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|--------------|------------------|----------------|------------------------------------------------------------------|
| Enquiries to | Sophie Osborne   | My reference   | 057410                                                           |
| Direct Line  | N/A              | Your reference | APP/22/00439                                                     |
| Date         | 8 September 2025 | Email          | <a href="mailto:havantdc@hants.gov.uk">havantdc@hants.gov.uk</a> |

**For attention of Ms Miszewska**

Dear Arleta,

**Re: APP/22/00439 At The South Downs College, College Road, Purbrook, Waterlooville, PO7 8AA**

**Redevelopment of southern section of site to provide 85 dwellings with associated parking, landscaping, waste and cycle storage. New access from College Road and other associated works.**

Thank you for your re-consultation on the above full planning application. In response to previous comments dated 23 August 2024 and following several direct meetings, the applicant has submitted revised transport information which the Highway Authority have reviewed and have the following comments to make.

**Stage One Road Safety Audit (RSA1)**

The applicant has submitted a Stage One Road Safety Audit undertaken in October 2024. This has not been supported by a designer's response. This should be circulated to the Planning Authority to be publicly available on the planning portal. This has been shared to the Highway Authority informally to support a response on this application.

In total the RSA1 has raised 5 items (4.1-4.5) on the proposed internal layout design and 2 items on the site access arrangement and off-site highway works (4.5-4.6). Items 4.6 relating to vegetation maintenance to ensure visibility remains clear will be appropriately resolved through a planning condition. Items 4.7 relating to levels details can be resolved at the s278 detailed design stage. All other matters are agreed to be resolved and are discussed further within this response.

### **Walking and Cycling Provision**

As previously requested, all pedestrian crossing points should be supported by pedestrian visibility splays. This remains outstanding however it appears that suitable visibility will be achievable. Visibility splays will be a requirement to be provided at the s278 detailed design stage.

The Highway Authority have requested a financial contribution of £376,898.56 to be secured towards the following (in no priority order) to improve the sustainable connectivity of the site and reduce the reliance on the private car to accord with the principles set out within LTP4 and the NPPF.

1. College Road future vision improvement works as shown indicatively on drawings 01-PHL-3001, 01-PHL-3002 and 01-PHL-3003.
2. Improvements along the route to Purbrook Park School from Crookhorn Lane including improvements to crossing provision adjacent to Morelands school
3. Wayfinding provision towards key facilities and services through the neighbouring estate

This will be secured through the s106 agreement.

### **Site Access**

The Highway Authority previously requested that tracking was updated at a more appropriate speed for the stagger arrangement rather than 5kph to ensure that movements remained achievable. Tracking has been updated at the site access arrangement only at 10mph (drawing 01-ATR-109 Rev H) but this has not incorporated stagger arrangement.

It does appear that this could be achieved however this has not been evidenced. This will be a requirement to support the departure from standard process at the s278 detailed design stage. The applicant should be made aware that the departure process is not guaranteed and given that delivery of the access arrangement will be reliant on a successful departure, technical approval of the access arrangement will be secured to be obtained prior to any commencement on site.

Under item 4.1 of the RSA1, the auditor raises concern with the radii of the main site access and the speeds that vehicles will approach the first access points within the development. It is noted that the width of the junction is required to accommodate the tracking of the stagger with Apollo Drive. As part of the wider College Road 'future vision' works amendments are to be made to the access arrangement to tighten up the radius. In the meantime, visibility requirements for these first junctions have been provided in accordance with a 20mph design speed and therefore the Highway Authority are content that suitable visibility to the main access junction can be achieved. These drawings should be submitted formally to be secured through any future planning consent. Visibility will be conditioned as part of any future planning consent to ensure obstructions to not exceed 0.6m in height.

### **Internal Road Network**

The proposed revised internal road network is shown within drawing 01-PHL-1005 Rev K. The Highway Authority have reviewed this drawing and have the following comments to make.

Swept path analysis has been provided within drawing 01-ATR-107 Rev M for a large car accessing and egressing the parking bays located within the parking court in the northeastern corner. The Highway Authority note that whilst the movements are tight, they are not uncommon for a parking court of this nature where low speeds are present and therefore are content that these movements are achievable.

Pedestrian intervisibility splays have been provided within drawing 01-PHL-1003 Rev L for the vehicle crossover arrangement proposed providing access to the parking area for plots 1-12 and 25-34. These are acceptable to the Highway Authority.

No details have been provided where cyclists are to drop on carriageway where the shared use path meets the carriageway. These details can be secured through an appropriate planning condition to be agreed prior to commencement given this will not have any fundamental changes to the layout design.

The future pedestrian and cycle link to tie in with the Campdown development has since been revised to tie into a deliverable location. The connection has been confirmed to measure 3.0m in width which is acceptable to the Highway Authority. This will aid in improving cycle permeability to access South Downs College from the east. The tie in details with the carriageway have not been confirmed and will be secured through an appropriate planning condition.

Footways throughout have been confirmed to measure 2.0m which accords with HCC TG10 and is therefore acceptable. The narrow path running to the rear of the parking bays for plots 78-85 width has not been confirmed. It is understood that this is intended to provide access to the plots only. The Planning Authority should be satisfied that this accords with Building Regulation Requirements.

Additional crossing provision with tactile paving and dropped kerbs have been provided. These have been supported by pedestrian visibility splays within drawing 01-PHL-1003 Rev L. Whilst the Highway Authority are content that the most pedestrian visibility splays are subject to appropriate visibility the visibility for the crossing points adjacent to plot 78 are fully obstructed by parking bays. The proximity of the crossing provision is also in a problematic area given the provision of an overrun area to ease the movement of a refuse vehicle and fire tender around the bends which I discussed further within this response. Item 4.4 of the RSA1 raised the need for appropriate crossing provision to be provided and supported by suitable pedestrian visibility splays. It is not considered therefore that this item has been appropriately resolved given that obstructed visibility splays are present.



Notwithstanding this, it appears that there is suitable scope within the internal road network to accommodate suitable crossing provision with improved visibility which would not materially alter the footprint of the layout with alterations to the location of the allocated parking bays. The Highway Authority are satisfied that this could be addressed through a suitably worded planning condition with the details to be agreed prior to commencement.

The provision of additional crossing provision with appropriate visibility splays where the shared use path meets the arrival square is considered to appropriately overcome item 4.5 of the RSA1.

The pathway to the south of plots 52 and 34 is intended to remain as a footway. Whilst this is considered poor design and poorly integrates cyclists to access the shared use provision an alternative route could be sought utilising the 3.5m shared use path for those living in the southern parcel of the site and therefore no further comments are made on this matter.

A change in materials is still required in the following location to denote a service margin rather than a footway. Use of materials can however be secured through an appropriate planning condition to be agreed prior to commencement.



#### Visibility:

Visibility splays are provided within drawing 01-PHL-1003 Rev L. It is unclear

why the junction visibilities have been omitted from this drawing revision when they have been shown on previous revisions when directly circulated to the Highway Authority. A full package of visibility drawings should be provided to be secured through the planning consent prior to determination. This should include vehicle crossover arrangements being provided with an 'x' distance set back of 2.0m.

The use of 17.0m forward visibility has been previously agreed to be acceptable subject to the findings of the RSA1. The RSA1 raises concerns with the bends but only relating to tracking of a delivery vehicle/car and ensuring a refuse vehicle can navigate the bends without overhanging the footway (items 4.2 and 4.3). This remains acceptable subject to suitable swept path analysis for a refuse and fire tender to pass a large car within the forward visibility envelopes which is discussed further below.

Separate forward visibility drawings have been provided (drawings 01-ATR-113 Rev B and 01-ATR-112 Rev B) however the visibility shown is either substandard and/or fully obstructed by parking and/or private dwellings and do not support the evidence base. These therefore do not have a material consideration to the planning application given that 17.0m forward visibility has been demonstrated to be achievable.

*Refuse and Servicing Arrangements:*

Tracking for an 11.20m 'super large' refuse vehicle and fire tender is shown within drawings 01-ATR-105 Rev K and 01-ATR-106 Rev K respectively at 10mph. The drawings still fail to identify where these vehicles can pass a large car throughout most of the internal road network. Whilst it is appreciated that HCC TG2 does not specifically require these vehicles to pass a car throughout the entirety of the internal road network, suitable passing places should be identified.

The main area of concern is the two bends adjacent plot 34 and 78. The previous submission from the applicant had not identified opportunities for the refuse vehicle and fire tender to pass a car within the forward visibility envelopes. Whilst tracking identifies that a delivery vehicle and car can pass at bends (drawing 01-ATR-110 Rev I) overcoming item 4.2 of the RSA1, this is tight with limited room for manoeuvre. It is therefore key that the design of the internal road network provides appropriate opportunities for these larger vehicles to pass to ensure that the internal road network can operate in a safe and suitable manner.

To ease movements at the bends, the provision of an overrun area was suggested with some materials changes to aid the refuse and fire tender movements around the bends and allow the vehicles to pass within the forward visibility envelopes. The carriageway has just been widened in this location with no change of materials to suggest an overrun area. Notwithstanding this, it has been discussed with the applicant directly and it is intended that an overrun area will be provided in this location. Materials details for the overrun areas will be secured through an appropriate planning

condition to be agreed prior to commencement and implemented in accordance with the approved plans prior to occupation.

There is a unusual kink where the footway juts inwards in the eastern side of the site which restricts the carriageway width and as shown by the drawing does not allow a refuse and fire tender to pass a car within the forward visibility envelopes. At this point this it appears that this is where these vehicles would be able to pass. The tracking has not utilised the overrun areas as part of the tracking exercise so it does not identify where these larger vehicles can pass a car within the forward visibility envelopes. Additionally, the refuse vehicle is now shown to fully overhang the footway when turning adjacent to plot 30 which had previously been designed out of the scheme to address audit item 4.3. This has occurred due to the changes to the footway arrangement and could be designed out if the footway remains straight in this location as indicatively shown in orange below. This would have implications on the greenspace provision in this location as well as requiring relocation of the proposed trees. This would be subject to agreement from the LPA.



It appears that with refinement to the design, there is appropriate space within the internal layout to allow these vehicles to pass within the forward visibility envelopes given the provision of suitable overrun areas to ease the movements around the bends. Refinement to the design for both the northern and southern bends will be secured through an appropriate planning condition to be agreed prior to commencement.

It is noted that the delivery vehicle and car has not been tracked throughout the full internal road network however the Highway Authority are content that these movements could be achieved in a safe and suitable manner given the straight nature of roads.

### **Parking**

Given the constraints with the tracking as set out above, and the proximity to the adjacent college, the applicant is reminded that parking management plan will be secure through a suitably worded planning condition to be agreed prior to commencement. The strategy should set out measures to prohibit the presence of on-carriageway parking throughout the development.

### **Levels and Drainage**

No further comments are made on the levels and drainage proposals across the site. Finer details regarding levels and drainage will be secured through an appropriate planning condition to be agreed prior to commencement.

### **Travel Plan**

As per formal comments dated 20 September 2023, the framework travel plan is agreed. A full travel plan will be secured through a S106 agreement along with the associated approval and monitoring fees to be submitted and agreed with the Highway Authority prior to occupation.

### **Recommendations**

Having regard to the above the Highway Authority provide no objections to this planning application subject to the following s106 obligations and conditions:

#### S106 Obligations:

- Prior to commencement to enter into a highway agreement and for technical approval to be granted for the site access works as shown indicatively within drawings PHL-102 Rev C and PHL-202 Rev C
- Prior to occupation, the site access work must be completed to completion certificate standard
- Prior to commencement payment of a financial contribution of £376,898.56 with respect to walking and cycling improvements for the following (in no priority order):
  - a) College Road future vision improvement works as shown indicatively on drawings 01-PHL-3001, 01-PHL-3002 and 01-PHL-3003
  - b) Improvements along the route to Purbrook Park School from Crookhorn Lane including improvements to crossing provision adjacent to Morelands school
  - c) Wayfinding provision towards key facilities and services through the neighbouring estate
- Prior to occupation, the full travel plan to be submitted to and agreed in writing with the Highway Authority
- Prior to occupation payment (by developer) of HCC fees in respect of approval (£1,500) and monitoring (£15,000) of the full travel plan
- Prior to occupation, provision of a bond or cash deposit (amount to be agreed with the Highway Authority) with respect to costed measures within the travel plan
- Public rights to pass and repass on foot and bicycle for areas not adopted by the Highway Authority

#### Conditions:

1. No development shall start on site until a construction method statement has been submitted to and approved in writing by the Planning Authority, which shall include:
  - a) A programme of and phasing of demolition (if any) and construction work;
  - b) The provision of long-term facilities for contractor parking;

- c) The arrangements for deliveries associated with all construction works;
- d) Methods and phasing of construction works;
- e) Access and egress for plant and machinery;
- f) Protection of pedestrian routes during construction;
- g) Location of temporary site buildings, compounds, construction material, and plant storage areas;
- h) Details of the methodology for ensuring dirt is not transferred onto the highway from the site (i.e. wheel washers), and onwards mitigation should this fail, such as the employment of mechanical road sweepers, and the subsequent refresh of street lining (as and when required) should this be damaged during the process.

Demolition and construction work shall only take place in accordance with the approved method statement.

*Reason - In order that the Planning Authority can properly consider the effect of the works on the amenity of the locality and in the interest of Highway Safety*

2. Prior to the commencement of development details of the following items must be agreed in writing with the Highway Authority:
  - a) Street lighting design
  - b) Drainage strategy
  - c) Final ground levels plan
  - d) Final materials plan which should include materials to differentiate a service margin and a footway to prevent improper use
  - e) Overrun area at the southwestern corner and northeastern corner in the site adj. to plots 78 and 34 respectively supported by appropriate swept path analysis to ensure the refuse and fire tender can pass a large car with the forward visibility envelope
  - f) Footway provision within the eastern boundary of the site to be straightened and the levels of greenspace refined to support movements as set within item e) above
  - g) Tie in details of the shared use pathway(s) with the internal road network
  - h) Improved pedestrian crossing provision in the southwestern corner of the site adj. to plots 78 supported by appropriate pedestrian visibility splays of 1.5m x 25.0m along with any associated parking/footway/carriageway layout amendments to accommodate the crossing provision.

The above matters should be implemented in accordance with the approved plans and be implemented prior to the occupation of any dwellings of which are reliant on such part of the network for access

*Reason: In the interests of highway safety.*

3. Prior to commencement the planning application for the adjacent South Downs College (APP/22/00576) to be implemented in accordance with the approved plans

*Reason: To ensure that the development can be constructed*

4. In relation to all roads, footways and cycleways to be provided on site the following requirements shall be met:
  - a. All roads, footways and cycleways, whether to be adopted or otherwise, shall be built to national recognised design construction standards and completed prior to occupation
  - b. A verification report by a suitably qualified engineer confirming that all unadopted roads, footways and cycleways have been built to the nationally recognised design construction standards shall be provided to the Local Planning Authority on completion of the final road surface or prior to occupation. The report shall include the relevant construction details that the roads, footways and cycleways have been built to and details of the professional qualifications of the person providing the verification.

*Reason: To ensure that the development is provided to an appropriate standard*

5. Prior to occupation to provide a parking management plan as part of the management company condition and for the Parking Management Plan to include measures to prevent on-carriageway parking. The Parking Management Plan shall be approved by the Highway Authority and implemented in accordance with the approved plan hereafter

*Reason: In the interest of highway safety to ensure safe and suitable access can be maintained for all users*

6. The approved lines of site splays shall be kept free of any obstruction exceeding 0.6m in height above the adjacent carriageway.

*Reason – In the interest of highway safety*

Regarding condition 6, the applicant is required to provide a full set of visibility drawings to the Planning Authority for agreement with the Highway Authority for inclusion within the condition wording to ensure that the land required for the visibility to remain clear is unobstructed. The Highway Authority welcome engagement with the applicant through our pre-application service to resolve the outstanding design refinements set out within the proposed condition 2.

Yours faithfully,

Sophie Osborne  
Senior Transport Planner – Highways Development Planning  
Hampshire 2050