

TECHNICAL NOTE

Project No: ITB8002
Project Title: 46 Langstone Road, Havant
Title: Highways Statement
Ref: JCB/BT/ITB8002-001A TN
Date: 16 July 2012

i-Transport LLP
Grove House
Lutyens Close
Chineham Court
Basingstoke
Hampshire
RG24 8AG
Tel: 01256 338640
Fax: 01256 338644
www.i-transport.co.uk

1 INTRODUCTION

- 1.1 Mr and Mrs Snowdon-Darling have appointed i-Transport LLP to provide transport and highways advice in respect of a change of use application to allow the single story annex at 46 Langstone Road, Havant to be used to operate Balanced Wellness, a private Kinesiologist¹ clinic.
- 1.2 A planning application for the demolition of the existing house and garage on site and construction of a replacement two-storey 4-bed detached house, single storey annex and car port with store was permitted in February 2011 (Havant Borough Council planning application reference APP/11/00019). This dwelling has recently been completed and is now in occupation.
- 1.3 This application seeks to remove condition 15 of the original consent which states the annex shall only be used for purposes incidental to the enjoyment of the dwelling and as such shall not be used for any business, commercial or industrial purposes.
- 1.4 i-Transport has been commissioned to prepare a Highways Statement (TS) to accompany the planning application to vary condition 15 of the original consent. The TS concludes the vehicular access arrangements will be safe and acceptable and the proposed car parking provision is adequate and will not result in any overspill parking onto the local highway network.

2 EXISTING CONDITIONS

- 2.1 46 Langstone Road is located on the southern side of Langstone village, some 1km south of the A27. The property is situated on the western side of the carriageway.

¹ Kinesiology is the study of human and animal movement, performance, and function by applying the sciences of biomechanics, anatomy, physiology, psychology, and neuroscience. Applications of kinesiology in human health include the rehabilitation professions, such as physical and occupational therapy.

- 2.2 The replacement dwelling has recently been constructed on site and is currently occupied. The single-storey annex building is located immediately to the south of the new property. A simple vehicle crossover style driveway on the A3023 Langstone Road provides vehicular access to the existing property. The vehicular access is located on the eastern boundary of the site and is approximately 6.0m wide. It leads to an area of hard standing providing sufficient space for several parked vehicles.
- 2.3 The A3023 Langstone Road provides the principle route between the A27 and Hayling Island. It is subject to a 40mph speed limit in the vicinity of the site. There are no waiting at any time parking restrictions on both sides of the carriageway in the vicinity of the existing access. There are approximately 1.8m – 2.0m wide footways on both sides of the carriageway. These provide a continuous link to the residential areas in Langstone and towards Hayling Island, which are within reasonable walking and cycling distance of the property.
- 2.4 There are also bus stops located immediately to the north and south of the site, within one-two minutes walk of the property. Bus service no's 30/31, operated by Stagecoach, are the principal routes serving these bus stops, which provide a half-hourly service to/from Havant and the main residential areas on Hayling Island, including West Town, Beachlands, and Eastoke.
- 2.5 It is therefore possible for visitors to travel to the site by non-car modes of transport.

3 PROPOSAL TO VARY CONDITION

- 3.1 It is proposed to vary condition no. 15 of the original planning permission, which restricts the use of the annex associated with the dwelling to only be used for the purposes incidental to the enjoyment of the dwelling house and not for any business, commercial or industrial purposes.
- 3.2 The owner of 46 Langstone Road currently runs their own business, Balanced Wellness, from the annex building and retrospectively seeks to vary the condition to allow the business to continue to operate. The use is ancillary to main use of the dwelling. Balanced Wellness provides a private, bespoke Kinesiologist clinic offering alternative health treatments.
- 3.3 Until recently, Balanced Wellness operated from no. 40 Langstone Road, which is located approximately 85m further north, since 2008. Balanced Wellness operates between 1000 and 1930 from Monday to Saturday.

- 3.4 Balanced Wellness has two therapists – one who owns 46 Langstone Road and the other who lives elsewhere. Balanced Wellness has a maximum of six appointments per day on six days per week. Each therapist works for three days – there is only space for one appointment at a time. Balanced Wellness typically receives up to three deliveries per week, primarily comprising stationery and small health care products. On this basis, Balanced Wellness does not generate many vehicle movements – no more than 16 per day – equivalent to an average of one movement every 36 minutes during the working day.

4 ACCESS ARRANGEMENTS

- 4.1 The existing private driveway access serves the dwelling and the annex. It is proposed to upgrade and widen the existing access from approximately 4.0m in width to 6.0m in accordance with the 'Conditions Discharge' plan relating to the approved replacement dwelling scheme.
- 4.2 The A3023 Langstone Road is currently subject to a 40mph speed restriction in the vicinity of the site. Therefore, in order to provide a 'worst case' assessment of visibility provision, the guidance provided in Design Manual for Roads and Bridges (DMRB) (i.e. the statutory guidance for trunk roads) has been used. In all other respects the guidance set out in the Manual for Streets applies, as set out clearly in Table 1.1 of Manual for Streets 2 (September 2010).
- 4.3 DMRB states that for roads with vehicle speeds of 40mph, the visibility provision along the main road should be some 120m, i.e. a vehicle approaching along Langstone Road needs to see and be seen from an emerging vehicle at a distance of 120m.
- 4.4 Given it is a private driveway access serving a single dwelling with low traffic volumes, a 2.0m set back distance is considered appropriate and will encourage drivers to emerge more cautiously, in accordance with the guidance set out in the DfT's Manual for Streets.
- 4.5 i-Transport drawing no. ITB8002-GA-001, provided in Appendix A, demonstrates that the existing private driveway access arrangements provides visibility splays of 2.0m x 120m either within the highway or land under the applicant's control.

- 4.6 In addition, visibility splays of 2.4m x 120m to the left are achievable to the nearside channel line and a sight line of 2.4m x 120m can be achieved to the right with a 1.5m offset from the nearside kerb. This offset from the kerb line more accurately reflects the likely position of drivers of vehicles travelling northbound. Therefore, it is considered the existing access arrangements provide safe and acceptable visibility from the property onto Langstone Road.
- 4.7 Furthermore, Langstone Road is characterised by frequent direct frontage access on both sides of the carriageway in the vicinity of the property. It is understood there are no existing highway safety problem involving vehicles emerging from any private driveways along this route, which are all understood to operate perfectly safely.
- 4.8 The visibility provision at the existing driveway is significantly better than most of the existing driveways along Langstone Road, which operate without any safety problems, and on this basis, there will be no highway safety issues with a very slight intensification of one of the existing private driveways.

5 CAR PARKING PROVISION

- 5.1 A total of three off-street parking spaces have been provided to serve the replacement dwelling, in accordance with condition 11 of the planning consent (ref: APP/11/00019). This level of provision also accords with the maximum car parking requirements set out in Hampshire County Council's document 'Parking Strategy and Standards 2002' for a 4-bedroom dwelling.
- 5.2 In addition to the three spaces required for the residential dwelling, sufficient parking will also be provided to accommodate the operational needs of the private Kinesiologist clinic. There is sufficient area of hard standing to accommodate a minimum of three additional parked vehicles, including a car port, and a designated disabled/visitor space. The proposed car parking provision therefore provides adequate car parking on the worst case basis that one 'patient' will turn up before the previous 'patient's' treatment has finished, as well as accommodating the parking requirement for the therapist who lives off site. The proposed car parking provision will therefore not result in any overspill parking onto the local highway network.
- 5.3 i-Transport drawing no. ITB8002-GA-004 in Appendix B demonstrates that sufficient space is provided to enable a large car to safely manoeuvre into and out of the area of hard standing and leave the site in forward gear, independently of each of the other parked cars serving both the residential dwelling and the private Kinesiologist clinic.

- 5.4 The swept path analysis provided in i-Transport drawing no. ITB8002-GA-005 included in Appendix C also demonstrates that sufficient space is provided for a large delivery vehicle to enter the curtilage of the dwelling, turn within, and leave in forward gear.

6 TRAFFIC IMPACT

- 6.1 Balanced Wellness previously operated at no. 40 Langstone Road, some 85m further north of the site. This is the location of the owner of the business' previous place of residence and the family home. There will be thus no new vehicle movements on the local highway network.
- 6.2 As set out in Section 3 above, the business currently generates a maximum of 16 two-way vehicle trips over a 9½ hour period, spread evenly throughout the working day. This equates to less than two vehicle movements per hour on average. This very modest number of vehicle movements is not perceptible in comparison to the existing traffic flows on the A3023 Langstone Road and does not result in a material or adverse impact on the operation of the local highway network.

7 CONCLUSION

- 7.1 A replacement house and annex has recently been constructed at 46 Langstone Road, Havant (planning application reference APP/11/00019). Mr and Mrs Snowdon-Darling seek to vary condition no. 15 of the original consent to allow the single story annex to be used to operate Balanced Wellness, a private Kinesiologist clinic.
- 7.2 The main conclusions of the highways statement are that:
- The property is located in an accessible location, with a large potential residential catchment area within easy walking and cycling distance of the site, and is served by frequent bus services within a very short walk of the dwelling;
 - The existing private driveway access will provide safe and acceptable visibility from the site, appropriate for the vehicular traffic speeds and road conditions on Langstone Road and the low volumes of traffic generated by the single dwelling and annex;
 - A total of three off-street car parking spaces will be retained to serve the replacement dwelling in accordance with condition 11 of the original consent;

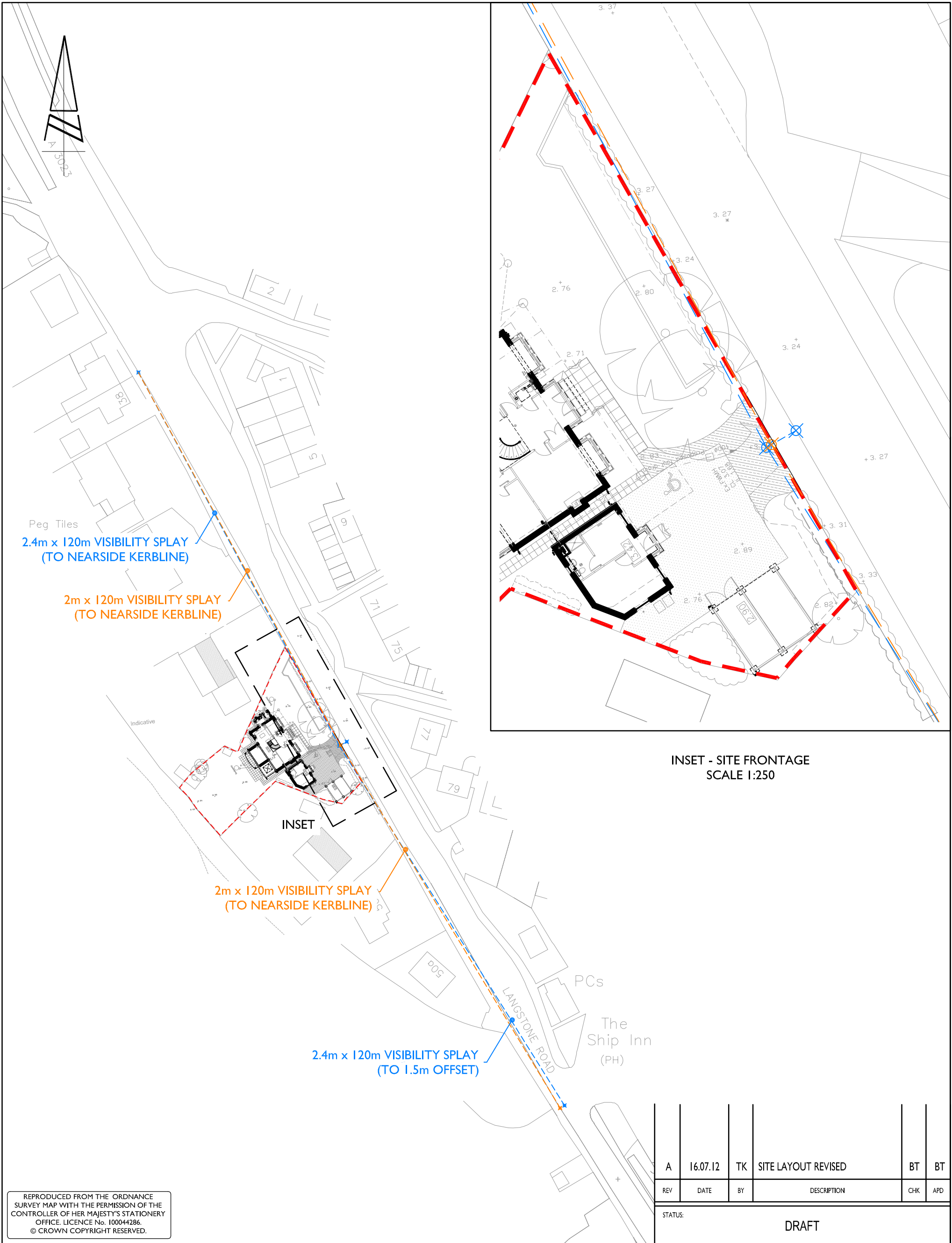
- There is a sufficient area of hard standing to accommodate a minimum of three additional parked vehicles to serve the private Kinesiologist clinic operating from the annex. The proposed car parking provision is adequate to accommodate the worst case parking demand from both patients and employees and therefore will not result in any overspill parking onto the local highway network; and
- There will be no intensification of the operation of the business as a result of the planning application. The vehicle movements previously occurred at no. 40 Langstone Road, some 85m further north of the site, and are not noticeable in comparison to the existing traffic flows on the A3023 Langstone Road. This will remain unchanged and there will be no increase in the potential vehicle movements on the A3023 Langstone Road as a result of the application.

7.3 Against this background, the proposal to vary condition 15 of the original consent is considered acceptable in transport terms. There will not be a noticeable traffic impact and certainly the residual cumulative impact of the proposal will not be severe.²

² Ref. paragraph 32 of the NPPF.

APPENDIX A

Existing Access Arrangements – Visibility Splays



INSET - SITE FRONTAGE
SCALE 1:250

REPRODUCED FROM THE ORDNANCE
SURVEY MAP WITH THE PERMISSION OF THE
CONTROLLER OF HER MAJESTY'S STATIONERY
OFFICE. LICENCE No. 100044286.
© CROWN COPYRIGHT RESERVED.

A	16.07.12	TK	SITE LAYOUT REVISED	BT	BT
REV	DATE	BY	DESCRIPTION	CHK	APD

STATUS: DRAFT					
---------------	--	--	--	--	--

SCALE @ A3: 1:1000	CHECKED: BT	APPROVED: BT
FILE REF: ITB8002-GA-001	DRAWN: TK	DATE: MAY 2012
DRAWING No: ITB8002-GA-001		
PROJECT No: ITB8002		REV: A



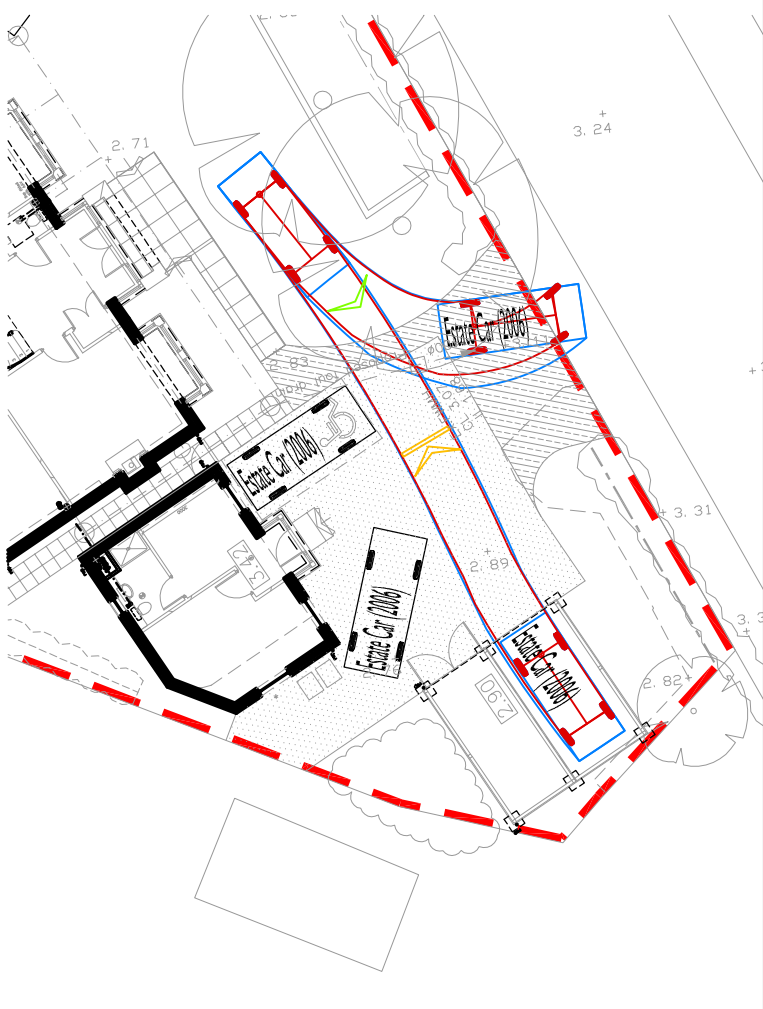
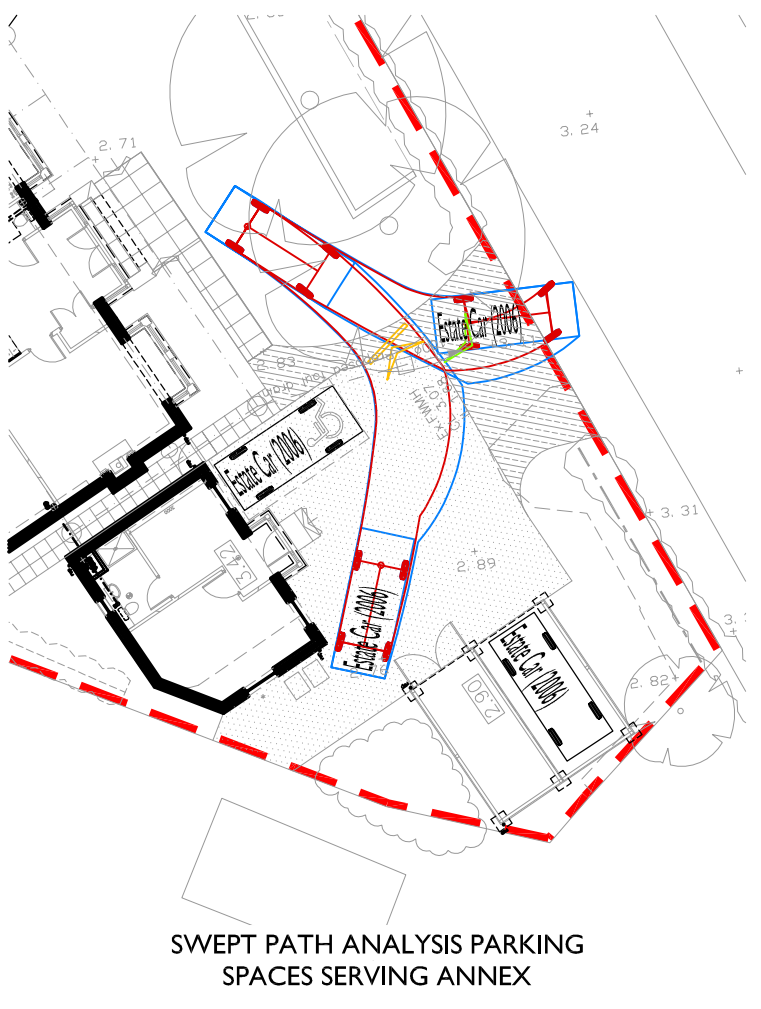
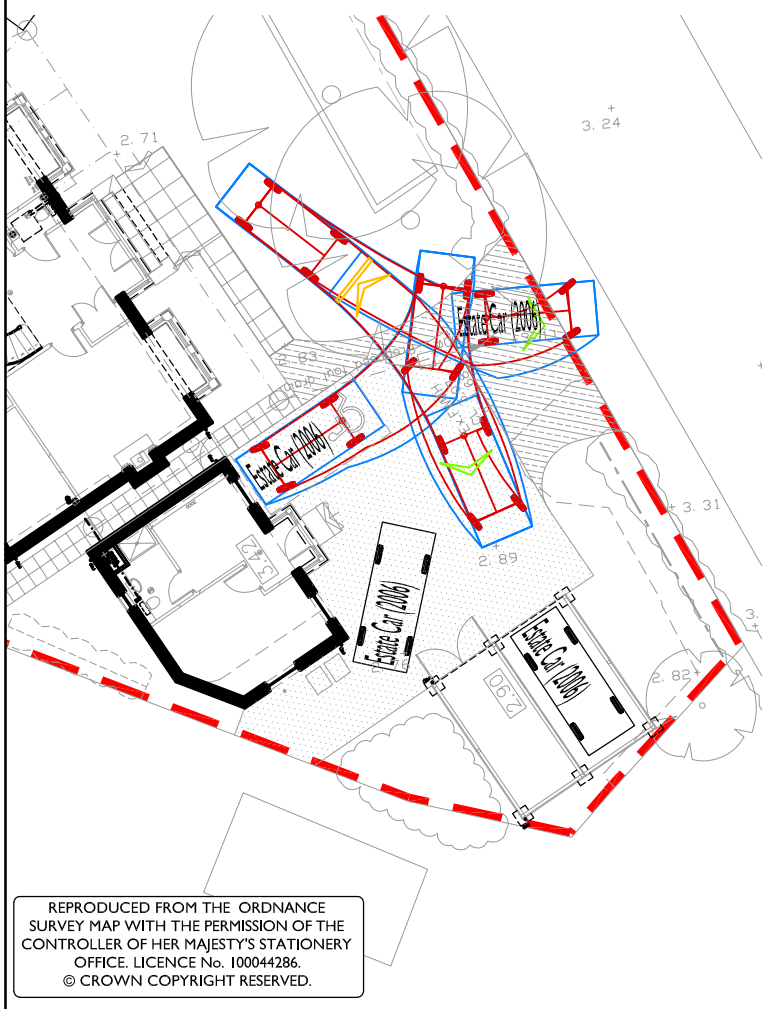
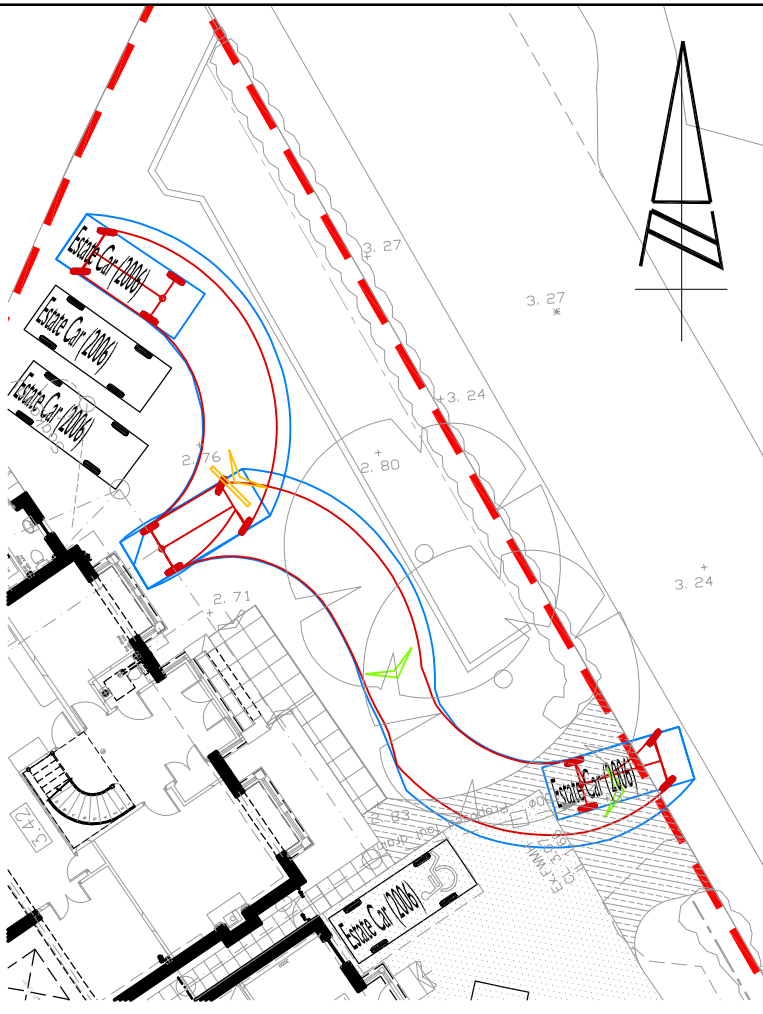
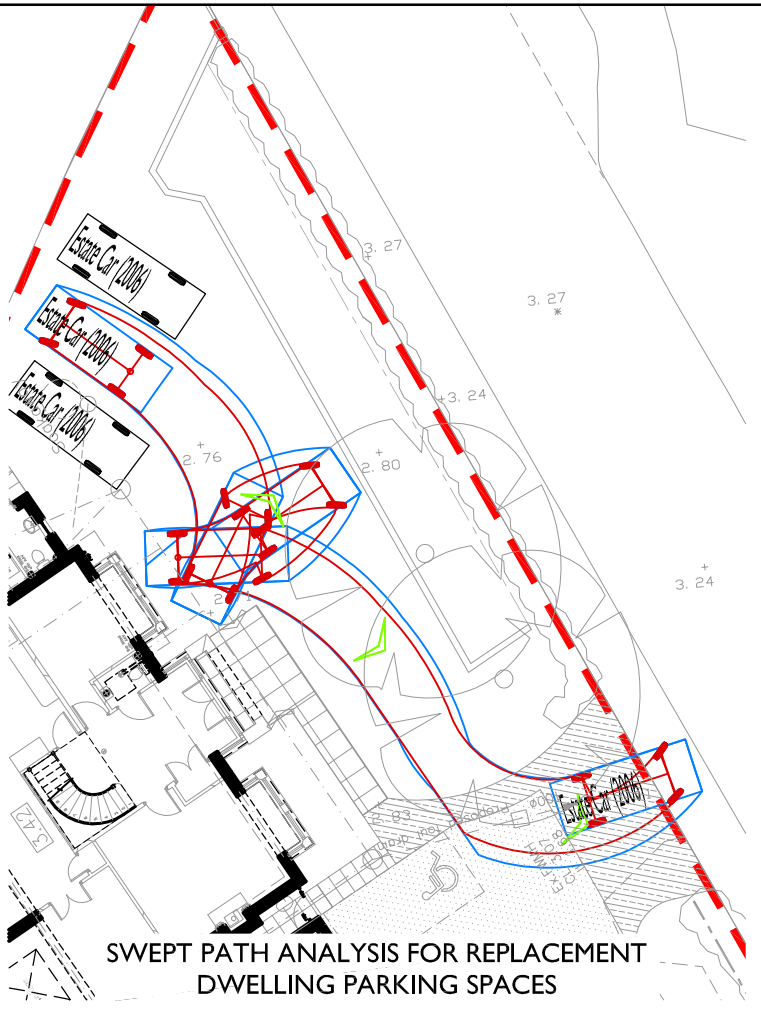
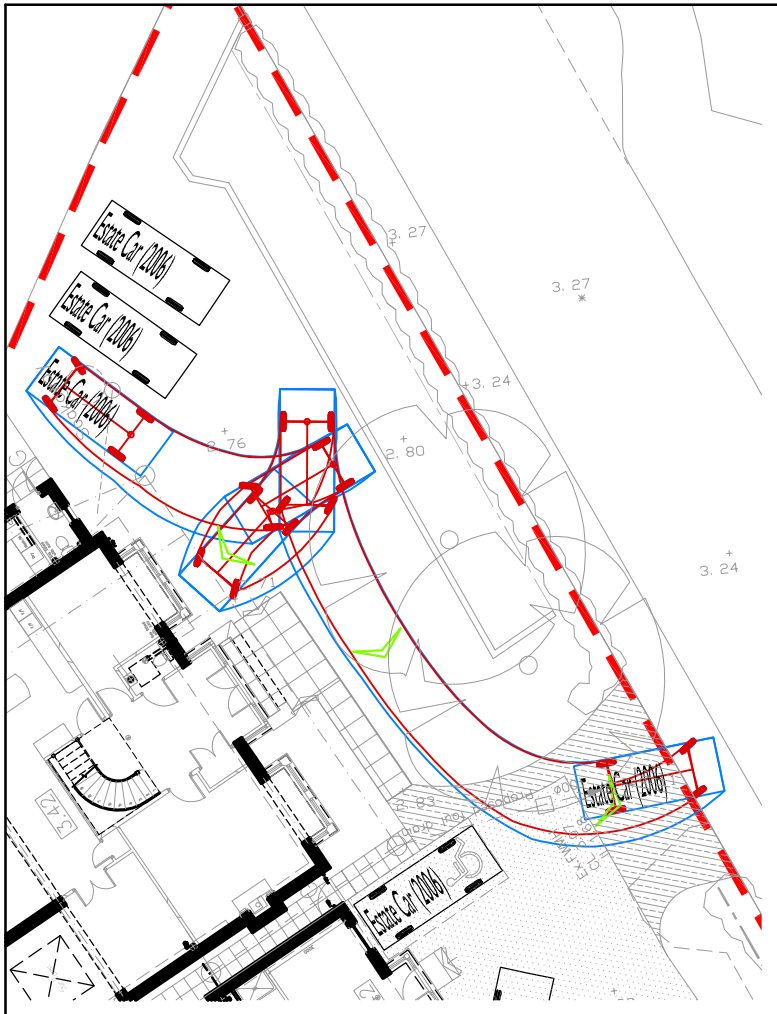
Grove House, Lutyens Close, Chineham
Basingstoke, Hampshire, RG24 8AG
www.i-transport.co.uk

Tel: 01256 338640
Fax: 01256 338644

TITLE:	EXISTING ACCESS ARRANGEMENTS (INCLUDING MINOR IMPROVEMENTS) - VISIBILITY SPLAYS
PROJECT:	46 LANGSTONE ROAD, HAVANT
CLIENT:	MR & MRS SNOWDON - DARLING

APPENDIX B

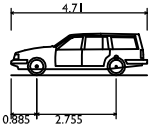
Replacement Dwelling and Annex – Proposed Parking Arrangements: Swept Path Analysis



REPRODUCED FROM THE ORDNANCE
SURVEY MAP WITH THE PERMISSION OF THE
CONTROLLER OF HER MAJESTY'S STATIONERY
OFFICE. LICENCE No. 100044286.
© CROWN COPYRIGHT RESERVED.

SWEPT PATH ANALYSIS PARKING
SPACES SERVING ANNEX

KEY
SITE BOUNDARY



Estate Car (2006)
Overall Length 4.710m
Overall Width 1.804m
Overall Body Height 1.442m
Min Body Ground Clearance 0.207m
Max Track Width 1.756m
Lock to Lock Time 4.00 sec
Kerb to Kerb Turning Radius 5.950m

A	16.07.12	TK	SITE LAYOUT REVISED	BT	BT
REV	DATE	BY	DESCRIPTION	CHK	APD

STATUS:
DRAFT



Grove House, Lutyens Close, Chineham
Basingstoke, Hampshire, RG24 8AG
Tel: 01256 338640
Fax: 01256 338644
www.i-transport.co.uk

TITLE:
REPLACEMENT DWELLING AND ANNEX -
PROPOSED PARKING ARRANGEMENTS
SWEPT PATH ANALYSIS - ESTATE CAR

PROJECT:
46 LANGSTONE ROAD, HAVANT

CLIENT:
MR AND MRS SNOWDON - DARLING

SCALE @ A3: 1:250	CHECKED: BT	APPROVED: BT
FILE REF: ITB8002-GA-004	DRAWN: TK	DATE: MAY 2012

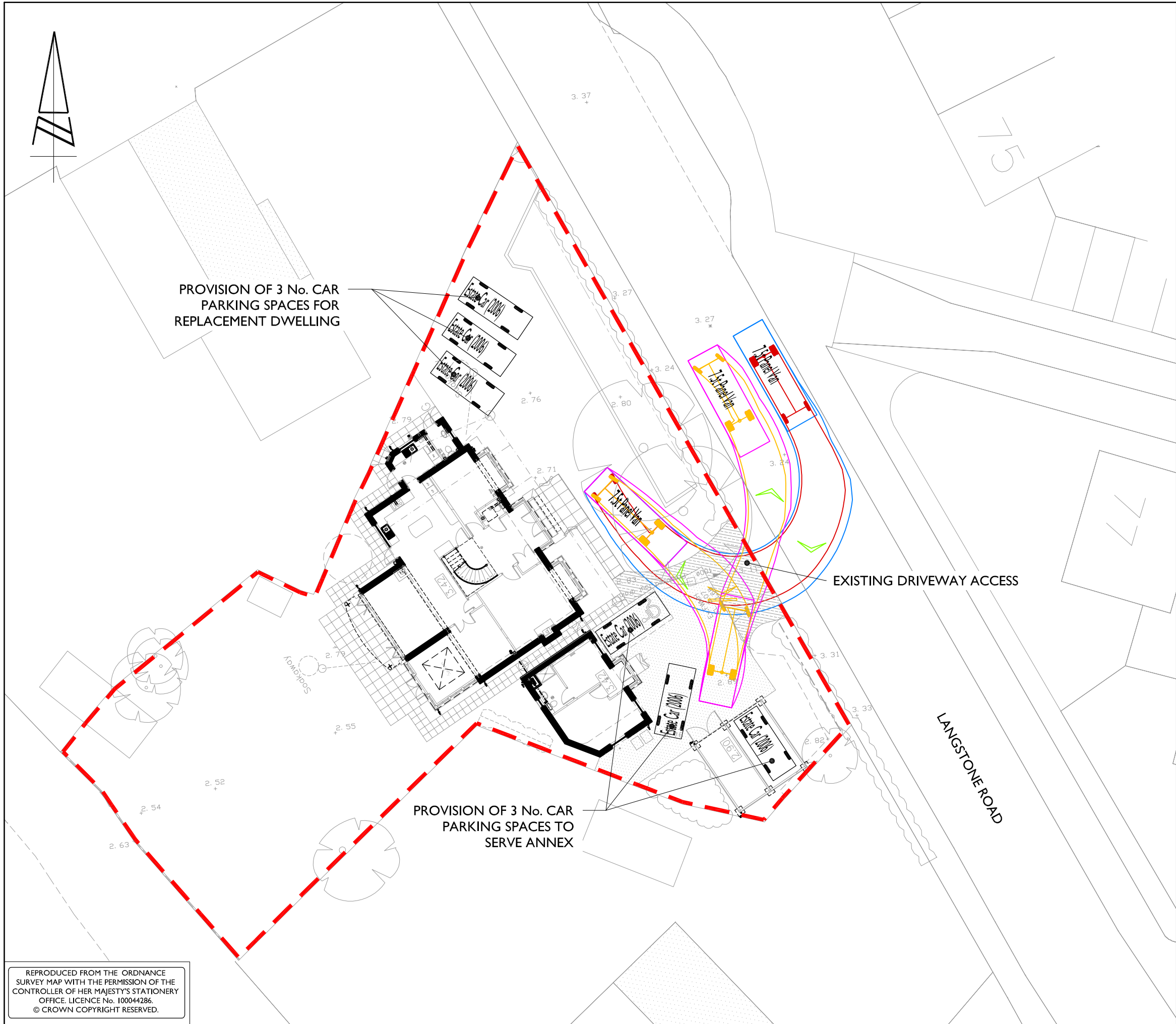
DRAWING No:
ITB8002-GA-004

PROJECT No:
ITB8002

REV:
A

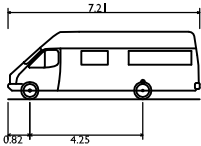
APPENDIX C

Replacement Dwelling and Annex: Swept Path Analysis – Delivery Vehicle



KEY

— SITE BOUNDARY



7.5t Panel Van
Overall Length 7.210m
Overall Width 2.192m
Overall Body Height 2.544m
Min Body Ground Clearance 0.316m
Track Width 1.865m
Lock to Lock Time 4.00 sec
Kerb to Kerb Turning Radius 7.400m

A	16.07.12	TK	SITE LAYOUT REVISED	BT	BT
REV	DATE	BY	DESCRIPTION	CHK	APD

STATUS: DRAFT



Grove House, Lutyens Close, Chineham
Basingstoke, Hampshire, RG24 8AG
Tel: 01256 338640
Fax: 01256 338644
www.i-transport.co.uk

TITLE:

REPLACEMENT DWELLING AND ANNEX -
SWEPT PATH ANALYSIS - DELIVERY VEHICLE

PROJECT:

46 LANGSTONE ROAD, HAVANT

CLIENT:

MR AND MRS SNOWDON - DARLING

SCALE @ A3: 1:250
CHECKED: BT
APPROVED: BT

FILE REF: ITB8002-GA-005
DRAWN: TK
DATE: MAY 2012

DRAWING No: ITB8002-GA-005

PROJECT No: ITB8002
REV: A