

## HIGHWAY OFFICER COMMENTS

### Principle

The proposed use is considered acceptable due to the relatively small scale of three houses. When compared with the existing use on-site, it is not considered to change the nature of the site in a significant harmful way – purely on use class.

### Access

The latest site plan, the proposed access is now over 5m wide with additional paved section for a pedestrian route into the site. The width is now considered acceptable as it would allow for two vehicles to pass one another. A condition will need to be applied to ensure these dimensions are built out. The paved section would also allow for better pedestrian sightlines for vehicles exiting the site.

There is no available data to show how many trips the previous use generated in order to provide a comparison. But when compared to a leisure use, the proposed three residential units plus the small open space would unlikely generate much more – if at all. Furthermore, the improved access would be a benefit which would outweigh any potential increase in trips.

Drainage details should be provided in order to avoid surface water run off onto the highway due to the gradient levels.

### Parking

The level of parking is acceptable with some spaces available for the Open Space – although there are concerns to whether this space will actually be used by the public. There is little scope for overspill parking as the areas around the Portsmouth Road/Station Road junction contains double yellow lines and the nature of Portsmouth Road discourages kerbside parking. Furthermore, there are numerous vehicular accesses which would make parking difficult to the East of the site.

### Open space

It is difficult to predict the number trips the open space will generate due to its site and location. There are concerns to how this space will be managed and maintained as well as the internal roads. If the open space does become popular and attract a considerable amount of vehicular trips, four parking spaces may not be sufficient. Should this happen, this could encourage informal parking within the site's internal roads. This can start obstructing traffic flow, large vehicle turning space and passing points. This can have a significant impact on highway safety if large delivery have to start reversing back down the access and onto Portsmouth Road or vehicles unable to pass one another.

It is recommended therefore that a management plan would be required to ensure there is a robust plan to manage and enforce if necessary, any parking which is not dedicated as shown in the site plan.

In terms of non-vehicular modes, the current access to the Open space is quite poor. The access road is long and narrow and priority is with the vehicles. The gradient

should be suitable for all modes (wheelchair and DDA compliant) and should be surfaced to create a shared surface environment and if possible, mix in a dedicated pedestrian route.

### **Cycle Parking**

Cycle parking should be provided for the visitors of the Open Space in order to encourage sustainable journeys to the site.

### **Bin and Recycling**

It is agreed that the site would be serviced by a private management company due to access concerns. Large refuse vehicles would need to utilize both lanes on Portsmouth Road in order to track in and out of the site. This can cause major issues due to the high volume of traffic as well as situations if a vehicles arrives to the site the same time as the refuse vehicle is coming out. Worst-case scenario would be if a vehicle is wanting to turn right into the site. This car would be within the space needed for the large refuse vehicle to left. Therefore the private management arrangements should restrict the sizes of vehicles servicing the site to smaller light goods vans (or similar).

Bins should be provided for the Open Space use to avoid littering but as this is more of an open space matter, it will hold limited weight on this recommendation.

