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Date	2 <sup>nd</sup> September 2021	Email	Samuel.coleman@hants.gov.uk

### For the Attention of Ben Burrows

Dear Sir

### Proposed single dwelling with access from A30 at Nately Scures – Pre-application Advice

Thank you for your recent pre-application enquiry with regards to the above proposed development. Hampshire County Council Highways Development Planning previously provided a pre-application response dated 29<sup>th</sup> October 2020 for this site. Following a review of the Pre-Application Scoping Note produced by i-Transport dated 23<sup>rd</sup> June 2021, we wish to make the following comments based on the information submitted.

The proposed development comprises a new single dwelling which is intended to provide a new access to the east of Nately Scures House directly onto the A30.

### Visibility Splays

Hampshire County Council implemented a speed limit change on this section of the A30 to bring the limit down to 50mph. The 85<sup>th</sup> percentile speeds have been determined through the applicant undertaking speed surveys with the revised speed limit in place to inform the visibility requirements of the proposed access in accordance with Hampshire County Council Technical Guidance Note 3 (TG3). The location of the speed surveys has been shown and the location is acceptable.

The 85<sup>th</sup> Percentile speeds are 55.3mph which in accordance with the TG3 guidance results in a visibility requirement of 4.5m x 188m. The highway authority has previously accepted within the October 2020 response that an x-distance of 2.4m would be acceptable and there is agreement with the

Director of Economy, Transport and Environment  
Stuart Jarvis BSc DipTP FCIHT MRTPI

applicant statement that in accordance with Paragraph 3.8 of CD123 of the DMRB the x-distance can be relaxed to 2.4 metres for a simple priority junction.

To achieve the required 2.4m x-distance the measurement would need to be taken from a 250mm setback from the 'edge of road' markings. This is the line which separates the carriageway from the hard strip as supported by Note 3 of Figure 3.4 of CD123 of the DMRB. I can confirm that the Hampshire County Council Chief Engineer has reviewed this x-distance arrangement and it is acceptable for this location and proposal.

The visibility splays of 2.4m x 188m would need to be provided on land under the applicants control or highway which the highway boundary information from Hampshire County Council shows to be the case.

### **Site Access Design**

The highway authority within the October 2020 response raised concerns with delivery and refuse vehicles stopping on the A30 to service the proposed site and potentially impacting on the safety and free flow of the A30. It was requested that the layout be reviewed to allow for a refuse vehicle to come off/ wait off the A30 carriageway. Sufficient width for two light vehicles to pass at the access was also requested.

Drawing ITB16633-GA-003C demonstrates an access strategy which would alleviate the highway authority's previous highlighted concerns. Vehicle swept path analysis demonstrates that a refuse vehicle (11.2m x 2.53m) can safely use the proposed layby. This arrangement would then also cater for all other types of deliveries.

The access arrangement as shown on drawing ITB16633-GA-003C has been reviewed by independent safety auditors and the problems raised adequately addressed by the designer. I have reviewed this layout with the Hampshire County Council Safety Audit team who have not raised any additional problems.

### **Personal Injury Collision data**

The most recent 5 years of Personal Injury Collision data for this section of highway has been presented. The highway authority is satisfied that the recorded accident data does not show a pattern that would be exacerbated by the development.

### **Summary**

The above information has been detailed based on the information provided to the highway authority for review. I can confirm that at the planning application stage a positive recommendation from the highway authority is likely based on the access drawing ITB16633-GA-003C. A Section 278 Minor Works agreement would be required for the construction of the access.

Should you have any further queries then please do let me know.

Yours sincerely

Samuel Coleman  
Transport Planner – Highways Development Planning