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Direct Line	N/A	Your reference	APP/25/00573
Date	10 February 2026	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 the consultation on the revised application for the above site. The Highway Authority have reviewed the submitted information and have the following comments.

In our previous response dated 6 October 2025 the Highway Authority raised significant concerns regarding the internal layout arrangements. The amendments have sought to address these matters. The Planning Authority should ensure they have sight of the revised plans referenced within this response.

Walking and Cycling

Dimensions have been provided for the on drawing 020.0923-0007 Rev P03. The cycle path is shown at a consistent width of 3m which is agreed to be acceptable given the expected level of flow.

The presence of 2m footway provision has increased across the site. There remain areas where the footway narrows to 1.5m. These pinch points alongside the parallel parking bays create areas that for some users may be

Director of Universal Services
Patrick Blogg

insufficient in width to accommodate their needs. Whilst this remains a matter of poor design it is not of a sufficient scale to raise an objection to the application and does meet the minimum design standards. It should be noted that the area outside plots 94-97 has been redrawn to address visibility concerns, there are CAD errors on the submitted plans which are resulting in overlay issues. The applicant has confirmed the footway here to be a minimum of 1.5m and this should be constructed as such.

Crossing provision has been shown for pedestrians to access the northern footway to continue on the footway provision provided through the offsite improvements secured at the Outline Planning stage. This is considered acceptable.

The originally revised submitted information shows a priority junction for pedestrians and cyclists that seeks to adopt the principles of a Copenhagen style crossing where vehicles are required to give way to pedestrians and cyclists. This design feature has been primarily led by a both a desire to provide priority but also as traditional crossing visibility splays cannot be achieved in this area for cyclists without significant loss of parking provision. The Highway Authority remain concerned around the priority arrangement shown as it has been shown as it does not conform to emerging design standards and there are risks that drivers and cyclists in particular conflict at this point resulting in injury accidents. The Highway Authority have therefore reconsidered the need for the off-carriageway cycle provision running north from this point given the constraints of the site and the low flow nature of the carriageway for on carriageway cycling. Whilst at the pre-application stage the desire for the route was expressed by the Highway Authority the execution within the design leads to risks which cannot be reconciled. Therefore, it is recommended that the southern east/west section of cycle path remains with provision added for cyclists to rejoin the carriageway to the south of the junction. There should also be opportunity added to join the cycle feature from the carriageway at the far south/east corner. Cyclists can then freely utilise the internal on carriageway network for onward journeys within the site.

The applicant has provided revised drawing showing this amended arrangement as discussed above including the visibility splay drawing 020.0923-0001 Rev P10 which shows appropriate visibility can be achieved subject to agreeing the landscaping details of the layout. A suitable landscaping condition should be provided to agree the final landscaping details prior to commencement. For adopted areas this would be through work undertaken in parallel to the planning process through the S38 approvals.

Forward Visibility and Visibility Splays

Pedestrian visibility splays have been shown on drawing 020.0923-0008 Rev P04. These are now shown to an appropriate distance and do not conflict with parking provision. It is unclear whether conflict with landscaping may still

require but this can be covered and dealt with through an appropriate condition at the detailed design stage.

Visibility splays have also been shown across the development for all access points to the network and these are generally acceptable. Visibility splays at the pinch point arrangements have been shown measured to the centre of the carriageway. The principle of this is agreeable however may require a departure from standard. It would appear that these can be achieved to the kerbline without impacting landscaping or private curtilage arrangements. This matter can be resolved at the S38 stage.

Visibility splays for the shared space areas have now been shown correctly as a vehicle cross over arrangement which will maintain priority for pedestrians. This has removed the requirement for the secondary visibility splays which currently as proposed cross land which falls into the private frontages and therefore cannot be suitably controlled.

2m*2m visibility splays have been shown for the car port arrangements and these are agreed to be appropriate to provide suitable intervisibility of footway users for vehicles exiting these areas.

Visibility from plot 98's undercroft area and plot 93 previously conflicted with the proposed visitor parking outside plots 94-96. This has been addressed through a reconfiguration of this area providing a deeper parking bay (which should be marked appropriately) to allow parking to occur without obstructing the required visibility. Subject to appropriate marking and materials within the area being agreed through a condition the Highway Authority are satisfied this has addressed the issue and is shown suitably on drawing 020.0923-0001 Rev P010 (notwithstanding the comments around the footway provision).

Forward visibility splays have been shown on drawing 020.0923-0002 Rev P08. This shows the forward visibility to no longer conflict with any formalised parking areas which is welcomed. The landscaping remains and concern and the forward visibility requirements would need to be covered in terms of an agreeing a landscaping layout (species etc) through an appropriate condition. This has been identified within the road safety audit with a requirement recommended for the visibility splays to be kept clear.

It should be noted that all visibility splays will be required to fall within the bounds of the highway or for those streets to remain private within the control of a single management company so maintenance in perpetuity of the visibility requirements can be appropriately delivered. A condition shall be placed on any recommendation for approval to ensure this is the case.

Tracking

Refuse tracking has been shown on drawing 020.0923-0003 Rev P011. Generally, the tracking is acceptable. However, it appears tight through the pinch point arrangements. Given the size of vehicle, the straight alignment

and the 3m carriageway width here based on the dimensions plan (020.0923-0007 Rev P03) this would appear to be a misrepresentation of the ability for such a vehicle to pass here, but the drawings should be checked to ensure the dimensions provided are accurate as they move through the design and build process. A condition should be placed on the consent to ensure that the carriageway width through the pinch point arrangements is 3m as annotated on the dimension plans.

Drawing 020.0923-0005 Rev P08 has been provided for a large family car and a van passing throughout. No tracking is shown for the southern bend in the development with the revised layout within the plans provided however the Highway Authority have seen this tracking informally and confirm that the arrangement is not a concern in this regard. The remaining tracking where lower design speeds are anticipated is considered acceptable with the some need for give and take at the bends, however suitable forward visibility applies for this to function appropriately.

Tracking of the car park arrangements onto the main street have been shown within the previously submitted additional highway information technical note and are considered appropriate.

Fire tender tracking has been provided on drawing 020.0923-004 Rev P10 and demonstrates that a fire tender can navigate the site appropriately.

Tracking has been provided for the maintenance access arrangements on drawing 020.0923-0010 Rev P03 for a panel van and a small tipper. It remains unclear whether these are the largest vehicles that will be required to access these connections or if this can be suitably controlled. Notwithstanding for those vehicles where the tracking has been provided in relation to this matter the Highway Authority are satisfied that these movements can be undertaken in a safe and suitable manner.

Generally, if parking occurs within the site outside of the marked parking bays then the street network would become blocked. It is therefore recommended that that a parking-controlled zone is put in place through a formal TRO arrangement at the S38 stage to prevent on carriageway parking. This should also be reflected within the private areas of the street network to ensure these can also operate in a safe and suitable manner. A suitable condition should be placed on any consent. This has been identified as a risk in the safety audit and is therefore necessary to address this matter.

Car Parking

Accessibility of parking spaces raised previously as a concern appears to have been addressed through the revised design.

The quantum of parking is a matter for the Parking Authority to agree, however it is understood that there is an under provision of visitor parking. Given the need to control parking on the carriageway this under provision may

be better accommodated through an adjustment to the allocated spaces. The site provides limit opportunity for visitors to park in alternative locations if parking is not available. However, this is ultimately a matter for the Parking Authority to determine. The Highway Authority raise no objection to the under provision of the parking.

Parking spaces for plots 64-74 have been provided with hardstanding to the rear as shown on drawing 020.0923-0001 Rev P010 which is now agreeable.

Cycle parking for visitors have now been shown on the plans. It is unclear the specification of this parking provision. The Highway Authority recommend that the parking should be covered and be secure in nature. Details of the cycle parking provision and quantum should be agreed with the Parking Authority.

The Highway Authority previously raised concerns over the location of any EV charging infrastructure given parking is not provided on plot. EV charging equipment should not constrain the dimensions of the parking spaces or obstruct the function of the street (roads/footways/cycleways) and therefore the Highway Authority require clarity on how such infrastructure is to be provided if considered necessary by the Planning Authority.

Road Safety Audit

The road safety audit has been revised in December 2025 to reflect the layout changes made to the application site. This has identified a number of outstanding safety audit matters. Some of these have been discussed in the response. Others are addressed here.

There remain concerns regarding the entry speed of the development and a 20mph speed limit is recommended. This is a matter that can be considered further through the S38 process for the site if considered necessary. It should be noted that through the S278 works for the outline consent Hulbert Road is proposed to be reduced to 40mph and therefore anticipated vehicle speeds should be less than the current arrangement. The introduction of the pinch point arrangement and change in road widths also encourages lower vehicle speeds as you enter the development itself. This outstanding safety audit matter should a 20mph limit not be persuade would need to be subject to a formal exemption report. Notwithstanding this if the development does not come forward for adoption suitable conditions should be put in place to ensure that the matter is addressed appropriately.

Problem 3.4.1 raises concerns over the crossing arrangements on the eastern side of the shared space areas as not having sufficient intervisibility. The designers response states visibility can be achieved however this is not shown on the pedestrian's visibility plan submitted. Reference is also made the pedestrians having priority here, in which case the presence of tactile paving is not needed. It is understood that this area will operate as a vehicle crossover arrangement and therefore the pavement shall extend across the junction. 2m*2m visibility requirements can therefore be met as required for

such an arrangement given the width of the isle. The landscaping plan shows this area to be defined through differing materials and therefore the Highway Authority suggest that the tactile paving arrangement should be removed so pedestrian priority can remain. This has been addressed within the revised drawing pack as shown on drawing 020.0923-0008 Rev P04.

Drainage

The principles of the drainage strategy are reviewed by the LLFA as their statutory function. The Highway Authority have reviewed the plans based on the safe operation of the highway. There are no current issues that would require being addressed at this design stage.

Drainage layouts have been provided however until the adopted extents are agreed discussions on the suitability of the drainage proposals cannot be agreed. A suitable condition should therefore be applied to any consent to agree the final drainage design, and further engagement should be had on the adoptable areas through the S38 process.

With regards the SUDS feature at the discharge of condition stage a collision risk assessment given its proximity to the adopted Hulbert Road should be provided as vehicle restraint may be required. This has been identified in the revised road safety audit and therefore must be appropriately assessed before commencement of the development.

Levels

Level information has been provided which at present does not create any significant concerns. Alongside the drainage condition requirements a final levels plan should be submitted for the street network to ensure that no issues are introduced through the design development.

Street Lighting

The Highway Authority consider that further consideration needs to be given to whether the development is lit or not. From a place making perspective given its proximity to the lit road network, the lighting of Hulbert Road through the S278 works and in order to encourage walking and cycling the internal arrangement should be subject to a system of street lighting. It is therefore suggested that a suitable condition is placed on any consent to enable further consideration of this point and agree an appropriate street lighting scheme. It should be noted that this is a matter which has also been identified in the road safety audit and the designer's response is not an agreed position of the Highway Authority.

Materials

Materials are shown on drawing DD694L01 Rev F and reference remains to self binding gravel. As these are in private areas the Planning Authority

should be satisfied that this is a non-migratory material which will not be tracked onto the tarmac surfaces.

The block paving features on the materials plan are shown to extend across the carriageway and footway. This could lead to confusion especially in the hours of darkness on where the carriageway edge sits, and is a confusing detail that should be removed at the detailed design stage. The blocked paved strips seem to generally serve limited purpose and should be designed out of adoptable areas as part of the S38 process. These have not been shown on the latest site layout plan (23.121.010 Rev P9). The Highway Authority have not received a revised materials plan and suggest this is conditioned.

Other Layout Matters

An adoptions plan has been provided on drawing 020.0923-0009 Rev P04. The drawing whilst in principle there is no objection to areas of the site remaining private the exact extents may of adoption should be agreed through the S38 process and may need to be extended to ensure suitable turning provision for all vehicles within the adopted highway.

The maintenance access arrangements have been reduced in the design detail to be made up from a grasscrete construction detail and a VXO access arrangement. This is agreed as appropriate. It is unclear whether these arrangements are to be gated and the Highway Authority request a condition is applied to agree an appropriate gate location.

Bollards have been placed on the layout separating the areas marked as shared space. These are considered necessary by the Highway Authority to ensure the layout operates as intended. These are however not shown consistently on all drawings. It should be clear that these are included within the approved plans.

Confirmation of the height of undercroft parking areas has not been provided. This should be confirmed with the Planning Authority to be of a suitable height.

Recommendations

The Highway Authority raise no objection to the approval of this application subject to suitable conditions securing the following matters:

- Prior to commencement for the landscaping details to be agreed including the location and specification to ensure that visibility splays for all users and as shown on drawing 020.0923-0001 Rev P010 Internal Visibility Splays, 020.0923-0002 Rev P010 Forward Visibility Splays and 020.0923-0008 Rev P04 Pedestrian Plan are free from obstruction. The approved lines of site splays within 020.0923-0001 Rev P010 Internal Visibility Splays, 020.0923-0002 Rev P010 Forward Visibility

Splays and 020.0923-0008 Rev P04 Pedestrian Plan thereafter shall not be subject to any obstruction between 0.6m and 2.0m above the adjacent carriageway and shall be subsequently maintained so thereafter

- For the site to be constructed in accordance with the dimensions shown on drawing 020.0923-0007 Rev P03 Dimension Plan. For the avoidance of doubt this includes:
 - That the built layout for the frontage across dwelling numbers 94-97 provides a minimum footway width of 1.5m.
 - That the width of the carriageway through the pinch point arrangements is 3m.
 - That the cycle path width is 3m and unless otherwise shown the footway width is no less than 2m.
- That access to the maintenance areas shown on drawing 020.0923-0010 Rev P03 is available only for vehicles no bigger than those listed below in order to ensure safe and suitable use of the access arrangements.
 - 7.210 m long and 2.192m wide or
 - 6.528m long and 2.5m wide.
- Prior to commencement of the site to have submitted for agreement a means to control on carriageway parking across the site in order to ensure safe operation of the highway. A suitable trigger should also be placed for the implementation of any agreed parking control measures both within the adopted and private areas of the site.
- Prior to commencement of the development to submit and agree appropriate evidence to address vehicle speeds entering the site, and any associated mitigation measures to ensure the design speed of the layout is achieved. In order to ensure safe and suitable operation of the proposals.
- Prior to the commencement of development to submit a collision risk assessment in relation to the SUDS feature shown within the layout which considers the implications of the proximity of both the new and existing highway arrangements.
- Prior to the commencement of the development details of the following items must be agreed in writing with the Highway Authority and implemented in accordance with the approved plans prior to the occupation of any dwellings of which are reliant on such part of the network for access
 - A suitable system of Street lighting
 - Final Drainage strategy in so far as it relates to the site access, interaction with adopted highway drainage and safe operation of the internal layout
 - Final ground levels plan in so far as it relates to the site access, interaction with adopted highway and safe operation of the internal layout
 - Final Materials Plan including the marking of parking bays as necessary to support appropriate parking and compliance with any parking controls implemented for the site.

- Prior to the construction of the maintenance access arrangements for the location of any gates to be provided to be submitted and agreed with the Highway Authority in the interest of highway safety.
- Prior to installation of any EV charging facilities outside the direct curtilage of a house/dwelling the details of the location of the charging unit should be submitted and agreed by the Planning Authority in consultation with the Highway Authority. This is to ensure that such infrastructure does not obstruct the use of any marked parking provision or footway, cycleway or carriageway.
- Prior to the first occupation of the development, a site management plan will be submitted to and approved in writing by the local planning authority that identifies any areas within the site that will form part of any highway adoption, controlled by a site management company or transferred as part of plots for private ownership. The approved plan shall thereafter be implemented, unless otherwise agreed in writing by the local planning authority
- In relation to all roads, footways and cycleways to be provided on site the following requirements shall be met:
 - 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
 - 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.
- 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 of 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) Wheel washing facilities
 - i) Measures to control the emission of dust and dirt during construction
 - j) Measures to control noise and vibration during construction

k) Hours of operation and working

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

I trust the above is clear, however please do not hesitate to contact me should you need to discuss any part of this response.

Yours faithfully,

Holly Drury
Principal Transport Planner - Highway Development Planning
Universal Services