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Proposed New Dwelling with Associated Access and Parking  
Land Adjacent to 133 Harrow Way, Andover SP10 3DY

## Introduction

This Highway Technical Note has been produced in support of a planning application submission to Test Valley Borough Council as Local Planning Authority (LPA) for the erection of a detached dwelling on land adjacent to 133 Harrow Way, Andover. The location of the site is shown below.



Harrow Way is an unclassified adopted public highway with the identification number U386. It is of conventional design and construction having a wide two-lane carriageway and a footway separated by a grass verge. The road benefits from street lighting and is subject to a 30mph speed limit.

To the east the road forms a priority junction with Charlton Road, whilst immediately to the west, the road forms a tight, almost 90-degree bend where the road becomes Upper Drove. Upper Drove then proceeds south to where it forms a priority junction with Weyhill Road.

A review of the Hampshire Constabulary Personal Injury Accident Database has established that within the last 5 years there have been no reported accidents that have resulted in injury on Harrow Way, Upper Drove or any of their associated junctions. This would suggest that the surrounding highway network is operating in a safe and efficient manner.

The site currently accommodates a single detached dwelling with an access in the form of a footway crossing onto Harrow Way, close to the bend where the road becomes Upper Drove. This is shown below.



## Proposed Development

This application seeks to provide a new detached dwelling within the garden to the west of the host dwelling. Car parking for the host dwelling will be relocated into what is currently garden area to the east, whilst the existing parking will be allocated to the new dwelling. The existing access is to be utilised, although this will require a slight widening to service the new parking for the host dwelling.

## Highway Implications

The Local Highway Authority (LHA) 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 a private access onto an unclassified road. In view of this, Standing Advice would apply, and HCC as LHA would not wish to be consulted.

### Access and Visibility

The existing access is to be utilised in a slightly widened form, and given the unclassified nature of Harrow Way, the works involved would not in themselves require planning consent.

Harrow Way is subject to a 300mph speed limit, although on-site observations noted that traffic speeds at the location of the site were significantly lower than 30mph as cars were decelerating from the east, to negotiate the tight bend at Upper Drove. Similarly, cars travelling north to east from Upper Drove to Harrow way were also travelling at around 15 – 20 mph as they too negotiated the tight bend.

Drawing numbered NJC-001 is included as [Appendix 1](#) to this Note which shows the proposed development together with appropriate visibility splays. To the east, which is the more critical direction a splay of 2.0m by 43.0m can easily be achieved due to the wide footway and verge. In reality a far greater splay is achievable.

To the west, a splay of 2.0m by 26.8m can be achieved when measured to the centreline of the offside carriageway. Such a splay is equivalent to a car approaching at 21mph, which is unlikely due to the tight radius of Upper Drove and Harrow Way.

It is also appropriate to measure to the offside of the carriageway as given the tight radius and lack of forward visibility at this location, drivers will not be performing any overtaking manoeuvres. The level of visibility provided is therefore considered to be acceptable in this location.

### Car and Cycle Parking

The requirement for car and cycle parking for new development is set out in Annex G of the Adopted Local Plan 2011 – 2029. In this case, the development provides a new two-bedroom dwelling whilst maintaining the host dwelling. In this instance the development would require 2 parking spaces per unit, and these are identified on the site plan. Whilst on-site turning is available, this is not essential, given the unclassified nature of Harrow Way.

Secure and undercover cycle parking for the new dwelling is to be provided in the way of a shed located to the side and rear of the property.

### Summary and Conclusion

This Technical Note supports a new dwelling to be served from an existing access onto Harrow Way, an unclassified residential estate road.

Access to the new dwelling will have adequate visibility, commensurate with the slow speed of traffic travelling on Upper Road / Harrow Way.

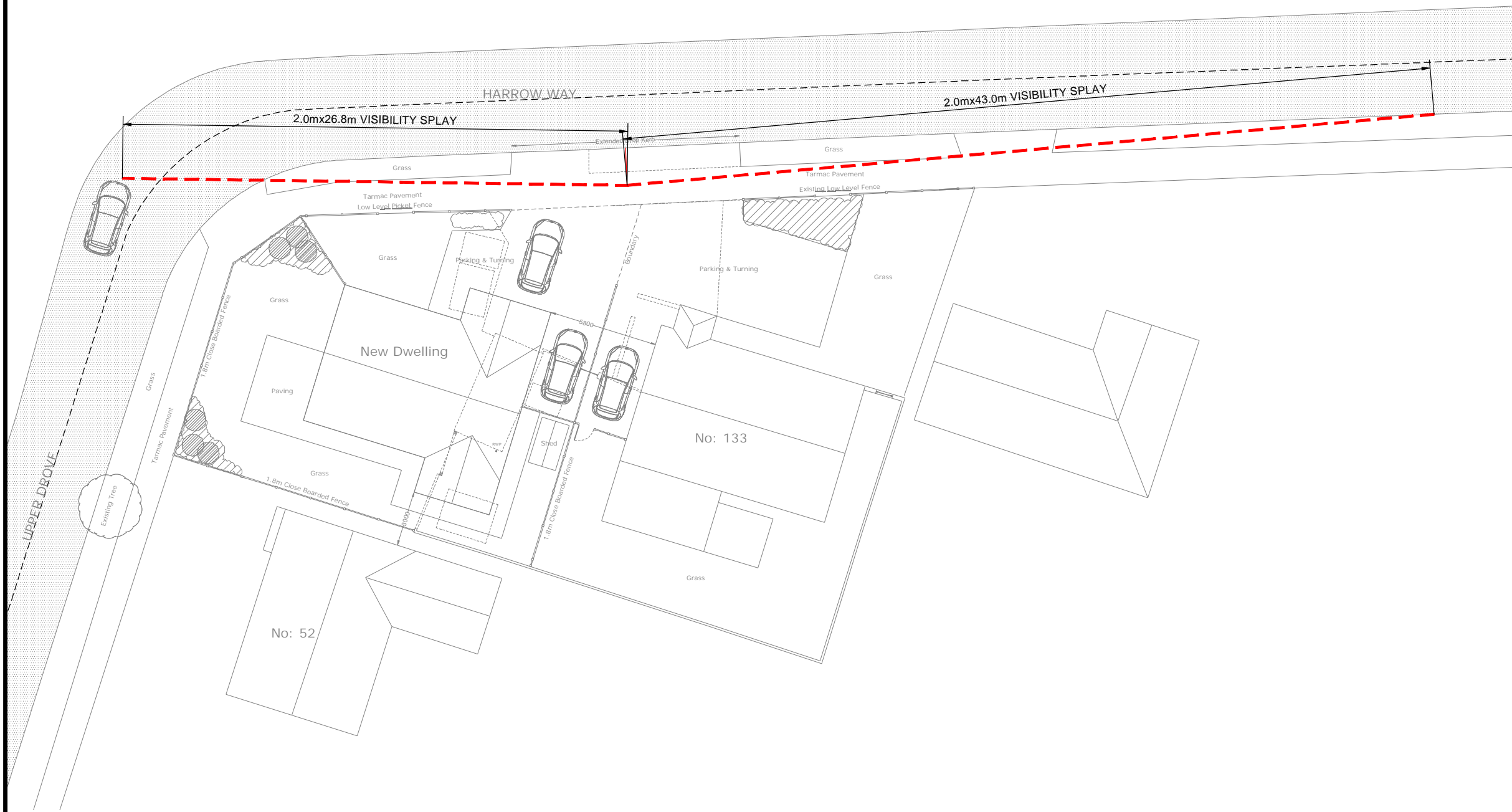
Adequate car and cycle parking is to be provided in accordance with adopted policy.

The development is therefore considered to be acceptable from a highway point of view.

Nick Culhane March 2024

## Appendix 1

### Site Access and Visibility



Project  
NEW DWELLING AT 133 HARROW WAY

Drawing Title  
ACCESS AND VISIBILITY

Drawing Status  
**FOR INFORMATION**

Drawn PN	Designed NC	Date MAR 2024	Scale 1:250	Size A3
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Drawing No. NJC-001	Rev -
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