

Dean Simpson
Address TBC

08 September 2016
Our Ref: RTP/16/D1196

Dear Mr Simpson

RE: REDEVELOPMENT OF 208 LONDON ROAD, WATERLOOVILLE, HAVANT, PO7 7AN - HIGHWAY APPRAISAL

Further to your request we have reviewed the existing highway access for the proposed housing development at the above site. We would summarise our comments as follows:

1. Background

- a. Instructions were received from Mr Simpson to prepare a highway appraisal for the development of a site at 208 London Road, Waterlooville, Havant, PO7 7AN.
- b. The appraisal has been prepared to support a new planning application for the demolition of the existing detached single dwelling and the construction of 5 No. dwellings, with off street parking bays and associated hard standing.
- c. Vehicular access onto the A3 London Road is to be retained in its present form and location.
- d. This report has been prepared to demonstrate that the proposed access arrangements are suitable for the proposed development taking in to consideration the existing constraints and the requirements of the development.

2. Existing Uses

- a. The site is occupied by a large single detached dwelling. The dwelling benefits from an existing vehicular access onto the A3 London Road. The access takes the form of a wide crossover. The use of the access is shared with no. 206.
- b. The A3 in this location has a 30mph speed limit. The A3 forms a key north-south route through Havant Borough.
- c. The A3 'Zip' bus priority project also passes the frontage of the site. The Zip project extends from Clanfield to Gun Wharf Quay in Portsmouth. It provides a series of priority measures to segregate buses from traffic congestion. The Zip segregated bus lanes also provided facilities for cyclists.

3. Proposed Use

- a. The existing dwelling (no. 208) is to be demolished to make way for four further dwellings and associated parking. The existing vehicular access is to be retained.

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4. Access

- a. The site has an existing access onto the A3 London Road. No waiting at any-time restrictions are in place to the north and south preventing on-street parking. The 'Zip' segregated bus lane commences a short distance to the south of the site. The A3 in this location is subject to a 30mph speed limit. In light of the speed limit and local context, Manual for Streets has been used as the starting point for considering the suitability of the access.
- b. The existing access takes the form of a crossover, approximately 4.5-4.8 metres wide. This width is sufficient to enable two opposing cars to pass, although the possibility of this occurring is low. The form and width of the existing access is considered adequate to serve the proposed dwellings.
- c. Given the posted speed limit, Manual for Streets would require visibility splays of 2.4 (X distance) by 41 (Y distance) metres. The site is bounded by a 1.8 metre wide footway along the A3 frontage. Given also the land under the control of the applicant, a 2.4 metre X distance is achievable. The alignment of the A3 enables visibility in excess of the 41 metres to the south to be achieved. To the north, vegetation partially restricts visibility. This vegetation is within the control of the applicant so can be cut back. Visibility to the north can achieve the necessary distance.
- d. The access road is to be provided as a shared surface, with pedestrians unsegregated from vehicular traffic. The access road will be low speed and lightly trafficked, so it is considered unnecessary in terms of safety to segregate pedestrians.
- e. Confirmation should be provided as to whether the existing gates are to be retained or removed.
- f. With some minor improvements, the existing access is considered adequate for the proposed development.

5. Parking

- a. Parking provision should be considered against the Residential Parking and Cycling Standard Supplementary Planning Document (2010). This prescribes in detail parking provision and layout requirements. The HBC Parking Standards allow for a reduced level of parking for sites within 800 metres walking distance of Waterlooville town centre. The development is approximately 450 metres from Waterlooville town centre. As such a reduced parking standard (of 1 to 2 parking spaces) could be applied. If this approach is to be applied, it is recommended that this is confirmed as acceptable with the Local Planning Authority.
- b. Allocated parking will be provided for the 10 standard parking bays (2.5m x 4.8m). Manoeuvres to/from each space has been assessed and is acceptable.

6. Servicing

- a. It's noted that there are no waiting and no loading at any-time restrictions along the east side of the A3. This restricts arrangements for servicing. Notwithstanding the restrictions, it is presumed that refuse collection is undertaken on highway as none of the existing dwellings have any specific provision.
- b. The on-site layout can accommodate servicing and turning for smaller delivery vehicles by way of a nominal turning area.

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7. Accessibility by Sustainable Modes

- a. The site is located a short distance south of Waterlooville. Consequently, there are a wide range of services that can be reached on foot or by cycle.
- b. The presence of the A3 Zip corridor and the bus services that use it provide a high frequency bus service southwards towards Havant (a weekday bus frequency of every 10 minutes) and Portsmouth (a weekday frequency of 4 buses per hour). Both Havant and Portsmouth can be reached within half an hour. Bus stops are located to the immediate north of the proposed development.
- c. The site is considered to be well located to promote and encourage the use of sustainable modes of transport in accordance with current transport policy.

8. Conclusion

- a. The proposed development is considered to comply with the appropriate highway design guidance and transport policies. This proposal is not anticipated to give rise to any safety or capacity impacts that could be considered severe.
- b. The visibility at the existing vehicular access is in accordance with DMRB guidance and therefore is suitable for the proposed development.
- c. Vehicle swept path assessments demonstrate that vehicles expected to use the site can turn and exit in a forward gear.
- d. Allocated parking manoeuvres to/from each space has been assessed and is deemed acceptable.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'M. Akmenkalns'.

Mark Akmenkalns
RGP Design Ltd

Encl. 001, 002 & 003