	DRAWN	CHECKED	DATE
-----	---------	-------	---------	------

CLIENT:

WYG Planning

PROJECT:

Hulbert Road, Havant

DRAWING TITLE:

Proposed Footway

SCALES:	1:1000	SHEET SIZE:	A3
DRAWN:	GS	CHECKED:	MA
		DATE:	28.02.2019

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DRAWING NUMBER:	A096474-SK02	REVISION:	C
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Appendix E

Michael Knappett
Bryan Jezeph Consultancy
The Gallery
3 South Street
Titchfield
Fareham
PO14 4DL

Our Ref: GEN/25/00112
Direct Line: (023) 07771 378359
Ask For: Ms L Wells
Email: planning.development@havant.gov.uk

08 April 2025

Site Location: Land west of, Hulbert Road, Havant

Re: Follow Up Pre-application enquiry advice in respect of a future reserved matters application for 100 dwellings and associated site access, landscaping and other associated works. Matters relating to appearance, landscaping, layout and scale to be considered. (Outline permission APP/20/00441).

Dear Mr Knappett

I refer to the above pre-application request and to our meeting on the submitted proposal, where the evolution of the scheme's design was explained, which was helpful.

I also refer to the consultation responses received to date, which I have forwarded on to you. Other than in general terms, I will not refer to these responses again, as they are self-explanatory. As to the Highway Authority as discussed they provide their own pre-application service for which there is a fee. National Highways has no objection, subject to the discharge of conditions 13 and 14 in the outline permission.

The following points in the revised scheme are welcomed:

The central LEAP area, which would help create a sense of place, whilst providing natural surveillance from adjacent dwellings.

The general design, scale and materials proposed for the dwellings.

The cycle route from the south through the site. Ideally it should carry on to the north, to pick up the industrial estate to promote sustainable transportation, but appreciate this was not required at outline stage. However, such provision would be welcomed.

Gardens having a minimum 10m depth, with the exception of units on the western boundaries. Where rear gardens are not 10m in depth, balconies should be provided to provide an acceptable level of private amenity space.

The following points are of concern:

The noise potential for the dwellings that back onto the A3 and how this would impact on the residential amenity of the occupiers, including when using their gardens. Whilst I appreciate the intention is to have a bund and acoustic fencing along the western boundary (plus tree planting), this would be 4.5m high, which would overshadow the garden areas in the afternoon with the dwellings overshadowing the gardens earlier on in the day. Any application should include a plan showing the impact of the overshadowing at various times of the day, so that this point may be fully assessed.

My colleague from Environment Health has provided a detailed response on what would be required in respect of a noise assessment for the site, to ensure the amenity of further residents is protected.

There is a short fall of unallocated visitor parking ie 22 spaces as required by Havant's Car Parking SPD. I have reviewed the sites where there has been a reduction in car parking that you consider are comparable to the proposal. Due to the fact that the site is effectively in an isolation location, with no public transport servicing the development, with realistically the main transport link to the site via motor vehicles, the minimum number of car parking spaces must be provided on site, to avoid the possibility of parking on Hulbert Road which is unacceptable.

Cycling facilities within the grounds of the dwellings are required together with visitor provision, in accordance with Havant's Car Parking SPD.

The retention of trees is a constraint to development of the site, with a Woodland TPO to the north and protected trees to the south. As to the SuDs provision in the south east corner, steps should be taken to ensure it does not impact on the RPA of the TPO trees. There is also the constraint of the SINC to the south and north, which must be protected.

General comments

The housing mix should be reconsidered to provide a greater proportion of 1 & 4 dwellings, to provide a better overall mix. The affordable housing element is welcomed.

All dwellings should be in accordance with or exceed the minimum size requirements set by the Government's housing standards.

CIL

The Reserved Matters application will be CIL liable with further details set out in the consultation response.

Nitrates

Regarding the Deed of Allocation, there will be a charge levied for the monitoring of this type of agreement, further details of which are set out in the consultation response.

Conclusion

The proposal has several merits, which have evolved as part of the design process, which are appreciated. There are, however, a number of issues that should be addressed before the submission of the Reserved Matters application.

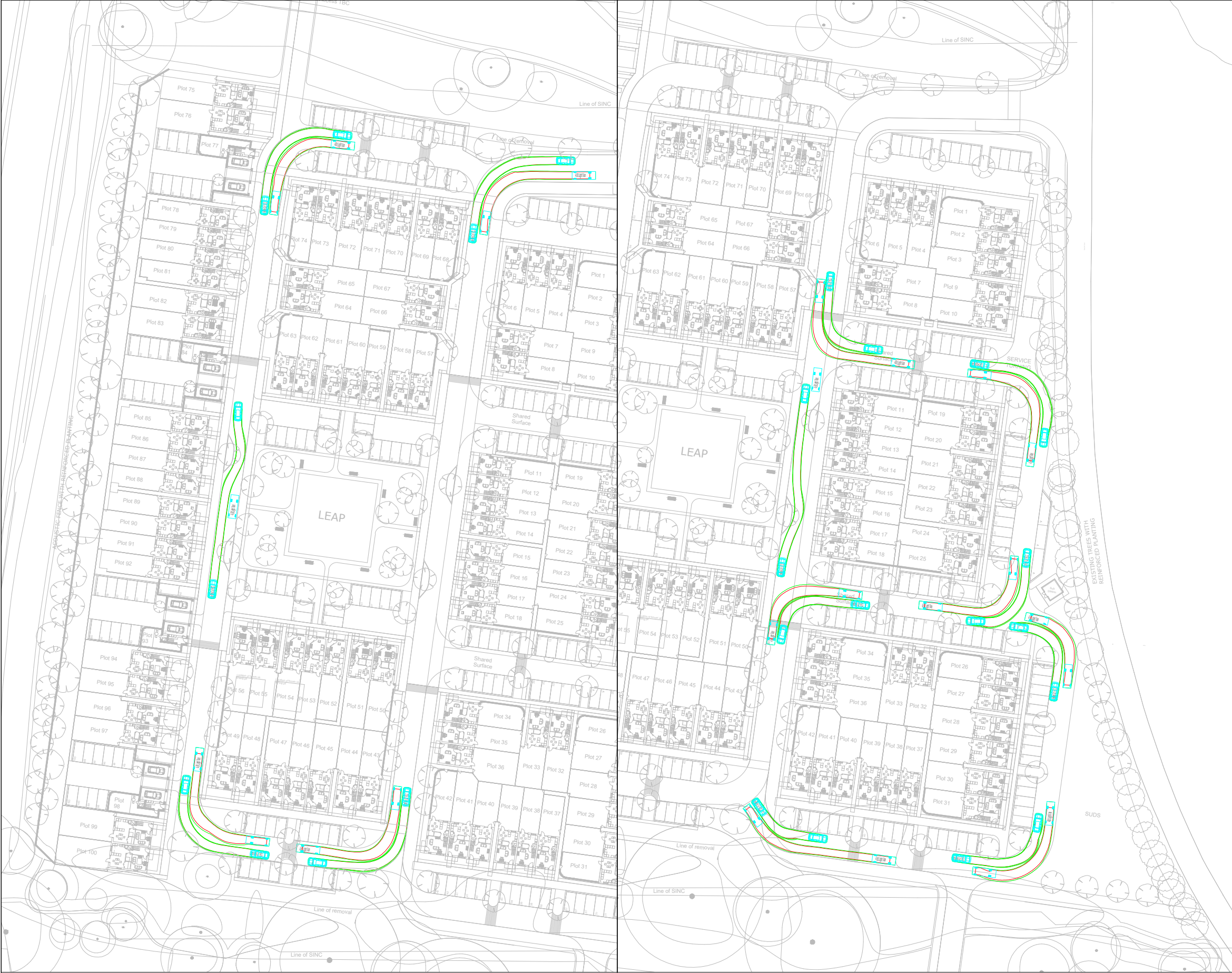
Please note that the above comments are the opinion of individual Planning Officers and are in no way binding upon the Council when determining any future applications for planning permission and nor will they prejudice the outcome of any applications submitted.

This advice also only relates to planning matters, and does not relate to any other application that may be required under Building Regulations or under any other Act, Regulation, Byelaw or Order where the Council's approval may be needed. For further guidance as to the need for consent under the Building Regulations please phone 02392 446571

Yours sincerely

Ms L Wells
Principal Planner
Our Ref: GEN/25/00112

Appendix F



WESTERN SIDE OF SITE - REFUSE TRACKING

EASTERN SIDE OF SITE - REFUSE TRACKING

Project Name

HULBERT ROAD
HAVANT

Project Phase

PRELIMINARY

Title

INTERNAL ROAD TRACKING

paulbasham

associates

Paul Basham Associates Ltd

The Bothy, Cams Hall Estate, Fareham, PO16 8UT

01329 711 000

info@paulbashamassociates.com www.paulbashamassociates.com

Client

BRICS

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6. TRACKING HAS BEEN UNDERTAKEN TO A 10MPH DESIGN SPEED AND IN ACCORDANCE WITH HCC TG2 GUIDANCE.

VEHICLE PROFILES

4.6t

5.885m

2.000m

2.525m

0.299m

1.765m

4.00s

6.000m

4.6t

4.800m

2.000m

1.512m

0.273m

1.890m

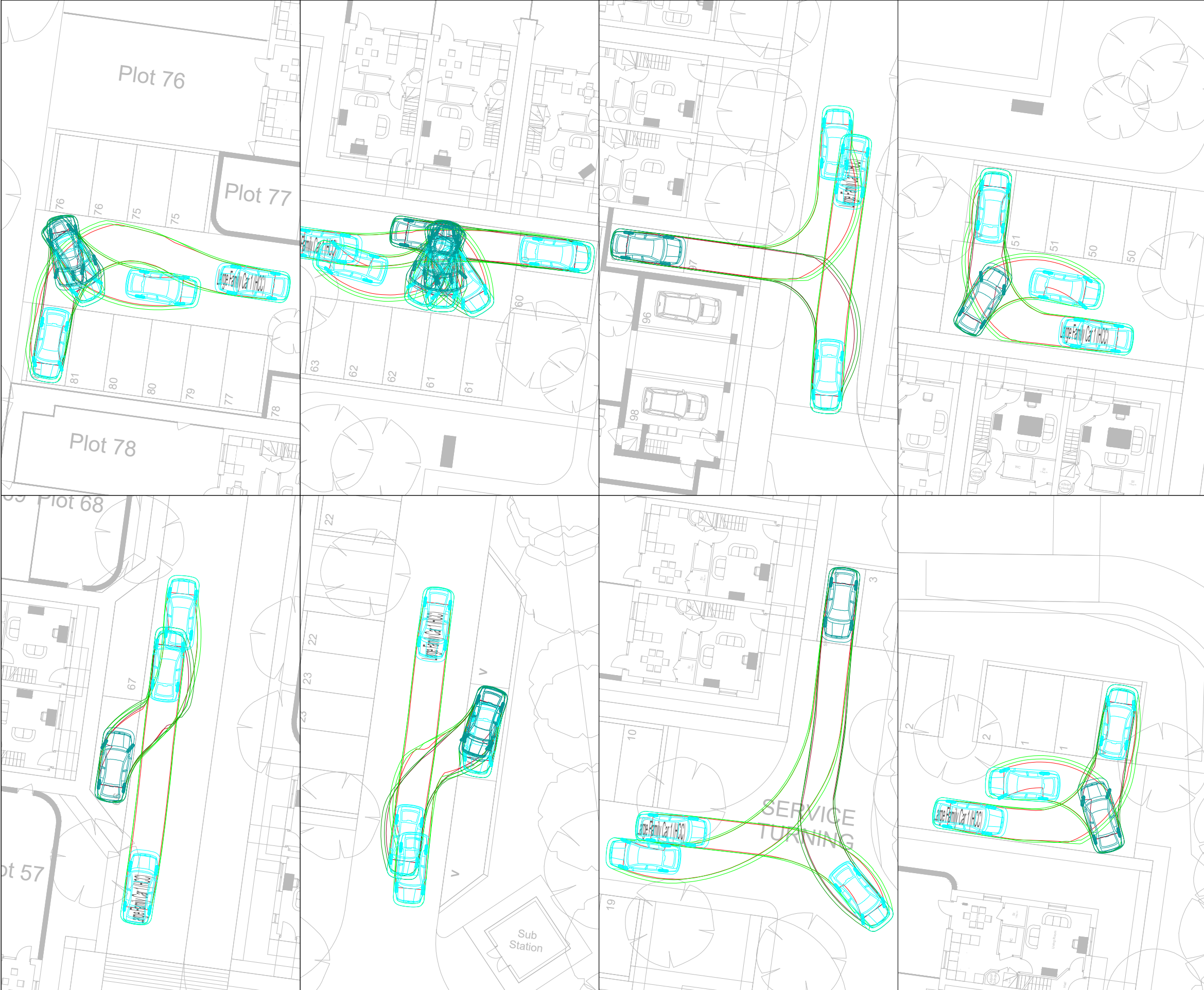
4.00s

6.000m

NORTH

P04	REVISED LAYOUT	22.05.25	EK	SKB
P03	REVISED LAYOUT	27.01.25	EK	SKB
P02	REVISED LAYOUT	15.01.25	EK	SKB
P01	FIRST ISSUE	29.01.24	SKB	JAM
Rev	Description	Date	By	App'd
	Date Created	Drawn By	Approved By	Suitability Code
	29.01.24	SKB	JAM	-
	PBA Project Number	Scale	(AT A3)	
	020.0923	1:1000		
PBA Drawing No: 020.0923-0005				Revision P04

QMS2011/v8/210723/JM

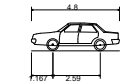


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6. TRACKING HAS BEEN UNDERTAKEN TO A 10MPH DESIGN SPEED AND IN ACCORDANCE WITH HCC TG2 GUIDANCE.

VEHICLE PROFILE (NOT TO SCALE)



Large Family Car 1 (HCC)
Overall Length 4.800m
Overall Width 2.000m
Overall Body Height 1.512m
Min Body Ground Clearance 0.273m
Max Track Width 1.890m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 6.000m



Project Name HULBERT ROAD HAVANT		Title CAR PARKING SPACES TRACKING	paulbasham associates Paul Basham Associates Ltd The Bothy, Cams Hall Estate, Fareham, PO16 8UT 01329 711 000 info@paulbashamassociates.com www.paulbashamassociates.com	Client BRiCS DEVELOPMENT	Date Created 22.05.25	Drawn By EK	Approved By SKB	Suitability Code -
Project Phase PRELIMINARY					PBA Project Number 020.0923	Scale 1:250 (AT A3)		
					PBA Drawing No: 020.0923-0006			Revision P01

paulbasham
associates
Paul Basham Associates Ltd
The Bothy, Cams Hall Estate, Fareham, PO16 8UT
01329 711 000
info@paulbashamassociates.com www.paulbashamassociates.com

Appendix G



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- 6. FORWARD VISIBILITY HAS BEEN DEMONSTRATED TO ACCORD WITH INTERNAL DESIGN SPEEDS OF 15MPH OR 20MPH WHERE APPROPRIATE, IN ACCORDANCE WITH HCC TG2 GUIDANCE.

KEY

- 1.5M X 18M VISIBILITY SPLAY
- 1.5M X 25M VISIBILITY SPLAY



P06	REVISED LAYOUT	22.05.25	EK	SKB
P05	REVISED LAYOUT	27.01.25	EK	SKB
P04	REVISED LAYOUT	15.01.25	EK	SKB
P03	REVISED LAYOUT	29.01.24	SKB	JAM
P02	REVISED LAYOUT	22.01.24	SKB	JAM
P01	FIRST ISSUE	17.01.24	SKB	JAM

Rev	Description	Date	By	App'd
	Date Created	17.01.24	Drawn By	SKB
	Approved By	JAM	Suitability Code	-
PBA Project Number		Scale		
020.0923		1:1000 (AT A3)		
PBA Drawing No:				Revision
020.0923-0002				P06

Project Name

HULBERT ROAD
HAVANT

Project Phase

PRELIMINARY

Title

FORWARD VISIBILITY SPLAYS

paulbasham
associates

Paul Basham Associates Ltd

The Bothy, Cams Hall Estate, Fareham, PO16 8UT

01329 711 000

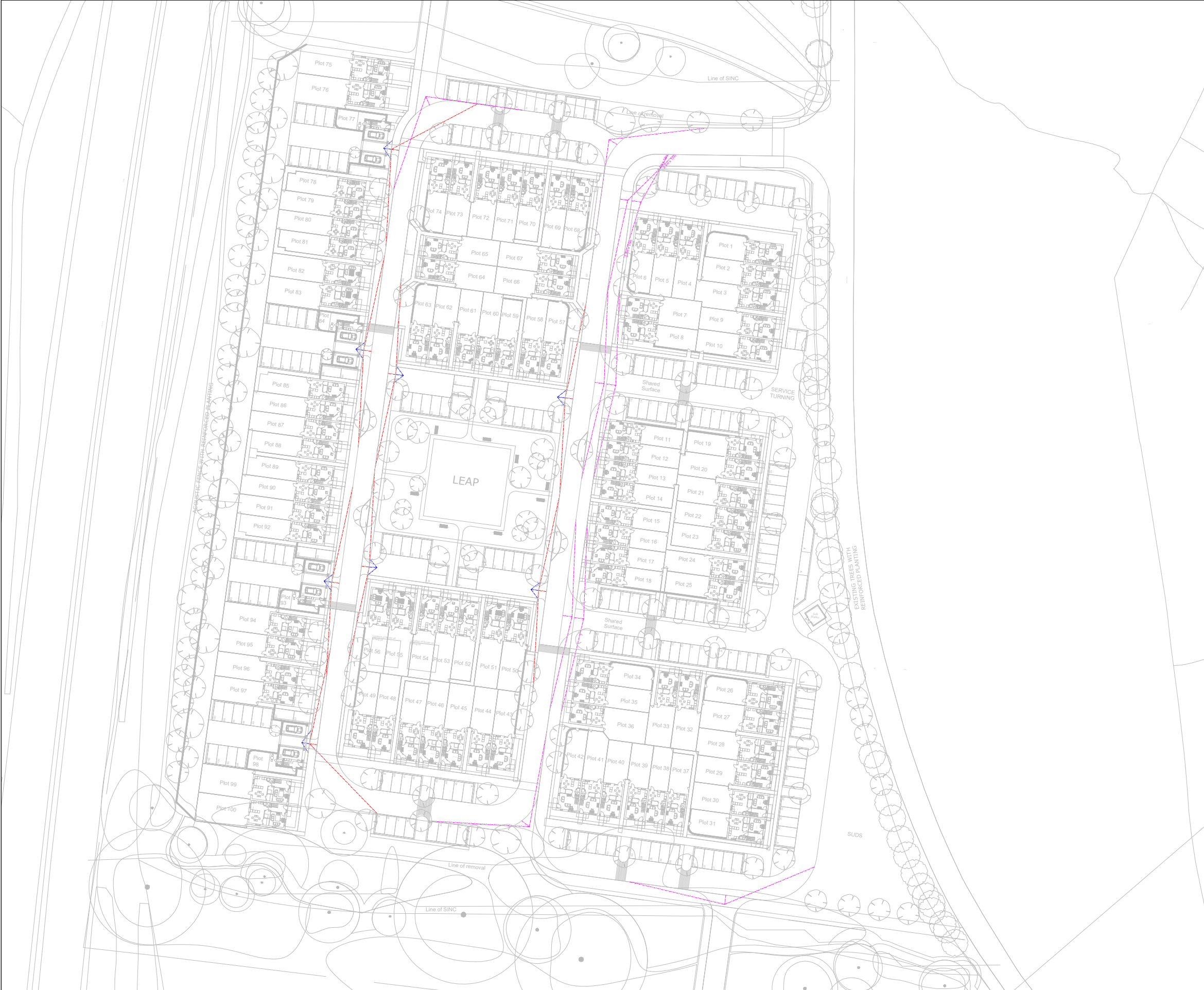
info@paulbashamassociates.com www.paulbashamassociates.com

Client

BRICS

DEVELOPMENT

Date Created	17.01.24	Drawn By	SKB	Approved By	JAM	Suitability Code	-	
PBA Project Number		Scale		(AT A3)				
020.0923		1:1000						
PBA Drawing No:				Revision				
020.0923-0002				P06				



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KEY

- 2.4M X 25M VISIBILITY SPLAY (UNLESS SHOWN)
- 2M X 25M VISIBILITY SPLAY
- 2M X 2M VISIBILITY SPLAY



P06	REVISED LAYOUT	22.05.25	EK	SKB
P05	REVISED LAYOUT	27.01.25	EK	SKB
P04	REVISED LAYOUT	15.01.25	EK	SKB
P03	REVISED LAYOUT	29.01.24	SKB	JAM
P02	REVISED LAYOUT	22.01.24	SKB	JAM
P01	FIRST ISSUE	17.01.24	SKB	JAM

Rev	Description	Date	By	App'd
	Date Created	17.01.24	Drawn By	SKB
	Approved By	JAM	Suitability Code	-

PBA Project Number	Scale	(AT A3)
020.0923	1:1000	

PBA Drawing No:	Revision
020.0923-0001	P06

Project Name	HULBERT ROAD HAVANT
Project Phase	PRELIMINARY

Title	INTERNAL VISIBILITY SPLAYS
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Client



Appendix H



WESTERN SIDE OF SITE - REFUSE TRACKING

EASTERN SIDE OF SITE - REFUSE TRACKING

Project Name	HULBERT ROAD HAVANT
Project Phase	PRELIMINARY

Title	REFUSE VEHICLE TRACKING
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paulbasham
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Client

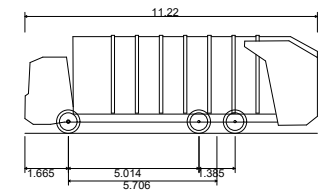


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- VEHICLE TRACKING HAS BEEN UNDERTAKEN WITH A 10MPH DESIGN SPEED.

VEHICLE PROFILE (NOT TO SCALE)



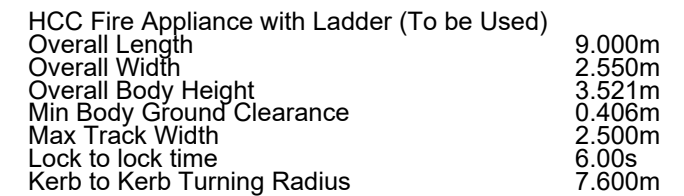
Phoenix 2 Duo Recycler (P2-15W with Elite 6x4 chassis)
Overall Length 11.220m
Overall Width 2.530m
Overall Body Height 3.756m
Min Body Ground Clearance 0.309m
Track Width 2.530m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 11.550m



P06	REVISED LAYOUT	22.05.25	EK	SKB
P05	REVISED LAYOUT	27.01.25	EK	SKB
P04	REVISED LAYOUT	15.01.25	EK	SKB
P03	REVISED LAYOUT	29.01.24	SKB	JAM
P02	REVISED LAYOUT	22.01.24	SKB	JAM
P01	FIRST ISSUE	17.01.24	SKB	JAM
Rev	Description	Date	By	App'd
	Date Created	Drawn By	Approved By	Suitability Code
	17.01.24	SKB	JAM	-
	PBA Project Number	Scale	(AT A3)	
	020.0923	1:1000		
PBA Drawing No:				Revision
020.0923-0003				P06

GENERAL NOTES

- VEHICLE PROFILE (NOT TO SCALE)



P06	REVISED LAYOUT	22.05.25	EK	SKB
P05	REVISED LAYOUT	27.01.25	EK	SKB
P04	REVISED LAYOUT	15.01.25	EK	SKB
P03	REVISED LAYOUT	29.01.24	SKB	JAM
P02	REVISED LAYOUT	22.01.24	SKB	JAM
P01	FIRST ISSUE	17.01.24	SKB	JAM

Rev	Description	Date	By	App'd
Date Created	Drawn By	Approved By	Suitability Code	
17.01.24	SKB	JAM	-	

PBA Project Number	Scale
020.0923	1:1000 (AT A3)

PBA Drawing No:	Revision
020.0923-0004	P06

Project Name

HULBERT ROAD
HAVANT

Project Phase
PRELIMINARY

FIRE TENDER TRACKING



Client

