

RIDGE

PROPERTY & CONSTRUCTION CONSULTANTS

TRANSPORT NOTE – LOVEDEAN LANE WATERLOOVILLE
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Prepared for

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1. INTRODUCTION

1.1 Background

- 1.1.1. Ridge & Partners LLP are appointed by PMC Construction & Development Services Limited to prepare a Transport Note to support a planning application relating to the development of 3 x 4 Bedroom properties with garages and parking on land to the rear of properties 93 and 95, using the access currently serving properties 97a and 97b Lovedean Lane, Waterloooville.

1.2 Site Location

- 1.2.1. The proposed development site is located to the western side of Lovedean Lane, Figure 1 below, shows the general location of the site.

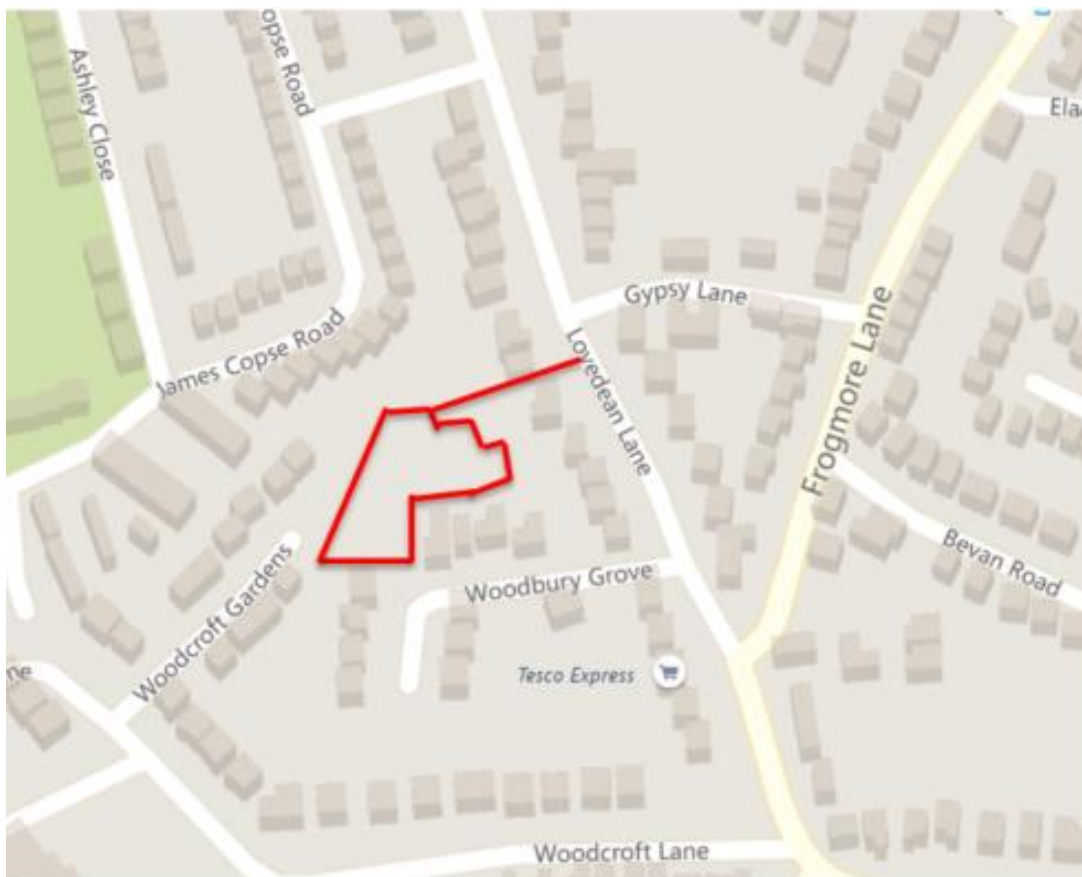


Figure 1 General Site Location (Source: Bing Maps)

1.3 Transport Note

- 1.3.1. This Transport Note will consider;
- The Local Highway Network and Existing Access
 - The Development Layout
 - Impact of the Development
 - Summary and conclusions

2. LOCAL HIGHWAY NETWORK AND EXISTING ACCESS

2.1 Local Network

- 2.1.1. Lovedean Lane is a 2-way public highway of some 8 metres wide within the 30mph speed restriction area with street lighting, footways and highway verge to both sides. No parking restrictions apply on this section of Lovedean Lane. There are a number of dropped kerb crossovers serving private dwellings to both sides of Lovedean Lane. and close to the proposed development site and T junctions with Woodbury Grove and Gypsey Lane.
- 2.1.2. From an initial review of Road Traffic Injury Accidents in the area based upon the Hampshire Constabulary data there have been no recorded incidents on the section of Lovedean Lane between the Woodbury Grove and Gypsy Lane junctions during the latest available five-year data period to 31 December 2017. There were two recorded serious incidents in the wider vicinity of the site at the junction of Frogmore Lane with Lovedean Lane one involving two vehicles in April 2015 and the other involving a vehicle and a cycle in August 2017.

2.2 Existing Access

- 2.2.1. The access to the site is proposed to be taken from the existing shared driveway currently serving two detached properties (97a and 97b Lovedean Lane). At the point of access there is a footway of some 2.5 metres wide and a highway verge of some 2 metres width. The boundary wall of the property is therefore some 4.5 metres from the western kerb line.
- 2.2.2. The access takes the form of a wide dropped kerbed crossing joining directly to Lovedean Lane from the western side as shown in Photograph 2.1 below. This access is located some 30m to the south of the junction with Gypsy Lane opposite side and some 90m to the north of Woodbury Close same side.



Photograph 2.1 Existing Access

- 2.2.3. Based upon the requirements of Manual for Streets (Table 7.1) with regard to visibility for the access to serve a total of 5 houses within a 30mph speed restriction area are identified as 2.4 metres x 43 metres. Photographs 2.2 and 2.3 following, show the view from the site access to the north and south. The photographs confirm that very good visibility is achievable, in excess of the minimum requirements in both directions to/from the site access.



Photograph 2.2 Visibility to North from Site Access



Photograph 2.3 Visibility to South from Site Access

- 2.2.4. The existing site entry is some 8 metres in width between the pillars either side of the driveway. From that point the first section of driveway is some 5.5 metres wide for the first 14 metres then reduces to 4.1 metres for the next 23 metres, then widening out again to 7.8 metres before reducing to a width of 5 metres. Photograph 2.4 below shows the existing driveway. This first wider section of driveway enables vehicles to pass with sufficient available length to enable two vehicles to wait off highway to enter or leave the site.



Photograph 2.4 Existing Driveway

3. SITE LAYOUT

- 3.1.1. The proposal relates to the provision of 3 x 4-bedroom houses with garaging and car parking served from an extension to the existing driveway. The proposed layout is shown on the submitted HGP Architects Site Layout Plan.
- 3.1.2. Access is proposed from the extension of the existing driveway. The proposed extension to the driveway to provide frontage access to the new properties is some 5 metres in width with the available width between the kerb line and the proposed parking increased to 6 metres to ensure there is adequate room to manoeuvre in and out of the on plot and standalone spaces on the opposite sides of the driveway (conforms to Figure 2 of the Havant Borough Council Supplementary Planning Document: Parking 27 July 2016).

- 3.1.3. The Havant Borough Council SPD: Parking (27 July 2016), sets the required minimum parking standards for new development. The minimum requirements and the proposed parking levels are set out in Table 3.1 below.

Table 3.1 Car Parking

DWELLING SIZE	ADOPTED PARKING STANDARD	PROPOSED PARKING
Four + Bedrooms	Minimum 3 spaces*	Double garage with 2 further spaces, 2 x single garages with a space in front of each + 2 additional spaces and 2 visitor spaces
Total	Minimum 9 spaces	12 spaces

*Small residential developments are excluded from the requirement to provide visitor parking.

- 3.1.4. Having regard to the size of the proposed single and double garages there is adequate space to accommodate cycle parking within those spaces.
- 3.1.5. The two existing properties currently served by the driveway have two parking spaces each and these are retained within the proposed scheme.
- 3.1.6. The proposed layout includes a refuse collection point which is located close to the three properties and it is understood that the refuse collection will be by a private waste collection service.

4. IMPACT OF DEVELOPMENT

- 4.1.1. Having regard to the scale of development the degree of impact has been estimated based upon first principles from the number of car parking spaces to be provided for the properties. In overall terms the properties have a total of 12 spaces including two visitor spaces. It seems a reasonable assumption that on average during the morning peak hour 2 vehicles from each property may exit the site giving a total of 6 additional departures in that hour similarly it is reasonable to assume that a similar number of arrivals may occur during the afternoon peak hour.
- 4.1.2. It is considered that the layout of the access and the junction with Lovedean Lane is adequate to accommodate the estimated increase in vehicles movements without any resulting severe impact upon the operation or safety of the highway network.

5. SUMMARY AND CONCLUSIONS

5.1 Summary

- 5.1.1. The proposal relates to the provision of 3 x 4 bedroom houses, with garaging and car parking served from an extension to the existing driveway. The proposed layout is shown on the submitted HGP Architects Site Layout Plan submitted with the planning application.
- 5.1.2. Access is proposed from an extension to the existing driveway serving the properties 97a and 97b Lovedean Lane which has a wide dropped kerb connection to Lovedean Lane.
- 5.1.3. Lovedean Lane within the vicinity of the site is within the 30mph speed restriction area has street lighting with highway verge and footways to both sides. The visibility at the junction of the site access with Lovedean Lane significantly exceeds the minimum requirement defined within Manual for Streets.
- 5.1.4. The existing layout of the access road provides sufficient width for two vehicles to pass at the entry point and offers sufficient space for two vehicles to wait to enter or leave the driveway without waiting on the public highway or obstruct the footway.
- 5.1.5. The development layout provides adequate vehicle and cycle parking to accord with the Havant Borough Council SPD: Parking.

5.2 Conclusion

- 5.2.1. The proposed development will provide access and parking to the required standard and would not generate a level of vehicle trips which would result in a severe impact upon the operation or safety of the local highway network.

