

Project Name : Posbrook Lane, Titchfield
Job No : 19-241
Note Title : Highways Response Technical Note
Author : MS
Checked : BM
Approved : BM
Date : January 2020

1.0 INTRODUCTION

- 1.1 This Highways Response Technical Note (TN) has been prepared in response to comments made by Hampshire County Council (HCC) pertaining to the Outline Planning Application on Posbrook Lane, Titchfield (Ref: P/19/1193/OA); refer to **Appendix A**.
- 1.2 The site was subject to a previous Outline Planning Application (Ref: P/17/0681/OA) in 2017, which was refused and subsequently dismissed at Appeal. It should be noted though that there were no highways objections raised as part of this application and that the access proposals being submitted as part of the current application are the same as those for the Appeal scheme.

2.0 RESPONSES TO ITEMS RAISED BY HAMPSHIRE COUNTY COUNCIL

- 2.1 HCC have raised several highways comments pertaining to the current Planning Application. This section sets out these comments and provides appropriate responses to each.

- 2.2 HCC Comment 1:

“The proposed footway on the eastern side will have issues for construction as there is an existing sub-station, residential access plus earth bank. The existing drainage looks to be weir kerbs draining directly into a highway ditch. It is anticipated that the drainage will require upgrading and there will be a need for Ordinary Water Course consent for the works to the highway ditch”.

- 2.3 The proposed footway is to be set within the site behind the earth bank and trees, with the connection point being shown on **Drawing 19-241/003B**. This ties into the back of existing

highway boundary south of the location of the electricity substation and will, therefore, have no impact on its current location. The earth bank that is adjacent to the substation has been deemed to be superfluous as highlighted in Paragraphs 2.4 to 2.6 of the Highways Response Technical Note (Report 16-314-05 dated 31 August 2017) submitted as part of the previous Planning Application.

2.4 If an Ordinary Water Course (OWC) consent is deemed to be required by the Lead Local Flood Authority (LLFA), an OWC application will be submitted at the detailed design stage.

2.5 HCC Comment 2:

“With regards to vehicle tracking, a super large refuse vehicle should be used (11.m long x 2.53 wide) plus an artic lorry as it is assumed that the access will be used for construction traffic.”

2.6 As stated in Paragraph 4.6 and shown on Drawing 19-241/001 of the submitted Transport Assessment (Report 19-241-01), swept path analysis was carried out for the site access utilising an 11.2m refuse vehicle.

2.7 It is deemed that given the site proposals, there will not be a need for an articulated lorry to access the site; however, for completeness swept path analysis showing an articulated vehicle accessing the site is shown on **Drawing 19-241/005**.

2.8 It is considered that a Large Tipper will be the worst-case vehicle to access the site at the construction phase of the development. These movements are shown on **Drawing 19-241/006**. Furthermore, the maximum vehicle size can be conditioned as part of any planning approval.

2.9 HCC Comment 3:

“Since the previous application, TG3 has been published and based on the 85% speeds taken from 2016 the following visibility splays are required: -

- ***Northbound – 34.7mph, using $t=1.5$, and HGV’s (the road accessed farms to the south so these vehicles do use it plus tractors/combines harvesters) gives and SSD of 58m.***
- ***Southbound – 31.8mph, using $t=1.5$, and HGV’s (the road accessed farms to the south so these vehicles do use it plus tractors/combines harvesters) gives and SSD of 51m.***

Therefore the 47m splays shown on drawing 19-241/003 are insufficient and subsequently there will be more impact to the hedge row/trees along the boundary (some private/some highway). There will be need to ecological surveys for loss of hedge row, as well as a CAVAT assessment as highway trees will be lost.”

2.10 The above comment is noted and has been taken on board. **Drawing 19-241/003B** shows the updated visibility splays. As can be seen on this updated drawing, the changes to the visibility splays have minimal further impact on the hedge row/trees along the boundary.

2.11 HCC Comment 4:

“Forward visibility should also be considered along Posbrook Lane. For traffic travelling north, at a point 87m south of the centre line of the junction, a vehicle needs to see 58m in front of them in a rolling forward dimensions. For south bound traffic, the point is 76.5m with a 51m rolling dimension.”

2.12 Forward visibility has also been added to **Drawing 19-241/003B**.

2.13 HCC Comment 5:

“Drawing 19-241/001 indicates the refuse vehicle will prevent access/egress at the development access due to the width of the access and entry radii (which hasn't been stated). Refuse vehicle will also overrun existing unbound footway/verger areas creating a maintenance problem for HCC. The access radii need to be larger and first 15m of access road wider.”

2.14 As has been highlighted earlier in this TN, the current access proposals are identical to those proposed and agreed as part of the previous planning application. As such, the swept path analysis is the same as previously shown and approved under the previous application, as the refuse vehicle dimensions have not changed. Therefore, the proposed site access should be considered acceptable. Furthermore, as the development quantum has reduced significantly it is considered that there is even less need to open up the access for these movements.

2.15 HCC Comment 6:

“In reference to drawing 16-314/015, the improvements seem to have more benefits for both traffic and pedestrians. In addition to the, it will assist the buses which use Common Lane as part of its route via Titchfield village centre.”

2.16 Noted and accepted.

2.17 HCC Comment 7:

“The existing unbound footway along Posbrook Lane varies in width and quality, should seek funds from development to improve.”

2.18 This can be determined as part of Section 106 discussions.

2.19 HCC Comment 8:

“If the development is to be offered for adoption under a Section 38 agreement with the Highway Authority, it would be worthwhile early advice prior to planning fixing the internal layout. The details should also clarify whether the footway links to the north and south of the development be public rights of way?”

2.20 As this is an outline application, the internal layout proposal is not fixed. Therefore, it is deemed more appropriate for liaison with the Highway Authority to happen at any future reserved matters application stage.

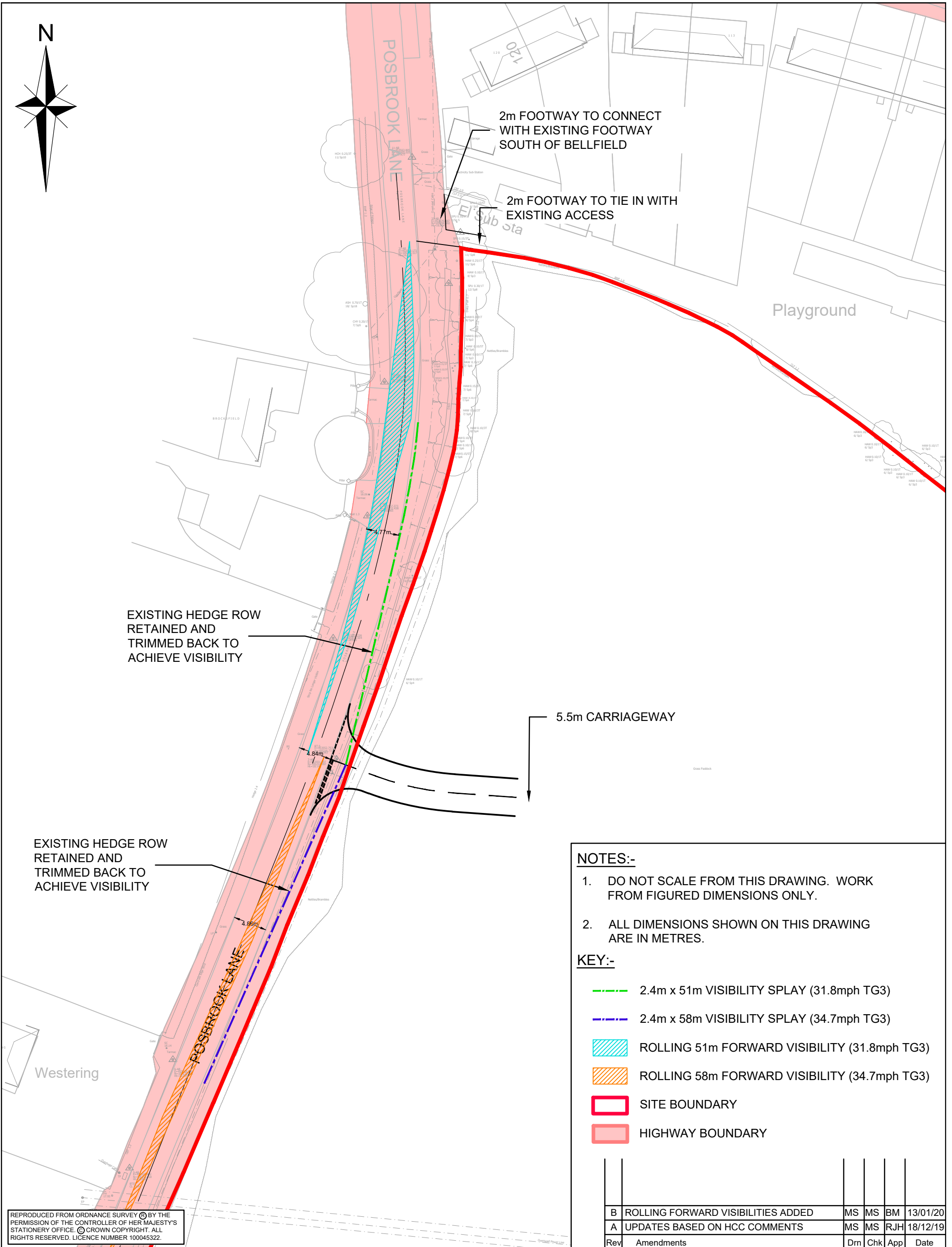
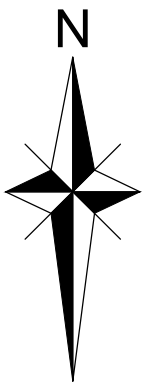
3.0 SUMMARY AND CONCLUSIONS

3.1 Having reviewed the comments received from HCC, most of the points raised have now been clarified and it is considered that the overall conclusions of the Transport Assessment originally submitted remain valid.

3.2 The development proposals will deliver new pedestrian connections along Posbrook Lane with scope for contributions within a Section 106 agreement. This will require discussion and agreement between the applicant and the local highway and planning authorities.

3.3 It is, therefore, considered that the development proposals provide a design that is safe for all users.

DRAWINGS



EXISTING HEDGE ROW
RETAINED AND
TRIMMED BACK TO
ACHIEVE VISIBILITY

EXISTING HEDGE ROW
RETAINED AND
TRIMMED BACK TO
ACHIEVE VISIBILITY

2m FOOTWAY TO CONNECT
WITH EXISTING FOOTWAY
SOUTH OF BELLFIELD

2m FOOTWAY TO TIE IN WITH
EXISTING ACCESS

5.5m CARRIAGEWAY

NOTES:-

- DO NOT SCALE FROM THIS DRAWING. WORK FROM FIGURED DIMENSIONS ONLY.
- ALL DIMENSIONS SHOWN ON THIS DRAWING ARE IN METRES.

KEY:-

- 2.4m x 51m VISIBILITY SPLAY (31.8mph TG3)
- 2.4m x 58m VISIBILITY SPLAY (34.7mph TG3)
- ▨ ROLLING 51m FORWARD VISIBILITY (31.8mph TG3)
- ▨ ROLLING 58m FORWARD VISIBILITY (34.7mph TG3)
- SITE BOUNDARY
- HIGHWAY BOUNDARY

Rev	Amendments	Drn	Chk	App	Date
B	ROLLING FORWARD VISIBILITIES ADDED	MS	MS	BM	13/01/20
A	UPDATES BASED ON HCC COMMENTS	MS	MS	RJH	18/12/19

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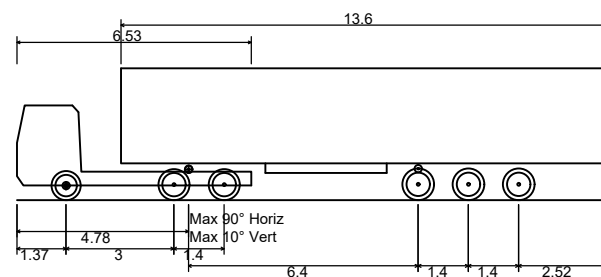
Job Title	POSBROOK LANE, TITCHFIELD	Scale	1:500	Date	SEPT 19	Designed	SD
Drawing Title	PROPOSED SITE ACCESS	Drawn	SD	Checked	MS	Approved	RJH
Client	FOREMAN HOMES	Job No	19-241	Drawing No	19-241/003	Rev	B



NOTES:-

1. DO NOT SCALE FROM THIS DRAWING. WORK FROM FIGURED DIMENSIONS ONLY.
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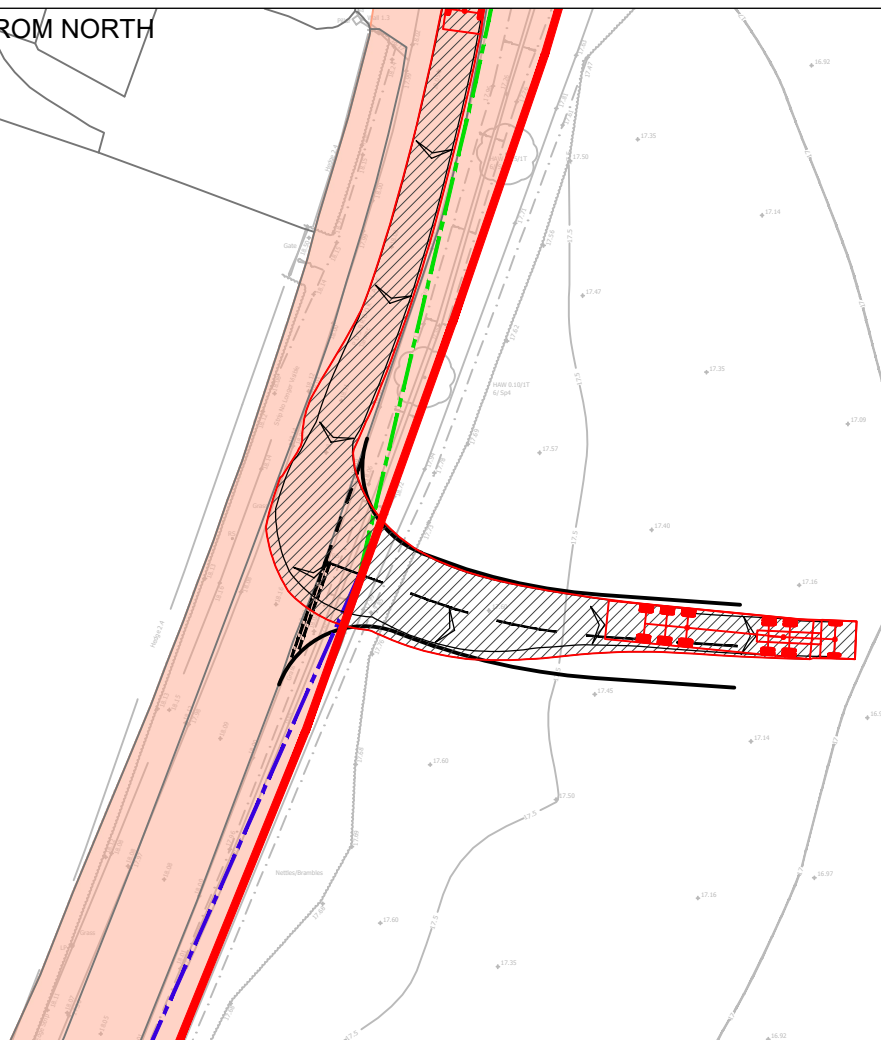
KEY:-



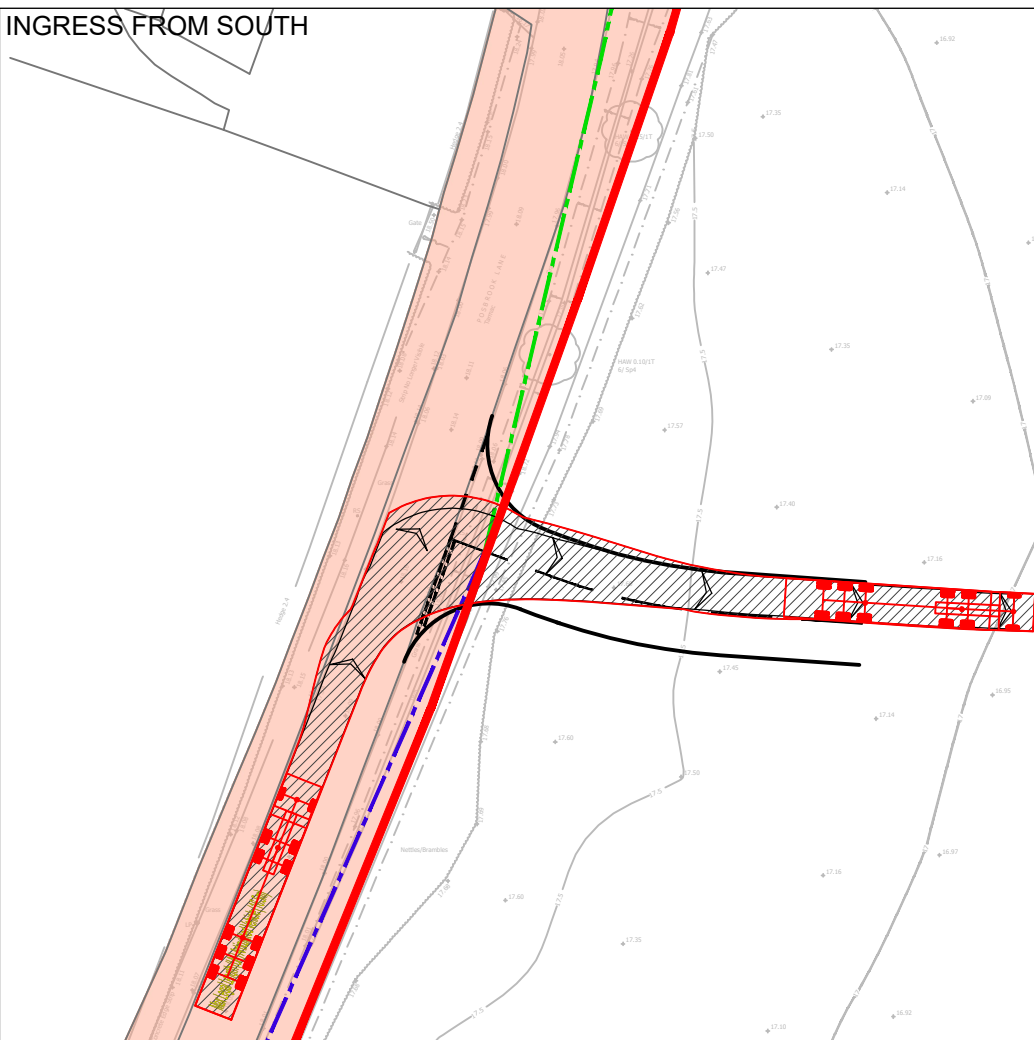
Max Legal Length (UK) Articulated Vehicle (16.5m)	16.500m
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	6.530m

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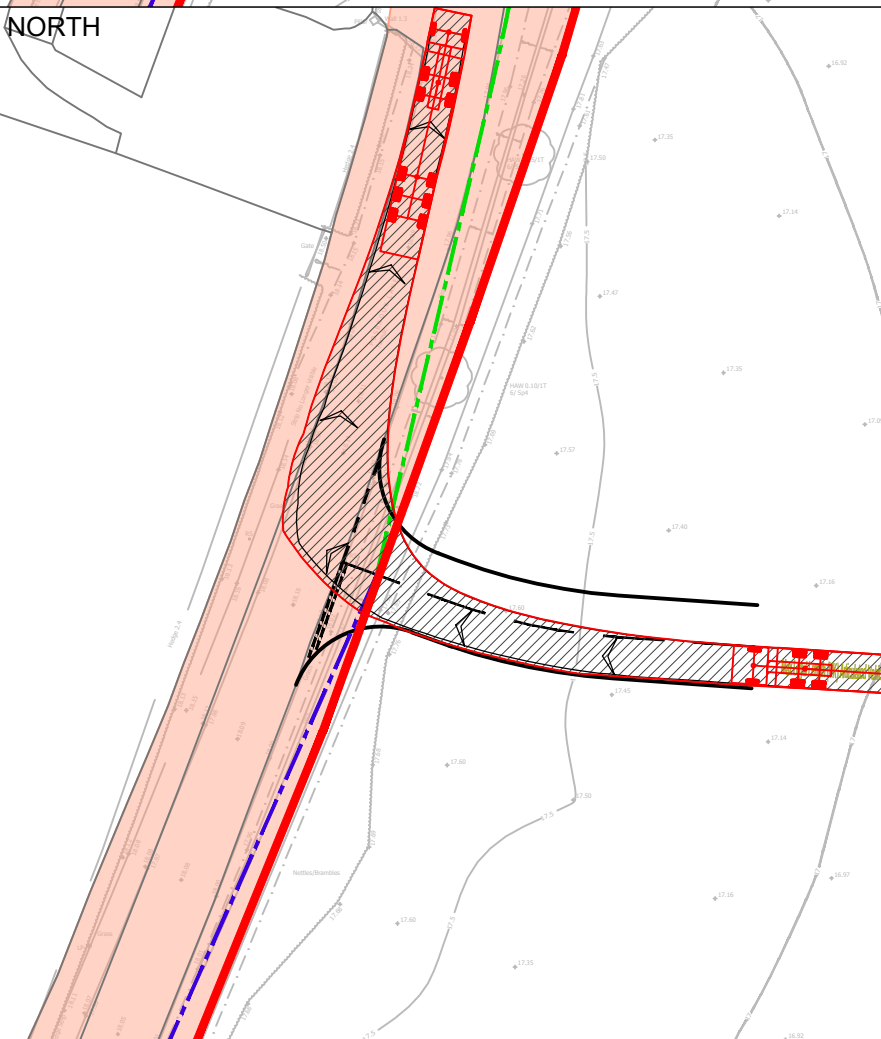
INGRESS FROM NORTH



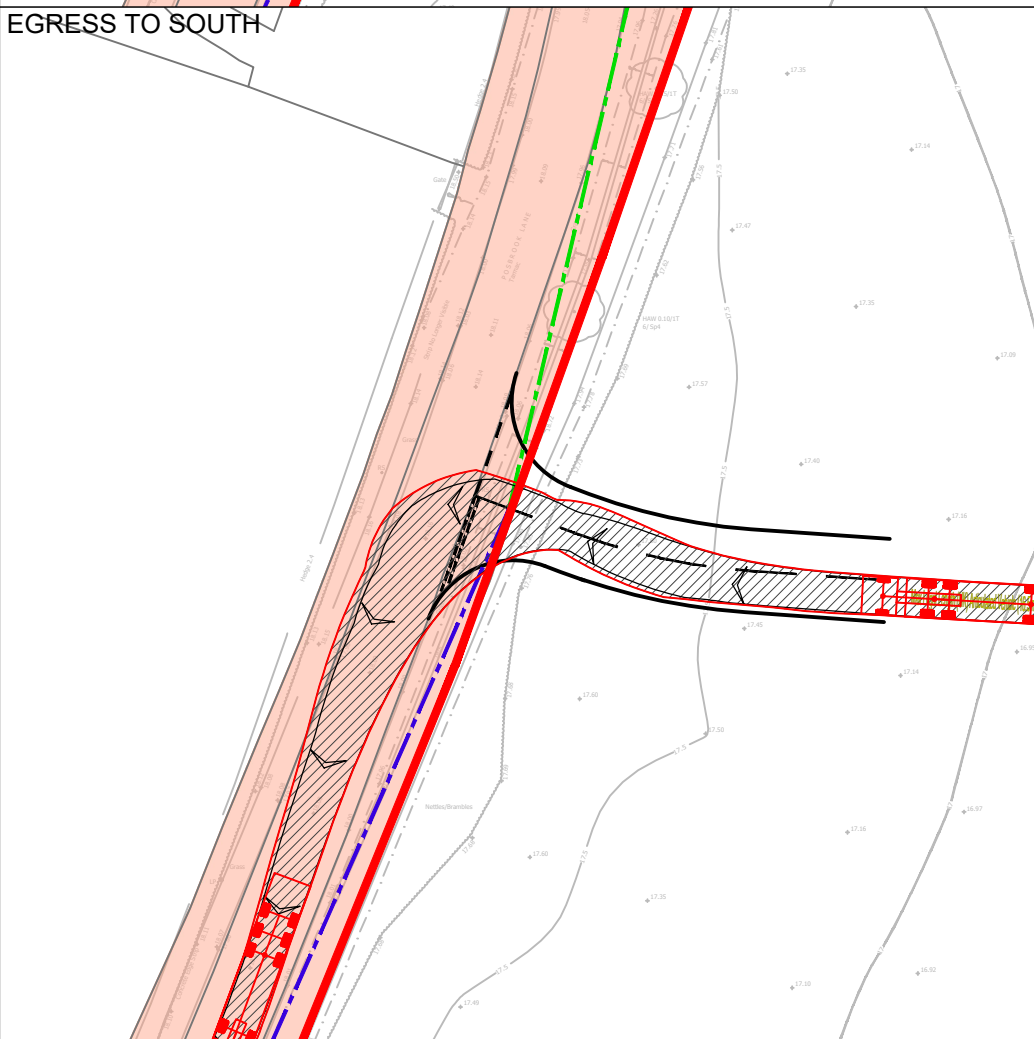
INGRESS FROM SOUTH



EGRESS TO NORTH



EGRESS TO SOUTH



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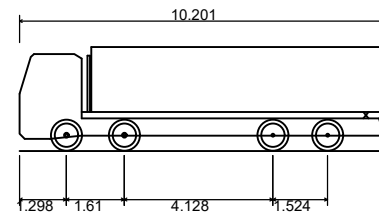
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Drawing Title	SWEPT PATH ANALYSIS - MAX LEGAL ARTIC	Drawn	MS	Checked	MS	Approved	BM
Client	FOREMAN HOMES	Job No	19-241	Drawing No	19-241/005	Rev	-



NOTES:-

1. DO NOT SCALE FROM THIS DRAWING. WORK FROM FIGURED DIMENSIONS ONLY.
2. ALL DIMENSIONS SHOWN ON THIS DRAWING ARE IN METRES.

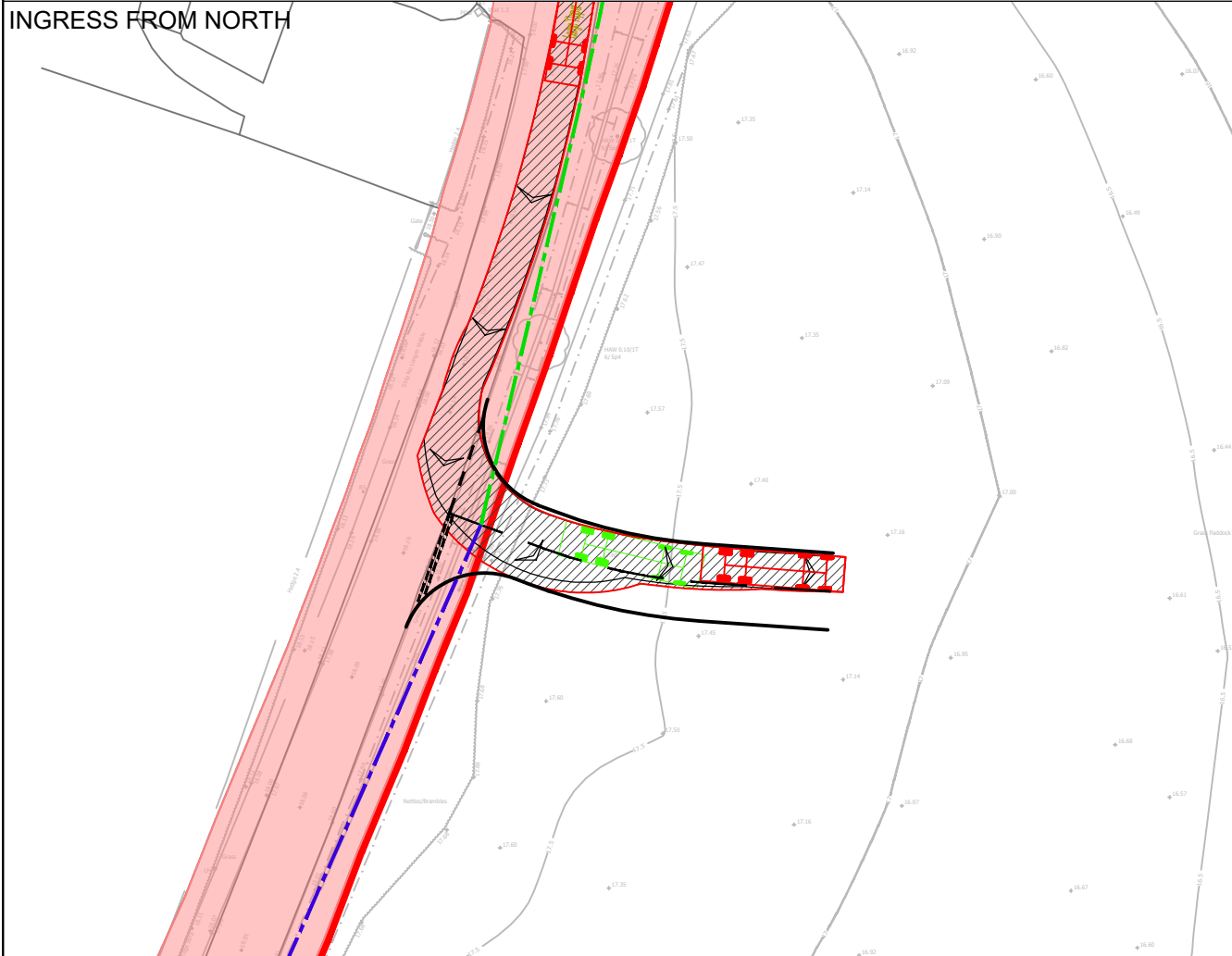
KEY:-



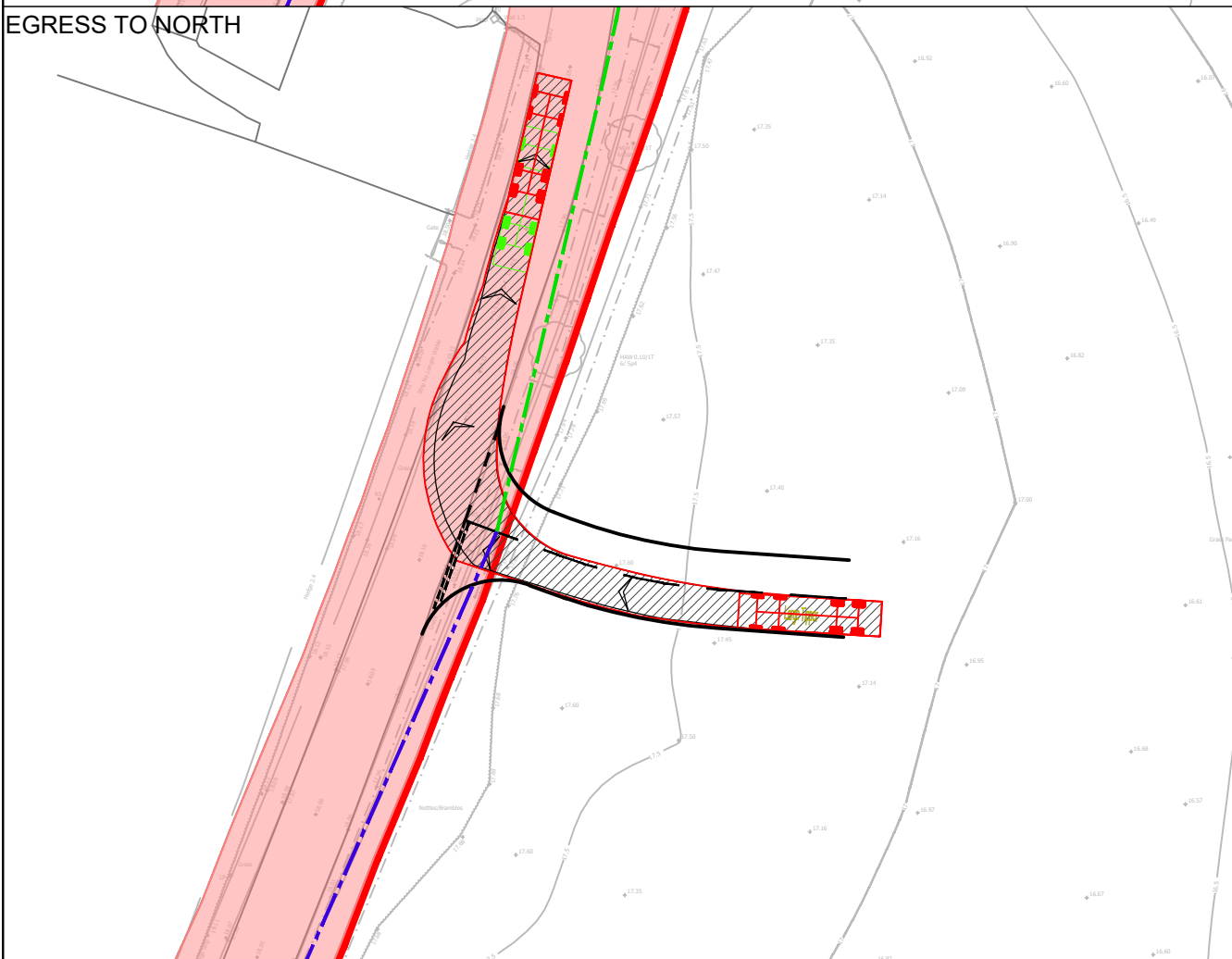
Large Tipper	10.201m
Overall Length	2.495m
Overall Width	2.890m
Overall Body Height	0.341m
Min Body Ground Clearance	2.471m
Track Width	6.00s
Lock to Lock Time	11.550m
Kerb to Kerb Turning Radius	

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INGRESS FROM NORTH



EGRESS TO NORTH



Rev	Amendments	Drn	Chk	App	Date

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Job Title	POSBROOK LANE, TITCHFIELD	Scale	1:500@A3	Date	JAN 20	Designed	MS
Drawing Title	SWEPT PATH ANALYSIS - LARGE TIPPER	Drawn	MS	Checked	MS	Approved	BM
Client	FOREMAN HOMES	Job No	19-241	Drawing No	19-241/006	Rev	

APPENDIX A

HAMPSHIRE COUNTY COUNCIL RESPONSE

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Fax 01962 847055

www.hants.gov.uk

Enquiries To Matt Lewis

Direct Line 01962 846817

Date 4 December 2019

My reference 026856

Your reference P/19/1193/OA

Email farehamdc@hants.gov.uk

Dear Mr Wright,

Land East Of Posbrook Lane, Titchfield, Fareham

Outline planning application for the erection of up to 57 dwellings, together with associated parking, landscaping and access from Posbrook Lane

These comments are in response to planning application P/19/1193/OA. The applicant seeks permission to erect 57 dwellings with associated parking and access onto Posbrook Lane. It should be noted that the site was subject to a previous planning application (P/17/0681/OA) for 150 dwellings which was refused and subsequently dismissed at appeal. Notwithstanding this, no highway objections were raised to the application at the time of determination, subject to completion of S106 matters.

Posbrook Lane has a 6ft 6" width restriction just after Bellfield and additional warning signs indicating pedestrians walking in the carriageway. There is an existing unmade footway on the west side of the lane which varies in width and is not complete (hence the warning signs).

The proposed location of the access seems acceptable, as there is good visibility to the south, but to the north there is vegetation restricting the view. However if the vegetation is either within highway or the developers land (which seems reasonable due to the proposed footway) this restriction will be less than currently observed.

The proposed footway on the eastern side will have issues for construction as there is an existing sub-station, residential access plus earth bank. The existing drainage looks

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to be weir kerbs draining directly into a highway ditch. It is anticipated that the drainage will require upgrading and there will be a need for Ordinary Water Course consent for the works to the highway ditch.

With regards to vehicle tracking, a super large refuse vehicle should be used (11.m long x 2.53 wide) plus an artic lorry as it is assumed that the access will be used for construction traffic.

Since the previous application, TG3 has been published and based on the 85% speeds taken from 2016 the following visibility splays are required:-

- Northbound – 34.7mph, using $t=1.5$, and HGV's (the road accessed farms to the south so these vehicles do use it plus tractors/combindes harvesters) gives and SSD of 58m.
- Southbound – 31.8mph, using $t=1.5$, and HGV's (the road accessed farms to the south so these vehicles do use it plus tractors/combindes harvesters) gives and SSD of 51m.

Therefore the 47m splays shown on drawing 19-241/003 are insufficient and subsequently there will be more impact to the hedge row/trees along the boundary (some private/some highway). There will be need to ecological surveys for loss of hedge row, as well as a CAVAT assessment as highway trees will be lost.

Forward visibility should also be considered along Posbrook Lane. For traffic travelling north, at a point 87m south of the centre line of the junction, a vehicle needs to see 58m in front of them in a rolling forward dimensions. For south bound traffic, the point is 76.5m with a 51m rolling dimension.

Drawing 19-241/001 indicates the refuse vehicle will prevent access/egress at the development access due to the width of the access and entry radii (which hasn't been stated). Refuse vehicle will also overrun existing unbound footway/verger areas creating a maintenance problem for HCC. The access radii need to be larger and first 15m of access road wider.

In reference to drawing 16-314/015, the improvements seem to have more benefits for both traffic and pedestrians. In addition to the, it will assist the buses which use Common Lane as part of its route via Titchfield village centre.

The existing unbound footway along Posbrook Lane varies in width and quality, should seek funds from development to improve.

If the development is to be offered for adoption under a Section 38 agreement with the Highway Authority, it would be worthwhile early advice prior to planning fixing the internal layout. The details should also clarify whether the footway links to the north and

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south of the development be public rights of way?

Having regard to the above, the Highway Authority would place a holding objection to the application. Should the planning authority wish to determine the application prior to additional information being received, then the Highway Authority should be contacted for reasons for refusal.

Yours sincerely,

Matt Lewis
Assistant Transport Planner

Director of Economy, Transport and Environment
Stuart Jarvis BSc DipTP FCIHT MRTPI