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Proposed Detached Residential Dwelling
Land at 172 The Dale, Widley, Waterlooville PO7 5JE

Introduction

This Highway Technical Note has been prepared in support of a planning application submission to Havant Borough Council for the erection of a single detached dwelling on land adjacent to 172 The Dale, Widley. The location of the site is shown below.



The site is set back from the carriageway but takes access from the junction of The Dale with The Thicket. These roads are residential estate roads and whilst being adopted, the roads are unclassified, but have the identification number U605.

The roads are typical in character having wide two-lane carriageways with pedestrian footways on both sides of the road, set back behind grass verges. The roads also benefit from street lighting.

Although the roads are designated 30mph, due to the presence of street lighting, observed traffic speeds in the vicinity of the existing access are low, due to the road alignment and the presence of the priority junction.

A review of the personal injury accident data for this area has shown that over the last 5 years, there has been just one accident which resulted in an injury in the vicinity of the site. It appears that a delivery van struck a pedestrian who was walking in the carriageway, resulting in a slight injury.

This appears to be an isolated injury and other than this, the highway appears to be operating in a safe and efficient manner. The details of the accident are included as Appendix 1 to this Note.

Proposed Development

This application seeks to provide a modest detached residential dwelling within the grounds of 172 The Dale, together with associated car parking. This is demonstrated on drawing numbered 172 TD 20, which is included as Appendix 2 to this Note.

Standing Advice

Hampshire County Council are the Local Highway Authority for Hampshire, although they have issued Standing Advice to Local Planning Authority's regarding highway consultation for minor planning applications.

The consultation process for planning applications is governed by the Town and Country Planning (Development Management Procedure) Order (TCPO) 2015 ('the Order').

Local planning authorities must consult Hampshire County Council as LHA by using the criteria set out in the Order where development:

- Is likely to result in a material increase in the volume or a material change in the character of traffic entering or leaving a classified road or proposed highway;
- Is likely to prejudice the improvement or construction of a classified road or proposed highway;
- Involves the formation, laying out or alteration of any means of access to a highway;
- Involves the constructions of a highway or private means of access to premises affording access to a road in relation to which a toll order is in force;
- Includes the laying out or construction of a new street

The Order also sets out in Section 18 (1) (C) that the local planning authority is not required to consult with an authority where that authority has advised that they do not wish to be consulted. Section 18 (1) (D) sets out that where development is the subject to standing advice, consultation with that authority is not required either.

For residential development creating from 1 to 5 new dwellings, the LHA only wishes to be directly consulted where the development proposals will be accessed directly from an A, B, or C classification of road.

In accordance with Section 18 (1) (d) of the Order, Hampshire County Council has determined that it will discharge its consultee responsibilities as the LHA through the provision of Standing Advice for the following scale of development:

- Residential development of 1 to 5 new dwellings, served by an access onto an unclassified road.

If the local planning authority is satisfied that the application is in accordance with the Standing Advice, then it can conclude that there are no highway reasons to refuse the application.

In this case, given that the two roads where the access falls are unclassified roads, and that no new access is to be created, Standing Advice would apply, and subject to adequate parking, turning and visibility, the LPA should conclude that there are no highway reasons to refuse the application.

Access and Visibility

The existing access is within a residential estate that is limited to a 30mph speed limit. Advice contained within the LHA's document Technical Guidance 3- Stopping Sight Distances and Visibility Splays suggests that for an existing access served by a dropped footway crossing, a 2.0m X distance can be employed.

With regards to the Y distance, given that the roads are subject to a 30mph speed limit, a distance of 43.0m in both the easterly and northerly directions would be required.

Drawing numbered NJC-001 is included as [Appendix 3](#) to this Note which shows the existing access together with adequate visibility in accordance with the advice contained within TG3.

Car and Cycle Parking

Advice on car and cycle parking for the Havant area can be found within the document Havant Borough Council Parking Supplementary Planning Document July 2016 (Partially updated September 2019).

In this case, the dwelling is to have 3 bedrooms, therefore, to comply with the adopted standards, the development would require two car parking spaces.

Drawing numbered NJC-002 is included as [Appendix 4](#) to this Note which shows the provision of two parking spaces, together with swept path tracking to demonstrate how two large cars can enter the spaces, turn, and leave in forward gear.

Secure and undercover cycle parking is to be provided by way of a shed located within the garden of the property.

Servicing

The existing host dwelling currently has its refuse bins collected from the kerbside, and such a scenario is intended to continue for this new dwelling. Given the scale of the development, it is not anticipated that service vehicles will need to enter the site.

Summary and Conclusion

This Highway Technical Note has been prepared in support of a planning application submission to Havant Borough Council for the erection of a single detached dwelling on land adjacent to 172 The Dale, Widley.

The scale of the development is such that the LHA's Standing advice shall be applied, and the highway implications shall be dealt with by Havant Borough Council.

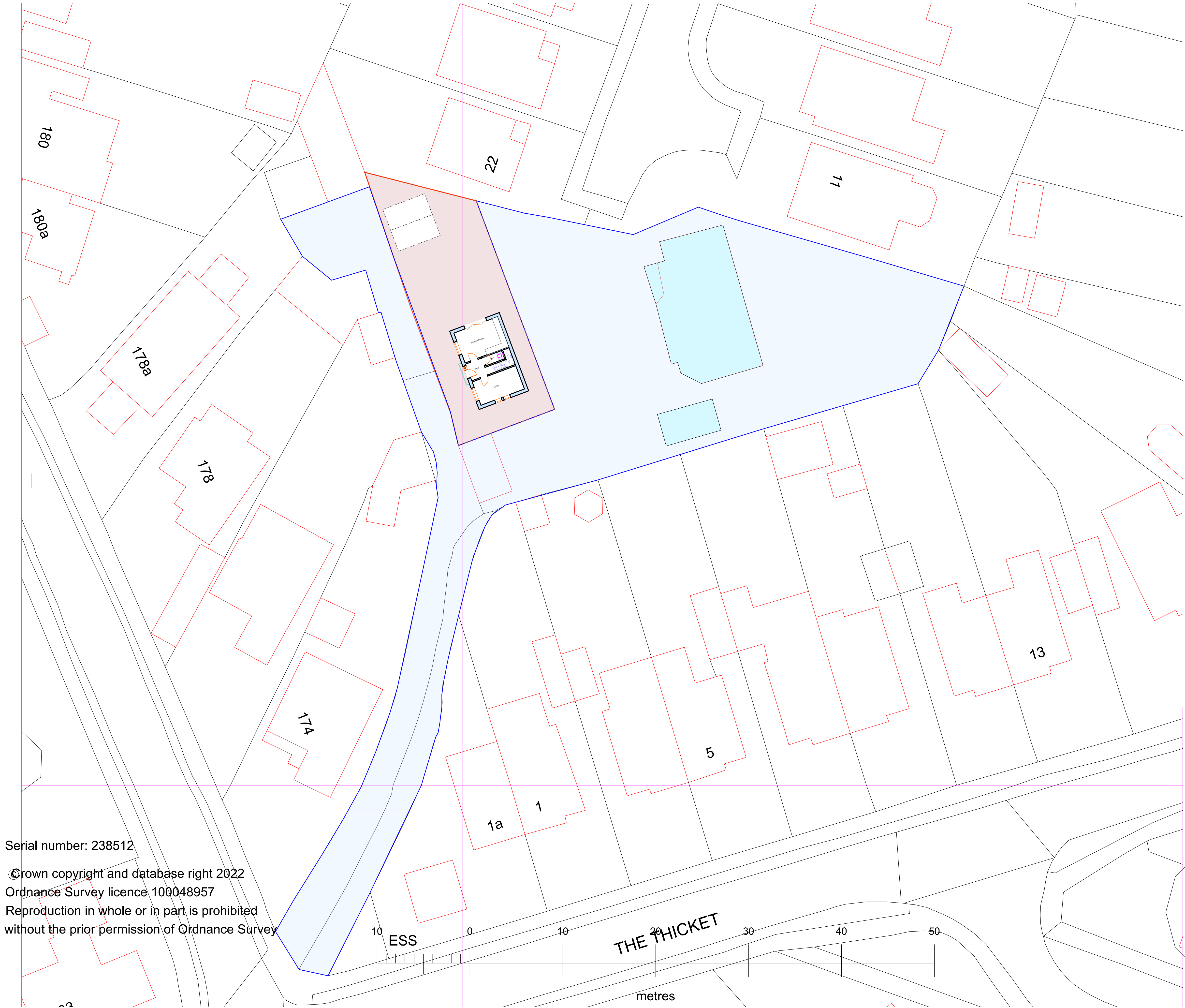
The existing access is to be utilised where visibility is in accordance with the LHA's guidance, and adequate car and cycle parking is to be provided.

The development therefore fully complies with the Standing Advice; therefore, the LPA can conclude that there are no highway reasons to refuse the application.

Nick Culhane November 2022

Appendix 1

Accident Data



Note

The site of the proposed dwelling can shift a small amount as can the plot boundaries

However the LPA has stated they require a 10 metre rear garden length

That is the length shown on this plan

Parking spaces would not be part of the 10 metres

Mick Morris AADipl RIBA Architect

07956 323832

November 2022

Drg No 172 TD 20

Site at 172 The Dale
Widley Waterlooville
PO7 5JE

Proposed site outlined in Red
Also owned outlined in Blue

Scale on A1 Plan is 1,500

Serial number: 238512

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Appendix 2

Proposed Ste Plan

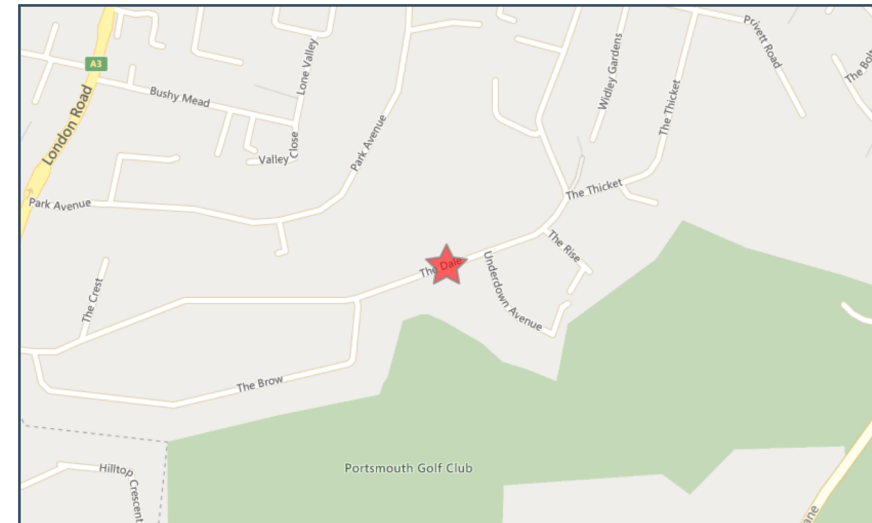


crashmap.co.uk

Validated Data

Crash Date: Monday, December 02, 2019 **Time of Crash:** 12:47:00 PM **Crash Reference:** 2019440433141

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Hampshire			Number of Vehicles:	1
Local Authority:	Havant Borough			OS Grid Reference:	467597 106868
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Van or goods vehicle 3.5 tonnes mgw and under	9	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Journey as part of work	None	None

Casualties

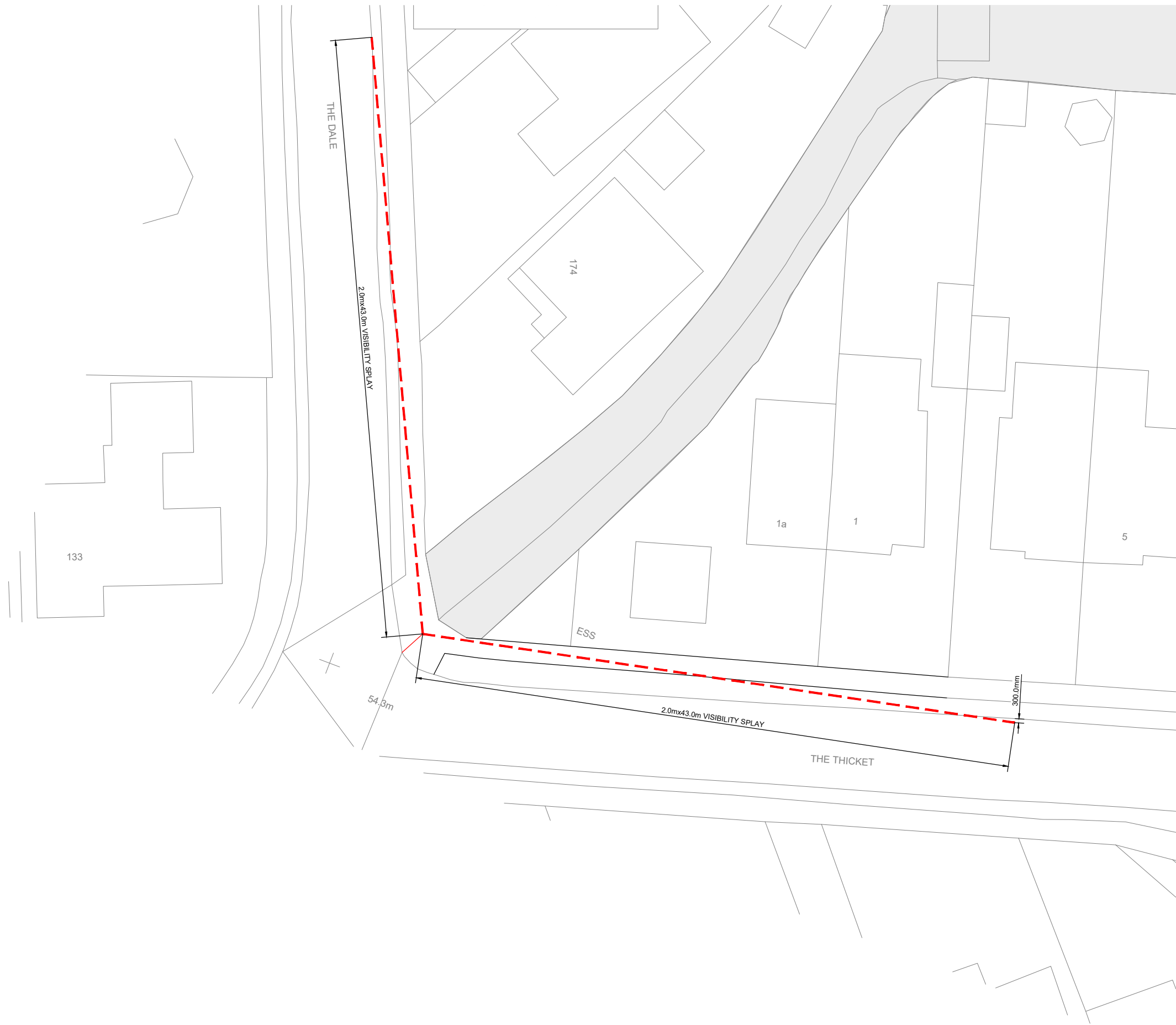
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Female	36 - 45	In carriageway, not crossing	Walking along in carriageway - facing traffic

For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services

Appendix 3

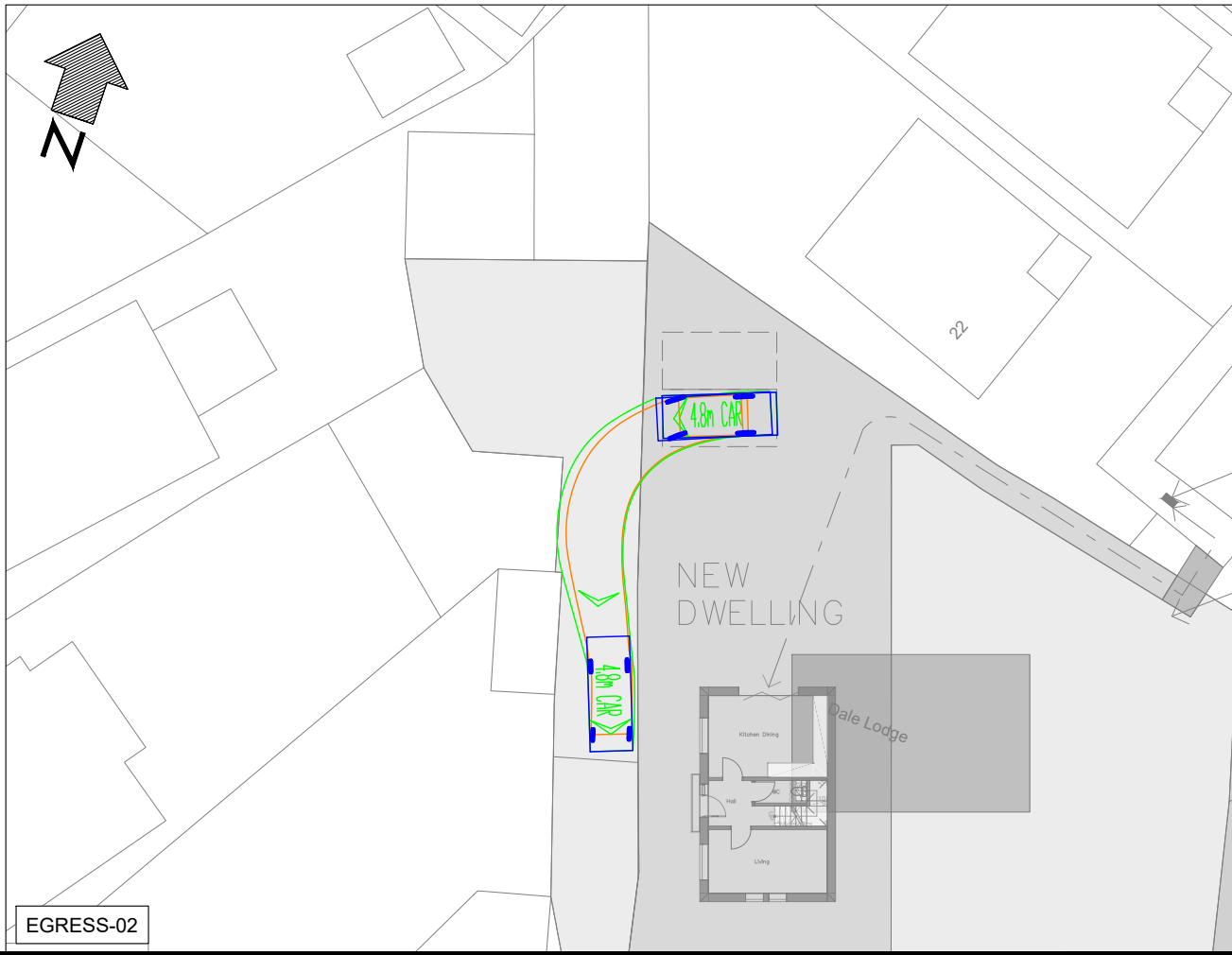
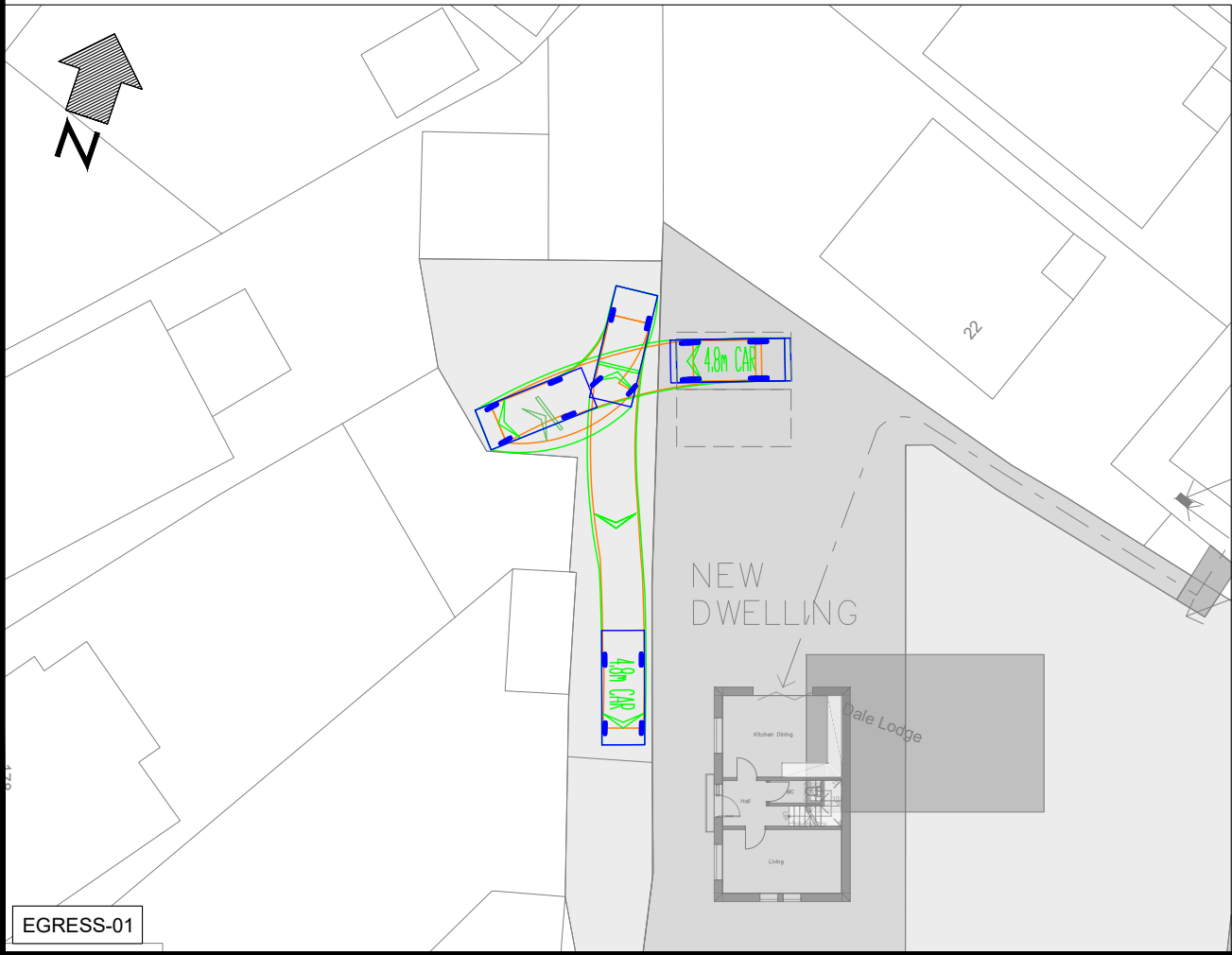
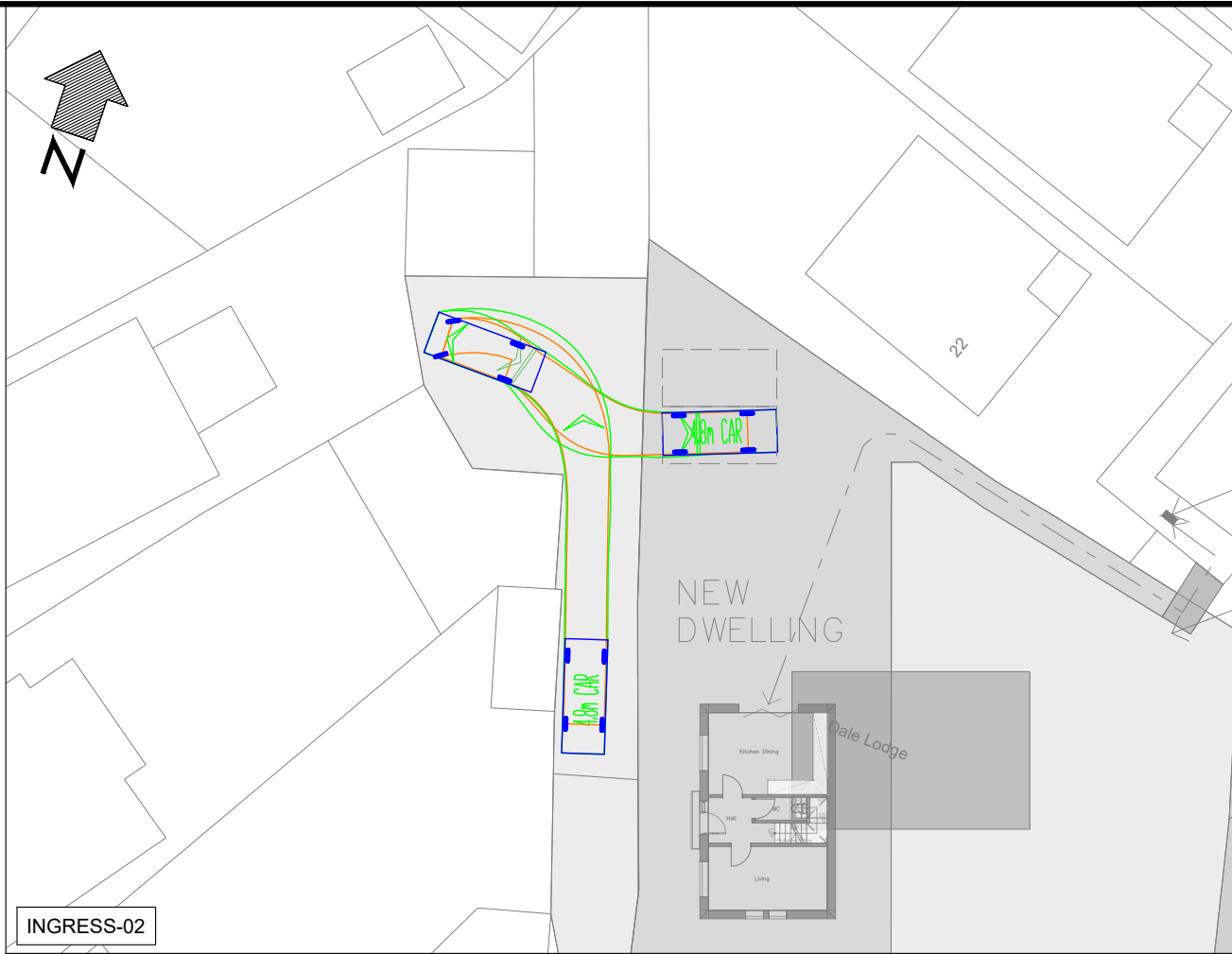
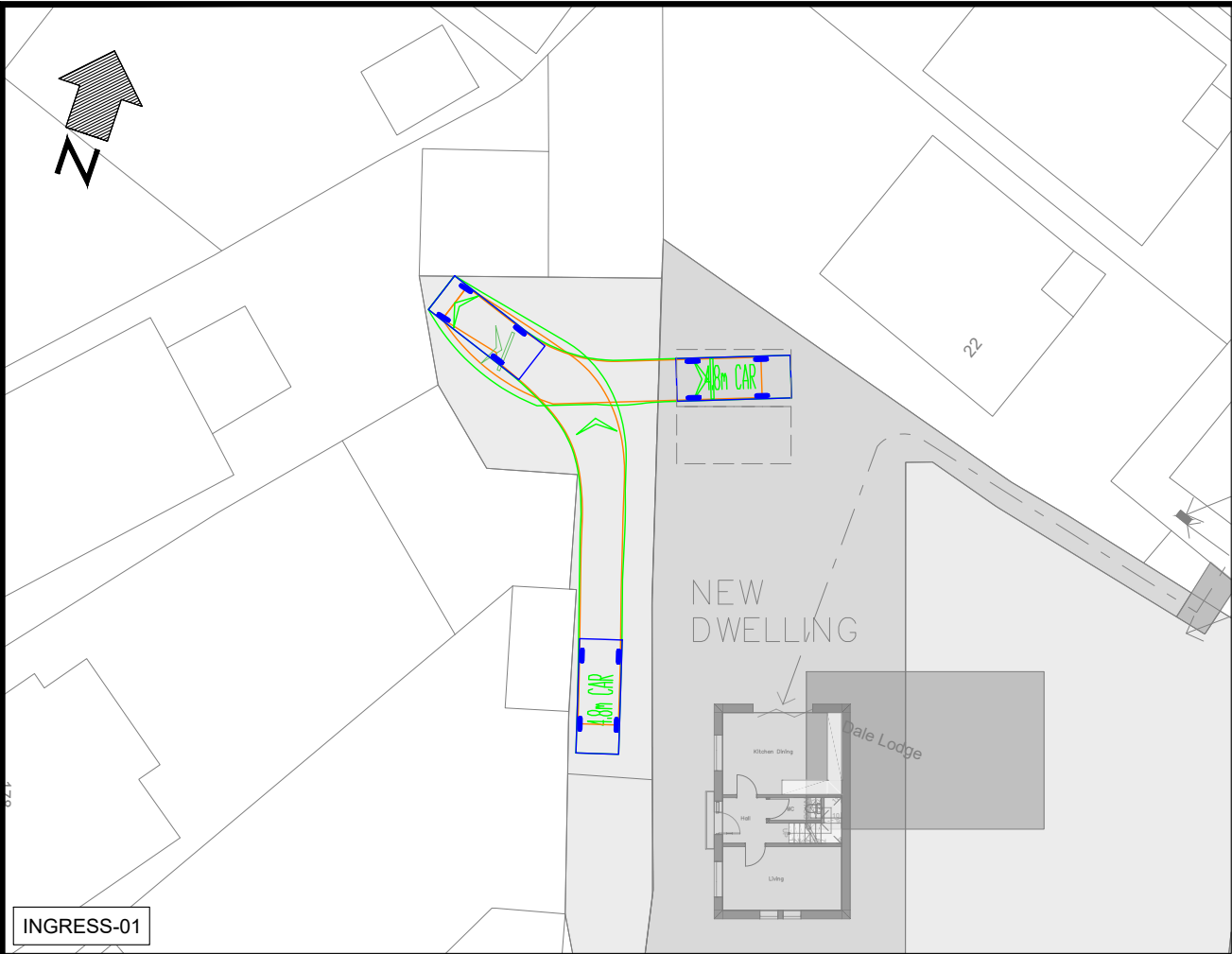
Access and Visibility



Client		
		
Project		
172 THE DALE WIDLEY		
Drawing Title		
ACCESS AND VISIBILITY		
Drawing Status		
FOR INFORMATION		
Date	Scale	Size
NOV 2022	1:150	A1
Drawing No.	Rev	
NJC-001	-	

Appendix 4

Swept Path Tracking



VEHICLE DETAILS:

	Green line shows body
	Orange line shows axle/wheels
4.8m CAR	
Overall Length	4800mm
Overall Width	1793mm
Overall Body Height	1502mm
Min Body Ground Clearance	287mm
Track Width	1700mm
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6200mm
Design speed 5kph for all Forward movements	
Design speed 2.5kph for all Reverse movements	

Client

Nick Culhane
Highway Consultant

Project

172 THE DALE WIDLEY

Drawing Title

SWEPT PATH TRACKING

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Drawing No.	Rev	
NJC-002	-	