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Date	4 March 2026	Email	havantdc@hants.gov.uk

For attention of Mr Eaves

Dear Sirs

Re: APP/25/00639 At Proposed Development site (former Electricity Board site), Bartons Road, Havant

Erection of 90 dwellings with associated landscaping, parking and improved access

Thank you for the re-consultation for the above application. The Highway Authority previously provided a response dating 28th October 2025 requesting additional information. It was also advised to the applicant, that any future submission the package of improvement works and site access arrangement, as secured under application APP/20/00658, was brought forward and also considered as part of any future submission, given the access requirements for the site had been subject to a significant amount of design considerations as part of that application, with regards establishing a safe and suitable means of access. The applicant has submitted a revised Transport Assessment Addendum (reference 24-097-006 Rev A, dated December 2025) for review, seeking to address the Highway Authority previous comments.

Sustainable Access:

Walking and Cycling:

Following on from the Highway Authority previous comments, the applicant has now included the proposed improvement works as secured under application APP/20/00658, which includes a sparrow crossing at the junction of Bartons Road and Petersfield Road, and a shared use provision from this junction to Martins Road. Whilst it is noted that the proposals have been previously agreed

and are therefore acceptable in principle at this stage, it should be noted to the applicant that additional detailed design considerations will be required during S278 process.

During S278 detail design, a DfS (departure from standards) will be required on the shared use path (east out of the site access) where this narrows down to 2.75m around the bus stop. The Safety Audit Report (RSA) contains a variation of the proposed works and this drawing within the RSA shows an updated drawing where there is also a 2m section of shared use to avoid a lighting column. However, this is not acceptable, and the lighting column should be relocated with a consistent shared use path of 3m provided without obstruction. It is considered that these issues are matters which can be resolved through the s278 process.

A Stage 1 RSA has been undertaken for the proposed off-site works, which raised several safety concerns with the proposal. Whist the majority can be addressed during detail design, the Highway Authority make the following comments, which should be resolved now at this stage:

- 3.1 – Risk of tree falling into the highway. Whilst the applicant notes that this is an issue for detail design and will be addressed by an Arboriculturist, the Highway Authority are concerned that if this is left to detailed design it may create buildability issues and therefore hinder the deliverability of the shared use path within the Root protection zone. This should therefore be addressed during the planning stage.
- 3.4 - Risk of cycle/vehicle collisions as the junction intervisibility zone is compromised by the development site boundary fence. The applicant's response of "*The fence at the north-west corner of the site will be removed or height will be limited to a maximum of 600 mm, ensuring adequate intervisibility between cyclists and vehicles during all signal stages and intergreen periods"* is noted and addresses the issue, but plans should be updated to reflect the agreed action. It should be noted that the Highway Authority will request the area of invisibility be dedicated to the Highway Authority and therefore this should be shown and noted on the drawing
- As a note to the applicant, in regard to problem 3.2 (Risk of injury to cyclists using the shared cycle path due to overhanging vegetation)and 3.8 (Low branches from the existing mature tree are likely to obstruct the shared cycle/footway) within the RSA, the response is noted for ongoing maintenance but if this is an issue now, it should be an action to be addressed during detailed design in the first instance.

A revised WCHAR has been undertaken following on from the Highway Authority previous comments which provides a narrative on the routes to several facilities within the vicinity of the site. However, it does not include a healthy streets review in accordance with HCC TG19 guidance and therefore the WCHAR should be updated to include this. The WCHAR does however suggest improvements to the existing infrastructure which are to be provided (as mentioned above). The extent of the Healthy Streets Audit should be for

the extent of the proposed S278 works and from/including the southern access along Martins Road to Petersfield Road.

Busses:

As previously stated, reference was made to the closest bus stop being 150m from the site with this being dependent on a link being created to the highway from the south of the site. Clarity has been provided from the applicant that the strip of land between the application site and the highway belongs to Portsmouth City Council, and ongoing conversation are taking place. In any case, a link from the site to the existing footpath here has been shown on the submitted site plan. Whilst this is acceptable it is noted this link through the site is narrow (noting no formal dimensions have been indicated on submitted plans and therefore should be confirmed) and located next to a Bin collection point, and additional consideration should be given to widening this link to at least 3m wide and relocating the bin collection point. As previously stated, with this link being provided, the improvements to the existing bus stop (bus shelter and seating area as well as bus cage road markings) are welcomed and should be secured within any S106 agreement.

Site Access:

The site access has been revised following on from the Highway Authority previous comments, which now reflects the site access drawing as secured previously under application APP/20/00658. These proposals include a ghost island right turn lane from Bartons Road into the site and Knightswood Avenue opposite. Junction visibility splays in accordance with posted speed limits of 30mph have been shown, with an additional eastern splay of 2.4m x 49m in accordance with the previously approved junction visibility splay for application App/20/00658 also shown. The football club access has subsequently been relocated further south (into the site), and it is understood that the location of this has been access agreed with the football club.

It is noted that the site access proposals reflect those in which the Highway Authority previously had no principal objection to, and therefore these proposals are also acceptable, however it should be noted that the following information should be provided and considered during detail design.

- The stagger distance to the Knightwood Avenue is noted as 36.79m on the drawings. The stagger does fall short of the required standard of 45m and therefore will require a departure from standard at the detailed design stage. It has however been previously duly considered and determined to be acceptable in principle.
- Not all tapers for the right turn lane comply with CD123 requirements. This will require a DfS at detailed design, but as this is the same as the previously agreed scheme this DfS is likely to be agreed.
- Clarification should be provided in terms of the refuge island crossing and its intended use. Given there is no shared use present on the northern side of Bartons Road, it is assuming this is just for pedestrians.

As such Corduroy paving should added on the southern side of Bartons Road in the vicinity of this crossing point.

- As seen visibility splay are currently based on the posted speed limit. In detail design, these should be based on the 85th percentile of measured speeds in accordance with HCC TG3 guidance. It is noted that an additional eastern visibility splay of 2.4m x 49m in accordance with the visibility splays for the previous approved junction arrangement is shown.

Tracking:

Tracking of the access has not been provided separately but has been included as part of the documents submitted within the RSA. Upon review, there is concern regarding the refuge tracking, noting this both over hangs the footway when entering the site, and when exiting the tracking does not adopt a suitable lane/waiting position and overhangs the footway. Similarly, the right in movement for a delivery van also overhangs the footway. This did not occur within the previously approved layout; it is unclear why this is the case here. Revised tracking, in accordance with HCC TG2 guidance (noting vehicular dimensions and speed requirements) should therefore be undertaken.

Additionally, due to the proposals including a right turn lane for Knightswood Avenue, tracking for this junction should also be provided.

RSA:

A stage 1 RSA has been undertaken for the site access. Whilst the majority of safety issues have been addressed at this stage, there are still concerns with regards to problem 3.6 – large vehicles encroaching opposing lanes. As above, the Highway Authority have concerns with the submitted tracking provided, noting that some movements are tracked poorly starting in the middle of the carriageway, and therefore revised tracking should be provided to ensure all large vehicles can manoeuvre the junction.

Football Access:

As stated above, the football access has now been relocated further south, with the football club agreeing to this (noted that the Highway Authority is awaiting written confirmation from the football club in this regards). Whilst it is stated that this access will be in the form of a vehicular crossover, the submitted drawings show this as a bellmouth, and therefore clarity is required. To note, a vehicle crossover access form would be acceptable. Subsequently, no visibility splays for this proposed access have been provided and this is required.

Internal Site Layout:

A revised internal site layout has been submitted, following on from the Highway Authority previous comments. This now incorporates a main spine road running north-south with a tertiary road coming of this mid-way. Upon review, the Highway Authority would like to make the following comments.

It is currently not clear if the internal site layout will be offered up for Adoption to the Highway Authority. If so, the applicant should provide a drawing showing the extent of the adoption plan which should also show all visibility splays within these being included within the extent of adoption. If to remain private it would be advisable that the applicant ensures that the roads and footways are designed to minimum industry standards and / or Hampshire County Council's best practice as set out in https://www.hants.gov.uk/transport/developers/constructionstandards, and that an appropriate Private Management Plan is put in place to deal with any future maintenance.

General comments:

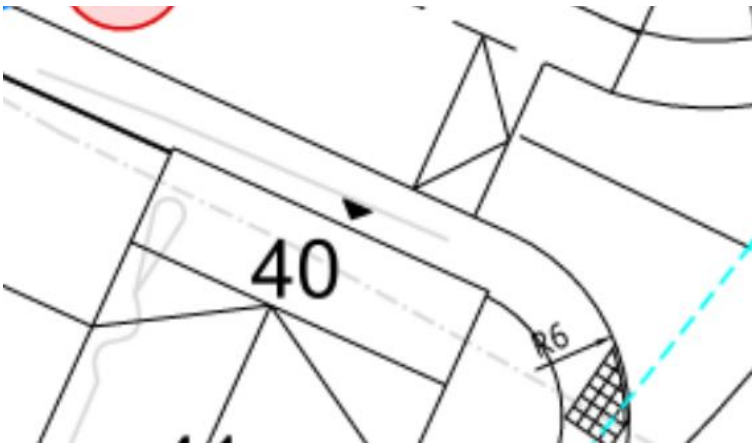
Upon review of the internal site layout plan, whilst a shared use path has been provided along the main spine road, a visitor space on the opposite side of the road to plot 8, slightly overhangs (top left of the space) the shared use path, which is not acceptable. Furthermore, there are several other visitor bays that are missing a hardstanding area for accessing the vehicle, and therefore a hardstanding to the rear of the visitor spaces should be provided. Additional crossing points where appropriate should also be provided in the vicinity of the visitor bays to allow pedestrians to safely cross.

The location of the parking space for plot no.1 on the spine road should be provided and confirmed, as in accordance with HCC TG2 guidance driveways shall not be within 10m of a proposed priority junction.

There are concerns throughout the site regarding dwelling plots having frontages directly onto roads. Any elevation features like porches or canopies are not acceptable to over sail the highway and this detail must be considered to prevent issues with building control compliance. It is therefore recommended that the frontages of plots are updated to provide a suitable landing depth and footways.

Along the frontage of plots 36-39 no footway provision has been provided. Due to the quantum of development accessing of this road, the Highway Authority would require a footway to be provided outside of these plots. In addition, outside of plots 33-29 there is no "landing" area between the dwellings and 2m footway, with the frontages of the dwelling exiting straight out onto the footway, and therefore as above any elevation feature are not sufficiently set back and would obstruct the footway.

The block plan shows that for several plot numbers the building line encroaches on the 2.0m footway width (for reference plot 40 is shown below but this is also present in other areas). If this is the roof line of the proposed dwelling the building lines should also be shown for clarity. The Highway Authority request that this is reviewed to ensure a minimum footway widths can be achieved throughout the site.



In terms of the proposed parking spaces throughout the site, there are several parking bays (21-25) that are perpendicular to a raised table ramp which is not acceptable. Additionally, there are bays that back onto each other such as bays 99 and 101, but due to the design of the spaces and isle widths this could lead to conflict. Generally, the location of all parking bays should be reviewed as several are also located blocking paths/access to dwellings

It is advised to the applicant that the street hierarchy throughout the site should be reviewed with a constant street hierarchy and dimensions provided. Currently, the dimensions indicate that the main road starts of as 5.5m, then narrows down to 5.0m then widens back up to 5.5m for the northwestern section towards the larger blocks of flats. Consistency between the road widths is required.

Lastly, the location of the bin collection points (BCP) should be reviewed, as these are impeding/blocking access for dwellings (outside of plot 55). Specifically, as mentioned above, the BCP at the southern pedestrian/cycle access should be relocated so a wider, more attractive pedestrian/cycle access to Martins Road can be provided.

<u>Visibility splays:</u>

Whilst Visibility splays for the internal layout have been provided, there are several concerns with these. As noted within the Transport addendum, only a visibility splay based on a 10mph design speed can be provided at the junction outside of plot 35/36, with the applicant providing two options to address the shortfall in visibility splays;

- Option 1 – provide a Raised table to reduce vehicle speeds
- Option 2- Shift the row of terraces dwelling southwards.

Upon review, the Highway Authority would require option 2, with the layout redesigned to provide visibility splays in accordance with the required design speeds.

Furthermore, all 2m x 2m visibility splays for driveways need reviewing. As currently drawn, many of these are currently blocked by plots or landscaping features and therefore this is not acceptable. As a note to the applicant HCC

TG3 states these are to be taken from the centre of the driveway which should address a lot of the issues as they are currently shown.

Tracking:

Tracking for a range of vehicular movement throughout the internal site layout has been provided. There are several areas where a refuse overhangs footways/hardstanding areas and this should be revised.

Subsequently, whilst HCC TG2 3.2.8 states a refuse vehicle is to be tracked 'separately', due to the current layout with sweeping bends and no passing places on the internal spine road, it is requested that additional tracking is provided, evidencing where a refuse vehicle and a car can pass.

Additionally, a car passing a small panel van throughout the development should be provided for review, along with tracking of the football club entrance.

It is advised to the applicant that tracking should be in accordance with HCC TG2 guidance noting both vehicle dimensions and tracking speeds.

RSA:

Whilst the applicant states that an RSA has been undertaken for the internal site layout plan, with RSA documents submitted only included a "block plan" of the internal site layout. The Highway Authority do not consider the safety auditor to have fully review the internal site layout and therefore a revised RSA for the internal site layout should be undertaken. To note, drawings which include dimension, visibility splays and tracking of the internal site layout should be provided to the RSA safety auditor for assessment along with the block plan of the site.

Parking:

Parking should be assessed by Havant Borough Council as the Local Planning Authority to ensure the proposed level of parking falls in line with their adopted standards. As seen the proposals look at providing a total of 176 spaces (147 resident spaces and 30 visitor spaces), which is understood to be in accordance with these standards.

Traffic Generation:

Trips:

Following on from the Highway Authority previous comments, a revised trip assessment has been undertaken. The parameters selected for private residential dwellings now included surveys undertaken on Monday and Fridays, whilst removing any surveys impacted by COVID-19 and surveys location in Scotland. Whilst the resultant trip rate is slightly lower than anticipated by the Highway Authority, this makes a marginal small difference to the trips generated

and therefore is accepted in this instance. However, as previously stated unless applicant is willing to accept planning restrictions on the level and type of affordable housing, for a robust assessment, the private trip rate should be used across the entire site, to forecast the total proposed trip generation of the site. The overall trip rate and trips generated by the proposed development should therefore be updated to reflect all private dwellings if no restriction on the quantum of private/affordable is being enforced.

Traffic Distribution and Assignment:

The method of travel to work data from the 2011 census has been used to establish the distribution of the traffic generated from the site, with google maps assigning these trips on to the network. This approach is therefore acceptable to the Highway Authority.

Committed development trips:

Following on from the Highway Authority previous concerns, committed development flows have been updated, this is now acceptable.

Junction Assessment:

Following on from the Highway Authority previous response, a series of revised modelling has been undertaken for the following junctions:

- Site Access
- Petersfield Road/Bartons Road Signals

As shown, the site access will operate within capacity and therefore this is acceptable.

Upon review of the Petersfield Road/Bartons Road Signals, whilst the concept of the Sparrow crossing on the Bartons Road arm is acceptable in principle, the design of the junction needs refinement before the modelling can be fully reviewed. The following comments are therefore made regarding the design on the junction.

As currently submitted, the proposed modelling does not match the proposed junction arrangement. Whilst it is noted that the proposed junction design is similar to that previous submitted under application APP/20/00658 there are still concerns with the current submitted scheme and modelling. The modelling should be updated to allow for a singular stage crossing of the sparrow crossing across Bartons Road.

However, to allow for this continuation of ped/cycle movements this causes a knock-on effect to the existing lane arrangements for the southbound left turn on Petersfield Road, which as existing has a very short flare lane for left turners, which can only hold about two vehicles. To improve the stacking/holding lane for left turn vehicles, the south flow on Petersfield Road can be shifted into the hatching. The shifting of the carriageway into the hatching would allow for

greater stacking capacity of left turn movements but also allow for an additional refuge island for the traffic signals.

Travel Plan:

The transport assessment addendum states, that the provision of a residential Travel Plan is considered to assist in achieving the highest levels of sustainability mobility as possible by informing residents of sustainable travel patterns and promoting their use. However, no travel plan has been provided. Confirmation is therefore required in regard to the applicant providing a travel plan to assist in the vision led approach to their site, noting the proposed development falls short of the threshold for requiring a travel plan.

Recommendations:

The Highway Authority require additional information on the application. If the Planning Authority are minded determining the application in the absence of this information, please contact me for my formal recommendation.

Yours faithfully,

Zara Rogers – Senior Transport Planner - Highway Development Planning
Universal Services