

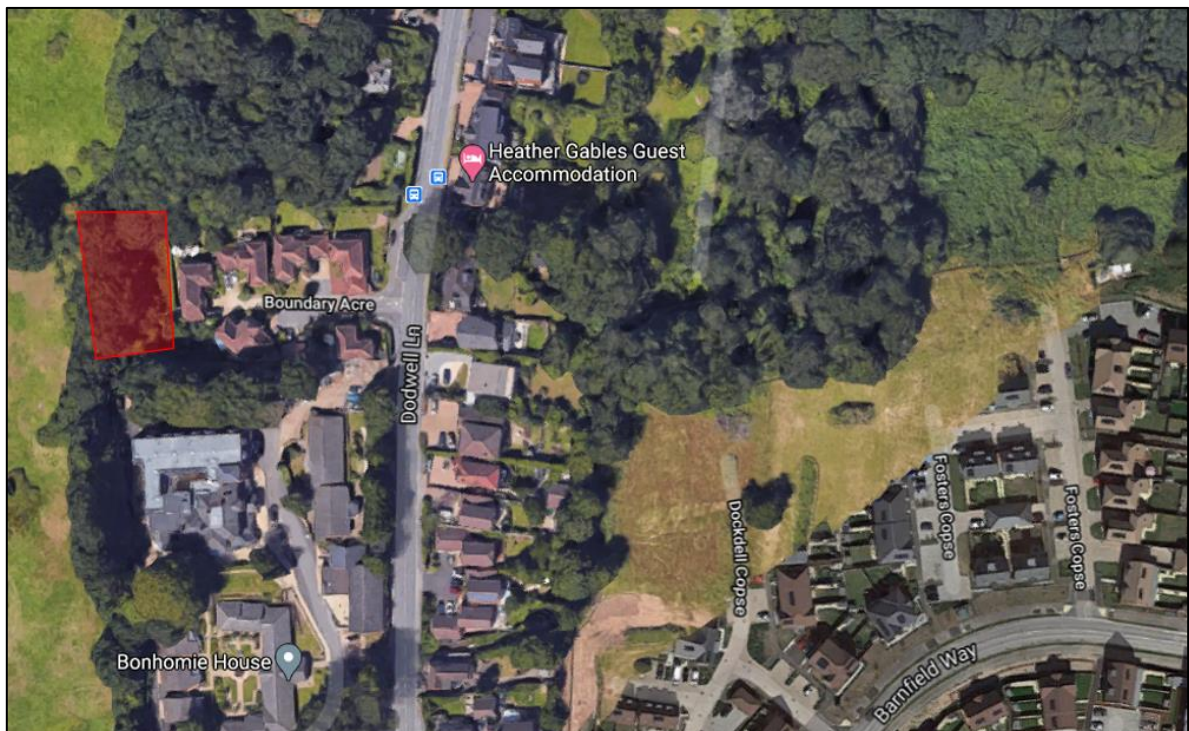
Boundary Acre, Dodwell Lane: Access Technical Note

Ref: MS/OT/ITB16361-001-TN
Date: 10 October 2024

SECTION 1 Introduction

- 1.1 Mr Simon Williamson has appointed i-Transport LLP to provide highways and transport in respect of a detailed planning application for one dwelling on land at the rear of Boundary Acre, Dodwell Lane, Hedge End.
- 1.2 The site location is illustrated in **Image 1.1**.

Image 1.1: Site Location.



Pre-Application

- 1.2.1 A highways pre-application was undertaken with Hampshire County Council (HCC) in their role as the Highway Authority in November 2020 (ref: *Boundary Acre (Pre-App) – 18th November 2020*). The pre-application response provided advice in relation to the site access, layout and parking and concluded:
- “There would likely be no objection in principle to the development proposals, subject to additional information being satisfactorily provided as and when a full application is submitted.”***
- 1.2.2 This Access Technical Note provides additional information relating to access, car parking and servicing/delivery of the proposed development.

SECTION 2 Policy Context

- 2.1 The National Planning Policy Framework (NPPF), December 2023, sets out the Government’s planning policies and how these are expected to be applied. The NPPF stresses that the forefront of planning is the ‘presumption in favour’ of sustainable development (paragraph 10). Section 9 of the NPPF covers transport and paragraph 114 states that:

“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- ***Appropriate opportunities to promote sustainable transport modes can be- or have been- taken up, given the type of development and its location;***
- ***Safe and suitable access to the site can be achieved for all users;***
- ***The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code: and***
- ***Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”***

- 2.2 Paragraph 115 states that:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

- 2.3 Taking these four tests in turn:

- a The site is located within the built up area of Hedge End. The principle that it is a sustainable location for development has been accepted. There is no reason why an additional home could not be built within this urban area.

- b Boundary Acre safely serves five homes. There is no reason why a sixth home on the cul-de-sac could not be provided. No changes to the highway are proposed or necessary to accommodate this.
- c The compliance of the proposal with design standards is the focus of this assessment.
- d A single home will not have a noticeable, let alone 'severe' impact on the local highway network.

2.4 The remainder of this report therefore demonstrates the compliance of the proposal with paragraph 114, bullet c.

SECTION 3 Development Proposals

3.1 Overview of Development

3.1.1 The development comprises one new four-bed dwelling on land to the rear of Boundary Acre, Dodwell Lane.

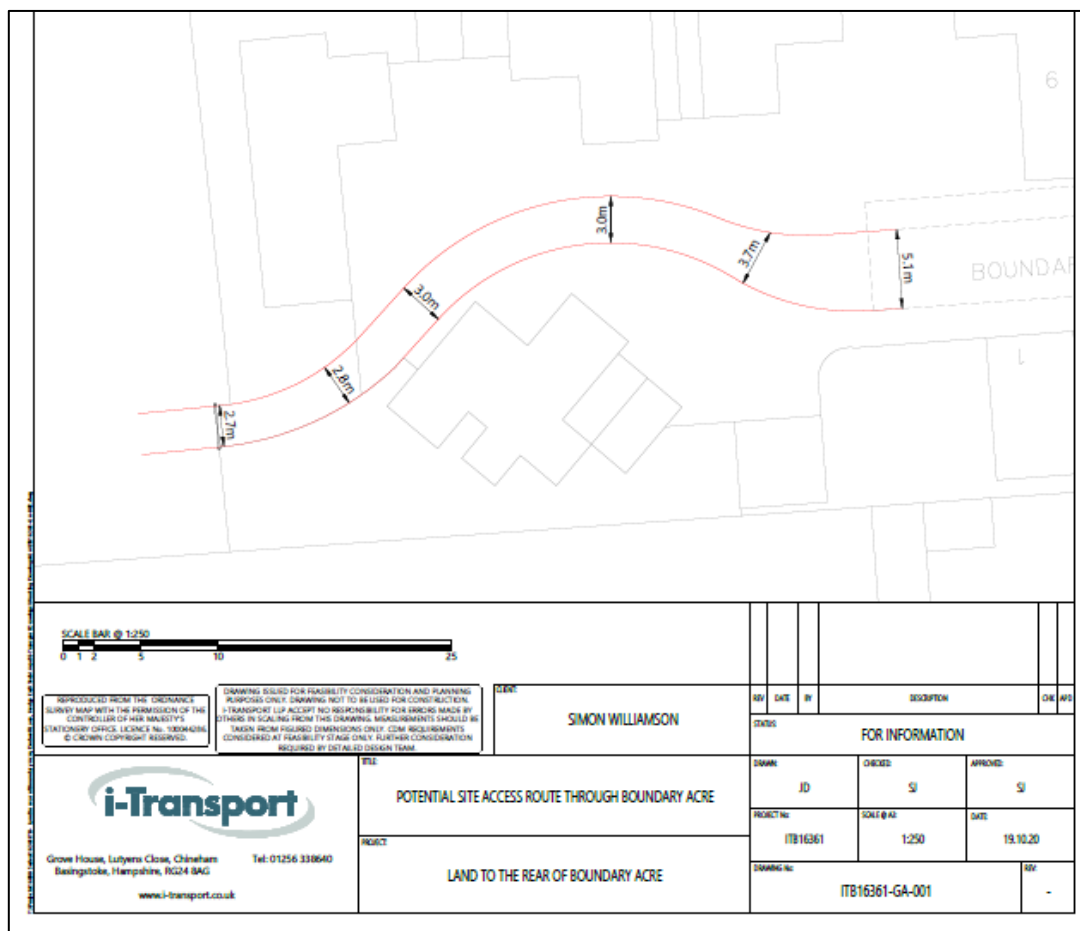
3.1.2 The land formed part of what was the original property known as Boundary Acre. In the early 2000's the property was re-developed to create what is now known as No.1-6 Boundary Acre. Boundary Acre is an adopted highway (U524). The land benefits from a private right of access, at all times, with or without vehicles, over the road constructed in Boundary Acre

3.2 Access

3.2.1 Access will be provided via a continuation of Boundary Acre through the extension of the existing private driveway by approximately 15m. The access comprises a new driveway to serve the property with a width of between 2.7m – 3.0m.

3.2.2 The proposed access is illustrated on drawing **ITB16361-GA-001** and is extracted as **Image 3.1**.

Image 3.1: Proposed Site Access.



3.2.3 Access into Boundary Acre is via a priority-controlled junction with Dodwell Lane, which has a posted speed limit of 30mph. HCC confirmed in their pre-application response that the access is well established¹ and that visibility splays are deemed acceptable. The site links into the wider footway network and is in close proximity to bus stops in order to promote the use of sustainable travel from the site.

3.3 Site Layout

3.3.1 The proposed site layout is included as **Appendix A** and is extracted as **Image 3.2**.

¹ Constructed in the early 2000s.

[illegible]

3.3.2 The site layout has been designed in accordance with the Eastleigh Borough Council (EBC) Residential Parking Standards (January 2009). **Table 3.1** summarises the adopted parking standards.

Property Size	50 % or more unallocated spaces	Less than 50% unallocated	Individual / on-plot allocation
1 bedroom	1	1.25	2
2/3 bedrooms	1.5	1.75	2
4+ bedrooms	2	2.25	3

Page: 5

Cycle

- 3.3.4 The EBC cycle parking standard requires three cycle parking spaces for a dwelling of four or more bedrooms. The EBC parking standards confirm that cycle parking within a garage, of at least 6m x 3m, is considered acceptable.
- 3.3.5 Cycle parking will be provided within the curtilage of the development (garage) and therefore provides safe/secure and suitable access.

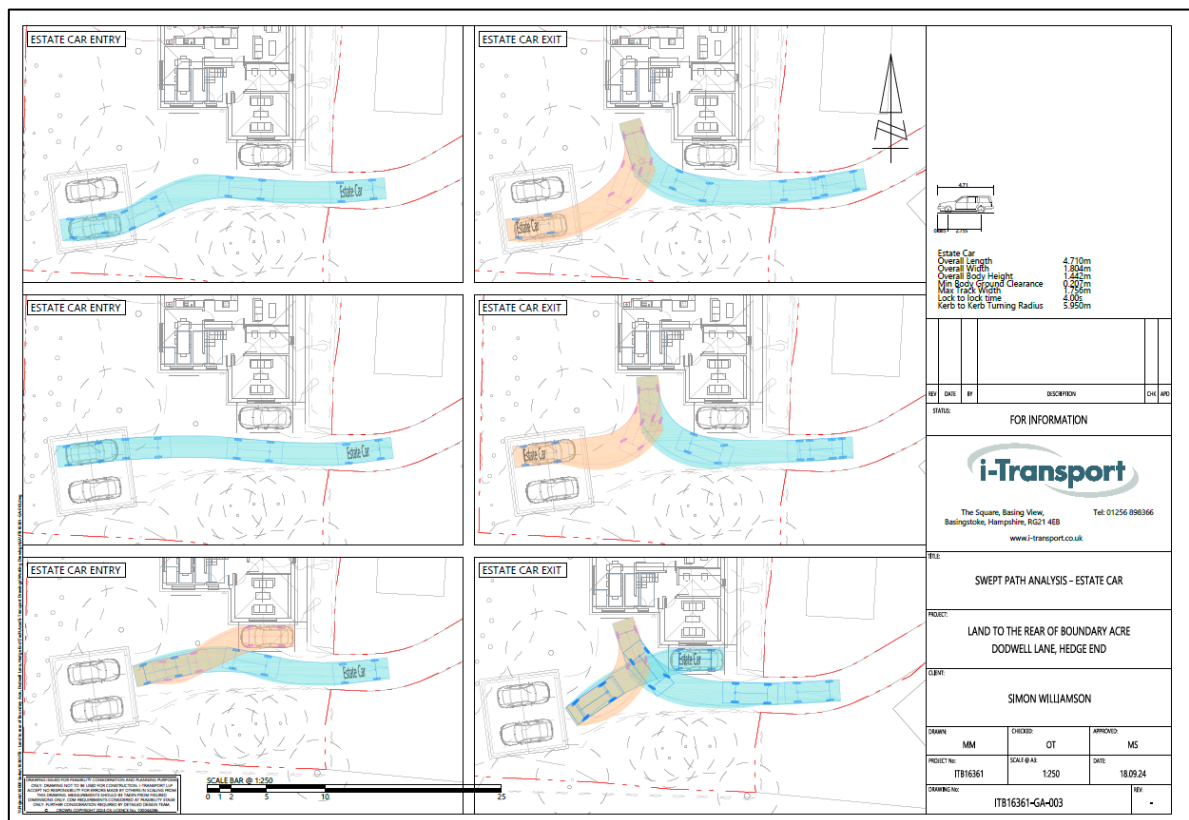
EV Parking

- 3.3.6 Electric Vehicle (EV) charging infrastructure will be provided within the garage at the dwelling.

Swept Path Analysis

- 3.3.7 A swept path analysis has been undertaken to illustrate an estate car safely accessing and egressing the proposed site driveway and car parking spaces. This is shown on Drawing **ITB16361-GA-003** and is extracted as **Image 3.2** below.

Image 3.2: Estate Car Swept Path Analysis.



Refuse Collection

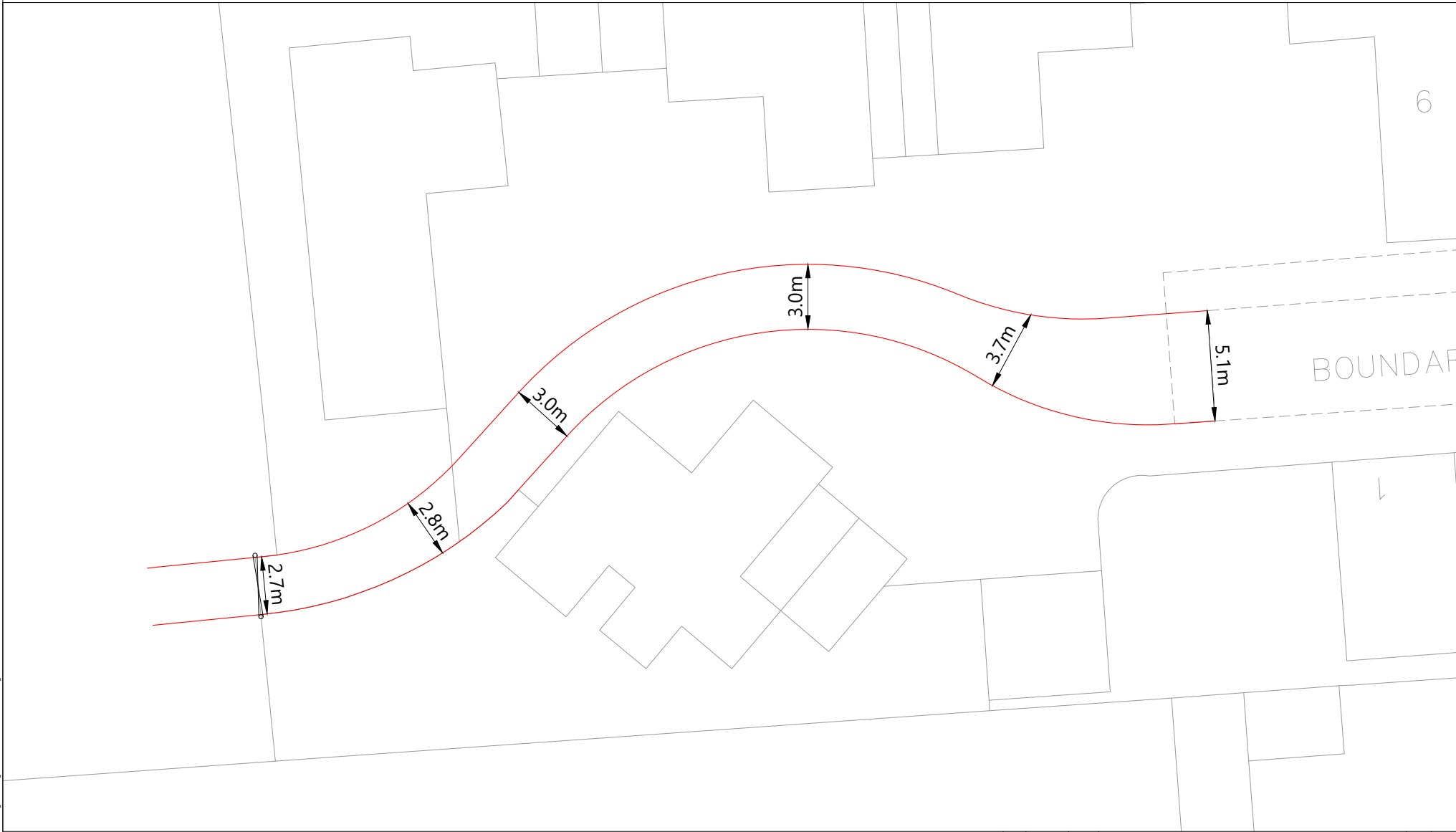
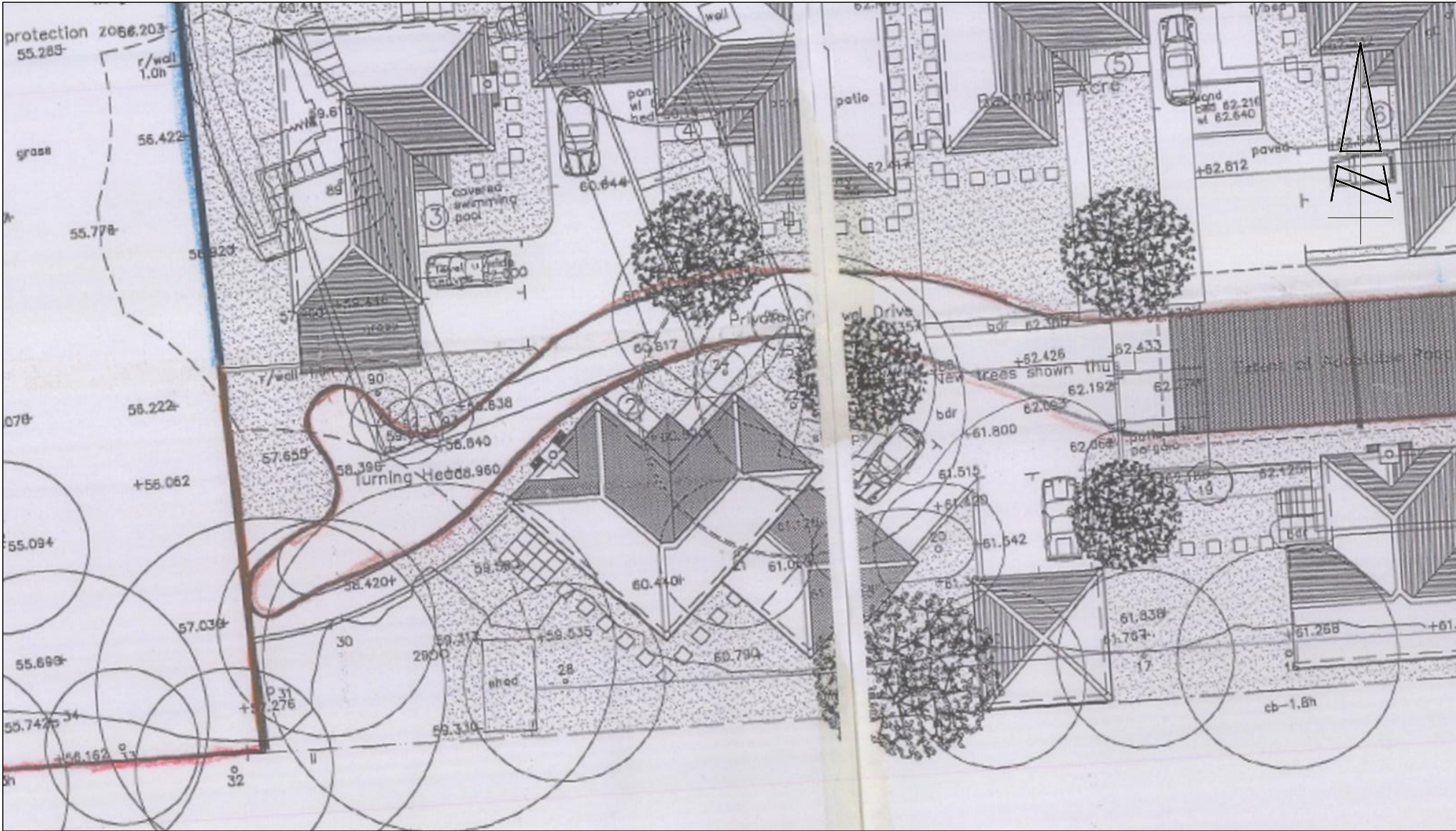
- 3.3.8 Refuse collection vehicles are understood to reverse into the Boundary Acre cul-de-sac and then collect bins from the front of properties.

- 3.3.9 The residents of the proposed dwelling will drag their household bins to the cul-de-sac, where the other bins are left. The proposal will therefore not materially change the arrangements for collection personnel – there will simply be one additional bin to collect on Boundary Acre.

SECTION 4 **Summary**

- 4.1 Mr Simon Williamson has appointed i-Transport LLP to provide highways and transport advice in respect of a detailed planning application for the development of one dwelling in Hedge End. The site is located on land to the rear of Boundary Acre off Dodwell Lane.
- 4.2 A pre-application enquiry with HCC raised no in principle issue with the proposal.
- 4.3 Access will be provided via a continuation of Boundary Acre, for approximately 15m, to form a new private driveway access to the dwelling. Boundary Acre forms an existing priority-controlled junction with Dodwell Lane. HCC have confirmed that the access is well established and that visibility splays at the junction are acceptable. The proposal therefore provides safe and suitable access onto the highway.
- 4.4 The site layout provides car and cycle parking in accordance with EBC standards. A swept path analysis has demonstrated cars can move into / out of the proposed site layout. Refuse collection will occur as per the existing arrangements for dwellings off Boundary Acres.
- 4.5 The proposal will result in an imperceptible impact on the local highway network – far short of the ‘severe’ level of traffic that would warrant an objection on highways grounds. .
- 4.6 The development proposal is acceptable in principle as confirmed by HCC’s pre-application response and meets the transport requirements’ set out paragraph 114 and 115 of the National Planning Policy Framework. It is therefore acceptable in highways and transportation terms.

DRAWINGS



SCALE BAR @ 1:250

0 1 2 5 10 25

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

DRAWING ISSUED FOR FEASIBILITY CONSIDERATION AND PLANNING PURPOSES ONLY. DRAWING NOT TO BE USED FOR CONSTRUCTION. I-TRANSPORT LLP ACCEPT NO RESPONSIBILITY FOR ERRORS MADE BY OTHERS IN SCALING FROM THIS DRAWING. MEASUREMENTS SHOULD BE TAKEN FROM FIGURED DIMENSIONS ONLY. CDM REQUIREMENTS CONSIDERED AT FEASIBILITY STAGE ONLY. FURTHER CONSIDERATION REQUIRED BY DETAILED DESIGN TEAM.

CLIENT:

SIMON WILLIAMSON

REV	DATE	BY	DESCRIPTION	CHK	APD
STATUS: FOR INFORMATION					
DRAWN: JD		CHECKED: SJ		APPROVED: SJ	
PROJECT No: ITB16361		SCALE @ A3: 1:250		DATE: 19.10.20	
DRAWING No: ITB16361-GA-001				REV: -	

Grove House, Lutyens Close, Chineham
Basingstoke, Hampshire, RG24 8AG

Tel: 01256 338640

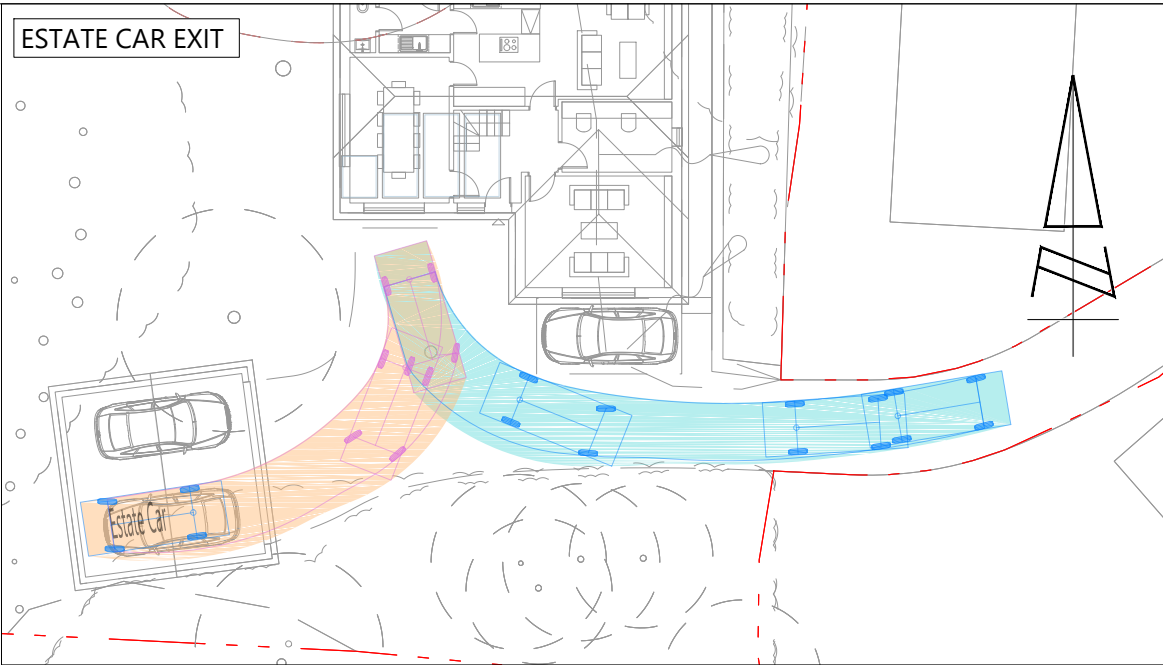
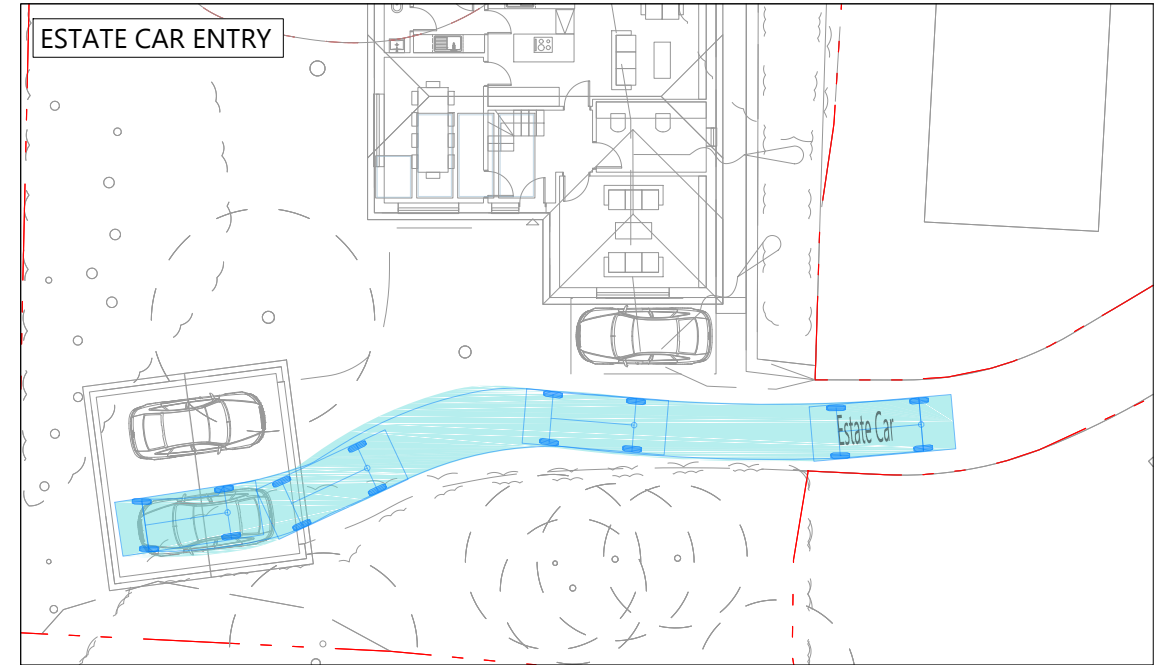
www.i-transport.co.uk

TITLE:

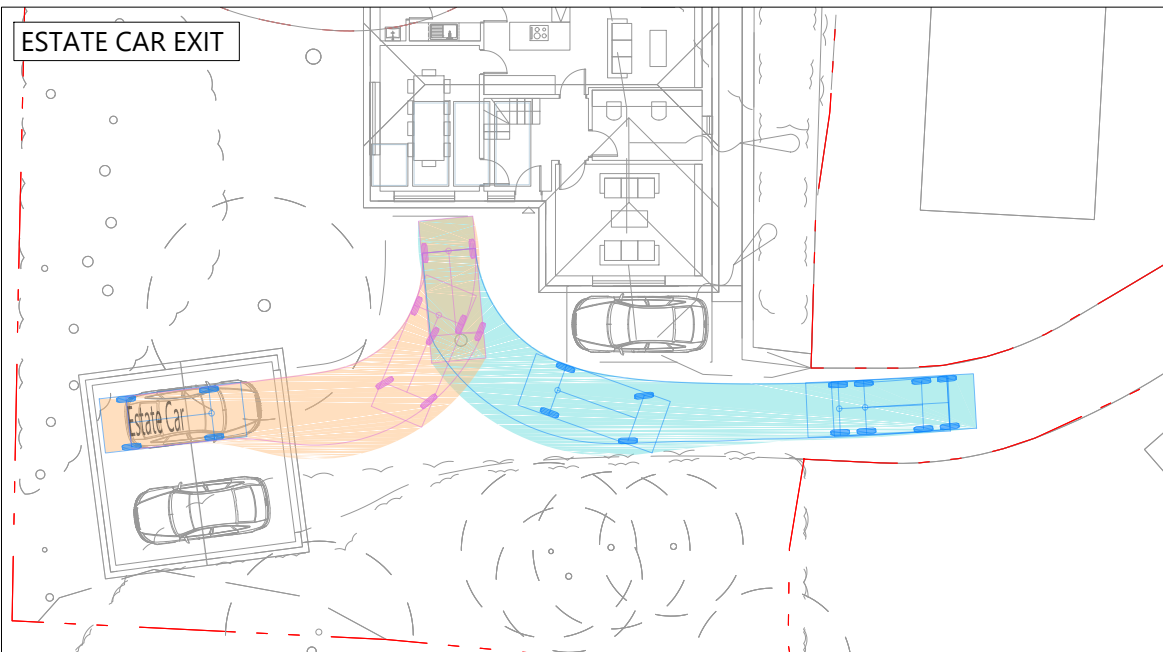
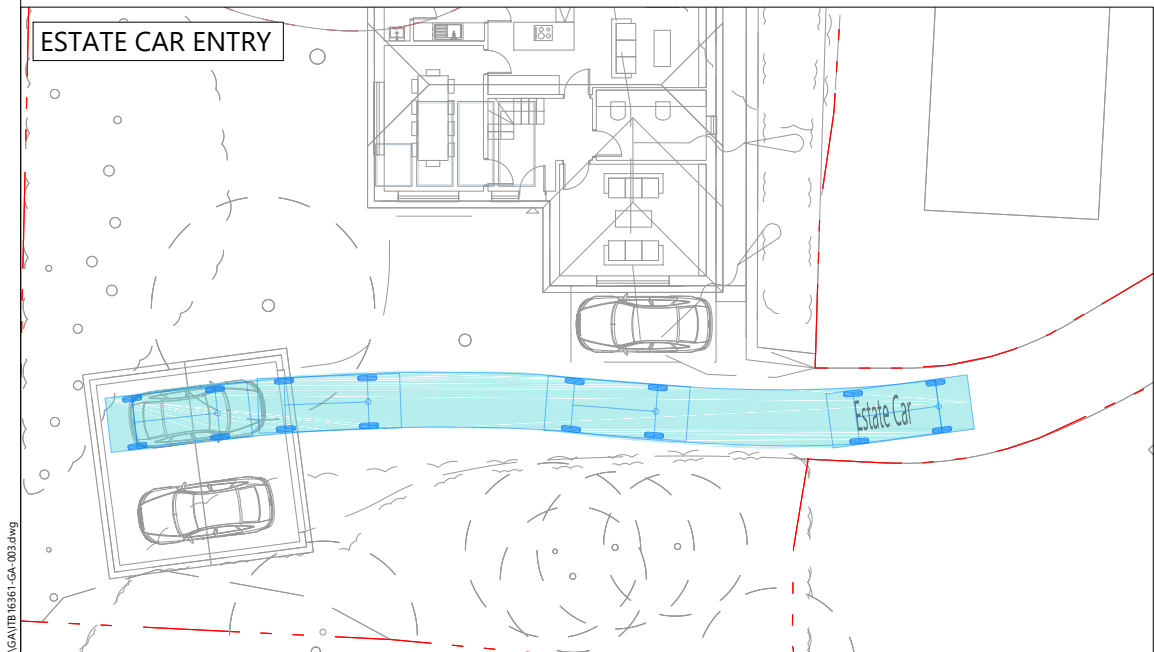
POTENTIAL SITE ACCESS ROUTE THROUGH BOUNDARY ACRE

PROJECT:

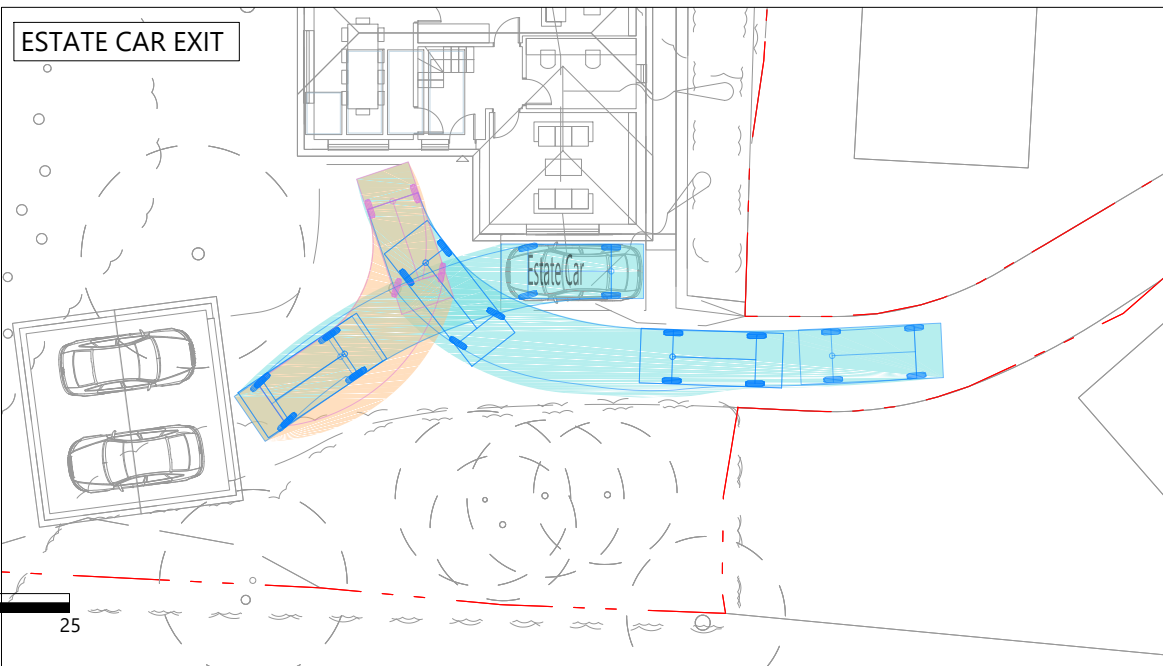
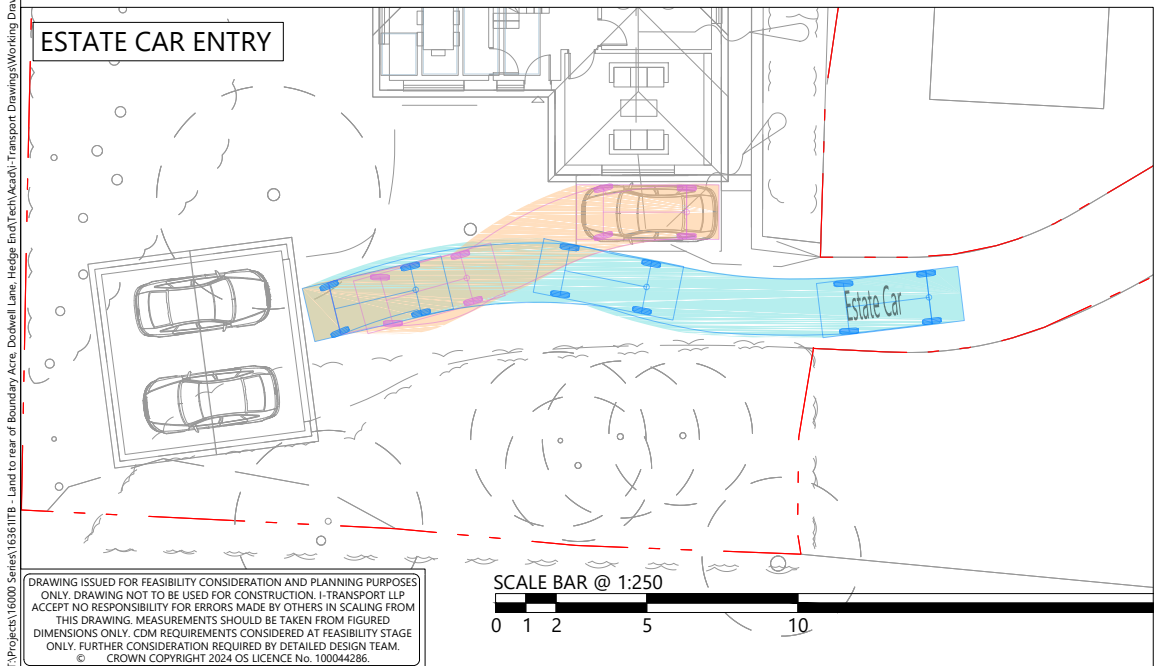
LAND TO THE REAR OF BOUNDARY ACRE



		Estate Car		4.710m	
		Overall Length		1.804m	
		Overall Width		1.442m	
		Overall Body Height		0.207m	
		Min Body Ground Clearance		1.756m	
		Max Track Width		4.00s	
		Lock to lock time		5.950m	
		Kerb to Kerb Turning Radius			



REV	DATE	BY	DESCRIPTION	CHK	APD
STATUS: FOR INFORMATION					
					
The Square, Basing View, Basingstoke, Hampshire, RG21 4EB			Tel: 01256 898366		
www.i-transport.co.uk					



TITLE:			
SWEPT PATH ANALYSIS - ESTATE CAR			
PROJECT:			
LAND TO THE REAR OF BOUNDARY ACRE DODWELL LANE, HEDGE END			
CLIENT:			
SIMON WILLIAMSON			
DRAWN:		CHECKED:	APPROVED:
MM		OT	MS
PROJECT No:		SCALE @ A3:	DATE:
ITB16361		1:250	18.09.24
DRAWING No:			REV:
ITB16361-GA-003			-

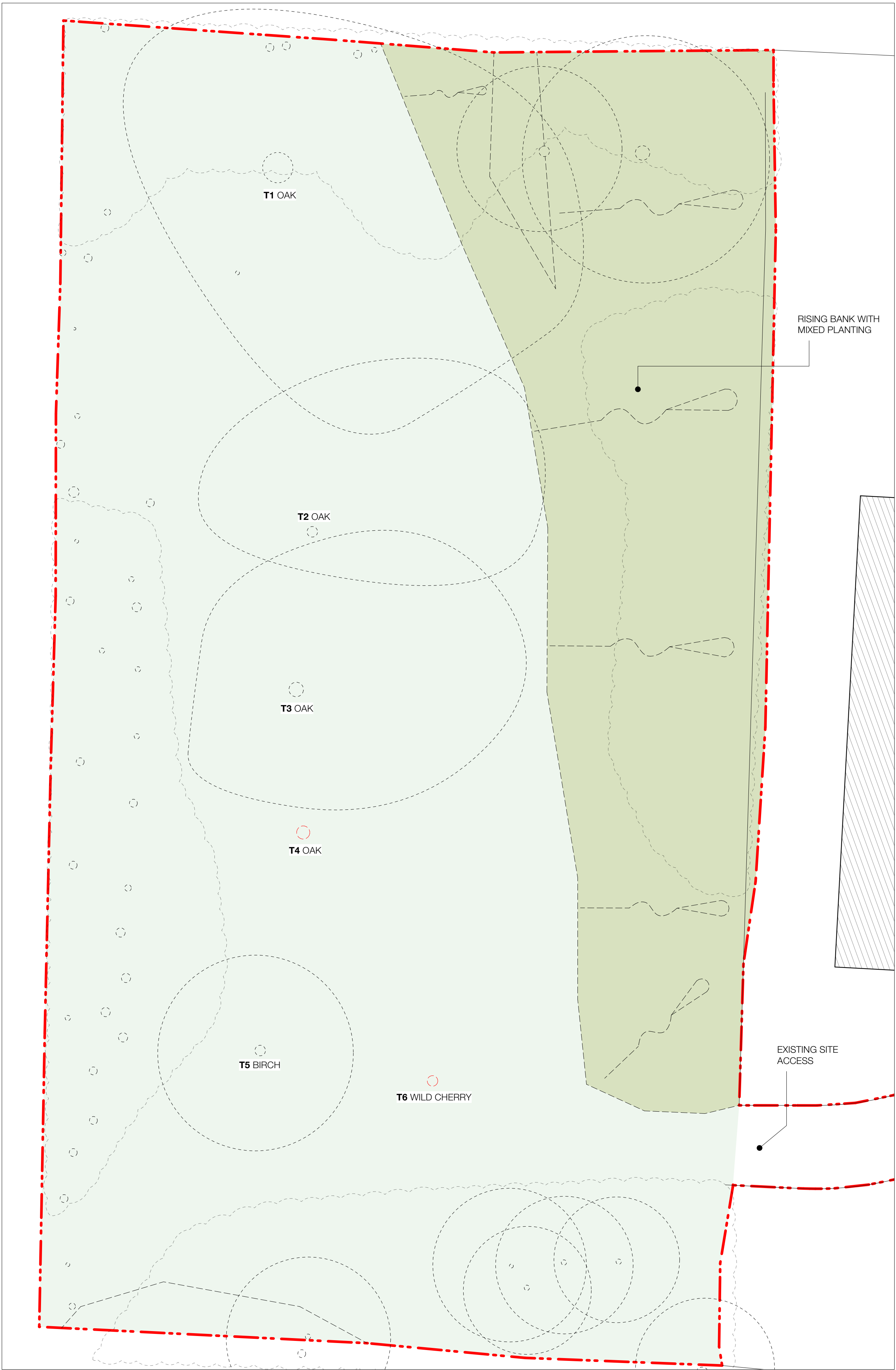
T:\Projects\1000 Series\1636 ITB - Land to rear of Boundary Acre, Dodwell Lane, Hedge End\Tech\Acad\Transport Drawings\Working Drawings\GA\ITB 16361-GA-003.dwg

DRAWING ISSUED FOR FEASIBILITY CONSIDERATION AND PLANNING PURPOSES
ONLY. DRAWING NOT TO BE USED FOR CONSTRUCTION. I-TRANSPORT LLP
ACCEPTS NO RESPONSIBILITY FOR ERRORS MADE BY OTHERS IN SCALING FROM
THIS DRAWING. MEASUREMENTS SHOULD BE TAKEN FROM FIGURED
DIMENSIONS ONLY. CDM REQUIREMENTS CONSIDERED AT FEASIBILITY STAGE
ONLY. FURTHER CONSIDERATION REQUIRED BY DETAILED DESIGN TEAM.
© CROWN COPYRIGHT 2024 OS LICENCE No. 100044286.

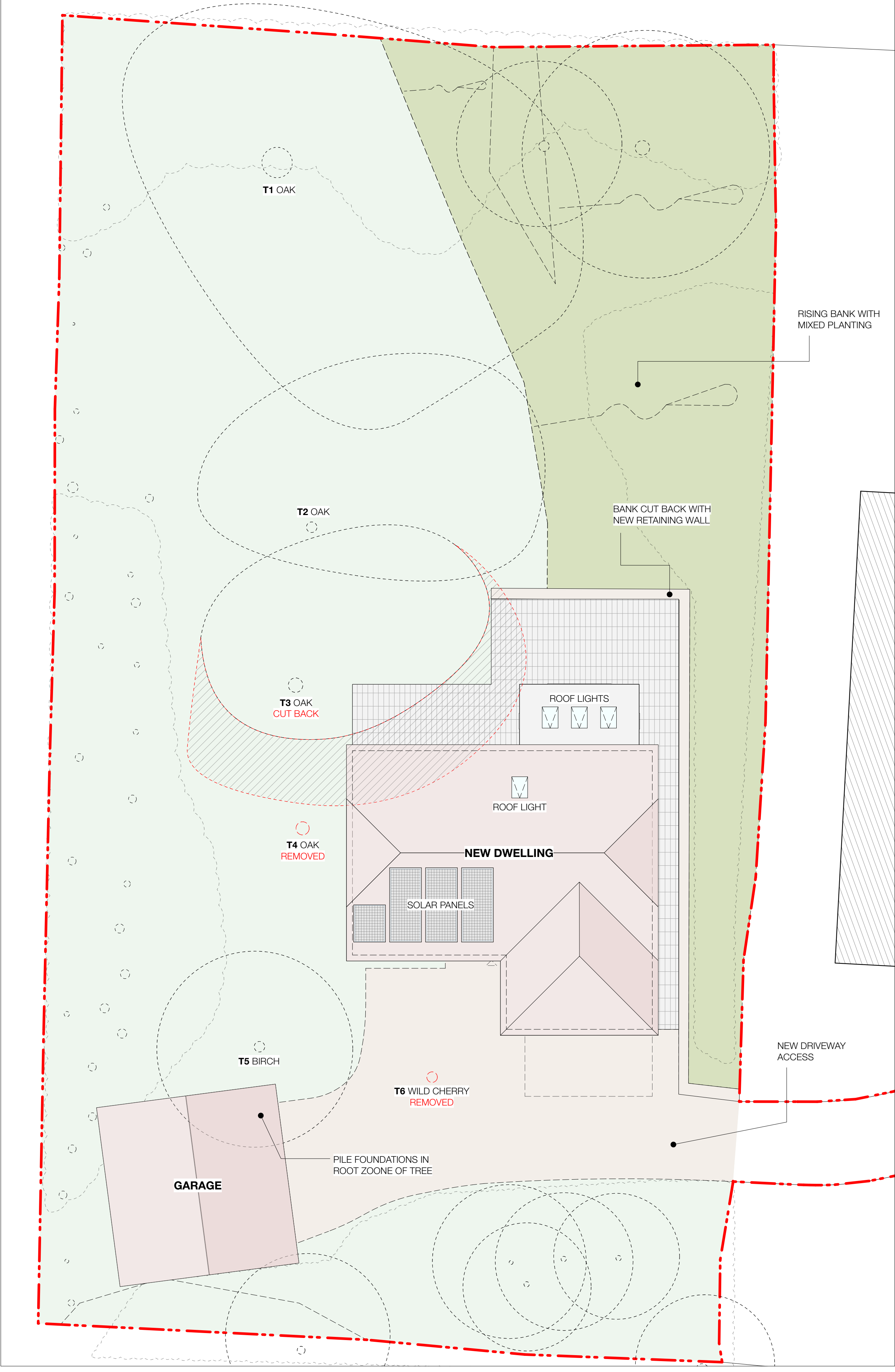
SCALE BAR @ 1:250



APPENDIX A. SITE LAYOUT



01 EXISTING SITE PLAN
Scale: 1:100

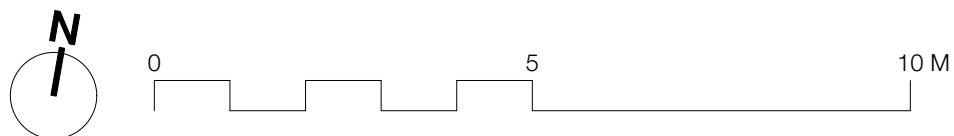


02 PROPOSED SITE PLAN
Scale: 1:100

REV	DATE	NOTES	DRN	CHKD
A	11/1/20			

GENERAL NOTES

THE CONTRACTOR IS RESPONSIBLE FOR THE CHECKING OF ALL SITE DIMENSIONS AND LEVELS. DISCREPANCIES TO BE REPORTED IMMEDIATELY TO THE CONTRACT ADMINISTRATOR / ARCHITECT. TO BE READ IN CONJUNCTION WITH ALL RELEVANT CONSULTANTS DRAWINGS AND INFORMATION. ALL EXISTING SITE, TREE AND BUILDING INFORMATION HAS BEEN COMPILED FROM DIFFERENT SOURCES.



Paul Cashin Architects

Chenocke Place
35 Southgate Street
Winchester, Hampshire
SO23 9EH

01962 623 521
www.paulcashinarchitects.co.uk

DRAWING TITLE Proposed Site

DRAWING REF 2221-PCA-DR-A-100

STATUS INFORMATION - NOT FOR CONSTRUCTION

SCALE

PROJECT TITLE BOUNDARY ACRES

CLIENT WILLIAMSON

ORIGIN 10/22

PROJECT NO. 2221