

Clare Spiller

From: Clare Spiller
Sent: 25 October 2022 11:05
To: James Gilfillan
Cc: Simon Mcfarlane - AJC Group; Giles Moir
Subject: Orchard Gate, Dibden Purlieu
Attachments: FW: 5577: Dibden Purlieu - Detail Application

Dear James

Please see attached in the email attachment the Highways Consultants comments to Hampshire CC highways comments.

I also attach a couple of CGI images which can be found in the link below:

<https://www.dropbox.com/t/mnRHn82KjptqJ0vx>

In response to your request for an extension of time, we are not against an EOT but we would like to have a face to face meeting with yourself to discuss your thoughts on this proposal and any outstanding issues there might be. It would also be useful to discuss timeframes with you in respect of the need to carry out over winter groundwater monitoring.

Kind regards

Clare Spiller
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Clare Spiller

From: Debby Wise <debbywise@bellamyroberts.co.uk>
Sent: 18 October 2022 17:28
To: Simon Mcfarlane - AJC Group
Subject: FW: 5577: Dibden Purlieu - Detail Application
Attachments: 5577-001 Rev E.pdf

Dear Simon

Please find amended email as discussed earlier.

Orchard Gate, Noads Way, Dibden Purlieu
Planning Application 22/10813
HCC Reference: 046924

I am in receipt of the County Highway Authority's consultation response of the 4th October and write to provide you with my comments and use the headings within the HCC letter.

Walking

The isochrones appended to the Transport Statement accurately reflect the distances to the nearby facilities and I provide below the distances from the site to those facilities listed by the Authority.

Junior and Infant School	554m
Secondary School	612m
Forestside Surgery	737m
Local shopping facilities	570m
Family Church Waterside	752m

Cycling

No comment.

Bus

No comment.

WCHAR

This is an assessment of the existing pedestrian and cycle routes taken from the site to various destinations, such as the nearby schools and local shops. Bearing in mind the modest scale of the development proposed, and such an exercise is not mandatory, I believe the request is not essential in this instance and would be an unnecessary additional cost to the application.

Accident History

The Authority has requested that accident data should be obtained from Hampshire Constabulary, albeit the CrashMap data provided within the TS provides the same data as one would obtain from Hampshire Constabulary.

Whilst the Hampshire Constabulary information can be obtained, the expected turnaround of receiving the data is 3 months, which is clearly outside the planning process timeframe. I would therefore suggest that the Highway Authority has the relevant data, although it comes from a different source.

The Council has accepted CrashMap data previously and should do so again, bearing in mind both sets of data are the same.

Visibility Splays

The plan 5577/001 Rev. D illustrates the visibility at the access of 2.4m x 43m in each direction, which was prepared **before** the speed surveys were undertaken and submitted within the Addendum Transport Statement. The speed survey was undertaken between 15th and 21st July 2022 as stated, and recorded 85th percentile speeds of:

31.4 mph northeast bound

31.1 mph southwest bound

The splays have been calculated as being 41.4m and 40.7m correctly. The period of the survey was dry and therefore there is no need to adjust the speeds.

The stopping sight distance calculated within TG3 of the Council's guidance was produced for the 'y' dimensions. However, the calculations add a distance of 2.4m to the 'y' distance for bonnet length. Such a requirement is not in accordance with MfS. The bonnet length should be added for the stopping sight distance (SSD), and I refer to Section 7.5 of MfS. Such a requirement is for vehicles travelling along the road and not stationary at the T-junction or access.

Section 7.7 of MfS refers to the 'y' dimension which is the distance a vehicle wishing to exit a junction or access which is required to see oncoming traffic. There is no requirement to add 2.4m to such a distance.

The vehicle travelling along the road (SSD) requires the extra 2.4m bonnet length, however, this visibility is taken at least 1.5m from the kerbside edge for the vehicle travelling along the major road and should not be applied to the 'y' dimension.

Paragraph 7.7.10 clearly states that the 'y' distance should be based on values for SSD, it does not say that the 'y' distance should be based on the values for SSD plus 2.4m bonnet length. That requirement clearly is for the traffic travelling along the major road, reference paragraph 7.6.4. This mis-reading of MfS is a common mistake.

However, notwithstanding the above point, I attach the revised access drawing illustrating the 'y' dimension of 46m in each direction rather than the required 43m, which is commensurate with the recorded speeds. (See plan 5577/001 Rev. E attached.)

Internal Layout

An RSA at this stage is unnecessary. An RSA can be undertaken at the S38 stage. With regard to the tracking of the refuse vehicle shown at Appendix 6 of the Transport Statement, there is ample space within the layout for such a vehicle to manoeuvre safely within the site.

The on-street parking shown on the plan is for visitors who are unlikely to be parked during the collection of the refuse. Notwithstanding this, the carriageway is 5.5m wide which is ample width for a car and HGV to pass one another. Reference Figure 7.1 MfS.

Arboriculture and Ecology

I refer the Authority to the Arboriculture report prepared by Treeworks Environmental Practice of June 2022.

Parking

No comment.

Traffic Impact

The trip rates have been established through the correct procedure set out within the TRICS database. The guidance notes within TRICS states that preconceived views on trip rates should not be made. The Highway Authority suggest the trip rate is lower than expected which goes against the user guide for TRICS.

I therefore trust the above is of assistance and should you require clarification on any matter please do not hesitate to give me a call.

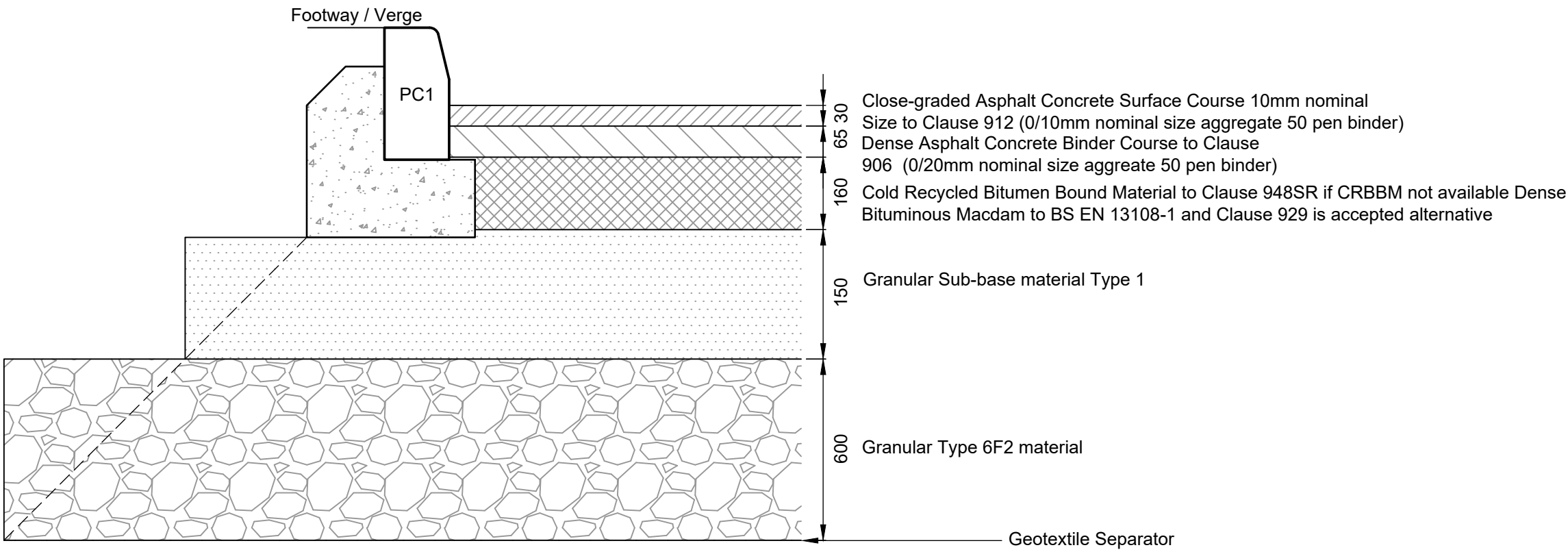
Kind Regards

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General Carriageway Construction Detail
Tarmac Road 1-3
Scale 1:10

Road Construction CBR Value Specification
Based on guidance from Interim Advice Note 73/06
Revision 1 (2009)

Granular Sub-base material Type1	CBR >15%	150mm
	CBR 10% - 15%	175mm
	CBR 7% - 10%	200mm
	CBR 5% - 7%	225mm
	CBR 2% - 5%	250mm
Capping Layer material	CBR < 2%	600mm
	CBR 2% - 5%	350mm
	CBR > 5%	None

Notes

E	Vis Splays Updated	DE	18/02/21	ITR
D	Site Layout & Vis Splays Updated	DE	18/02/21	ITR
C	Vis Splays Updated	DE	01/07/22	ITR
B	Site Layout Updated	DE	13/06/22	ITR
A	Site Layout Updated	ARM	15/07/21	ITR
REVISION	AMENDMENT	DRN	DATE	CHK



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CLIENT
AJC Homes

PROJECT
Noads Way, Dibden Purlieu

TITLE
Access Proposals

DRAWN BY ARM	DESIGN BY ITR	CHK BY ITR
DATE 27/04/21	DRAWING No. 5577 / 001	
SCALE 1:500 @ A2	REV No. E	