



LAND WEST OF HULBERT ROAD, HAVANT

Highways Response Note

November 2025

BRiCS Development Ltd

RESIDENTIAL DEVELOPMENT
LAND WEST OF HULBERT ROAD
HAVANT

HIGHWAYS RESPONSE NOTE

CONTROLLED DOCUMENT

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Prepared by:	Shannon Betteridge	November 2025
Checked by:	Jessica Miller	November 2025
Approved by:	Tom Fisher	November 2025

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BRiCS Development Ltd
3rd Floor
22 Old Bond Street
London
W1S 4PY



Paul Basham Associates Ltd
The Bothy
Cams Hall Estate
Fareham
PO16 8UT

**RESIDENTIAL DEVELOPMENT
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HAVANT**

HIGHWAYS RESPONSE NOTE

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1. INTRODUCTION

- 1.1 This Highways Response Note (HRN) has been prepared by Paul Basham Associates on behalf of BRiCS Development Ltd to support respond to the comments received from Hampshire County Council (HCC) highways officers in relation to a live Reserved Matters planning 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 (planning reference: APP/25/00573). The site layout is included in **Appendix A**.
- 1.2 The planning application was submitted in July 2025, for which Paul Basham Associates prepared a Reserved Matters Transport Assessment (RMTA) and Full Travel Plan (TP). The highway comments, which were received on 6th October 2025 (and included in **Appendix B**) raised several points which seek to be addressed within this report. For ease, the following chapters have been applied within this report (which correlate to the headings within HCC's response), but will reference the specific comments made when appropriate:
- General Layout
 - Visibility
 - Swept Path Analysis
 - Parking Provision
 - Levels, Drainage, Street Lighting and Materials

2. GENERAL LAYOUT

- 2.1 The highway comments received from HCC set out several 'general layout' comments for which this section of the report seeks to address. The comments relate to additional plans, confirmation on footway/cycleway connections, internal connectivity amongst others.
- 2.2 It should be noted in response to a lot of the comments; the layout has been revised to address as many of the points as possible but still being mindful of the requirements and constraints of other disciplines and needing to find the planning balance. The revised site layout is included in **Appendix A**, but this section will aim to provide a clear and concise response to each item for ease.

Widths

- 2.3 HCC comments have requested that a geometric plan is provided showing dimensions across the site. This has been prepared and is included in **Appendix C**. This plan includes the widths of carriageways, footways, cycle infrastructure, parking bays, parking courts and widths through buildouts, which should address several points within this section.

Footways/Cycleway

- 2.4 As shown on the geometric plan included in **Appendix C**, the footways flanking the main spine roads and running east-west across the central parcel of the site primarily measure 2m in width which conforms to HCC's TG10 guidance para 5.2.1. There is a small section (between plots 57 – 68) that measures 1.5m.
- 2.5 In relation to all other paths within the development site (primarily on the eastern side of the site), they measure a minimum of 1.5m in width. With consideration to HCC's TG10 guidance (para 5.2.1), a width of 1.5m can be considered acceptable subject to the approval of HCC and is clear of obstructions. A width of 1.5m also meets the requirements set out within 'Inclusive Mobility' guidance. The 1.5m is considered acceptable given that 2m wide footways are provided where pedestrian demand will be highest.

- 2.6 Pedestrian priority is provided throughout the site and across most junctions. It has been requested by HCC that **‘Copenhagen style crossings have also been proposed within the site along the cycle route to maintain priority for those users. Specific highway details for this design need to be provided to ensure the arrangements are acceptable’**. The priority to the footway/cycleway is shown on the drawings with the ‘bellmouths’ removed. In terms of the highway details, the levels plan (for which Paul Basham Associates are the engineers involved) ensures that the levels of the minor arms are brought up to the level of the footway/cycleway to reinforce the priority. For the western part of the site, accesses to parking courts etc are at the same level as the main carriageway and it is proposed that the footways would drop across these areas.
- 2.7 In relation to the road arrangement around Plots 42 – 43, the footway/cycleway alignment has been amended to better demarcate the priority for pedestrians and cyclists in this part of the site, given that vehicular access is proposed for the properties between 31 – 42 in the south-eastern corner of the site.
- 2.8 A plan has been prepared (included in **Appendix D**) which indicates the locations for dropped kerbs and tactile paving crossing points, particularly for providing access to the central public open space. These are suggested to be placed between the buildouts on the main spine roads. Additional dropped kerbs and tactile paving are shown across the layout, where required. Whilst it is acknowledged that some pass-through parking spaces on the eastern side of the site, vehicle speeds and volumes are anticipated to be low given the arrangement of the properties.
- 2.9 In addition, it is noted that some on the western extent of the site pass through spaces, however, forward visibility splays are also provided and therefore vehicles would also be able to see should a pedestrian be stood waiting to cross. Vehicle speeds and flows are anticipated to be relatively low at each bend of the site given its arrangement and the opportunities for vehicles to either travel north or south on the spine roads.

Buildouts

- 2.10 As shown on the geometric plan included in **Appendix C**, the remaining carriageway width between the buildouts on the spine road is 3m. It is noted that the comments received from HCC state ***'No dimensions have been provided and the remaining carriageway width as a result of buildouts needs to be specified to accord with TG10 requirements'***. Following further review of TG10 and liaison with HCC officers, it is understood that the guidance for refuge islands applies to buildouts. As such, the guidance states (para 5.7.6) that *'It should either be wide enough to allow vehicles to safely overtake people cycling on the carriageway or narrow enough to discourage overtaking. Gaps between 3.2m and 3.9m shall be avoided. A minimum gap of 4m is recommended or alternatively gaps of 3.0 to 3.2m may be used provided that the route is not used by large vehicles such as Combine Harvesters.* With consideration to the guidance, the remaining widths of 3m should be acceptable.
- 2.11 Tracking of the buildouts has been undertaken for cars, vans and larger vehicles (refuse and fire tenders) and is shown to be suitable. This tracking is included in **Appendix E**.

S278 Works and Tie Ins

- 2.12 It is noted within the HCC comments that ***'It is unclear where the shared use footway/cycleway ends, and the footway starts at the northern site access and how cyclists are to rejoin the carriageway. Drawings have been provided of the proposed S278 works (drawing A096474-SK03 Rev B and A096474-SK02 Rev C), however, the internal proposals where they meet the offsite works at the northern access do not align. The proposals should clearly connect and cycle access provision onto Hulbert Road should be provided'***.
- 2.13 With regard to the comment above, the shared 3m wide footway/cycleway starts on the southern side of the site's access road prior to following the road round and being located on the eastern side of the spine road. At the site access, given that approved drawing A096474-SK03 Rev B (prepared by another consultant at the outline application stage) demonstrates a 2m wide footway only continuing northbound on the western side of Hulbert Road, cyclists would need enter onto the access road itself and join Hulbert Road to travel northbound at the internal give-way markings presented in drawing A096474-SK03 Rev B. Therefore, no further design work has been completed at this stage given the principles of the design (with cyclists re-joining the main carriageway at the site access) can be applied to the proposed and revised site layout and the detailed element of such arrangement would be picked up during a S278 application.

- 2.14 HCC also state *‘that the extent of the proposed S278 works shown where it meets Dunsbury roundabout falls short of the secured requirements in that it does not upgrade the refuge island crossing point or extend to the highway boundary of Fitzwygram Way as shown and secured through Plan 6 of the S106 and referenced in the Highway Works Definition’*. Again, the design and extent of the S278 works approved as part of the outline application were provided by another consultant and shown in drawing A096474-SK03 Rev B (included in **Appendix F**). The site will deliver the 2m wide footway on the western side of Hulbert Road, with the upgraded refuge island and crossing point being delivered (and designed further) through the S278 works.

Shared Space

- 2.15 In regard to shared space, there are areas proposed primarily on the eastern side of the site which measure 6m in width. A change in materials is proposed in the sense that a different coloured tarmac would be applied as indicatively demonstrated on the site layout.
- 2.16 Whilst it is appreciated that these areas are marked as shared space, it is also important to note that there are separate footways (measuring 1.5m in width) also available in some of these areas, thus reducing the need for pedestrians to walk within the carriageways themselves. The eastern loop (around plots 11 – 25) and the L-shape between plots 34 – 31 are also proposed to remain private.

Adoption Extents and Northern and Southern Accesses

- 2.17 A plan showing the proposed extents of adoption is included in **Appendix G** but essentially includes the central spine road (which measures 5.5m in width), circa 50m of carriageway to the south of Plots 31-42 and the carriageway to the north of plots 68 – 74. It is also proposed that the footway/cycleway on the eastern side of the spine road is adopted to its extents with Hulbert Road and the footways on the eastern side of the central spine road too.
- 2.18 Parking spaces along the northern and southern ‘spurs’ would remain private and drained appropriately.
- 2.19 In relation to the two routes to the north and south shown on the plans and referenced boundary access, these are to be provided to ensure maintenance access to woodland to both the north and south is not compromised. Tracking has been shown of a delivery vehicle utilising these roads to act as a turning head, given the proposed extents of adoption within the site. This is included in **Appendix G**.

3. VISIBILITY

- 3.1 The height of the buildings from the ground providing access to the car parking courts on the western side of the site is 2.1m. Whilst it is noted that HCC request the distance be high enough to accommodate a transit van, this is not possible due to client requirements. Suitable advisory signage can be provided on the entrance to the parking courts informing drivers of the height restrictions if required. This is not considered to result in any severe impact in accordance with the NPPF Para 116.
- 3.2 Visibility splays have been revised to reflect the latest site layout. Plots on the eastern side of the central spine road have been set back so far as possible to reduce the restrictions on the visibility splays. Whilst it is acknowledged that some splays cross property frontages, the client accepts the need for imposing restrictive covenants to be placed upon private properties to prevent obstructions being placed within these splays. This is standard practice for these instances and has been used elsewhere in Havant and Hampshire more widely. It should also be noted that there will be a management company on board to manage these issues on behalf of the landowner with suitable covenants and restrictions/conditions to be placed on properties to ensure visibility splays are kept clear of obstructions. In the event that these properties are owned and operated by a Housing Association, then the need for specific restrictive covenants on private owners will fall away these restrictions will be placed on all tenants.
- 3.3 Forward visibility splays have also been revised to reflect the latest layout. As per the previous layout, forward visibility splays are shown to accord with a 20mph design speed on the two main spine roads, with the bends within the eastern parts of the site shown to accord with 15mph design speeds. The 20mph splays correlate to the HCC 'secondary street' guidance, whilst the 15mph speeds correlate to the HCC 'tertiary street' requirements, for which we consider to be suitable, and HCC's comments state that ***'The principle of where these are shown at these respective distances is agreed. However, they consistently conflict significantly with landscaping, private areas and parking spaces and are not considered acceptable. Forward visibility splays are also required at the chicane features as these appear to be blocked by landscaping and trees'***. Any vegetation or landscaping within the splays will be maintained to below 600mm in height or canopies above 2m, in accordance with HCC (para 3.3.9) and Manual for Streets (para 7.6.3) guidance.
- 3.4 As aforementioned, suitable covenants and restrictions can be placed upon the properties to ensure visibility is not compromised around the site. The proposed landscaping on the buildouts has been removed from the landscape architects plans and will be grass (or similar) to ensure that it does not obstruct forward visibility through this area. Therefore, no forward visibility splay plans have been provided, as the removal of the vegetation should remove HCC's concern.

- 3.5 With regards to the on-plot parking spaces under the FOGs, pedestrian visibility splays of 2m x 2m have been presented which show they are achievable. This is shown in **Appendix H**.

4. SWEPT PATH ANALYSIS

- 4.1 The site layout has been revised to include a 5.5m wide 'central' spine road which is proposed to be offered for adoption. This correlates with the HCC guidance for a 'secondary street' which is appropriate for the scale of development proposed. For the western spine road within the site, this is not proposed to be offered for adoption and has retained a width of 5m. Whilst it is acknowledged the width of the western spine road does not reflect HCC guidance on road widths, the document is as such 'guidance'. Manual for Streets (Figure 7.1) suggests carriageway widths of 4.8m are suitable for a car and a large vehicle to pass and that widths should be appropriate for the particular context of the street (para 7.2.2) and it is considered that the proposals are compliant with Manual for Streets guidance.
- 4.2 Vehicle tracking is shown to be achievable for refuse, fire and both a car and 4.6t van passing simultaneously, as per HCC guidance and request through the comments and meets the requirements of HCC TG2 para 3.2.8 which states that "Vehicle tracking shall be used to establish geometry requirements for the design of junctions, tight horizontal curves **and at other restrictions in the alignment**". It is important to note that the western spine road serves a smaller number of dwellings (and associated parking spaces) and thus will carry a lighter traffic flow which a 5m wide road reflects. Again, this should not constitute a severe impact on safety or operation in accordance with the NPPF Paragraph 116 given the tracking demonstrates this is acceptable. The carriageway widths throughout the site are shown on the geometric plan included in **Appendix C**.
- 4.3 With regard to the HCC comments stating *'Refuse vehicle tracking principles are 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'*. Whilst it is acknowledged that HCC have requested this tracking, this goes against the TG2 guidance which states refuse tracking at tight horizontal curves can be separate to cars/vans etc. Therefore, the tracking undertaken shows the layout is suitable in accommodating the tracking required.

- 4.4 HCC also state that *'In addition, not all tracking movements for a continuous circular route have been provided. For example, the refuse vehicle is to travel south into the site in a clockwise direction, but a right turn movement has been shown into the loop road by plot 11 from the south to east. The vehicle should be shown tracked continuously around the site and not just at bends'*. Given the nature of the layout, it is difficult to predict the route that would be taken by the refuse vehicle, however, the tracking has been revised to ensure all movements are catered for.

Road Safety Audit

- 4.5 A Road Safety Audit (RSA) has been commissioned to support the proposed scheme and will be submitted under a separate cover.

5. PARKING PROVISION

- 5.1 The parking spaces have been revised to ensure that spaces do not overhang the area required for another vehicle. This primarily relates to the spaces within the central parking courts. Parallel parking bays are confirmed to measure 2.5m x 6m which meet the standards required by HCC.
- 5.2 Whilst it is noted that HCC state '*the narrative provided in relation to the quantum of visitor space provision across the site is a matter for Havant Borough Council as Parking Authority*', it is important to confirm to HCC that the number of visitor parking spaces has increased across the site to 41. Step out strips (which are 0.3m wide) are provided across the site when spaces are adjacent to landscaping or hard vertical features.
- 5.3 For the spaces at the northern extent of the site (opposite plots 68 – 74), a 0.3m step out strip is provided to the rear of the spaces. Whilst no hardstanding is provided to the rear, a 6m wide carriageway width is provided to the front, thus acting as a shared surface in this location. Vehicle speeds will also be low given the location of the spaces in relation to the junction to the east and the bend to the west.
- 5.4 Visitor cycle parking is to be provided within the central play area. This is shown on the landscaping plan submitted under a separate cover but is shown to include 20 stands, suitable in accommodating 40 bicycles, which adheres to the 20% of long stay requirements.
- 5.5 The location of EV spaces is not yet determined but provision will accord with Building Regulations Part S. All parking spaces measure 2.5m x 5m and have 0.3m wide step out strips to the rear and thus can be used to support active EV provision. Obstructions to highway users and overhanging vehicles is therefore not anticipated.

6. LEVELS, DRAINAGE, STREET LIGHTING & MATERIALS

- 6.1 There are several comments received from HCC in relation to levels, drainage and materials. Most comments within this section are revised within the drawing and levels documents submitted as part of the application, but some are references here also for ease.
- 6.2 With regard to the levels, the proposed adopted carriageways are designed to a 1:20 gradient. Further details on the levels and associated gradients are included within submission documents under separate cover to this report.
- 6.3 In relation to HCCs comment on the SUDs features and confirming that the designs accord with the technical guidance for the distance from any highway feature, the civil engineers have confirmed that there is currently a 3m offset and is therefore suitable.
- 6.4 It is noted that *'the Highway Authority do not support the use of attenuation crates below the adopted highway and therefore where these are present will not be able to be brought forward for adoption. The parking laybys cannot be adopted if allocated to individual properties. The levels around these bays would not allow highway and private surface water to be drainage separately and therefore need to be reviewed'*. It is confirmed by the engineers that the roads containing crate systems are private and not intended for adoption.
- 6.5 In response to other comments in this section, these are summarised below:
- **The drainage catchment area plan does not show all hard landscaped areas as pink therefore suggesting these have been missed from the assessment** – noted and will be reflected in the updated drainage plans
 - **Details of the drainage are not shown at this stage such as gully locations and therefore aside from the above matters the details would be secured through an appropriate condition on any reserved matters consent** – Gully locations have been shown on the drainage strategy however we don't anticipate an issue if this can be conditioned
 - **Locations of street lighting is not shown on the plans. It is recommended that these are added at this stage 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** – an external lighting technician on the project has stated that *'Hampshire won't want any lighting on adopted roads in this area from our conversations with their Senior Lighting Design Engineer, due to the area being an E1 environment they will want to preserve the area. We can of course propose low level Dark Skies lighting that will be for wayfinding only around the site, but this will not comply to a standard and will have to be privately maintained'*

- Granite set paving is shown in sections on the carriageway throughout the site. It is unclear why these are to be provided. It should be noted that they would not be acceptable if the road is brought forward for adoption. The presence of such paving in the carriageway creates maintenance issues and noise, the reason for these should be set out by the applicant – the materials for the site is now proposed to be tarmac throughout, which a change of colour provided for the ‘shared surface’ areas and the parking courts in the vicinity of the central play area.

7. SUMMARY AND CONCLUSIONS

- 7.1 This Highways Response Note (HRN) has been prepared by Paul Basham Associates on behalf of BRiCS Development Ltd to respond to the comments received from Hampshire County Council (HCC) highways officers in relation to a live reserved matters planning 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 (planning reference: APP/25/00573).
- 7.2 This report benefits from a revised layout that has been updated to address the comments raised by HCC, including consideration to the footway/cycleway alignment, carriageway and footway widths, tracking, visibility and extents of adoption amongst others. Where elements have not been amended justification within this report has been provided.
- 7.3 It is therefore considered that the revised site layout has been designed in accordance with local and national guidance and that the site will operate safely and efficiently and such in accordance with NPPF Para 116.
- 7.4 We therefore hope that this report is suitable to address the HCC comments and enable a favourable recommendation to be provided.



Havant Borough Council
Civic Offices
Civic Centre Road
Havant
PO9 2AX

Hampshire 2050
The Castle
Winchester, Hampshire SO23 8UL
Telephone 0300 555 1375
Fax 01962 847055
www.hants.gov.uk

Enquiries to	Holly Drury	My reference	057401
Direct Line	N/A	Your reference	APP/25/00573
Date	6 October 2025	Email	havantdc@hants.gov.uk

For attention of Ms Wells

Dear Sirs

Re: APP/25/00573 At Land west of, Hulbert Road, Havant

Reserved matters application for 100 dwellings and improved site access, landscaping, footpaths, SuDS and other associated works. Matters relating to appearance, landscaping, layout and scale to be considered. The outline application was not an environmental impact assessment application.

Thank you for your consultation on the above reserved matters planning application. The Highway Authority wish to make the following comments.

General Layout

The Highway Authority request that a full geometric plan is provided showing dimensions across the site for carriageways, footways, cycle infrastructure and parking bays.

It is unclear where the shared use footway cycleway ends, and the footway starts at the northern site access and how cyclists are to rejoin the carriageway. Drawings have been provided of the proposed S278 works (drawing A096474-SK03 Rev B and A096474-SK02 Rev C), however, the internal proposals where they meet the offsite works at the northern access do not align. The proposals should clearly connect and cycle access provision onto Hulbert Road should be provided.

It is also noted that the extent of the proposed S278 works shown where it meets Dunsbury roundabout falls short of the secured requirements in that it

Deputy Chief Executive and Director of Hampshire 2050
Gary Westbrook

does not upgrade the refuge island crossing point or extend to the highway boundary of Fitzwygram Way as shown and secured through Plan 6 of the S106 and referenced in the Highway Works Definition.

Footway widths throughout the development should be 2.0m and will therefore need to be widened in places. There are a number of paths running east/west across the site which will serve to facilitate access to the main walking routes through the development however these are shown as private access paths. The widths of these paths should be confirmed but can clearly be seen to be less than the required 2m. The access strategy for the site should ensure where footways are to provide wider connectivity rather than simply access to front doors they comply with the design standards for public use, not Building Control parameters.

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 and has a change of materials to support the change in space. It is noted that the current provision is interconnected with wider dedicated access footway provision (which is substandard to support access for all users) across the development which may lead to confusion for drivers and pedestrians. The provision of the shared space design principles are therefore unclear throughout the design.

Vehicle crossovers are provided where possible to maintain pedestrian priority which is noted. Copenhagen style crossings have also been proposed within the site along the cycle route to maintain priority for those users. Specific highway details for this design need to be provided to ensure the arrangements are acceptable. Comments on the visibility requirements are set out further within this response.

No dimensions have been provided and the remaining carriageway width as a result of buildouts needs to be specified to accord with TG10 requirements. Tracking has been provided for a car through the arrangement but not for the delivery vehicle. Tracking for a fire tender is also tight and with the associated tree planting may mean they cannot be navigated. The tracking should be provided for negotiating both features not just one for these larger vehicles at both proposed locations. There is also a build out arrangement on the most southern road running east west. Again, widths through this feature are unclear and forward visibility may be obstructed by landscaping.

The cycle path dimension should be confirmed and annotated onto the drawing.

No pedestrian crossing points with tactile paving and vis splays have been shown and access for example to the central public open space area is poor. These need to be shown as part of any consented design and supported through the provision of visibility splays. They are required now to ensure safe crossing locations can be provided and do not have impacts on the details of the proposed layout or landscaping.

The width of the parking courts should be confirmed. From the tracking provided it would appear that they are too narrow to aid manoeuvring and therefore should be amended to ensure access can be undertaken to the parking provision appropriately and prevent on carriageway parking which could restrict access around the site for larger vehicles (refuse and fire tender).

The details of the road arrangement around plots 42-43 and its interaction with the footway/cycleway is unclear. It is unclear if this is intended to provide vehicular access. Confirmation is required here on whether this area is kerbed, and if so where suitable turning provision is provided for these properties. A detailed drawing of this area is required to support the application. The tracking drawings suggest this is an access point for vehicles, it is unclear who has priority here.

Adoption extents for the development have not been shown, a plan showing the areas to be put forward for adoption including all visibility splays should be provided. There are parking bays allocated which would appear to fall within the adopted highway and these would not be acceptable and conflict with the drainage proposals.

Two routes to the north and the south are shown on the plans referenced boundary access TBC. The Highway Authority question the need and intent for these proposals and whether they accord with the requirements of the outline consent.

Visibility

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.

Visibility splays have been shown in part for some junctions on drawing 020.0923-0001 rev P06. However, these are repeatedly obstructed from landscaping and property frontages. In order to address this point consideration was asked for a 15mph design speed. 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 limited speed reduction features. Speed reducing features should not be implemented wholly to overcome constraints on the visibility. The site layout should on the whole accommodate an appropriate design speed, which on secondary and tertiary streets should be 20mph.

In terms of visibility splays parameters and where shown, 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 whether the site is put forward for adoption or not. Land required to achieve a visibility splay 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. If the site is to remain private, then these areas would need to be under the control of a management company not under private household ownership.

Forward visibility splays have been provided at both 25m and 18m dimensions around the bends of the site. The principle of where these are shown at these respective distances is agreed. However, they consistently conflict significantly with landscaping, private areas and parking spaces and are not considered acceptable. Forward visibility splays are also required at the chicane features as these appear to be blocked by landscaping and trees.

There are a number of on plot parking spaces which appear to have their visibility obstructed for example plots 84 and 86. The visibility splays should be provided as appropriate including that for pedestrians and cyclists in accordance with TG3.

Swept Path Analysis

The application states that the design has considered the street hierarchies in the Highway Authority's TG1 to be a mix of primary, secondary and tertiary streets however the spine roads are noted to be 5.0m which only accords with a tertiary street. A width of 5.5m required for secondary streets which is considered necessary for quantum of development proposals. Geometric plans provided including the internal tracking arrangements show conflict arising between delivery vehicles and cars especially on the bends, including the first bend into the development which narrows as you navigate the radius. Corner widening in accordance with TG2 may be necessary to ensure that two-way movements are achievable in practice.

Refuse vehicle tracking principles are 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. In addition, not all tracking movements for a continuous circular route have been provided. For example, the refuse vehicle is to travel south into the site in a clockwise direction, but a right turn

movement has been shown into the loop road by plot 11 from the south to east. The vehicle should be shown tracked continuously around the site and not just at bends.

Stage One Road Safety Audit (RSA1)

No Road Safety Audit has been provided to support the application, and this should be provided ahead of the application being determined. All comments made within this response are subject to additional review on receipt of the RSA1.

Parking Provision

Vehicular:

Parking Bay measurements have been confirmed to measure 2.5m x 5.0m which exceeds HBC minimum standards. Which is acceptable. There are specific locations where the parking space layout creates conflict between spaces. This occurs due to the overhang of spaces for plot 60 blocking access to number 61's space. The same for plot 59 parking and the visitor space and plot 53 and 54's spaces.

Parallel parking bay dimensions are confirmed to be 2.5m x 5m which falls short of the requirements of HCC TG1/TSRGD. The site layout only has few areas reliant on parallel parking bays and there is scope to increase the length of these bays to accord with the standards and ensure the spaces are accessible for all users.

The narrative provided in relation to the quantum of visitor space provision across the site is a matter for Havant Borough Council as Parking Authority.

Reference is made to an additional 0.3m step out strip being provided for all spaces against hard vertical features or landscaping. Whilst generally this is the case it does not appear to have been accounted for at plot 50. Nor does a suitable area of footway provision or landing area seem to have been provided for the visitor spaces opposite plot 24.

No hardstanding areas has been provided around the parking bays at the northern end of the site opposite plots 68-74 and this should be addressed.

It may be necessary to restrict on carriageway parking across the site through the creation of a controlled parking zone to ensure the spaces which are remote from the plots are utilised and on street parking does not cause an obstruction for larger vehicles.

Cycle

Cycle parking is to be provided for residents on plot and rear gates have been showing providing access to gardens to facilitate this and access for bin storage.

No visitor cycle parking appears to have been provided on site, and this is set out as being 20% of the long stay standard. Confirmation is required on

where visitor cycle parking is to be accommodated. This should include some covered parking for visitors to the site.

The submission documents reference electric vehicle charging points to be provided in accordance with Building Regulations Part S. However, no EV charging points have been shown on the plans. Given the site is reliant generally on parking courts EV charging is likely to be required to be stand alone units. Confirmation is needed that these will not cause obstruction to highway users or compromise parking space sizes, resulting in overhanging vehicles.

Levels and Drainage

Drainage details have been shown on drawing 020.5923.0506 Rev P01. SUDS features are shown in close proximity to the carriageway/footway and the applicant should confirm that the design accords with the Highway Authority's Technical Guidance requirements for the distance from any highway feature.

The Highway Authority do not support the use of attenuation crates below the adopted highway and therefore where these are present will not be able to be brought forward for adoption.

The parking laybys cannot be adopted if allocated to individual properties. The levels around these bays would not allow highway and private surface water to be drainage separately and therefore need to be reviewed.

The drainage catchment area plan does not show all hard landscaped areas as pink therefore suggesting these have been missed from the assessment.

Details of the drainage are not shown at this stage such as gully locations and therefore aside from the above matters the details would be secured through an appropriate condition on any reserved matters consent.

Street Lighting

Locations of street lighting is not shown on the plans. It is recommended that these are added at this stage 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.

Materials

Granite set paving is shown in sections on the carriageway throughout the site. It is unclear why these are to be provided. It should be noted that they would not be acceptable if the road is brought forward for adoption. The presence of such paving in the carriageway creates maintenance issues and noise, the reason for these should be set out by the applicant.

Reference is made to the use of self-binding gravel. This is not a material specification, and the material should be confirmed. Whilst this is to be used in areas unlikely to be brought forward for adoption it abuts what would be

footways and there is a risk the material migrates onto the highway. The specification should therefore be provided, and it would be preferred if there was a section of hard surfacing or feature strip before a non-bound material is utilised to prevent migration onto the highway.

Landscaping across the development is shown within the bounds of the highway and obstructing visibility splays. At present a detailed review of the landscaping proposals has not been undertaken as the visibility matters must first be addressed.

Recommendations

The Highway Authority considers that amendments to the design are required to ensure the layout ties into the consented outline access points and that it can operated in a safe and suitable manner for all users across the site. Should the Planning Authority be minded to determine the application please contact me for my formal recommendation.

Yours faithfully,

Holly Drury
Principal Transport Planner - Highway Development Planning
Hampshire 2050



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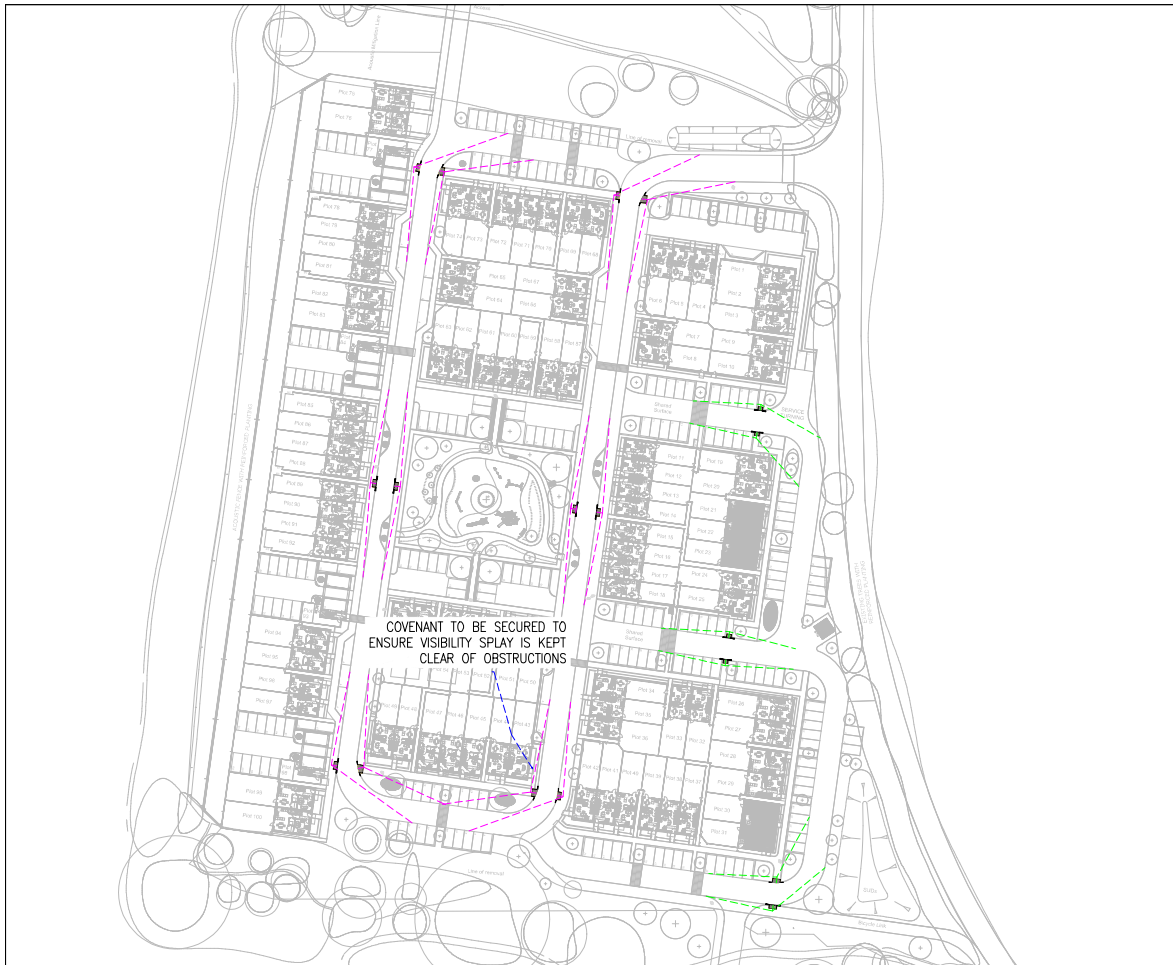
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6. THIS SITE LAYOUT HAS BEEN DESIGNED IN ACCORDANCE WITH HCC S26 AND T610 FOR CARRIAGEWAY AND FOOTWAY WIDTHS,



NORTH

P01	FIRST ISSUE			03.11.25	EK	SKB
Rev	Description		Date	By	App	
Date Created	Drawn By	Approved By	Suitability Code			
03.11.25	EK	SKB	-			
PBA Project Number		Scale				
020.0923		1:1000	(AT A3)			
PBA Drawing No:					Revision	
020.0923-0007					P01	



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6. THE VISIBILITY SPLAYS HAVE BEEN DRAWN TO ACCORD WITH HCC'S TG3 GUIDANCE OF 20MPH FOR A SECONDARY STREET AND 15MPH FOR A TERTIARY STREET.
7. ANY VEGETATION WITHIN THE SPLAYS WILL BE MAINTAINED TO BELOW 600MM IN HEIGHT OR TREE CANOPIES ABOVE 2M IN ACCORDANCE WITH HCC GUIDANCE, AND COVENANTS WILL BE SECURED TO ENSURE VISIBILITY SPLAYS ARE KEPT CLEAR OF OBSTRUCTIONS.

KEY

1.5M X 25M VISIBILITY SPY

1.5M X 18M VISIBILITY SPY

NORTH

P01	FIRST ISSUE	05.11.25	SKB	JAM
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05.11.25	SKB		JAM	-
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Project Name	Title	Client
HULBERT ROAD HAVANT	PEDESTRIAN PLAN	
Project Phase		
PRELIMINARY		



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

