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16/09/24

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For the attention of Robert Thain

Dear Robert,

SS6 LAND EAST OF LOWER PENNINGTON LANE, PENNINGTON, LYMINGTON SO41 8AN- Erection of up to 82 No. Dwellings, including Access, Highways Works, Public Open Space (POS), Alternative Natural Recreational Greenspace (ANRG), Landscaping and Drainage Attenuation (Outline Application with details of Access and Layout only)

Thank you for the opportunity to comment on the above application. The Highway Authority (HA) has previously provided two responses, on 26th April 2023 and 6th February 2024. The HA requested the applicant to address the various concerns raised therein. The applicant has now submitted additional information and amended drawings. The HA's comments in relation to the latest submission are provided below. The previous highway responses should be read in conjunction with this response.

Site Vehicular Accesses and Internal Site Layout

Access from Ridgeway Lane

- Drawing 2020-6181-102A shows that the western channel of the realigned road is up tight against the red line boundary. HCC would require a minimum of 5m margin to ensure the edge of the carriageway

can be maintained and constructed accordingly. This should be amended during detailed design.

- The swept path tracking for pantechnicon vehicle shows that the body of vehicle overhangs the footway. This should be amended during detailed design.
- The access arrangement, including visibility splays, have been subject to a Stage 1 Road Safety Audit and the issues raised in that have been addressed by the applicant. The HA noted that the speed data used was from the survey carried out in December 2017 but do not consider this to be a reason to object to the access arrangement given that there is no evidence to indicate that the speed on this section of the road have changed significantly. Therefore, the HA consider the design of the site access as shown in outline on drawings 2020-6181-102 RevA is acceptable in principle. Should planning permission be granted and the site progress, the applicant will be required to enter an S278 Agreement process to work on the highway. As part of this process a detailed design check will be carried out, including a requirement for further speed surveys and, depending upon the resulting visibility requirements, minor amendments to the designs may be required. However, the HA is satisfied that if any minor amendments are required, these will be achievable within either existing highway or the developer controlled land available. It is noteworthy that a detailed design (Stage 2) Road Safety Audit will be carried out as part of the S278 process, as well as a Stage 3 Road Safety Audit upon opening of the works.
- It is also worth noting that, whilst the design of the accesses is acceptable in principle in highway terms, the proposed access works and re-configuration of Poles Lane junction would result in the loss of some trees/hedges. The loss of vegetation may be a concern for the Local Planning Authority. There are also ditches adjacent to the carriageway; as a note to the applicant, any works affecting the ditch will require Ordinary Watercourse Consent (OWC) prior to works commencing.

Access from Lower Pennington Lane

In the previous response, the HA raised the issue of the footway arrangement along the access road from Lower Pennington Lane leading to the entrance of Oakhaven Car Park.

The applicant has submitted a new drawing 2020-6181-E to show that a continuous footway would be provided along the entirety of the northern side of

the access road to the entrance of the hospice's car park. As such, this would provide a safe access for the residents of and visitors to the Hospice, removing the risk of them walking within the carriageway.

Comments relating to both accesses:

- Since the previous responses were issued, the requirement for vehicle swept path tracking for fire appliance has been updated in HCC's TG2. This now requires a fire tender measuring of 8.10m long x 2.55m wide to be tracked. At detailed design the applicant will be required to amend the tracking at both accesses and internal roads accordingly. However, it appears tracking of the correct vehicle will be achievable and therefore the HA do not consider this a reason to object to the proposals at this stage.
- Swept Path analysis shows that refuse vehicle overhangs the footway outside plot 44. This should be amended at detailed design.
- Swept Path analysis to show refuse vehicle manoeuvring around the junction outside plot 15 has not been provided. However, the HA believe this can be achieved.
- Vehicular access to the attenuation basin from the proposed highway should be considered in terms of maintenance at detailed design.

The HA require the above issues to be addressed, however these can be dealt with during the detail design stage should the development come forward. Therefore the HA are satisfied with the access design in principle at this stage.

Road Resurfacing / Widening

The applicant has shown that a passing bay would be provided along Ridgeway Lane approximately 200 metres to the south the junction of Forest Gate Gardens. In addition to this passing bay, the applicant has agreed to localised resurfacing and widening of Lower Pennington Lane and Ridgeway Lane. These improvements are shown on drawings 2020-6181-131 and 2020-6181-132. Further discussion to agree the detailed approach will be required during the S278 process.

It is worth noting that the local widening would be on a small scale (including improvement of the road edges in many cases) and implementation of highway works would seek to avoid any impact on large/ valuable trees.

Walking and Cycling

The applicant has proposed the following highway works to improve walking infrastructure along Ridgeway Lane and Lower Pennington Lane.

Lower Pennington Lane:

1. *Provision of a new footway along Lower Pennington Lane between Footpath 83 and Fox Pond Lane. Improvements (resurface and widening) to the existing footpath adjacent to the property Sunnybank, cutting across the corner of the junction of Lower Pennington Lane/Fox Pond Lane;*

The HA has reviewed the design of this footway as shown on Drawing 2020-6181-201A, alongside the supporting information including vehicle swept paths analysis assessing passing manoeuvres between a refuse vehicle and a large car, as well as vehicle accessing and egressing the driveways of private properties in close proximity to the new build-out. An independent Road Safety Audit has been undertaken for this proposal and no concern has been raised by the Auditor. The HA therefore consider the proposal is acceptable in principle.

The HA require this footway to be provided. The same request has also been raised for application reference 24/10401 for the remaining parcel of SS6, northwest of the site. The footway should be delivered prior to first occupation of either development. The delivery of this footway is considered essential as it will provide a safe walking route between the site and the shops on Milford Road, the catchment schools, and the Health & Leisure Centre. The HA considers this mitigation necessary to improve safety, and encourage future residents of the development to travel to local amenities on foot.

2. *Provide a connection between the site and the northwest section of the existing Footpath 83.*

Comments in response to point 2 above have been provided by HCC Countryside Services team in a separate response.

Ridgeway Lane:

3. *Provision of a 2.0m wide pedestrian route connecting the site to Forest Gate Gardens to the north; Provision of a new pedestrian crossing on Ridgeway Lane, connecting Forest Gate Gardens to the proposed footway running through Woodside Park.*

The HA has reviewed the design and consider it is acceptable in principle at this stage. The Local Planning Authority may wish to note that proposed scheme will have an impact on trees, hedgerow and the open ditch.

4. *Provision of a new footway way running between 'Brocklands Cottage' and 'The Buccaneer', and a new pedestrian crossing on Ridgeway Lane to link with the proposed footway running through Woodside Park;*

The HA noted that the proposal on drawing 2020-6181-115C shows the path running between properties 'Brocklands Cottage' and 'The Buccaneer'. This appears to have been changed from a shared use path to footpath only. "No cycling" signs have been shown at both ends of the path. However, the drawing also shows staggered barriers and annotation of "New Footway/Cycleway entrance to Woodside Park". The applicant should amend this contradictory cycling information on the drawing.

Furthermore, the HA note that the path includes a small section of steps, which can create difficulties and inconvenience for some users. The HA would recommend these steps to be removed and replaced with a ramp. However, it is understood that a ramp meeting current standards would result in loss of several trees given the level difference and would have impact on landscape and other aspects. While a ramp is preferable, the HA do not feel the steps constitute an objection given there will be an alternative level path via Woodside Garden ground, avoiding the need to use the steps.

The applicant stated in paragraph 4.8.17 that *"Both the proposed links to Forest Gate Garden and through Woodside Park are proposed to be adopted, which will be secured through Section 278/38 agreements."* . The response from HCC Countryside Services states that the proposed new footpaths within Woodside Park and the land to the south of Forest Gate Gardens are not a Public Footpath therefore will not be maintained by the Highway Authority. A planning condition would be required to ensure these paths are open to the public and maintained in perpetuity. Ideally, lighting should be provided along the route, so it is safe and attractive during the hours of darkness.

With regard to the crossing point associated with this path, the applicant has amended the crossing proposal as shown on Drawing 2020-6181-115C to address the HA's previous concerns. The latest proposal removes the bend across the property frontage and relocates the crossing to be directly opposite the entrance of the proposed path. Visibility splays at this crossing have been checked, as have vehicle swept paths assessing a refuse vehicle passing through the narrow section with a car waiting on the opposite side. Swept Path analysis for a car access and egress from the driveway adjacent to the new build-out has also been completed.

An independent Road Safety Audit has been carried out for this alternative proposal and no concern has been raised by the Auditor apart from the suggestion that a staggered barrier should be placed at the end of the path between properties 'Brocklands Cottage' and 'The Buccaneer' to prevent trespassing cyclists from cycling straight across the road without slowing down. This can be addressed at detailed design.

An assessment of potential vehicles queuing at the proposed crossing point has also been undertaken. The probability model forecasts that frequency of two vehicles encountering each other at this point is low including the development traffic. The potential for queueing vehicles is unlikely to regularly exceed one vehicle waiting at the passing bay.

5. Provision of a 3m wide shared footway and cycleway running through Woodside Park up to Rookes Lane with an upgraded pedestrian crossing across Rookes Lane connecting to the existing footway on the northern side of the road;

In response to HA's previous comments regarding substandard visibility at the existing gate onto Rookes Lane, the applicant has modified the above proposal. The proposed path and crossing at Rookes Lane have been removed, instead a new path would be created to connect with the existing footpath which curves round the south of the Skatepark. This is acceptable.

6. Provision of footways along the site's eastern vehicle access which would connect to a new section of footway on the eastern side of Ridgeway Lane proposed as part of the Poles Lane reconfiguration.

Whilst the alignment of the footway is considered acceptable in principle at this stage, it is essential to ensure adequate visibility from the crossing landings, particularly the eastern landing when looking north, is provided due

to the presence of a mature hedgerow. Depending on visibility requirements, the exact position of the crossing may need adjustment during the detail design stage. However, the HA is content that if any minor amendments are required, these will be achievable within either existing highway or the developer controlled land available.

Other requirements

The HA previously required a financial contribution of £58,080 (index linked) from the applicant towards improvement at the roundabout of Pennington Cross, including walking and cycling facilities. The applicant has confirmed agreement of this contribution. The HA is aware of a fatal accident recently on Milford Road. The circumstances of this collision are being investigated. Upon the outcome of the investigation, potential casualty reduction measures, including improvement at the existing crossing point on Milford Road near South Street, would be reviewed as part of the roundabout improvement works, and funded by the contributions from this development and other local plan developments in this area e.g. SS5 Land at Milford Road and SS7 Land north of Manor Road.

The contribution should be secured within the S106 Agreement should the site come forward.

Construction Traffic Management

In the second highway response dated 6th February 2024, the HA required the applicant to provide information regarding construction traffic management for the proposed development. This is still yet to be provided. However, the HA acknowledge that this information can be secured via a planning condition. A Construction Traffic Management Plan must include information regarding the location of construction access, construction phases, road closures/diversion routes during of the works and contractor parking. The HA will review the Construction Traffic Management Plan at the appropriate time should the development receive planning permission.

Amended Residential Travel Plan

Following the HA's initial response, an updated Full Travel Plan has been submitted to address the issues raised. The updated Travel Plan is considered acceptable at this stage. The provision of a full Travel Plan, bond and associated fees should be secured within any future Section 106 legal agreement should the application come forward.

Recommendation

The highway authority raises no objections to this application, subject to the following obligations and condition.

Obligations:

The applicant is required to enter into a Section 106 Legal Agreement to secure the following;

- Provision of a Full Travel Plan and associated set-up and monitoring fees and bond;
- Provision of a financial contribution of £58,080 towards improvement including walking and cycling facilities on Milford Road and at the roundabout of A337 Milford Road/North Street/Ridgeway Lane
- Provision of off-site footway works as set out on drawings 2020-6181-116B, 2020-6181-131.
- Provision of off-site footpaths, crossing points and passing place on Ridgeway Lane, Lower Pennington Lane and in Woodside Park as set out on drawings 2020-6181-115C, 2020-6181-116B, 2020-6181-115C, 2020-6181-118C, 2020-6181-125B, 2020-6181-301C
- Provision of localised road surfacing/ widening as set out on drawings 2020-6181-132A

Please note, Contributions required by HCC Countryside Services are not included in the above and will be provided separately by HCC Countryside Services.

Conditions

- 1) No development hereby permitted shall commence until a Construction Traffic Management Plan, to include details of provision to be made on site for contractor's parking, construction traffic access, the turning of delivery vehicles within the confines of the site, lorry routeing and a programme of works has been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented before the development hereby permitted is commenced and retained throughout the duration of construction

Reason: In the interests of highway safety.

- 2) Full details of the vehicle cleaning measures proposed to prevent mud and spoil from vehicles leaving the site shall be submitted in writing to the Local Planning Authority for written approval prior to the commencement of the development. The approved measures shall be implemented before the development commences. Once the development has been commenced,

these measures shall be used by all vehicles leaving the site and maintained in good working order for the duration of the development. No vehicle shall leave the site unless its wheels have been cleaned sufficiently to prevent mud and spoil being carried on to the public highway.

Reason: In the interests of highway safety.

- 3) The provision of footpaths and connections to Woodside Park, Forest Gate Gardens to both be available to the public and be maintained in perpetuity by the developer.

I trust the above is clear. Please do not hesitate to contact Anna Li should you wish to discuss anything further.

Yours faithfully

Gemma McCart
Strategic Transport Manager