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Direct Line	N/A	Your reference	APP/26/00154
Date	12 June 2026	Email	havantdc@hants.gov.uk

For attention of Ms K Taylor

Dear Madam

Re: APP/26/00154 At 154 London Road, Waterlooville, PO7 5SR

Detailed application for the erection of 111 dwellings at the former Goodwillies Timber Yard

Thank you for your consultation on the above full planning application. To support this planning application the applicant has submitted a Transport Assessment (TA) Rev 02 dated February 2026 and supporting drawings which the Highway Authority have reviewed and wish to make the following comments.

Policy Status

The site is allocated within the adopted Havant Borough Council local plan as site reference W63 for c. 96 dwellings. It is noted that the proposed development of 111 dwellings exceeds the recommended allocation quantum. Specifically in relation to W63 and the highway matters, the emerging policy requires the site to utilise the existing access point onto London Road. This has been proposed to support this development and the suitability of the access arrangement for the quantum is discussed further within this response.

The TA references the withdrawn local plan however this does not have any material weight when determining this planning application given the status.

The TA should provide a detailed review of the local and national transport planning policy. The revised National Planning Policy Framework (NPPF) December 2024 sets a requirement for a vision led approach to Transport Assessment work. This would be a key consideration when determining this

Director of Universal Services
Patrick Blogg

planning application. Reference should also be made to Hampshire's Local Transport Plan 4 and the Havant LCWIP.

Transport Assessment Methodology

For any new application, and in accordance with the NPPF, the Highway Authority are seeking for a more balanced analysis of the transport proposals within the TA work, aligned with the vision-led approach. This would assess and prioritise opportunities to improve sustainable transport provision for all modes (walking, cycling and public transport) before determining if there are remaining significant residual impacts to safe and efficient highway operation. The TA should therefore seek to follow a sustainable vision-led approach identifying appropriate enabling works to increase sustainable mode share and reduce car dependency. This has not been presented.

Site Location

The site is located on the former Goodwillies Timber Yard (combined floor area of c.5,932sqm). To the north runs the A3 London Road (where access is to be obtained from) with residential areas boarding the eastern, southern and western boundaries.

Sustainable Access

The Highway Authority consider that given the location of the site there are realistic opportunities for trips to local facilities and services to be undertaken by walking, wheeling and cycling. An accessibility plan is provided within Appendix A of the TA which outlines the location of facilities and services available to the development; however, no distances have been provided.

It is requested that the applicant provides a summary table of the local facilities and services and the associated walking and cycling distances. These should be measured centrally from the site to assume a more conservative walking and cycling distance from the development. This should consider facilities being delivered as part of the Berewood MDA development. However, whilst these may have some benefit of reduced walking distances these cannot be wholly relied upon until they have been delivered with timescales currently unknown.

ATE identify that a site should have a sufficient number and range of local facilities and services within an 800m (10-minute walking distance) via an accessible walking route. ATE also reinforce an acceptable 400m walking distance to a bus stop which should be served by a regular bus route. The acceptability of the site distances should be assessed against these criteria.

Consideration must be given to access a secondary school and employment opportunities by sustainable transport modes albeit it is considered acceptable for these to be beyond the 800m walking distance and more aligned to the CIHT guidance. The catchment primary and secondary school should be confirmed with the Education Authority. Assessing the sustainable credentials of the site is not just a matter of distance, but the quality of the routes

available to enable sustainable travel as an attractive mode choice over the private car.

It would be necessary for the applicant to undertake a large-scale scheme WCHAR in accordance with the guidance set out in Technical Guidance Note TG19. This should also incorporate a Healthy Streets Design Check as set out within the guidance and the DfT Connectivity Tool. The Highway Authority require the audit to cover the key routes from the development site to the facilities and services identified by ATE. This should also include secondary school provision.

Narrative should be provided on these routes in identifying any barriers and substandard infrastructure as set out within TG10. Improvements to increase the healthy streets score and improve compliance with TG10 and LTN1/20 should be identified through the review process. The WCHAR should also incorporate the ATE assessment tools where appropriate.

Walking and Cycling:

Limited narrative is provided within the TA on the walking and cycling infrastructure within the vicinity of the site. Sustainable connectivity and opportunities to ensure attractive and cohesive infrastructure is available for use will be a core consideration of this planning application to ensure the site meets any vision led targets and complies with the NPPF/LTP4 requirements.

The TA notes that c. 2.0m footways flank both sides of the A3 connecting into the wider highway network. Aside from this, no narrative on the footway infrastructure to access local facilities further afield has been presented. The quality of this infrastructure should be assessed through the WCHAR with any scope for improvements to be identified as appropriate.

Regarding cycle accessibility, the A3 benefits from on-carriageway dedicated bus and cycle lanes from the Forest End roundabout and terminate within the vicinity of Cottonwood Close to the south. Shared use provision begins at Forest End and extends along Maurepas Way and Hambledon Road providing dedicated cycle access to several employment and leisure opportunities. South of Cottonwood Close towards the Ladybridge roundabout cyclists are expected to travel on carriageway. It is not considered that due to speeds and volumes that on-carriageway cycling would be suitable in accordance with LTN1/20. The appropriateness of the existing cycling infrastructure to encourage sustainable transport uptake and meet any vision-led targets should be assessed through the WCHAR.

The A3 is identified as a primary route on the Havant LCWIP (route 360). Any opportunities for improvement identified on the LCWIP should be considered in conjunction with the WCHAR.

West of the site access arrangement a toucan crossing is committed to be delivered as part of the Berewood MDA development. This will provide pedestrian and cycle connectivity into the Berewood Town Park as well as providing controlled crossing facilities along the A3. The delivery will not only

benefit future residents of this site by providing access to the Town Park and Sports Facilities to be delivered as part of the MDA but will provide controlled crossing provision to access the nearest bus provision. Given the proximity to this site, it is essential that the applicant explores the scope to extend the shared use provision and provide opportunities for cyclist within the site to access the toucan crossing without the need to cycle along the A3. This could consider extending to the left of the site access if feasible. The applicant should contact the Highway Authority directly to obtain a drawing of the agreed scheme.

Further north, the Havant LCWIP identifies improvements to the Forest End Roundabout (policy reference 360.3.1). A scheme has been developed to improve cycle and pedestrian connectivity and bus access around the roundabout and the A3 London Road. This incorporates new sections of shared use provision with improved cycle connectivity around the roundabout and Forest End itself. This would improve sustainable access into Waterlooville Town Centre as well as improving connectivity for the site to access the shared use provision along Maurepas Way providing access to Wellington Retail Park and the employment and leisure opportunities available at Elettra Avenue. This scheme has an estimated cost of delivery £413,000 and there is currently no funding available to deliver these works.

These matters should be considered through the WCHAR. It is highly likely that a contribution towards these schemes will be considered necessary to improve the sustainable accessibility of the site making the development acceptable in planning terms and comply with the NPPF and LTP4.

Buses:

The A3 London Road forms part of the bus priority corridor. The closest bus stops to the site are c. 220m and 300m to the southbound and northbound services respectively when measured from the centre of the site, falling within the recommended distance (400m) by ATE. The northbound stop can currently be accessed via an uncontrolled refuge crossing point however would benefit from the toucan crossing delivered as part of the Berewood MDA development.

Both stops are served by the No 8 providing frequent services every 15 minutes Monday-Saturday and every 20 minutes on a Sunday. The distance of the bus stops from the site and frequency of the service provide a real opportunity for sustainable travel via bus for future residents of the site.

Both stops would benefit from new shelters, seating and poles with the southbound stop RTI provision outdated and would therefore benefit from improvements. These improvements would have a total cost of c. £39,000. The Highway Authority consider that these upgrades should be considered as part of any wider mitigation package for this planning application to encourage sustainable travel via bus.

Rail:

Cosham is the closest railway station to the site located c. 3.5km to the south. The station provides regular connections to Portsmouth, Southampton, Brighton and London Waterloo. The distance of the railway station falls outside the recommended distances from the site. To improve the likely uptake of this mode improved connectivity for cyclists to access the station should be explored through the WCHAR. The station could also be accessed via bus service 8 allowing for onward connections via train reducing any private car reliance.

Public Rights of Way (PRoW):

It is understood that there are no PRoW within the vicinity of the site that would be impacted or utilised by future residents of the proposed development.

Personal Injury Accidents (PIA)

PIA data has been obtained from Hampshire Constabulary records for a period from January 2019-February 2024. The study area as presented is not agreed and should be extended to cover the Ladybridge roundabout to the south and Maurepas Way roundabout to the north. The accident data presented is also over 2-years out of data and therefore not acceptable.

The Highway Authority have however undertaken an internal review of accident data for the most recent 5-year period (01 December 2020-30 November 2025) including the additional study scope. The applicant is not required to obtain any further data set in this instance.

In total 42 accidents have occurred (6 'moderately serious', 1 'less serious' and 35 'slight'). No accidents have occurred at the existing Goodwillies access arrangement itself.

A cluster of accidents have been observed at the Maurepas Way/Hambledon Road/A3 London Road/Houghton Avenue roundabout and at the Forest end/A3 London Road junction. A handful of accidents have also occurred at the Mill Road and Milk Lane junctions with the A3; however, these accidents do not appear to relate to the junction form. The Highway Authority is content that these are isolated accidents with no trend that is unlikely to be exacerbated by the proposed development.

There are a cluster of accidents at the Ladybridge Roundabout. There is a historic collision history at this junction with the delivery of the Southern Access junction by the Berewood MDA aiming to mitigate this accident trend through wider scale junction improvements and better connectivity for pedestrians and cyclists. The accident history and sensitivities of this junction is an important consideration of this planning application when considering the proposed distribution as discussed further within this response. The additional impact of the development on this junction would need to be considered by the applicant through the assessment work undertaken.

Traffic Surveys

A 7-day ATC survey was undertaken along the A3 London Road between 08-14 June 2024 to inform traffic speeds and volumes within the vicinity of the access arrangement. These have been recorded as follows with the raw data provided within Appendix C.

Direction	Weekday AADT	85 th ile speed (mph)
Eastbound	10,076	30.0
Westbound	8,923	33.0

The Highway Authority are content to use the data presented given this has been obtained within the 2-year window at the time of submitting the planning application. Notwithstanding the above, the ATC has only been placed to the west of the site access only. In accordance with HCC TG3/CA185 requirements, an ATC should also be placed to the east in the approximate location of the 'y' distance. This will ensure that the splay demonstrated to the east are appropriate.

Stage One Road Safety Audit (RSA1)

The applicant has undertaken a Stage One Road Safety Audit (RSA1) for the site access arrangement only. This has been submitted along with a designer's response. In total the audit raised 2 items (2.1 and 2.2).

Item 2.1 outlines the risk of side impact collisions for larger vehicles due to the low branches of an adjacent tree. The auditor recommends that the low tree branch is removed which has been accepted by the designer. The applicant should be aware that this is a private tree, and whilst the Highway Authority have powers to remove obstructions over the highway, direct engagement with the resident is encouraged.

Item 2.2 raises the poor condition of the existing carriageway with the auditor recommending that this is resurfaced as part of the access arrangement provision. The designer accepts this problem and outlines that this will be resolved at the s278 detailed design stage which is agreed. The Highway Authority would require the existing HFS to be replaced with a PSV of 68 or with an SMA material of 68 PSV to replace the existing skid resistance surface. This should be appropriately annotated on the site access drawing.

The scope of the audit does not cover the internal road network. Given the nature of the development an RSA1 should also be undertaken on the internal layout. This is necessary to be undertaken at the planning stage to ensure that a safe and suitable layout is secured. Any comments raised on the internal layout within this response are subject to the findings of the RSA1.

Site Access

Vehicular access into the site is to be obtained by a modified access arrangement in the location of the existing. Drawing 2024-6687-001 Rev C depicts the access arrangement which identifies a 6.0m carriageway width with 6.0m radii either side.

Whilst the trip generation assessment is yet to be agreed as discussed further within this response, the flows along the major (A3) and minor arm outline that a ghost island right turn lane should be considered as an access form when considered in accordance with DMRB CD123. This is further reinforced by the large proportion of right turners into the site as presented within the TA (68.7%). Where this is not to be proposed, suitable justification should be provided from the applicant as set out within HCC TG2.

In accordance with HCC TG2 and the secondary street hierarchy, the carriageway width should be reduced from 6m to 5.5m. There appears sufficient scope based on the swept path analysis provided to reduce the width without impacting safe and suitable operation.

Footways are proposed either side of the access arrangement measuring 2.0m on the western side and 1.5m on the eastern side. Footways less than 2.0m in width are substandard in accordance with HCC TG10 and therefore do not provide inclusive walking provision for all, particularly for parents with pushchairs. Reducing the access carriageway width would allow for a 2.0m footway to be provided continuously on the eastern side of the access to tie into the existing provision along the A3 London Road therefore providing safe and inclusive walking facilities for all.

As aforementioned, cycle connectivity to tie into the toucan crossing committed to be delivered by the Berewood MDA is a core consideration of this planning application. This will require alterations to the proposed geometric design. The drawing should be overlaid over the site access drawing to ensure that the tie in details are appropriate.

Visibility:

The TA notes that visibility requirements have been informed from the observed speeds which requires 54.0m to the north and 47.0m to the south in accordance with the HCC TG3 SSD.

Weather conditions at the time of the ATC surveys should also be confirmed. Should periods of wet weather be present over the survey period then the wet weather factor (2.5mph) to account for reduced driving speeds should be applied and visibility requirements re-calculated appropriately. As set out above, an additional ATC must be placed to the east of the site access to ensure splays in an eastbound direction are appropriate.

Drawing 2024-6687-001 Rev C outlines vehicular visibility splays at the proposed access arrangements in accordance with the recorded speeds provided with an 'x' distance of 2.4m. This set back is considered acceptable in accordance with HCC TG3 given the recorded speeds obtained. The above matters need to be addressed prior to agreement of the splays shown.

Intervisibility splays at the access have also been demonstrated at 15.0m and 25.0m. The 25.0m is commensurate with a 20mph internal design speed and therefore is relevant in this instance. The 15.0m does not comply with the TGs and therefore should be removed from any future drawings for clarity.

The drawing lacks pedestrian visibility splays at the proposed crossing point and these should be provided. Cycle visibility splays should be provided as appropriate should any shared use provision extend across the site frontage.

Swept Path Analysis:

Swept path analysis at the access arrangement has been provided for a light van and car passing simultaneously (drawing 2024-6687-002 Rev B) and an 11.20m 'super large' refuse vehicle and fire tender (drawing 2024-6687-003 Rev B). Tracking speeds have not been confirmed, and these should be suitable for the nature of the movements being undertaken. Notwithstanding, the Highway Authority have reviewed the drawing and have the following comments to make.

It is noted that a more onerous delivery vehicle size than specified within HCC TG2 has been utilised for the swept path analysis. Whilst the Highway Authority are content that there is ample width for simultaneous movements to occur, the applicant may wish to utilise the smaller vehicle set out within the guidance when re-tracking with revised geometries. The width of the car also does not accord with HCC TG2 and should be 2.0m.

There appears suitable width for the fire tender and refuse vehicle to navigate the access arrangement in a safe and suitable manner. Movements can be undertaken in all scenarios without overhanging the bus and cycle lanes which is considered acceptable. Whilst HCC TG2 does not require these larger vehicles to pass a car simultaneously appropriate passing places and intervisibility along the access road should be demonstrated. Whilst it appears that passing could occur within the intervisibility envelope, intervisibility should be provided on the tracking drawings for ease to ensure passing opportunities can occur within the intervisibility envelope.

Internal Road Network

The proposed site layout is shown within drawing 02 with a geometric plan provide within drawing 2024-6687-000 Rev B. The Highway Authority have reviewed these drawings and have the following comments to make.

It is unclear whether the roads and footway are being put forward for adoption by the developer, a process that the Highway Authority strongly support. Should adoption be proposed, the S38 process will need to be undertaken in addition to any planning approval that may be granted with the details of this process found via the following link:

<https://www.hants.gov.uk/transport/developers/constructionstandards> . It is recommended that the developer engage with the S38 team at their earliest convenience. An adoption plan should be provided to support the planning application should this be the case.

Where areas are to remain private, it is advisable that the developer ensures that the roads and footways are designed to minimum industry standards and/or Hampshire County Council's best practise as set out in

<https://www.hants.gov.uk/transport/developers> , and that a private management plan is put in place to deal with any future issues. Additionally, developers should also be made aware of the Advanced Payment Code (APC) that will be required by the Highway Authority. Details of this can be found via the following link:
<https://documents.hants.gov.uk/transport/APCProcess-Guidancedocument.pdf>

The geometric plan outlines that the access road reduces to 5.5m internally from the 6.0m proposed at the access. The suitability of a 6.0m carriageway width has been discussed above within this response. A 5.5m carriageway width accords with secondary street hierarchy as set out within HCC TG2 and is therefore considered acceptable. The street hierarchy informs the design speed and visibility requirements.

Several private drives along the western side of the spine road measure 4.8m in width. This exceeds the minimum width for private mews/drives (4.2m) for accessing up to a maximum 10 dwellings. Whilst in some instances this design provides access to up to 13 dwellings, the Highway Authority consider that given the nature of the road network and the additional width a private drive in this location accessing more than 10 would not be a safety issue and therefore this is considered acceptable. This is however subject to the findings of the RSA1.

The Highway Authority consider the given the quantum being accessed from these shared surface arrangements that these should be converted into vehicle crossover arrangement to maintain pedestrian (and cycle) priority and improve permeability across the site. Suitability visibility should however be demonstrated as discussed further within this response.

The width of the private drive providing access to plots 60-65 has not been confirmed. The Highway Authority are unclear whether there is suitable width to allow for safe and suitable operation, particularly to manoeuvre into the parking bays. Suitable width should be provided, and swept path analysis should be provided to confirm that a car can access in safe and suitable manner and access the parking bays.

Generally, the internal street design is comprised of long straight sections of road with vehicular speeds likely to increase above the 20mph design speed. The design should avoid such street layouts however in the absence of wholesale amendments to the site design being considered necessary by the Planning Authority speed reducing features should be provided along these sections to ensure a 20mph design speed is adhered to.

Aside from comments raised on the footway at the access arrangement, internally 2.0m footways are proposed within the site which are TG10 compliant and provide safe and inclusive walking facilities for all.

Pedestrian and cycle priority is generally lacking throughout the internal layout design. Where vehicle crossovers are not suitable, opportunities for a continuous priority crossing (at the access adjacent to plots 74/84) should be explored subject to suitable visibility being achieved. Furthermore, crossing

points along the main spine road should be provided at grade to further improve pedestrian (and cycle) priority throughout. This could form part of the speed reducing measures as mentioned above to ensure the design speed does not exceed 20mph.

Pedestrian crossing points have been introduced which are welcomed and generally appear sufficient to support pedestrian permeability throughout the site on various desire lines. It is however considered that additional provision within the vicinity of plot 20 should be provided to improve north/south pedestrian permeability if accessing the site from the shared use connection from Brightside.

Most crossing points are supported by pedestrian visibility splays of 1.5m x 25m which are commensurate with the 20mph design speed proposed internally. All crossing points proposed should be supported by pedestrian visibility splays. This should be reviewed by the applicant.

There are several instances throughout the site layout where the pedestrian visibility splays presented are fully obstructed by allocated/visitor parking and tree planting. This is a highway safety issue and must be addressed by the applicant. Splays should be unobstructed which is currently not the case. In some instances, this could be refined by setting the parking and planting back, however in other examples (visitor parking adj. to plot 30) these should be relocated to more suitable locations within the layout.

It is noted there are several footways that provide direct access to dwellings and parking spaces where widths have not been confirmed. The applicant should confirm that these widths conform with Building Regulation Standards. Deviation from a TG10 compliant 2.0m is only considered acceptable where these pathways provide direct access to dwellings and do not form part of the core pedestrian routes throughout the site.

The footpath behind the visitor parking bays adjacent to the site access require pedestrians to travel against desire lines which is considered poor design and requires refinement. The footway and the parking spaces should be re-aligned with the footway provided in front of the visitor parking (similar to that presented for plots 8-9 further south).

In front of plots 93-111 there are several footpath arrangements leading to the carriageway which lack tactile paving. The widths have not been confirmed and should be to ensure compliance with HCC TG10. It is noted that there are discrepancies between the geometric plan and site layout plan. Consistency should be provided between the plans. Presumably this arrangement is to provide pedestrian access to the visitor parking bays to the west however it is likely that these will be misconstrued as footways for onward connectivity providing confusion in the design. Refinement is required here. Should onward connectivity be proposed then tactile paving should be provided supported by suitable pedestrian visibility splays. This should drop pedestrians into suitable locations on the opposite side of the carriageway.

The Highway Authority are unclear why the footway extends in this location shown below with no onward connectivity to the south. This should be reviewed by the applicant.



Where no footways are proposed this would indicate a shared area however this should be confirmed. In these locations, a change in materials has been identified on drawing 02 which is appropriate to indicate a change in environment for all users. Materials such as block paving tends to indicate a shared surface arrangement and is considered to appropriately reduce vehicle speeds.

There are instances where footways are proposed however a change in surface material is proposed for example providing access to the parking for plots 84-89. Refinement on the materials is required here to remove any confusion on priority for vehicular users throughout the site. The Highway Authority welcome a discussion with the applicant on this point.

A shared use footway cycleway is proposed connecting into Brightside to the east of the site which is welcomed. This is likely to provide reduced walking and cycling distances to access the catchment primary schools and local facilities on offer along Mill Road avoiding the need to utilise the A3. This continues along the main spine road travelling south before terminating adjacent to plots 53 in the western corner of the site.

The design of this path does not appear to consider opportunities for cyclists to travel north towards the site access which is considered poor design. Opportunities to maximise permeability and onwards connectivity should be explored. The design should consider onward connectivity to the A3 and the committed toucan crossing from the south of the site providing smooth transitions for cyclists to continue their onward journey.

No tie-in details with Brightside have been provided and this should be submitted before any confirmation can be provided on the suitability of this connection. It is unclear whether the red line boundary abuts the highway boundary. This should be confirmed by the applicant. The design appears to drop pedestrians into the carriageway which would not be considered acceptable. The design should ensure pedestrians tie into the existing footway provision with cyclists to drop on carriageway as appropriate. The existing

kerbing details at Brightside are not suitable for cyclists and would need to be altered. Pedestrian and cycle visibility should be presented.

Generally, where the shared use path travels through the internal road network the corduroy paving needs to be refined. Currently this is depicted as tactile paving which is confusing. Corduroy paving will also be required at the connection point from Brightside. This should be altered considering any amendments made as set out above.

It is noted that bollards are proposed in various locations along the shared use provision, presumably to prohibit use by vehicular traffic.. The Highway Authority do not support the use of bollards unless absolutely necessary in accordance with TG10 and therefore these should be removed from the development proposals.

Consideration should be given internally towards compliance with the Healthy Streets indicators and increasing the healthy streets score. For example, places to stop and rest and things to see and do should be considered within the area of greenspace.

A substation is proposed adjacent to the allocated parking for plot 74. It is unclear what the purpose of the keep clear markings are for, for example parking for maintenance vehicles and further clarity is requested on this matter. The Highway Authority are concerned that a parked maintenance vehicle in this location would block the visibility for the pedestrian crossing point adjacent. A suitable parking space for a maintenance vehicle should be incorporated within the layout.

A pumping station is outlined on the geometric plan but not presented on the site layout drawing. It is therefore unclear if this is being proposed. Should a pumping station be proposed, suitable swept path analysis should be provided to outline the vehicle of the largest vehicle accessing the pumping station to access the site and manoeuvre utilising the turning head.

Visibility:

Visibility splays have been presented within drawing 2024-6687-007 Rev A. Visibility splays should be confirmed by the applicant to either fall within the adopted highway or if the site is not to be adopted on land to fall under the responsibility of a private management company. Splays should not cross land under individual resident curtilage. Should adoption be pursued these splays should be overlaid on the adoptable area to ensure suitable land is dedicated.

This drawing confirms that vehicular visibility splays of 2.4m x 25.0m have been provided. Pedestrian visibility requirements have been discussed above within this response. Whilst the Highway Authority are content that 25.0m represents a TG3 compliant visibility splay for a 20mph road the Highway Authority have reviewed this drawing and have the following comments to make.

Similarly to the pedestrian visibility splays there are several instances where the vehicular visibility splays are obstructed by parking bays and tree trunks throughout the layout. This should be reviewed by the applicant. To reiterate all visibility splays should be free from obstruction.

Where vehicle crossovers are proposed, the applicant should note that in accordance with HCC TG3, the 'x' distance can be reduced from 2.4m to 2.0m therefore reducing the land take required to ensure splays remain clear. Suitable intervisibility should be demonstrated.

Forward visibility splays around bends have been provided however the distance has not been confirmed and should be 25mph to comply with the 20mph design speed applied as set out within HCC TG3. There are instances where some minor obstructions of allocated parking bays for plots 12 and 89 occur and this should be refined by the applicant. Should the forward visibility not be drawn at the required distance this would further increase the obstruction.

Despite a cycle route being present throughout the site, no cyclist visibility splays have been provided on drawing 2024-6687-007 Rev A at crossing points along the route. The Highway Authority request that these are provided to confirm in accordance with HCC TG3 to ensure that there is suitable visibility to allow for safe and suitable access for cyclists throughout the site.

Refuse and Servicing Arrangement:

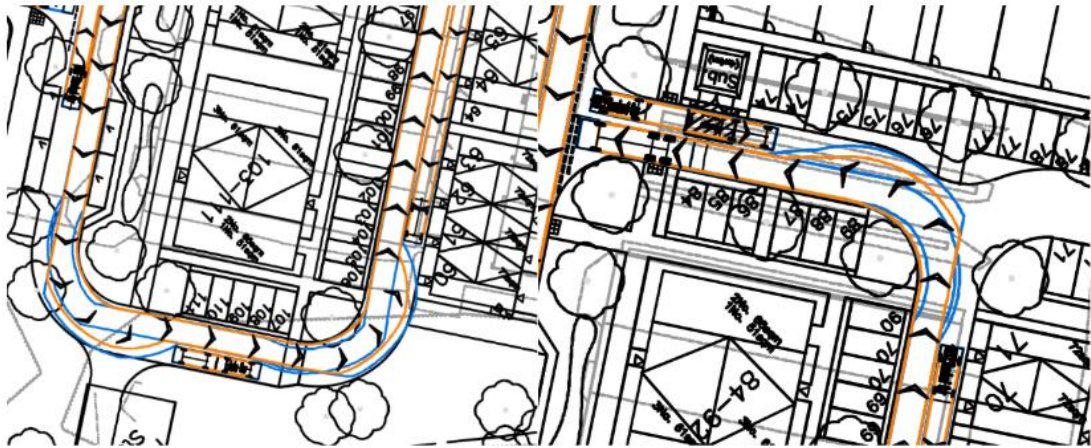
The applicant has provided swept path analysis for an 11.20m 'super large' refuse vehicle and fire tender within drawings 2024-6687-005 Rev A and 2024-6687-005 Rev A respectively. The dimensions of the vehicles align with that set out within HCC TG2 however the tracking speeds have not been confirmed. This should be revised and undertaken at 10mph at junctions and undertaken in line with the proposed design speed internally. Notwithstanding this the Highway Authority have reviewed the tracking drawings and have the following comments to make.

The refuse tracking identifies where there are opportunities to pass a large car throughout the internal road network. At bends where these vehicles cannot pass suitable forward visibility needs to be demonstrated. It does not appear that these vehicles will be able to pass within the forward visibility envelopes demonstrated and these should be overlaid on the tracking plan for ease. Localised widening around bends may be required to ease the alignment and tracking demonstrated.

The drawings however do not demonstrate vehicles navigating the crossroad arrangement and junctions throughout the internal road network. It is unclear whether all movements could be accommodated in a safe and suitable manner. This should be provided for all vehicles in line with HCC TG2.

The Highway Authority note that there are some instances where there appear to be extensive distances where the refuse vehicle and car cannot pass falling outside of any forward visibility requirements (examples below). This may

encourage reversing or minor conflicts which is a highway safety issue and not considered acceptable. Alterations should be sought to the layout to ensure these vehicles can pass within the forward visibility envelopes.



There are also several instances where the refuse vehicle overhangs footways and pathways providing access to properties which is a highway safety issue and should be reviewed by the applicant. This is notably adjacent to plots 27, 29, 51, 60 and the crossing point south of the visitor parking opposite plot 12.

Whilst it acknowledged that the fire tender is smaller than the refuse vehicle, for completeness this should be shown passing a car throughout.

No tracking has been provided for a delivery vehicle and car simultaneously throughout the internal road network. This should be provided to comply with HCC TG2 requirements.

Drawing 23.128.06 Refuse Strategy Plan outlines that several bins will be situated where a long drag distance is likely. The legend of this image only shows that drag distances will exceed 30m however the exact distances have not been confirmed. The Planning Authority should be satisfied that the drag and carry distances accord with Manual for Streets and confirm whether any deviation from the standards is acceptable on a site-specific basis.

Levels and Drainage

Indicative levels and drainage details are presented within drawings 5001 Rev P02 and 5100 Rev P01 respectively.

In terms of levels, there are no concerns with regards to the proximity of retaining features to the roads as shown. However, a longitudinal section should be provided to ensure that the gradients and footways throughout the site are acceptable and DDA compliant

The drainage would appear to be via permeable paving. This is not unreasonable as shown. However, from the information provided it is not possible to confirm if the strategy is appropriate for the ground conditions and this would be assessed by the LLFA.

It should be confirmed that infiltration basins are adequately set back from the roads to ensure they do not impact structural integrity. The offset should be a minimum of 5m but may be more depending on the existing geology.

Should the site be offered for adoption the drainage strategy should accord with adoptable design standards and TG8-1 and TG8-2. Should this remain private, the applicant should provide some surety within the drainage strategy that suitable cut off drainage will be provided on the highway boundary to ensure that private water does not drain into the highway and vice versa.

This can either be provided at the planning stage or secured through a suitably worded planning condition to be agreed prior to commencement and implemented in accordance with the approved plans prior to occupation. This will ensure that the drainage strategy is suitable for the site and ensure that the levels do not create concerns for highway safety through inappropriate gradients and/or adverse cambers as well as ensuring that the tie in arrangements with the adopted highway can be achieved in a safe and suitable manner.

Materials

No materials details have been presented at this stage aside from indicative materials changes on the site layout plan. Should the site be offered for adoption then the materials throughout the site should accord with adoptable design standards. Materials details can be secured through an appropriate planning condition for the details to be provided prior commencement and implemented in accordance with the approved plans prior to occupation.

Street Lighting

No street lighting details have been provided for consideration at this stage. Should the site be put forward for adoption then the street lighting details will need to accord with adoptable design standards and HCC TG13. Street lighting can be secured through an appropriate planning condition for the details to be provided prior commencement and implemented in accordance with the approved plans prior to occupation. The Highway Authority consider that the site should be lit to an adoptable standard given its location within the urban environment and the surrounding street network being lit in nature.

Parking Provision

Vehicular:

The TA notes that car parking has been assessed against Havant Borough Council's Parking SPD. The applicant proposes 235 vehicular parking spaces (which include 20 visitor parking spaces). This excludes garages for plots 28-36 given the LPA do not accept garage parking when calculating overall parking provision on site. The applicant acknowledges that this is a shortfall in parking for the 2-bedroom flats (22 short) and visitor parking spaces (28 short) therefore leading to an overall shortfall of 50 spaces when reviewed against the Parking Standards.

The applicant provides justification for the proposed shortfall by outlining the sustainable accessibility of the site and given affordable housing typically generates a lower demand for parking. Whilst ultimately the parking quantum proposals are for agreement with Havant Borough Council in their capacity as the Local Parking Authority, the Highway Authority have concerns with the shortfall of parking proposed leading to a reliance on parking within the street network, leading to obstruction of movements by larger vehicles.

Whilst it is acknowledged that the sustainable transport infrastructure within the vicinity of the site is generally good, the applicant has not undertaken an assessment of the quality of the infrastructure to account for additional sustainable transport trips to align with the overall vision of the site. Furthermore, a shortfall in parking, particularly for visitors is likely to lead to overspill on the internal road network and adjacent streets within the vicinity of the development compromising safe and attractive pedestrian and cycle routes further embedding and encourage private car use as well as potentially leading to highway safety issues. This should be reviewed by the applicant.

Should the Planning Authority be minded to agree with the shortfall in parking then the Highway Authority would require parking restrictions to be secured to prohibit any on-carriageway parking within the site to provide a safe and suitable layout for all users.

Perpendicular parking bays are to measure 2.5m x 5.0m with driveways providing spaces measuring 3.0m x 5.0m. The Highway Authority note that these dimensions exceed those set out within HBC's Parking SPD.

Parallel parking bays are to measure 2.0m x 6.0m. These do not comply with HCC TG1/TSRGD guidance and does provide appropriate space for safe and suitable operation. These spaces should be widened to the required 2.5m.

The aisle widths for parking courts (plots 3-5 and 6-7) have not been confirmed and should measure 6.0m to provide space to manoeuvre in and out of spaces in a safe and suitable manner.

The width of hardstanding to the rear of parallel parking bays where footway is not proposed should be confirmed. This should measure a minimum 1.2m to provide suitable width to access vehicles in a safe and suitable manner.

The parking spaces for plot 26 appear to overlap and therefore in reality are unlikely to be accessible. This should be reviewed by the applicant.

Cycle:

The TA outlines that cycle parking is to be provided in accordance with the parking standards (214 allocated cycle parking spaces). Whilst in accordance with the minimum standards is noted, the applicant should consider provision of cycle parking in excess of the standards to increase the attractiveness and accessibility to a bicycle as a sustainable transport mode. This would however be for Havant Borough Council to raise in their capacity as the local parking authority. It is noted that this has not accounted for any visitor cycle parking

provision and this should be provided in accordance with the standards as a minimum particularly given the proposed shortfall in vehicular visitor parking spaces. Visitor parking should be provided in a secure and covered form to increase attractiveness for use.

Cycle parking for houses is to be provided either within garages or secure cycle stores with secure ground floor communal cycle stores proposed for the flats. This is noted.

Trip Generation

Vehicular:

Existing Use:

The TA utilises a trip generation exercise to establish trips associated with the former timberyard. The site is no longer operational and therefore surveys of the existing use are not possible.

A TRICS assessment using industrial unit parameters has been undertaken to establish the quantum of trips typically generated for this use. The applicant has utilised the industrial unit parameters within the TRICS database and outlines that this is considered robust given the site included a retail element. The Highway Authority are minded to agree given the nature of the previous use.

The Highway Authority note that the trip generation assessment was undertaken in 2024 and therefore may not account for more recent surveys within the TRICS database. The Highway Authority have undertaken their own TRICS assessment and are minded to agree the trip rates presented by the applicant given the minor discrepancies in the revised trip rates obtained.

These are presented within Figure 4.2 of the TS but presented below for ease

	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		12-hour daily total
	Arr.	Dept.	Arr.	Dept.	
Trip Rate (100sqm)	0.635	0.083	0.020	0.426	5.537
Trip Generation (5,932sqm)	38	5	1	25	328

Proposed Development:

The applicant has utilised the TRICS database to calculate proposed trip generation for the residential development utilising the mixed affordable/private housing land use. Having reviewed the TRICS outputs the Highway Authority note that only a small selection of sites has been utilised to calculate the trip generation with the outputs outlining that the applicant has removed most sites due to a high proportion of houses. Given the proposed development is for a larger percentage of housing (75%) rather than flats it is unclear why these sites have been removed from the outputs.

Regardless, the Highway Authority do not consider that the use of mixed private and affordable housing is robust when calculating the proposed trip generation given that the exact split for housing tenures can be challenging to compare precisely.

The trip rates presented are therefore not agreed and the Highway Authority request that a revised trip generation assessment is provided using private housing trip rates for robustness.

Net Impact Assessment:

Given Goodwillies ceased trading in 2024, it is acknowledged that undertaking a net impact assessment would be appropriate. However, this consideration also needs to account for an assessment against the current vision-led approach of the NPPF. Therefore, whilst the Highway Authority recognises a need to account for committed trips from the previous use, given the site could be re-occupied without the need for any planning consent, this needs to be considered against current policy considerations.

Given the Highway Authority is unable to agree the trip rates presented for both the existing and proposed uses, the finer details of the net impact assessment cannot be agreed. The proposed development is likely to outline an overall increase in trips across all modes and a different distribution profile which should be considered further and presented.

Vision-led and multi-modal trip generation:

No multi-modal or vision led trip generation assessment has been provided for review. In line with the revised NPPF requirements a vision-led assessment is essential to comply with local and national policy. The vision-led assessment should draw on the TRICS assessment once agreed and provide a suitable vision for modal share targets to be achieved by the application site through mitigation in the form of off-site improvements and travel plan measures. Trip assessments should cover both the peak hour and daily trip profiles.

Traffic Distribution/Assignment

The applicant has utilised Travel to Work Data from the 2011 Census for Havant 005A and 005B LSOA to inform proposed trip distribution for the development site. These output areas are agreed to cover the proposed development site.

Vehicles have been assigned to key traffic routes based on typical journey times calculated via GIS algorithms. This is considered acceptable.

A breakdown of proposed distribution north and south at the site access arrangement is presented within Appendix H. This equates to 31.3% travelling north towards Waterlooville and 68.7% travelling south. This appears reasonable. Distribution further afield has not been presented, and this is necessary to inform the modelling requirements as discussed further within this response.

Multi-modal trips should also be distributed on the network to inform a vision led approach.

Committed Developments

The Highway Authority consider that the following developments should be included as committed developments within the modelling work:

1. Berewood MDA (planning ref. APP/10/00828 and 10/02862/OUT) – 2,550 dwellings, local centre and community facilities, primary schools and employment space
2. Blue Star Land (planning ref. APP/23/00471 and 23/01457/OUT) – 69 dwellings
3. Land at Waterloo Park, Elettra Avenue (planning ref. APP/24/00777) – Mixed use Development comprising food retail, food and drink establishments and Drive Thru restaurant

The Highway Authority consider that application reference 55625/003 and APP/24/00342 for Woodcraft Farm is considered to be appropriate accounted for via TEMPro given the agreed distribution and associated vehicular trips likely to travel on the same part of the network as trips associated with this development.

Junction Assessments

The TA outlines that the junction capacity assessments have been undertaken at the proposed site access arrangement only using PICADY for a 2036 + development forecast year. This outlines a maximum RFC of 0.12 on the site access arm in the AM Peak period.

Given that the trip generation is yet to be agreed the Highway Authority are unable to comment on the modelling outputs in detail. Furthermore, it is noted that the scenario modelled does not account for committed developments as set out above. The Highway Authority will provide further detailed comments on the modelling outputs once the input parameters are agreed.

Whilst further afield distribution is yet to be confirmed, it is likely that more than 30 development trips will travel through the following junctions and therefore these junctions should be subject to suitable modelling:

1. London Road/Rockville Drive/Maurepas Way roundabout
2. Maurepas Way/Houghton Avenue/Hambledon Road roundabout
3. London Road/Marrelswood Gardens/Ladybridge Road roundabout

Additional junctions may need to be accounted for within the modelling scope once the wider distribution has been agreed with the Highway Authority. MCC surveys should be undertaken as appropriate to account for baseline traffic conditions at these key junctions. The Highway Authority have agreed models

in relation to Junctions 2 and 3 above as obtained via the Blue Star Land application.

The applicant should also model the committed scheme to establish what impact any additional development trips associated with this site has on the safe and suitable operation. The applicant should approach the Highway Authority directly to obtain the approved drawings.

The modelling scope should account for the following scenarios with the baseline scenarios accounting for committed developments as appropriate:

- 2026 baseline
- 2031 baseline
- 2031 baseline + proposed development

TEMPro growth factors:

The applicant has utilised TEMPro to establish future year baseline traffic conditions. Growth rates have been obtained from Havant 005 MSOA which is agreed to be appropriate given the sites location. Growth rates have been presented for 2024-2036 for both the AM and PM peak periods to account for growth from the baseline traffic flows to the future year modelling scenario.

As aforementioned, modelling scenarios should account for a baseline year of planning submission (2026) and 5+year post planning (2031). TEMPro growth rates should therefore be obtained for these years as appropriate.

Travel Plan

No travel plan has been submitted for consideration. The site is of a scale where a travel plan must be submitted to support this planning application. The future year targets for sustainable mode share should be consistent with the vision-led assumptions provided within any TA. The travel plan should also consider both hard and soft infrastructure measures to ensure the vision is achieved. The travel plan should be provided in accordance with the following guidance: <https://documents.hants.gov.uk/transport/guide-to-travel-plans.pdf>

Recommendation

Significant work is requested from the applicant regarding wider sustainable accessibility, site access proposals, off-site traffic impact and the site layout. This is critical to ensure that the site can be accommodated on the local highway network in a safe and suitable manner as well as provide realistic opportunities to encourage sustainable transport uptake. This will ensure the site complies with the NPPF and LTP4 requirements.

The Highway Authority strongly recommend direct engagement to discuss matters raised with this response.

I trust that the above is clear but please do not hesitate to contact Sophie Osborne on the above contact details should you require any further clarification

Yours faithfully,

Gemma McCart
Transport Team Leader - Highway Development Planning
Universal Services