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***FEEDBACK STARTS BELOW:***

Two potential points of access for site KS7 have been identified. The first utilises the existing field access on New Lane, while the other could be formed via a new access from the northern side of Winchester Road. Access to SHELLA 81 would be taken from the southern side of Winchester Road. A potential access design, as shown on Drawing 18-155/001, has been prepared for the existing field access and demonstrates achievable visibility splays. Subject to the hedgerow being trimmed back, a maximum visibility splay of 2.4m x 80m southeast towards the existing junction with Winchester Road is achievable, while to the northwest a visibility splay of 2.4m x 125m is achievable. As already noted vehicles passing along New Lane have been observed to travel at speeds well below the posted national speed limit. Given the potential introduction of a residential access it may be prudent to extend the existing 40mph speed limit from the New Lane / Winchester Road junction to a suitable point northwest of the site access. A classified traffic volume and speed survey would help to clarify visibility requirements at the access as part of any planning application submitted. An ecological survey will also be required to determine the value of the existing hedgerow. The results of this survey will also help to determine the achievable visibility. It is also noted on the topographical survey that New Lane appears to narrow from a maximum width of c.5.1m north of the field access to a minimum width of c.3.5m just south of the field access. This may benefit from minor widening works to allow two-way vehicle movement however the traffic generation from the development would not be 'material'. It is understood that an existing pond near the junction, within the applicants control and ownership could be enlarged to reduce instances and depth of the seasonal ford occurring. A width of 4.1 - 4.8m is sufficient to allow two cars to pass each other and would remain narrow enough to continue to act as a natural traffic calming feature. Taking the above into account it is considered that an access from New Lane would be suitable for a development of up to c.10 dwellings.

An alternative access to Site KS7 is also achievable from Winchester Road within the existing 30mph section. Drawing 18-155/002 illustrates the potential access. Visibility splays of 2.4m x 43m are achievable in accordance with guidance published in Manual for Streets (MfS). It is noted that the HCC companion guide to MfS states that the MfS guidance will be applied to roads with an observed 85th percentile speeds below 37.5mph. Traffic passing through the village is observed to travel at or below the posted 30mph speed limit, however this would be confirmed by way of a traffic volume and speed survey near the potential access. An access from Winchester Road is also considered to be a suitable access solution to land east of Muss Lane (Site KS5) which is identified as another suitable site for development in the NP. KING'S SOMBORNE HIGHWAYS FEASIBILITY STUDY TDM/tdm/17-027-01 5 The existing conditions of Muss Lane are not favourable i.e. it being narrow with substandard surfacing with no scope for widening and already serving as access to c.30 dwellings some of which are listed and within the Conservation Area. It is therefore considered that a new access constructed to adoptable standards would help to unlock Site KS5 thus ensuring its delivery.

The site south of Winchester Road would potentially sustain a total of nine dwellings. Given the existing character of Winchester Road i.e. it features numerous driveways and direct accesses to existing dwellings along its length, it is considered that direct access to the proposed dwellings would be the most appropriate access solution. As previously discussed visibility splays of 2.4m x 43m are achievable along Winchester Road in keeping with guidance in MfS and the existing character of the village. By providing additional driveways and accesses along Winchester Road towards New Lane, the presence of the village will also be extended adding to the natural traffic calming effect such features have. Each access would generally be shared between two / three dwellings so as to reduce the impact of the development frontage. Further enhancements in the form of a gateway treatment or similar feature near New Lane can also be explored which would add to the village setting and further reinforce the low speed environment. Drawing 18-155/003 illustrates potential direct access points to Site SHELAA 81.

This highways feasibility study report has been prepared in support of Sites KS7 and SHELAA 81 as identified for development in the draft Kings Somborne Neighbourhood Plan. Both sites are considered sustainable being located within easy walking distance of existing facilities such as the village shop and primary school and within 150m - 200m of local bus stops.

Two means of access to Site KS7 have been identified. The existing field access from New Lane would potentially be suitable for upgrade to serve as access to c.10 dwellings, subject to a full ecological and traffic / speed survey. Alternatively, and additionally access can also be achieved from Winchester Road by way of a new access beside the new dwelling, currently under construction which could also serve and help to enable the delivery of site KS5. Access to site SHELAA 81 would be achieved through direct accesses and driveways consistent with the existing street scene in the village. Each access could however be shared between two dwellings to reduce the impact of the development frontage. It is therefore considered that the development sites are suitable for achieving the vision of the NP without compromising the existing character of the village.