



Nick Culhane
Highway Consultant

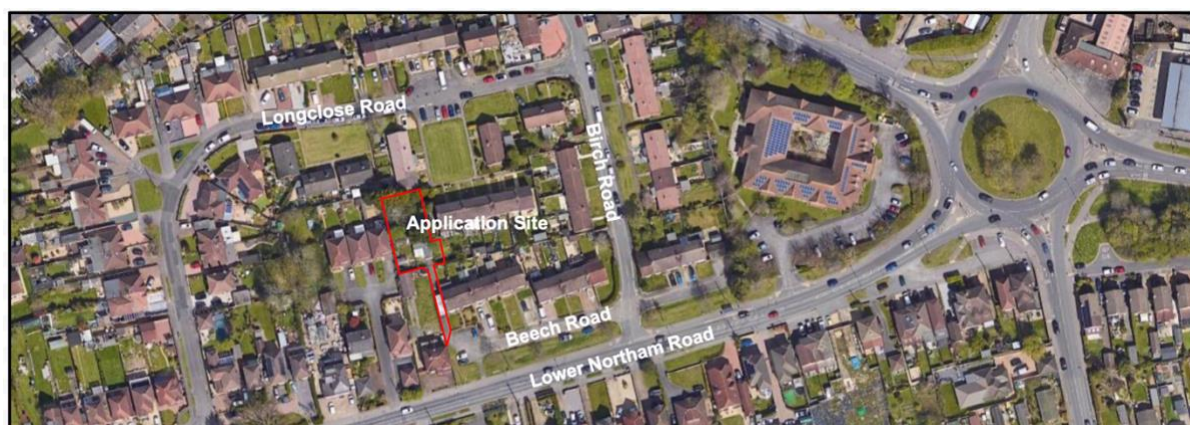
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Erection of Two Detached Dwellings with Associated Access and Parking Land to the Rear of 1 Beech Road Hedge End SO30 4FY

Introduction

This Highway Technical Note has been commissioned by S&S Properties (Southern) Ltd in support of a planning application submission to Eastleigh Borough Council as Local Planning Authority (LPA) for two detached dwellings on land to the rear of 1 Beech Road, Hedge End. The location of the site is shown below.



The site lies to the north of Beech Road, an unclassified residential cul de sac with the identification number U523. The road is urban in character having a Macadam carriageway with a pedestrian footway on its northern side. It also benefits from street lighting.

To the east Beech Road forms a priority junction with Birch Road, which immediately to the south forms another priority junction with Lower Northam Road (B3033). Lower Northam Road to the west leads to Hedge End Village Centre whilst to the east the road forms part of the Maypole Roundabout junction, which leads to the wider strategic highway network.

The application site lies to the rear of 1 Beech Road, which is an end of terrace dwelling to the extreme west of the cul de sac. The site currently benefits from a vehicular access along the western boundary that services car parking in the form of a driveway and car port.

Proposed Development

This application seeks to provide a pair of detached three-bedroom dwellings with associated parking on land to the rear of 1 Beech Road, (the host dwelling).

Access to the new dwellings will be taken from the existing access along the western boundary which takes the form of a simple crossover onto Beech Road. The details of proposals are shown on drawing numbered 457_08 included as [Appendix 1](#) to this Note.

Highway Implications

The Local Highway Authority is Hampshire County Council, who have issued Standing Advice to the LPAs within The County.

The consultation process for planning applications is governed by the Town and Country Planning (Development Management Procedure) Order (TCPO) 2015 ('the Order').

LPA's must consult Hampshire County Council as LHA by using the criteria set out in the Order where development: -

- Is likely to result in a material increase in the volume or a material change in the character of traffic entering or leaving a classified road or proposed highway;
- Is likely to prejudice the improvement or construction of a classified road or proposed highway;
- Involves the formation, laying out or alteration of any means of access to a highway;
- Involves the constructions of a highway or private means of access to premises affording access to a road in relation to which a toll order is in force;
- Includes the laying out or construction of a new street (*Schedule 4 of the Order*)

The Order also sets out in Section 18 (1) (C) that the local planning authority is not required to consult with an authority where that authority has advised that they do not wish to be consulted. Section 18 (1) (D) sets out that where development is the subject to standing advice, consultation with that authority is not required either.

For residential development creating from 1 to 5 new dwellings, the LHA only wishes to be directly consulted where the development proposals will be accessed directly from an A, B, or C classification of road.

For any other residential development of this scale, the LHA's 'standing advice' applies (S 18 (1) (d) of the Order). For the avoidance of doubt, this will apply to residential development of 1 to 5 new dwellings, where the site is accessed from an unclassified road.

In this case, the site is to be taken from an existing access that forms a junction with an unclassified road. In view of this, Standing Advice would apply, and HCC as LHA would not wish to be consulted.

Parking and Turning

To accord with Eastleigh Borough Councils adopted car parking standards, a 3-bedroom dwelling in this location would require 2 on-site car parking spaces. As the access road is to be shared by the dwellings, the LHA suggest that a turning area is provided to enable cars to be turned within the site so as to enter and leave the highway in forward gear.

Drawing numbered NJC-001 is included as [Appendix 2](#) to this Note which shows the new dwellings and its associated car parking. The site also includes a turning area which allows for a large car (4.86m) to be turned, so as to leave in forward gear.

Two parking spaces are provided for the host dwelling to the front of the property, similar to numbers 3,6,7 and 10 Beech Road.

Secure and undercover cycle parking is to be provided within bespoke sheds located within the rear accessible gardens. In this regard, the development fully accords with EBC parking requirements and the HCC Standing advice.

Traffic Impact

In order to determine the likely traffic impact that the 5 dwellings would generate, the TRICS database v7.10.4 has been interrogated. In selecting suitable comparison sites, the following criteria has been used.

- Use Class 'Residential' and sub-category 'Houses Privately Owned';
- Sites in England and Wales (excluding Greater London);
- Detached Dwellings Only
- Parameter of 10 - 49 dwellings;
- Excluding surveys conducted during Covid-19 lockdown restrictions;
- Weekday surveys only; and
- Edge of Town and Suburban locations only.

The results of the TRICS assessment are shown within the table below, whilst the TRICS data is included as [Appendix 3](#) to this Note.

1 Beech Road - TRICS data									
Mode	AM Peak (0800 – 0900)			AM Peak (1700 – 1800)			Daily		
	Arrival	Depart	2-Way	Arrival	Depart	2-Way	Arrival	Depart	2-Way
Vehicles	0.122	0.360	0.482	0.342	0.239	0.581	2.635	2.716	5.351
Traffic Based on 2 Dwellings									
Vehicles	0.24 (0)	0.72 (1)	1	0.68 (1)	0.48 (0)	1	5	5	10

From the above, it can be seen that the development is likely to generate just 1 movement in each of the AM and PM peak periods and a total of around 10 two-way vehicular movements. Such a minimal increase is not considered to have any material impact on the surrounding highway network.

Servicing

At present all servicing for the properties in Beech Road takes place from the kerb side and this situation will continue with the two new dwellings. The site is located at the end of the cul de sac where adequate turning space exists for a Transit type van, the most frequent sized vehicle that currently services Beech Road.

With regard to refuse collection, it is understood that currently the refuse freighter reverses into Beech Road from Birch Road. The site makes provision for the storage of waste bins to the side of each dwelling, and these will be presented on the highway verge on the western boundary adjacent to the turning head on collection day.

Summary and Conclusion

This Highway Technical Note has been commissioned to support a planning application for two detached dwellings to be served from an existing access onto an unclassified road at 1 Beech Road, Hedge End.

The site makes adequate provision for car parking and turning areas in accordance with the LPA's adopted standards.

The LHA has issued Standing Advice to the LPA where it says:

"If the local planning authority is satisfied that the application is in accordance with the Standing Advice, then it can conclude that there are no highway reasons to refuse the application."

In this case, the development fully complies with the Standing Advice, therefore the application is acceptable from a highway point of view.

Nick Culhane February 2024

Appendix 1

Proposed Site Plan



Design
& Planning

ARCHITECTURAL
SERVICES

02380 900950
07718 918619
john@jdesign.ltd
www.jdesign.ltd

Woodview Studio
78 Pitmore Road
Allbrook
Hampshire
SO50 4LW

IMPORTANT NOTES

IT IS THE SOLE RESPONSIBILITY OF THE BUILDING OWNER TO COMPLY WITH THE PARTY WALL ACT 1996.

IT IS THE SOLE RESPONSIBILITY OF THE BUILDING OWNER TO DRAW UP ALL LEGAL AGREEMENTS WITH ADJOINING PROPERTY OWNERS TO COVER THE OVER HANGING OF ANY FASCIAS, GUTTERING, FOUNDATIONS OR ANY PART OF THE BUILDING. J DESIGN & PLANNING LTD MAY NOT BE HELD RESPONSIBLE IN ANY WAY FOR ANY LEGAL COSTS OR OTHER COSTS INCURRED THROUGH NEIGHBOURHOOD DISPUTES.

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BUILDING REGULATION DRAWINGS

DRAWINGS TO BE READ IN CONJUNCTION WITH STRUCTURAL ENGINEER'S DETAILS UNDER SEPARATE COVER. ALL STRUCTURAL ELEMENTS INDICATIVE IN APPEARANCE ONLY. REFER TO STRUCTURAL ENGINEER'S REPORT FOR DETAIL & DESIGN OF STRUCTURAL ELEMENTS AND CONNECTIONS. CONTRACTOR TO DETERMINE INSTALLATION HEIGHTS OF BEAMS & PADSTONES ON SITE AS REQUIRED.

ALL SETTING OUT DIMENSIONS TO BE CHECKED ON SITE BY CONTRACTOR PRIOR TO STARTING WORK.

SPECIFICATIONS SUBJECT TO CHANGE UNTIL BUILDING REGULATION 'FULL PLANS' APPROVAL HAS BEEN ISSUED.

WORK CARRIED OUT PRIOR TO RECEIPT OF BUILDING REGULATION 'FULL PLANS' APPROVAL AT CLIENT'S OWN RISK.

CLIENT TO CONTACT SOUTHERN WATER TO ESTABLISH ANY POTENTIAL SEWERS WITHIN OR CLOSE TO THE SITE BOUNDARIES AND TO ACCURATELY LOCATE MAINS SEWER POSITIONS, DEPTHS AND DIAMETERS, PRIOR TO ANY WORK COMMENCING ON SITE.

FOLLOWING BUILDING CONTROL 'FULL PLANS' APPROVAL (INCLUDING CONDITIONAL APPROVAL) ALL RESPONSIBILITIES IN RELATION TO 'Construction (Design and Management) Regulations 2015 (CDM 2015)' ARE DEEMED TO BE PASSED TO THE PRINCIPAL CONTRACTOR APPOINTED BY THE CLIENT. J DESIGN & PLANNING LTD CANNOT BE HELD RESPONSIBLE THEREAFTER FOR ANY FAILURE OF THE CONTRACTOR TO ABIDE BY THE REGULATIONS.

CLIENT

S & S Properties (Southern) Ltd.

PROJECT

1 Beech Road,
Hedge End,
Eastleigh,
Hampshire,
SO30 4FY.

STAGE

Stage 3 - Planning

DRAWING

Location & Site Layout

DRAWING NUMBER

457_08

DATE

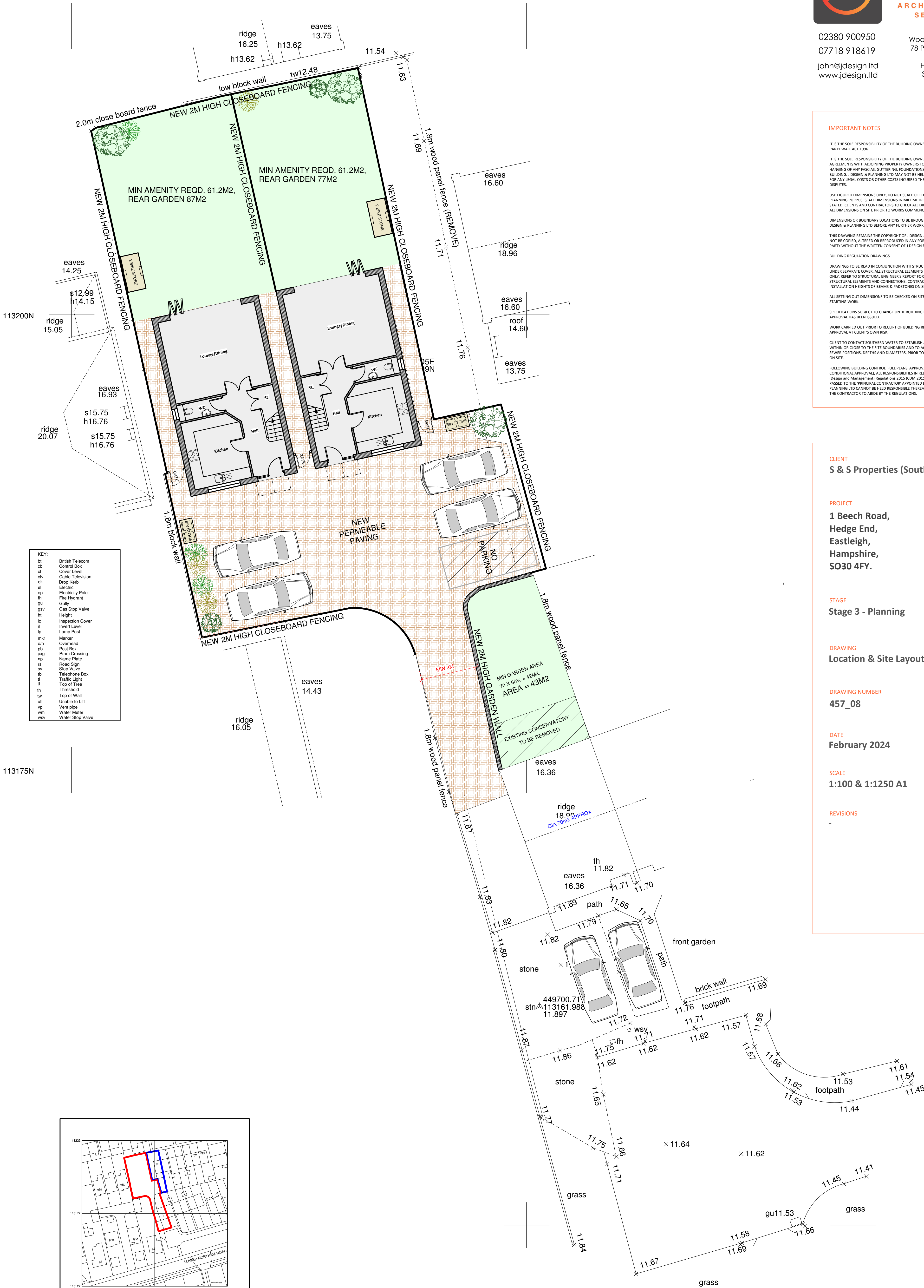
February 2024

SCALE

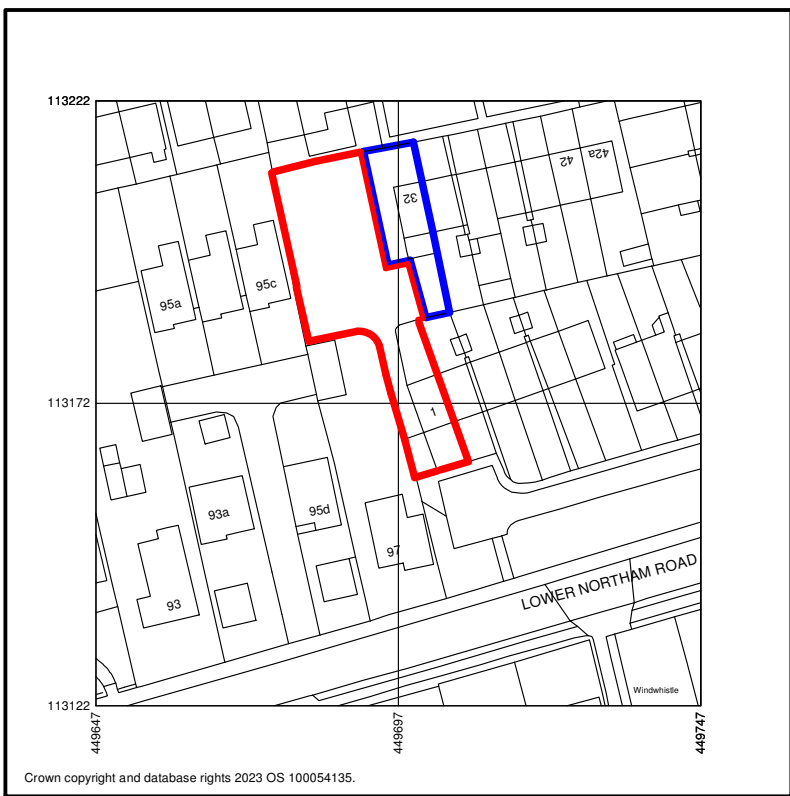
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REVISIONS

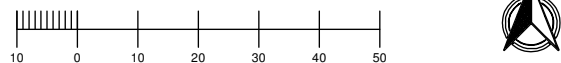
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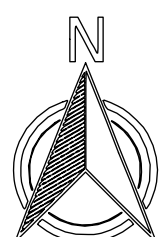
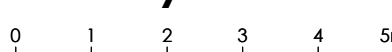
KEY:	
bt	British Telecom
cb	Control Box
cl	Cover Level
ctv	Cable Television
dk	Drop Kerb
el	Electric
ep	Electricity Pole
fh	Fire Hydrant
gu	Gully
gv	Gas Stop Valve
ht	Height
ic	Inspection Cover
il	Invert Level
lp	Lamp Post
mkr	Marker
oh	Overhead
pb	Post Box
pcg	Pavement Crossing
np	Name Plate
rs	Road Sign
sv	Stop Valve
tb	Telephone Box
tl	Traffic Light
tt	Top of Tree
th	Threshold
tw	Top of Wall
utl	Unable to Lift
vp	Vent pipe
wm	Water Meter
wsv	Water Stop Valve



Location Plan 1:1250



Site Layout 1:100

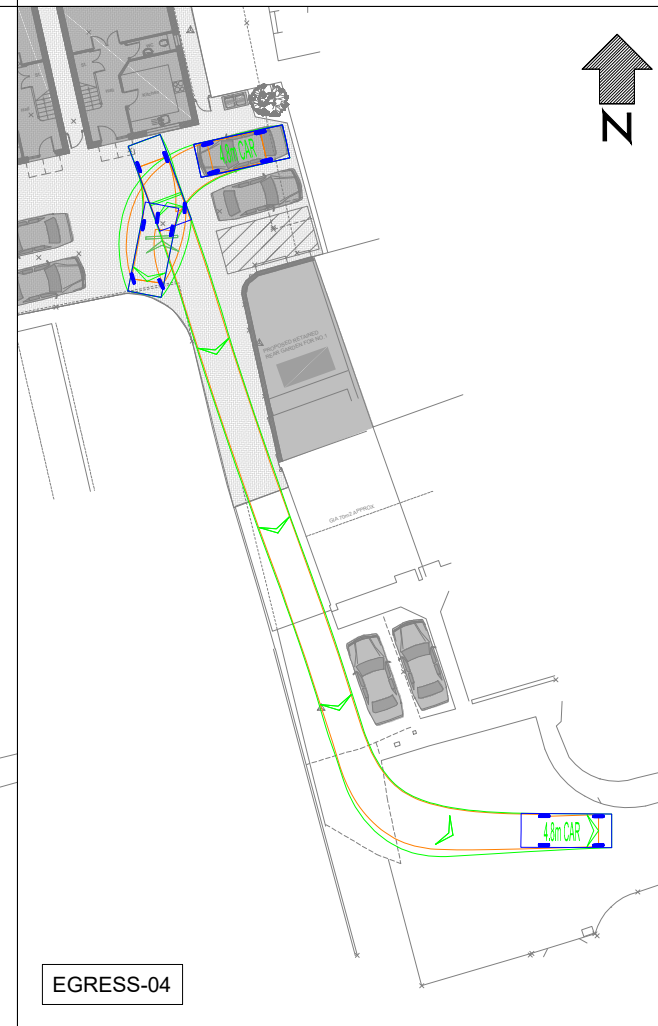
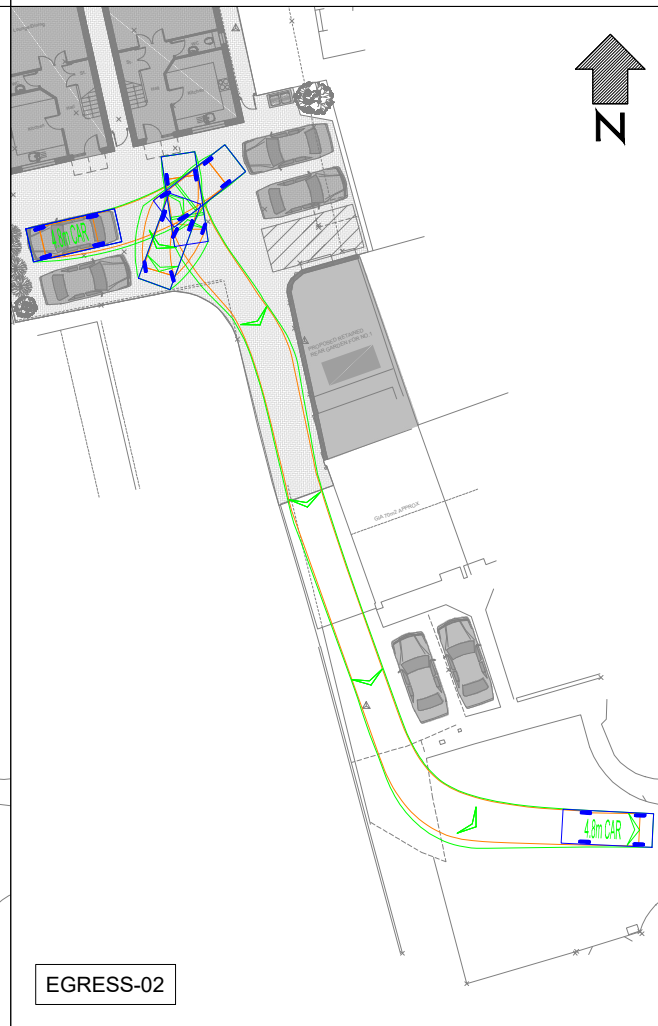
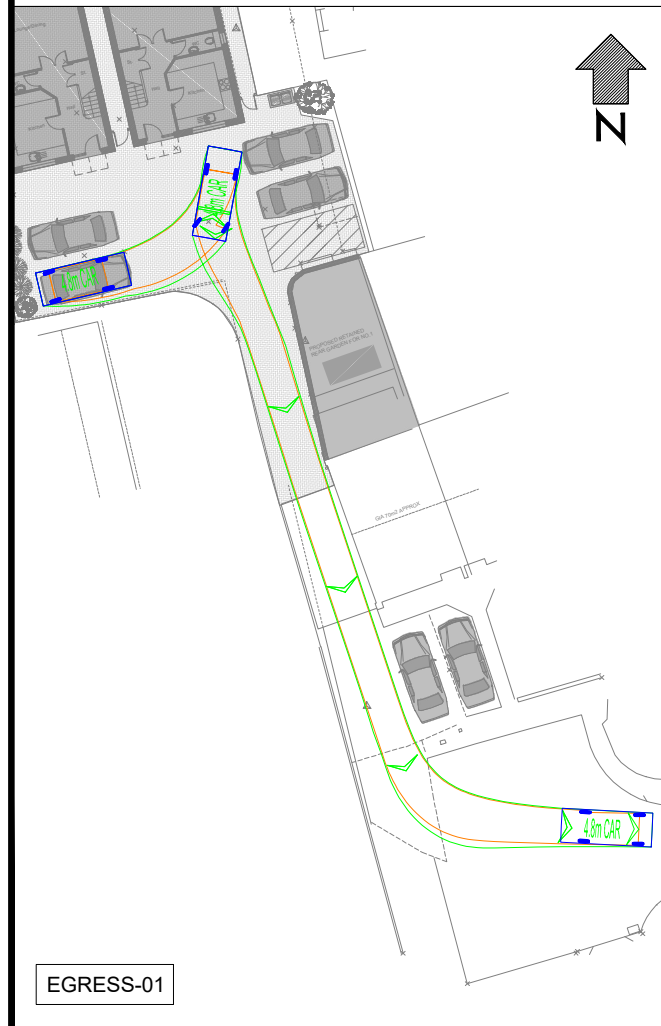
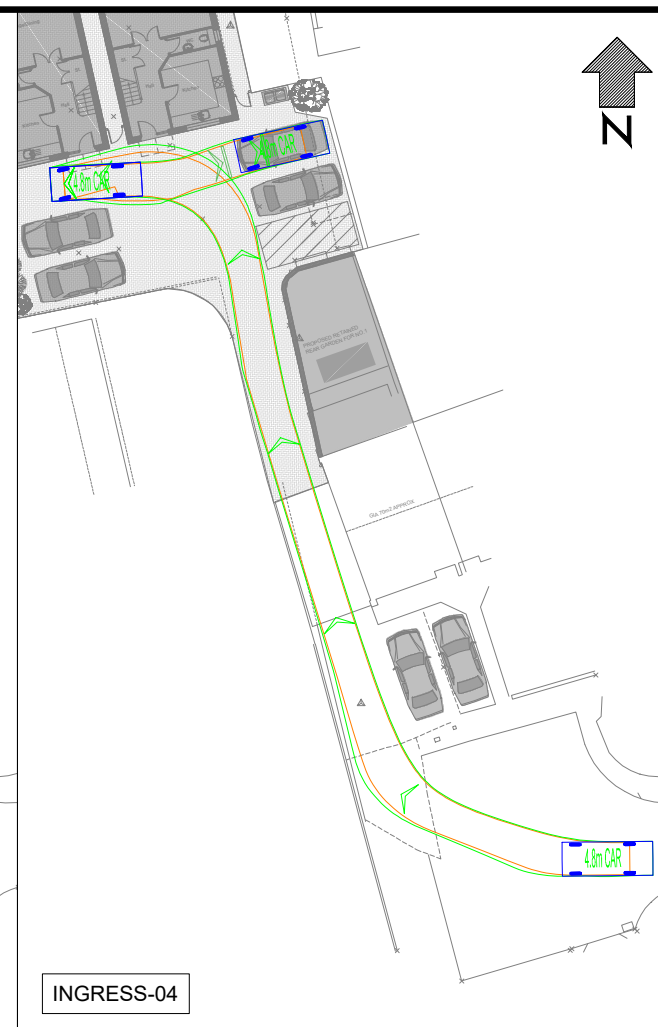
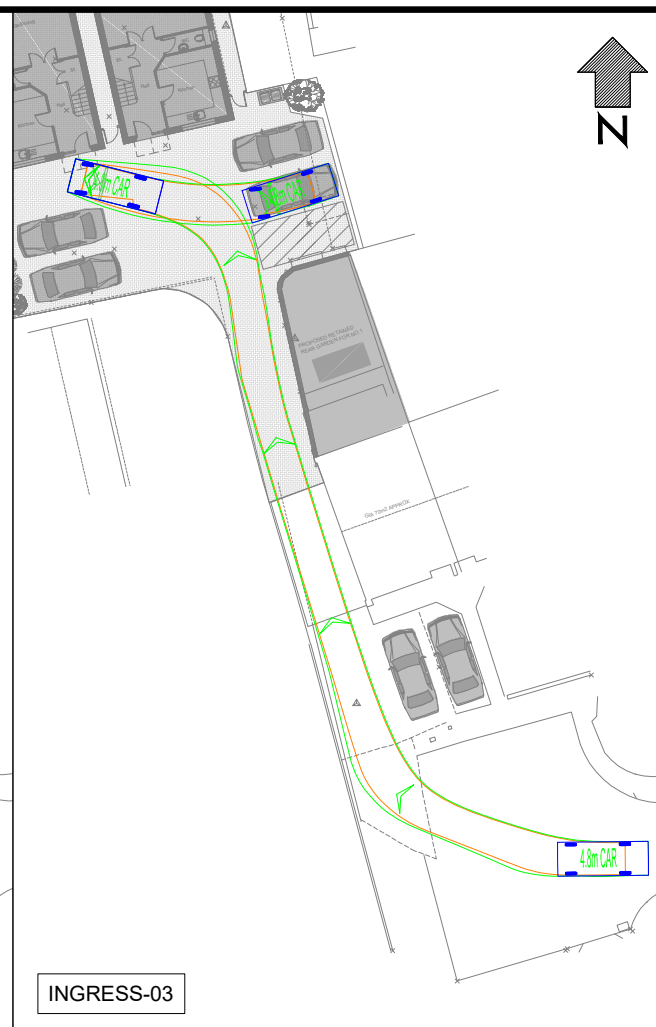
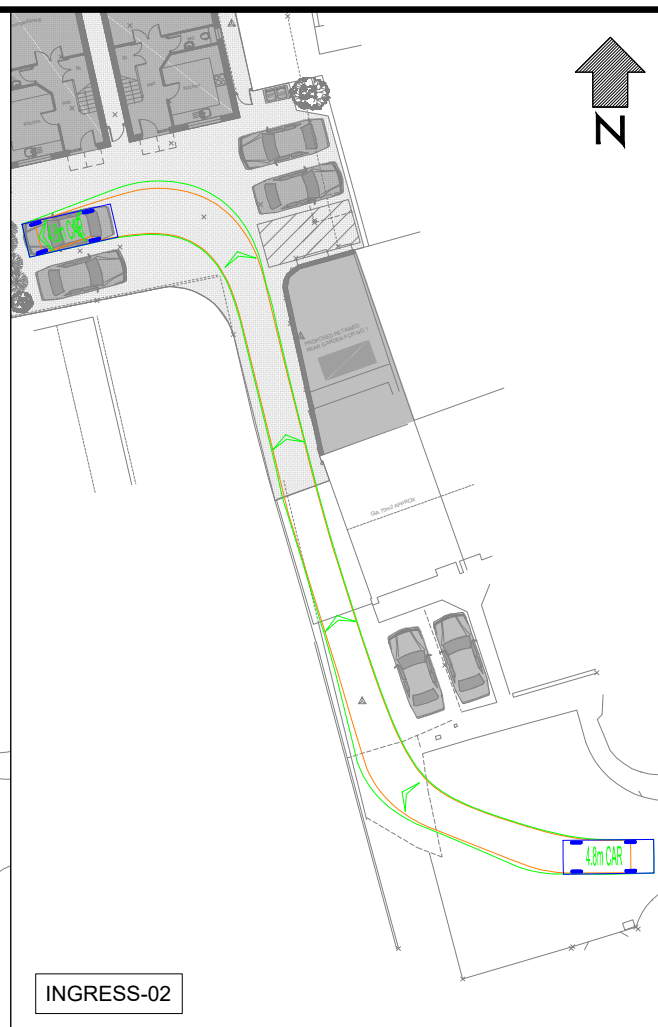
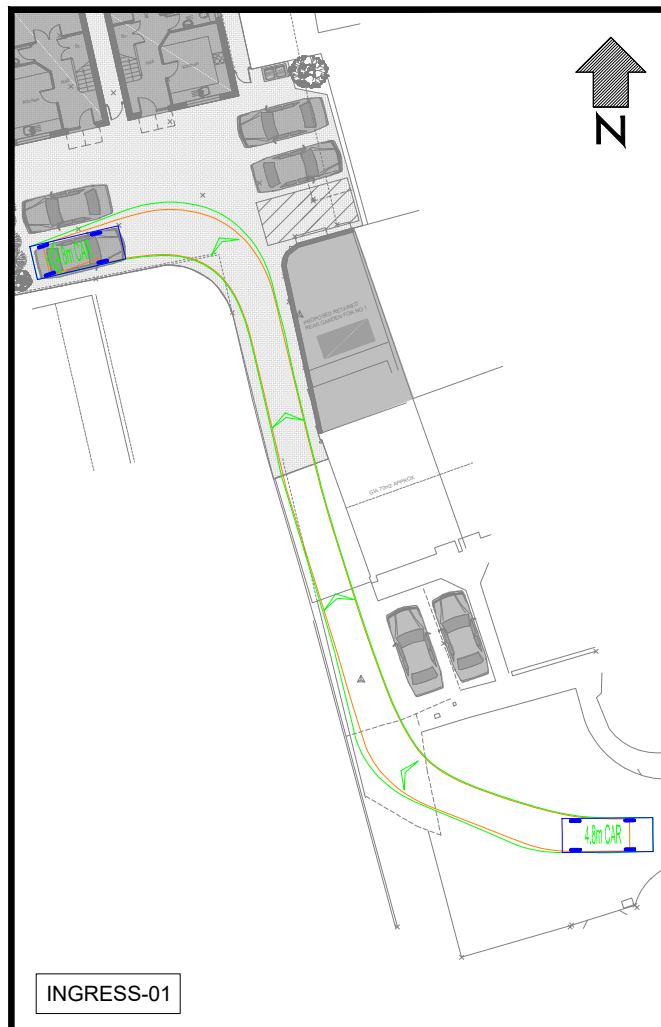


449725E

449700E

Appendix 2

Swept Path Tracking – Large Car



VEHICLE DETAILS:

Green line shows body
Orange line shows axle/wheels

4.8m CAR
Overall Length 4800mm
Overall Width 1793mm
Overall Body Height 1502mm
Min Body Ground Clearance 287mm
Track Width 1700mm
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 6200mm

Design speed 16kph for all Forward movements
Design speed 8kph for all Reverse movements

Client



Project

LAND AT 1 BEECH ROAD

Drawing Title

SWEPT PATH TRACKING

Drawing Status

FOR INFORMATION

Date	Scale	Size
FEB 2024	1:200	A1

Drawing No.	Rev
NJC-001	-

Appendix 3

TRICS Data

Calculation Reference: AUDIT-405201-240221-0216

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	NF NORFOLK	1 days
	PB PETERBOROUGH	1 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	2 days
08	NORTH WEST	
	LC LANCASHIRE	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	2 days
10,001 to 15,000	4 days
20,001 to 25,000	2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	3 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	8 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	8 days
-----------------	--------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

The 'browse and select' feature in TRICS was used to choose the sites to be included in this selected set. The TRICS user browsed the full list of sites for this land use category and selected directly from this list.

1	LC-03-A-31 GREENSIDE PRESTON COTTAM Edge of Town Residential Zone Total No of Dwellings: 32 Survey date: FRIDAY 17/11/17	DETACHED HOUSES	LANCASHIRE	Survey Type: MANUAL
2	NF-03-A-03 HALING WAY THETFORD Edge of Town Residential Zone Total No of Dwellings: 10 Survey date: WEDNESDAY 16/09/15	DETACHED HOUSES	NORFOLK	Survey Type: MANUAL
3	NT-03-A-08 WIGHAY ROAD HUCKNALL Edge of Town Residential Zone Total No of Dwellings: 36 Survey date: MONDAY 18/10/21	DETACHED HOUSES	NOTTINGHAMSHIRE	Survey Type: MANUAL
4	PB-03-A-04 EASTFIELD ROAD PETERBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 28 Survey date: MONDAY 17/10/16	DETACHED HOUSES	PETERBOROUGH	Survey Type: MANUAL
5	SF-03-A-05 VALE LANE BURY ST EDMUNDS Edge of Town Residential Zone Total No of Dwellings: 18 Survey date: WEDNESDAY 09/09/15	DETACHED HOUSES	SUFFOLK	Survey Type: MANUAL
6	ST-03-A-08 SILKMORE CRESCENT STAFFORD MEADOWCROFT PARK Edge of Town Residential Zone Total No of Dwellings: 26 Survey date: WEDNESDAY 22/11/17	DETACHED HOUSES	STAFFORDSHIRE	Survey Type: MANUAL
7	WK-03-A-03 BRESE AVENUE WARWICK GUYS CLIFFE Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 23 Survey date: WEDNESDAY 25/09/19	DETACHED HOUSES	WARWICKSHIRE	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	WK-03-A-04	DETACHED HOUSES	WARWICKSHIRE
	DALEHOUSE LANE		
	KENILWORTH		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	49	
	Survey date: FRIDAY	27/09/19	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	28	0.054	8	28	0.239	8	28	0.293
08:00 - 09:00	8	28	0.122	8	28	0.360	8	28	0.482
09:00 - 10:00	8	28	0.113	8	28	0.252	8	28	0.365
10:00 - 11:00	8	28	0.203	8	28	0.212	8	28	0.415
11:00 - 12:00	8	28	0.176	8	28	0.162	8	28	0.338
12:00 - 13:00	8	28	0.216	8	28	0.198	8	28	0.414
13:00 - 14:00	8	28	0.180	8	28	0.171	8	28	0.351
14:00 - 15:00	8	28	0.203	8	28	0.221	8	28	0.424
15:00 - 16:00	8	28	0.342	8	28	0.284	8	28	0.626
16:00 - 17:00	8	28	0.378	8	28	0.180	8	28	0.558
17:00 - 18:00	8	28	0.342	8	28	0.239	8	28	0.581
18:00 - 19:00	8	28	0.306	8	28	0.198	8	28	0.504
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.635			2.716			5.351

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected: 10 - 49 (units:)
 Survey date range: 01/01/15 - 18/10/21
 Number of weekdays (Monday-Friday): 8
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.