



Jaye Ford
Jaye Ford Architecture
Manleys
Manleys Hill
Storrington
West Sussex
RH20 4BT

02 November 2016
Our Ref: FORD/15/1020/R1/A

Dear Jaye,

RE: 11 BOUND LANE, HAYLING ISLAND, PO11 9HU

1. Background

- a. Instructions were received from Mrs Jaye Ford to prepare a highway appraisal for the development of a site at 11 Bound Lane, Hayling Island, PO11 9HU.
- b. The appraisal has been prepared to support a new planning application for 10 No. new residential dwellings (mixed) 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 25th August 2015 from 11.00am-12.00pm. The weather was overcast/rainy.
- b. The site was situated just beyond the eastern edge of Bound Lane within the mid-southern urbanisation of South Hayling Island known locally as Mengham.
- c. The existing site comprised part of an open arable field of approximately 7000sqm (0.70ha) with the east boundary adjoining Bound Lane (Public Highway). The east boundary is a 'living boundary' comprising trees and hedgerow.
- d. There was an existing residential dwelling, No.11 'Tedstone' within the north-west corner of the site. This was noted as being accessible off Bound Lane.
- e. Bound Lane was noted to be subject to a 30mph speed limit, due to the presence and spacing of existing street lighting columns.
- f. Bound Lane was a single carriageway semi-rural road running north-south fronting the site. The carriageway widths vary and are of the order of 4.1m - 4.7m in vicinity of the site. Bound Lane is understood to have been historically a narrow county lane edged densely with trees and hedges.
- g. There were no footways on either side of Bound Lane for the majority of its length. Pedestrians must share the carriageway with vehicles.

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- h. The horizontal alignment of Bound Lane was fairly straight across the site frontage. Approximately 70m south of the proposed access, Bound Lane curved slightly to the east.
- i. The vertical alignment was fairly flat which is verified by the topographical survey data and frequency of road gullies.
- j. The route was noted to benefit from street lighting and the road surface and road markings appeared to be in good condition. There was a double yellow lines waiting restriction applied to both channels for the entire length of Bound Lane. This appeared to be an enforceable traffic regulation order due to the presence of supporting signage thus parking abuse was anticipated to be low risk (the presence of a traffic regulation order was not been verified). There were no vehicles parked on Bound Lane during the site visit.
- k. In general Bound Lane was unkerbed with an 'over the edge' drainage approach, however along the site the frontage the carriageway was noted to be drained via road gullies on the site side. A ditch was present along part of the length of Bound Lane, running parallel to the western channel.
- l. It was noted that there are other recent "backland" developments served off Bound Lane.

3. Visibility

- a. It was evident that the aforementioned factors provide a natural traffic calming effect and deliberately restrict two vehicles passing along parts of the road. For this reason traffic speeds anticipated to be very low. A self-drive speed test confirms this is likely to be in the region of 15-20mph.
- 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 20mph speed limit (worst case), sightlines (Y distance) of 25 metres (max) are required in both directions at the junction.
- e. Southbound: The existing hedgerow was set back from the trafficked channel (service margin) and being a living boundary will dictate the available visibility splay. Part of the hedgerow will need to be removed with the remainder trimmed back seasonally so that suitable visibility southbound can be maintained. A 'Y' distance to the nearside channel in excess of 25m is achievable.
- f. Northbound: The existing hedgerow was set back from the trafficked channel (service margin) and being a living boundary will dictate the available visibility splay. Part of the hedgerow and planting to the frontage of No.11 will need to be removed with the remainder trimmed back seasonally so that suitable visibility southbound can be maintained. A 'Y' distance to the nearside channel in excess of 25m is achievable.
- g. 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, including those that are set back, from Bound Lane. 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 Bound Lane wheel their bins a significantly greater distance than those mentioned above to reach the carriageway/collection point. It is understood that due to the narrow nature of Bound Lane the 26 tonne Mercedes refuse vehicle used by HBC simply cannot access many properties thus a nominal departure from the British Standard has been accepted and can be applied for this site also. However given the level of development exceed 5 No. dwelling we consider this dictates a requirement for a refuse vehicle to enter, turn and exit in a forward gear.
- c. Providing access and turning facilities for a refuse vehicle also satisfies the access requirements for infrequent emergency vehicles i.e. fire tender, and more frequent general deliveries e.g. supermarket home delivery vehicle, and parcel deliveries.

5. Vehicle Swept Path Analysis

- a. Vehicular access into the site will be from Bound Lane and the geometry of the junction is dictated in part by a requirement for a refuse vehicle (worst case scenario) to enter, turn and exit in a forward gear.
- b. Allocated parking provision will be provided for the 10 No. dwellings. Manoeuvres to/from each space has been assessed and is deemed acceptable.
- c. The proposal will also include sufficient turning space for resident's vehicles. The proposal will remove the existing requirement for vehicles to reverse onto or off of the private access.

6. Proposed Junction & Access

- a. The new vehicular access will generally comprise a minimum 4.1m wide road in order to allow two light vehicles to pass each other in accordance with Manual for Streets 1 and 2. The access and turning head facility will be constructed to an adoptable standard in order to cater for a 26 tonnes refuse vehicle (approx. 11m length x 2.5m width).
- b. The first 10m length of access road shall be a minimum of 5.5m wide to allow for the passing of light vehicles at the junction. This will also aid the larger refuse vehicle manoeuvre.
- c. In order to cater for refuse vehicle manoeuvres it will be necessary to provide nominal carriageway tapers at the junction with Bound Lane. In order to achieve this part of the boundary hedge will need to be removed however this will be kept to a minimum to mitigate the erosion of mature hedgerows.
- d. The type of junction: This will be dependent on the views of the HBC highway officer and also if the applicant wishes to offer the road for adoption to become public highway. There are two options as follows:
 - i. Bellmouth – Traditional full height kerbs forming a radius tie-in to the existing carriageway edge.
 - ii. Crossover – Flush/nominal kerb/edgings forming a radius or splayed finish.

It is noted that most of the existing accesses along Bound Lane are formed with a simple crossover giving a more rural feel. We would recommend the crossover option for this development to maintain the existing character and convey a more private feel which is likely to deter other traffic use and/or parking abuse.

- e. Footway provision: As mentioned above there were no footways along Bound Lane at the site frontage. We recommend that the access is a shared space and therefore will not require a designated footway however should the road be offered for adoption HBC may request a 1.8m footway along one side. Space exists on the site for this.
- f. Service margins: The existing margins/verges within Bound Lane were observed to be of a negligible and varying width therefore it is likely that most existing statutory services lay within the carriageway itself,



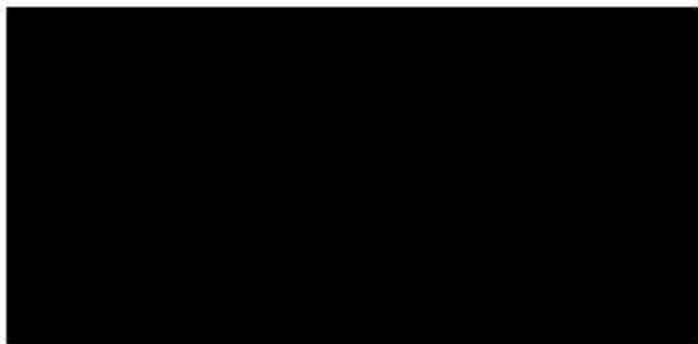
although some telecoms were noted overhead. With regards to the proposed site access, we recommend that a minimum 0.5m width both sides of the proposed carriageway should be retained as service margins; if the road be offered for adoption HBC may request 1.0m wide service margins.

- g. TRO: It is recommended that the existing waiting restrictions are re-applied at the new junction arrangement with the existing corresponding signs retained.
- h. 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.
- i. 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, tapers and turning head facility will be constructed to an adoptable standard.
- c. Track swept paths demonstrate that vehicular access for a refuse vehicle is provided and the vehicle can enter the site, turn and exit in a forward gear.
- d. Allocated parking provision will be provided for the 10 No. dwellings. Manoeuvres to/from each space has been assessed and is deemed acceptable.
- e. The above observations and recommendations are subject to agreement with the Havant Borough Council highway officer.

Yours sincerely,



Mark Akmenkalns
RGP Design
South Coast Office

Encl. SK01, SK02, SK03 & SK04