indigo

Highways Note – February 2009

The following note provides a detailed response to the comments raised by Basingstoke and Deane Borough Council in their letter dated 23 January 2009.

Comment Raised by Basingstoke and Deane Borough Council	Applicant's Response
Identify plots and road numbers	The siting of the buildings and dwellings proposed by the application is indicated on the site layout drawings. No further information is required on this matter to determine the planning application.
Car park plans for all storeys	This information was provided on drawing nos. 126(12)101 Rev D & 126(12)102 Rev D which were submitted as part of the planning application. These drawings have now been revised and are enclosed as 126(12)101 Rev F & 126(12)102 Rev F
Identify unallocated parking	Enclosed dwg no. 126 (12) 107 Rev B identifies allocated and unallocated parking spaces and confirms that 50% of residential spaces are unallocated in accordance with the Council's Residential Parking Standards SPD adopted in September 2008.
Clarify the position of disabled parking spaces in relation to the entrances to the hotel and retail/office buildings etc. Ideally parking to be ground level close to the main areas.	Enclosed dwg. no 126 (12) 107 Rev B identifies ground level, disabled parking spaces close to the proposed hotel (identified by the letter D), retail and office buildings. Where disabled spaces have been provided at basement level they are directly adjacent to life cores. The level of parking provided is in accordance with the Council's parking standards and will fully meet the access requirements of disabled people.
Disabled parking proposed for the BCOT site is all located in the basement. It is not clear how people with mobility problems get from there to the principle entrance but Part M of the building Regulations states that disabled parking should be in close proximity to the principle entrance. In addition, if there is a height restriction for the basement car park this will prevent some people from parking there if they drive vans that have been adapted so that they can drive from a wheelchair or if they have a rooftop wheelchair hoist fitted to a saloon car. There should be disabled parking at surface level close to the main entrance.	Current proposals incorporate the following disabled car parking distribution: 3 spaces located within the upper-level (northern most) car park. A path leading directly from these spaces to the principle entrance has been provided along the college's northern side. 16 spaces have been located within the lower-level car park. Access from the lower-level car park to the principle entrance has been provided via a footpath located along the college's southern side. Should direct access into the College building be required, lift access has been provided enabling disabled persons to exit the car park via a lift and enter the college's covered main circulation spine. This leads directly to the reception. The lower-level car park has a clear floor to ceiling height of approximately 4m. This will accommodate drive vans adapted to be driven from a wheelchair and

	saloon vehicles fitted with a wheelchair hoist. A single disabled space has been provided adjacent the college main entrance. 16 disabled car parking spaces located within the lower-level car park area can be relocated adjacent the main entrance if required.
Identify one way routes and accesses and provide details of methods of access control.	All on-site roads are two-way single carriageway with the exception of the residential carriageway in the south east corner of the site, which will be 1-way northbound over a short section. All on site T-junctions will be priority intersections with give way markings as per Chapter 5 of the Traffic Signs Manual. The on-site roundabout will also conform to Chapter 5. General arrangements for the site access junctions are provided within the preliminary design submission Drawing Number 20411/T/013. In addition 1:500 scale A3 drawings are provided as follows; Drawing Number 20411/T/020 details the means of access at the Sherborne Road roundabout junction. Drawing Number 20411/T/019 details the means of access from Kingsclere Road to the commercial area. Drawing Number 20411/T/014 details the means of access from Pelton Road to the 80 space at-grade college car park. Drawing Number 20411/T/024 details the means of access from Pelton Road to the application site. Drawing Number 20411/T/014 details the means of access from Pelton Road to the commercial area. This junction will be constructed as a left-in / right-out junction (with associated physical measures and an associated TRO) to prevent rat-running through the site between Chapel Hill and Pelton Road.
Identify servicing access and parking to include the shops.	Please refer to enclosed dwg. no 126 (12) 107 Rev B
Tracking of vehicles – delivery and service vehicles	Dwg Numbers 20411/T/049 details the swept-path of a large refuse vehicle maneuvering over the on-site highway network. Swept path analysis for the site access

	junctions are provided within the preliminary design submission as follows; Drawing Number 20411/T/041 details the swept path access at the Sherborne Road roundabout junction. Drawing Number 20411/T/038, 39 & 40 details the swept path access from Kingsclere Road to the commercial area. Drawing Number 20411/T/042, 43 & 44 details the swept path access from Pelton Road to the application site.
Differentiate between paved areas – roads path footways, and unpaved – landscaping and verges	This issue should be dealt with by condition given that this level of detail is not required at the outline planning permission stage.
Indicate extent of proposed adoptable highway – would there be permissive paths through college site?	All highway infrastructure (vehicular carriageways and associated footways) will be constructed to adoptable standards. The extent of adoption and any subsequent s38 agreement is to be determined later and is not a matter which is required for the determination of the planning application.
Show visibility splays, including at junctions, forward visibility splays, crossing points	Swept path analysis for the site access junctions are provided within the preliminary design submission at; Drawing Number 20411/T/036 & 37 details the swept path access at Pelton Road / Kingsclere Road. Drawing Number 20411/T/035 details the swept path access at Merton Road / Kingsclere Road. Drawing Number 20411/T/029 to Drawing Number 20411/T/034 details visibility spays for the site access junctions.
Bin stores plus collection points are access routes	This information is provided on dwg no. 126 (12) 108 Rev B enclosed.
Bicycle stores plus access routes	This information is provided on dwg no. 126 (12) 108 Rev B enclosed.
Traffic calming	This issue should be dealt with by condition.
The junctions onto Kingsclere Road are likely to need further consideration, including the access to the Old Kingsclere Road. Tracking will also be required to ensure there is space for adequate movements.	Swept path analysis for the revised Old Kingsclere Road junction is provided on dwg no. 20411/T/50.
The alternative junction arrangements for the existing Clere House are unsatisfactory. Tracking will be required. I note that this site is licensed for goods vehicle operation.	Drawing Number 20411/T/019 details the means of access from Kingsclere Road to the commercial area, including access proposals for Clere House.
Clere House already has rights of access to the public highway – is there documentation	The Clere House right of access to the public highway will be maintained as existing as

relating to discussions with the owners of Clere House regarding closure of the access?	shown on dwg no. 20411/T/019
On Dwg. 204011/T/020 proposed works on southern side of roundabout appear to be outside highway extents on 3rd party land.	This drawing has been revised to remove the tactile stems and all works now fall within the existing highway boundary.
Bus bays would need to be longer to accommodate queing vehicles – which would affect potential relocation of junction access to old Kingsclere Road. Link – up desire lines from crossing and bus stops. Best cycle route may be conflict with pedestrian usage.	Frequency of bus services on Kingsclere Road indicate that it is unlikely that bus bays will be required that are capable of accommodating more than one bus. Even with the potential for increase in loading times due to students, instances of buses queuing to enter lay-by is not material. Buses currently stop on-carriageway on Kingsclere Road and contribute to the traffic calming effect to the corridor.
Pedestrian safety needs consideration at Pelton Road access – change priorities?	Tactile treatments on pedestrian and cycle routes on Pelton Road and carriageway markings associated with site access junctions will provide adequate warning of pedestrian / vehicle priorities on Pelton Road.
Page 47 of 73 D&A statement refers to 'access way required for access to railway' – what form of access?	This statement refers to the road at the southern end of the site which creates a buffer zone between the residential development and the railway line.
Planning statement p23. refers to encouraging use of public transport, making best use of good bus and train links access routes created by re-development. Discussion on the exploration and non-viability of alternative routes to the railway station would be informative.	The main pedestrian route to the railway station is via Kingsclere Road and the Chapel Hill Railway Bridge. As currently exists, pedestrians will also be able to use the route through the cemetery. It will be a matter of choice for individual pedestrian as to which to chose as it is currently. Discussions with Network Rail to secure a route through the railway bridge abutment via the arch immediately west of the current road arch has been investigated. Due to the engineering difficulties Network Rail are not in a position to confirm the acceptability of this solution and therefore is not part of the application. An option to look at providing a pedestrian route alongside the railway, over chapel Hill and Vyne Road, and into northern forecourt of the railway station was explored. Network Rail rejected this as, in their opinion, it conflicted with track security and other long term proposals for track alterations in the vicinity of the station. A pedestrian route is also available via the churchyard.
Revise carriageway edge parking – not echelon arrangement	The carriageway edge parking has been revised and is shown on dwg no. 126(12)102 Rev F.
Commercial blocks facing The Avenue appear to be less than 5m from carriageway – frontage parking leaves no room for	The parking has been amended to provide parallel parking spaces behind the commercial units and those spaces that can

footway	no longer be accommodated will be provided as undercroft parking. Please refer to dwg no. 126(12)102 Rev F.
Long, straight sections of road with parking to both sides are difficult to calm effectively. Changes in alignment, deflections and interruptions to routes may be effective.	We do not accept the proposition that long straight sections of road are difficult to calm. There is clearly the opportunity to introduce a variety of calming approaches, including approaches utilising the principle of home zone designs. However, this is hot a matter the application is seeking of approval of at this point in time. Given the nature of the application, this is a matter to dealt by condition.
Road widths need to accommodate vehicle movement requirements.	Dwg no. 20411/T/049 details the swept-path of a large refuse vehicle maneuvering over the on-site highway network.
Page 32 of 73 D&A Statement – use of resin bound gravel on areas subject to vehicle movement would normally be advisable.	This issue should be dealt with by condition given that this level of detail is not required at the outline planning permission stage.
Page 52 of 73 – use of lighting bollards to public walkways is inadvisable if adoption intended.	This issue should be dealt with by condition given that this level of detail is not required at the outline planning permission stage.
Page 53 of 73 – extensive shared surface could reduce the impact of change in status and is not sufficient alone to contain vehicle speeds, use sparingly is advised.	This issue should be dealt with by condition given that this level of detail is not required at the outline planning permission stage.
Commercial buildings floor areas quoted are based on internal measurement – gross external area values are required for parking assessment.	Gross floor areas are as follows: - Total B1 Gross Area 25,344 sqm - Hotel 9,072 sqm - Gallery 64 sqm - Retail 972 sqm The level of parking provided complies with the Council's maximum parking standard.
The hotel parking is over the maximum provision for the location. What is the justification for expecting 100% occupancy and all guests to require car parking?	This has been reduced to 128 spaces as shown on dwg no. 126 (12) 107 Rev B. Members of the Basingstoke HAT raised concerns that parking would not be sufficient even if parking was provided at the maximum level should functions be held at the hotel. Whilst the number has been reduced to 128, the level remains slightly above the maximum level and takes account of comments made via the consultation process by some members. If this parking is not required a condition can be imposed to limit the parking to a specific required by the Council.
The retail parking is potentially less than half the maximum provision for the location. There are two existing comparable units at Hubbard Road. Survey data of parking demand and displacement at the site could help to inform on a sufficient level of parking.	This has been increased to a total of 32 spaces in accordance with the Council's parking standards.
Pairs of reverse – direction small – radius bends (along southern perimeter road) are unsuitable for service and delivery vehicles. Turning heads in residential areas must accommodate service vehicles. Redesigned geometry and tracking required.	Dwg no. 20411/T/049 details the swept-path of a large refuse vehicle maneuvering over the on-site highway network.

The introduction of a Home Zone is included in the commentary on page 26 of Sustainability Statement. This is very unlikely and could raise false expectation. Confirmation that HCC is agreeable to this must be provided or the commentary must be retracted.	As stated above, the applicant does not accept that homezone principles can not be applied to this development. Notwithstanding this, the application is not seeking this matter to be determined at this stage. This matter can be dealt with by condition.
Provision for funding of extension to controlled parking zone and modification of existing TROs shall need to be considered.	Lemon Land would be happy to consider the contribution as part of any section 106 discussions, subject to the viability of the scheme and the results of the District Valuer's viability assessment.
Provision for funding to implement temporary signage to control access of works vehicles shall need to be considered.	This matter can be dealt with by condition.