



Stuart Wilson
Wilson Designer Homes Ltd
PO Box 305
Waterlooville
Hampshire
PO7 9AR

15 January 2016
Our Ref: WDHL/15/D1070

Dear Mr Wilson,

RE: 193 - 195 LONDON ROAD, COWPLAIN, WATERLOOVILLE, PO8 8ER

1. Background

- a. Instructions were received from Wilson Designer Homes Ltd to prepare a highway appraisal for the development of a site at 193-195 London Road, Cowplain, Waterlooville, PO8 8ER.
- b. The appraisal has been prepared to support a new planning application for 3 No. new dwellings served by a shared use access, with off street parking bays and associated hard standing.
- c. 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 Highway Appraisal

- a. The site was visited on 28th October 2015 from 1400-1530. The weather was dry and sunny.
- b. The site was situated on the west edge of London Road (Public Highway) lying centrally with the urbanisation of Cowplain.
- c. The existing site comprised grassed gardens for both No.193 & No.195. The site was approximately 1200sqm (0.12ha) and opens out behind existing building No.193 & No.195.
- d. The site was accessible from London Road (Public Highway) via a standard dropped kerb and bitumen access which served No.195.
- e. There was an existing residential dwelling, No.193 which was located to the south of the site and has its own dropped kerb vehicular access.
- f. London Road was noted to be subject to a 30mph speed limit, indicated by the presence and spacing of existing street lighting columns.
- g. London Road was a single carriageway urban road running north-south fronting the site. The carriageway was in the order of 8.3m wide in vicinity of the site. London Road is understood to be a historic arterial through road (A3) and was de-classified following the construction of the A3 (M) motorway further east of the site.



- h. There was a footway on both sides of London Road; the east side was of the order of 2.2m width and the west side was of the order of 2.5m in vicinity of the site. The west was signed as a shared path.
- i. The horizontal alignment of London Road is straight across the site frontage.
- j. The vertical alignment was fairly flat which is verified by the topographical survey data and frequency of road gullies.
- k. The route was noted to benefit from street lighting and the road surface appeared to be in good condition. Road markings and waiting restrictions (both sides) were observed in vicinity of the site. There were no vehicles parked on either side of London Road during the site visit.
- l. In general London Road was kerbed both sides was noted to be drained via road gullies.

3. Visibility

- a. A self-drive speed assessment suggested that vehicle speeds are likely to be in the region of 30-35mph.
- b. Based on the guidance within Manual for Streets (MfS) '*a minimum X distance of 2m may be considered in some slow-speed situations when flows on the minor arm are low, but this value will mean that the front of some vehicles will protrude slightly into the running carriageway of the major arm, and many drivers will tend to cautiously nose out into traffic.*' An X distance of 2.4m is considered appropriate for this level of development.
- c. Based on the guidance with MfS 'The Y distance should be based on the recommended SSD values. However, based on the research referred to above, '*unless there is local evidence to the contrary, a reduction in visibility below recommended levels will not necessarily lead to a significant problem.*'
- d. Based on the guidance within MfS and applying the 30mph speed limit, sightlines (Y distance) of 43 metres (max) are required in both directions at the junction.
- e. Southbound: A 'Y' distance to the nearside channel in excess of 43m is achievable within the confines of the Public Highway boundary.
- f. Northbound: A 'Y' distance to the nearside channel in excess of 43m is achievable within the confines of the Public Highway boundary.
- g. It is noted that the maximum achievable visibility is well in excess of that required.
- h. In conclusion the visibility requirements are considered acceptable and achievable.

4. Refuse/Recycling Collection/Servicing

- a. It is understood that refuse vehicles serve the existing properties fronting London Road with kerb-side collections. Unless otherwise agreed with Havant Borough Council (HBC), refuse/recycling collections shall be made from a location within 30 metres of each dwelling for residents and within 15 metres of the carriageway for Refuse Collection Operatives in accordance with the guidelines outlined in Manual for Streets 1 and 2 as well as British Standard 5906:2005.
- b. Havant Borough Council (HBC), waste/refuse team were consulted and confirmed that many residents within London Road wheel their bins a significantly greater distance than those mentioned above to reach the carriageway/collection point. It is understood that strategy can be applied for this site also. Given the low intensity of development we consider there is not a requirement for a refuse vehicle to enter, turn and exit in a forward gear.



- c. With regards to servicing for emergency vehicles i.e. fire tender, and more frequent general deliveries e.g. supermarket home delivery vehicles, and parcel deliveries the same approach can therefore be applied. The superior sightlines and generous road widths in vicinity of the dropped kerb access provides the opportunity for such vehicles to reverse in enabling exit in a forward gear.

5. Vehicle Swept Path Analysis

- a. Vehicular access into the site will be from London Road.
- b. Allocated parking will be provided for the 3 No. dwellings. Manoeuvres to/from each space has been assessed and is deemed acceptable.
- c. Allocated parking will be provided for No.195. Manoeuvres to/from each space has been assessed and is deemed acceptable.

6. Proposed Junction & Access

- a. The new vehicular access will generally comprise a 4.8m wide road in order to allow two light vehicles to pass each other in accordance with Manual for Streets 1 and 2. The road width will narrow further in to the development to suit the site constraints.
- b. The first 18m length of access road shall be a minimum of 4.8m wide to allow for the passing of light vehicles at the junction. This width will be reduced to 3.6m for approximately 19m to pass the existing garage for No. 195. Thereafter a corridor width of the order of 4.4m will be provided.
- c. The type of junction: This will be a formal crossover comprising dropped kerbs forming a ramp across the shared footway.
- d. Footway provision: The proposed access is a shared space and therefore will not require a designated footway.
- e. Service margins: It is likely that most existing statutory services lay within the carriageway itself, although some telecoms were noted overhead. The west margins/verges along London Road were observed to be of a consistent width. With regards to the proposed site access, we recommend that a minimum 0.5m width both sides of the proposed access should be retained as service margins, preferably on the southern edge to minimise impacts on the root protection zones.
- f. TRO: There are existing waiting restrictions (both sides) observed in vicinity of the site which not will be affected by the development.
- g. Street Lighting: Unless the new access is offered for adoption there will be no material increase to the public highway corridor and therefore alterations or improvements to the existing street lighting is not required. HBC may require some low level lighting within the development.
- h. Signage: The proposed development will not require any additional highway signage, however a private road name plate is likely to be provided and shall be located wholly behind the visibility splay.

7. Summary

- a. The visibility at the new vehicular access is in accordance with Manual for Streets guidance for vehicular accesses and therefore the access is considered acceptable and suitable for the proposed development.
- b. The new vehicular access and light vehicle turning area corridor will be constructed to an adoptable standard.
- c. Vehicle swept path assessments demonstrate that vehicles expected to use the access can turn and exit in a forward gear.



- d. Allocated parking will be provided for the 3 No. dwellings. Manoeuvres to/from each space has been assessed and is deemed acceptable.
- e. Allocated parking will be provided for the No. 195. Manoeuvres to/from each space has been assessed and is deemed acceptable.
- f. The above observations and recommendations are subject to agreement with the Havant Borough Council highway officer.

Yours sincerely,

Mark Akmenkalns
RGP Design

Encl. SK01 & SK02