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Date **3rd September 2021**

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For the attention of Liz Manship

Dear Liz

Ref: King's Somborne Neighbourhood Development Plan – Highways Assistance

Preamble

Hampshire County Council (HCC) in its role as Local Highway Authority (LHA) has been asked by King's Somborne Parish Council (KSPC) for assistance in seeking highways advice and views relating to the King's Somborne Neighbourhood Development Plan.

The LHA has been asked to provide comments upon 8 potential sites.

To this end, the LHA has undertaken an appraisal of each of the sites identified and the remainder of this letter sets out our comments in this regard.

Each site has been assessed in relation to its strengths, weaknesses, opportunities and threats (identifying any possible mitigation where necessary) from the LHA's perspective along with providing an indication of any likely requirements if a potential site is to be bought forward.

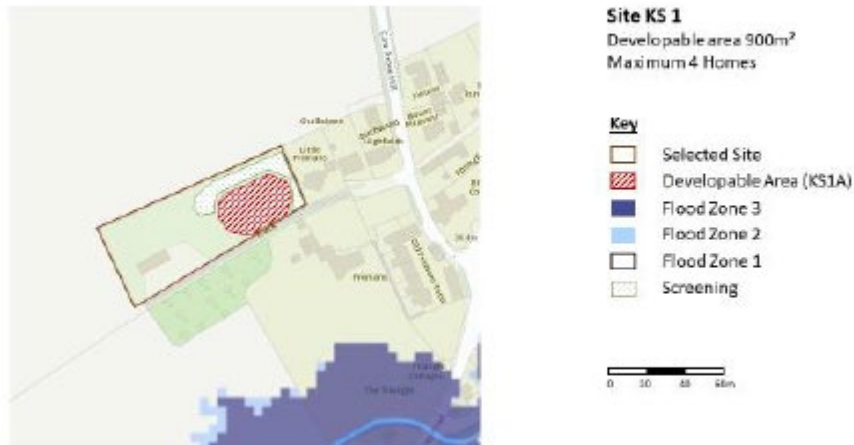
KSPC has provided a "Site Assessment Phase II" document which sets out and provides a map along with an indication of the proposed developable area, the projected number of dwellings, associated photographs and site description for each of the 8 individual sites. This document has been utilised as the background and basis for the LHA's assessment.

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

The following appraisal and associated comments are founded upon the information to hand and upon the status of the highway network at the current time.

The following commentary is provided without prejudice to any future comments that may be offered for any application(s) that may come forward.

Site KS1



Site KS1 forms a vacant parcel of land previously used for agricultural purposes.

It proposes a developable area of some 900sqm for a listed maximum of 4 homes.

4 residential family dwellings in this area would likely generate in the region of 3 vehicular trips during the network peak hours.

Proposed vehicular access would be via Highfield situated adjacent to the existing property known as “Fromans”.

Highfield then forms a simple priority “Give-Way” junction with Cow Drove Hill which subsequently affords access further afield across the local highway network.

Highfield and the surrounding highway network would be considered suitable and able to accommodate traffic from a development of this size and nature without any material or severe detrimental impact upon highway safety and efficiency.

The ability for vehicles to pass along any short stretch of accessway would need careful consideration past Highfield, however there is no material highway reason why a considerate design should not achieve sufficient space for vehicles to wait and pass without issue.

Careful attention would also be required for any development design brought forward for refuse collection.

A refuse vehicle would be required to access, egress and turn within the confines of the site in a safe and efficient manner. The site area, however, would suggest this should not be an issue once given appropriate consideration.

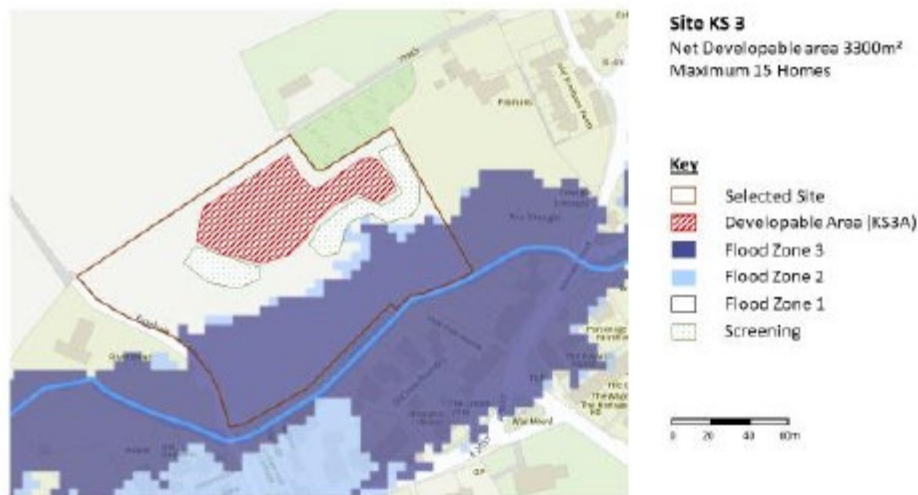
Any development that may come forward would be required to provide parking provision fully in line with TVBC adopted standards especially in this location as any departure from these standards would likely lead to illegal and informal parking at a detriment to highway safety.

Pedestrian access to the village centre has previously been identified by KSPC as being via Cow Drove Hill along the carriageway in parts, however this forms the existing situation for all nearby properties and the introduction of circa 4 residential dwellings would not increase the volume of traffic or pedestrian footfall to a level as to warrant the consideration of any particular highway safety issue.

The existing situation is completely typical for such an area, however any development coming forward would be encouraged to investigate what improvement may be feasible for pedestrian access.

In summary and in isolation the principle of a residential development of this size in this location would be considered acceptable in highway terms.

Site KS3



Site KS3 forms a vacant parcel of land previously used for agricultural purposes and lies within the conservation area.

It proposes a developable area of some 3,300sqm for a listed maximum of 15 homes.

15 residential family dwellings in this area would likely generate in the region of 10 vehicular trips during the network peak hours.

Similar to site KS1, vehicular access is proposed via Highfield to the side of the adjacent property known as "Fromans".

The LHA would likely have some specific and tangible concerns for a development of this size forming a vehicular access from Highfield that incorporates a single lane carriageway, albeit for a short length which would be shared by pedestrian footfall.

Whilst the local highway network further afield would comfortably accommodate traffic, this would not necessarily be without issue.

Vehicular traffic would likely be in the region of 1 vehicle every 2-3 minutes during the network peak hours.

In order to achieve sufficient visibility, vehicles would likely need to be positioned in the centre of the carriageway of Highfield at its junction with Cow Drove Hill, rendering it one-way if vehicles should meet. This risk would be increased given the size of the potential development.

The LHA would consider the principle of the development area to be acceptable for circa 12 dwellings representing a 50% reduction to that proposed.

Notwithstanding the above, the site, however, does benefit from the ability to provide segregated pedestrian access. This being via Frog Hole Lane which has already been identified by KSPC.

The importance of high-quality pedestrian access provision, which is segregated from vehicular traffic should not be underestimated for this site and would be a key principle in determining the acceptability form the site to accommodate the proposed number of dwellings.

A refuse vehicle would be required to access, egress and turn within the confines of the site in a safe and efficient manner; however, the site area would suggest this should not be an issue once given appropriate consideration.

Any development that may come forward would be required to provide parking provision fully in line with TVBC adopted standards in this location.

In summary and in isolation the proposed numbers for this site do raise some specific highway safety concerns however careful consideration of the dwelling numbers and segregating pedestrian/vehicular access should result in the principle being acceptable.

Any application that may come forward in this location would require significant and specific prior discussions with the LHA regarding methodology of highway assessment and discussion regarding potential mitigation.

Additional concerns are potentially raised given the further cumulative impact associated between the site and site KS1.

Site KS6



Site KS6 forms a vacant parcel of land previously used for agricultural purposes.

It proposes a developable area of some 900sqm for a listed maximum of 4 homes.

4 residential family dwellings in this area would likely generate in the region of 3 vehicular trips during the network peak hours.

Vehicular access would be sought directly from Winchester Road. Winchester Road itself in this location is subject to a 30mph speed limit.

Winchester Road and the surrounding highway network is considered to be able to accommodate traffic from a development of this size without any severe detrimental impact upon highway safety or efficiency.

Following a site appraisal, the key issue to this site would be for appropriate access design and being able to achieve the required vehicular visibility splays of 2.4m x 43m.

Lower levels of vehicular visibility would be acceptable if volumetric and speed survey data were to demonstrate speeds lower than the posted speed limit.

This would appear to be the case from site observation.

Careful consideration would be needed for any development brought forward to be able to accommodate refuse collection either on-street from Winchester Road or within the site itself whereby the design would be required to accommodate safe and efficient access, egress and turning.

Any development coming forward would likely require design for informal pedestrian crossing facilities that would allow for actual and perceived safe passage across the carriageway to link up with the existing footway provision

situated on the opposing side of Winchester Road and continuation of such into the site.

In summary and in isolation the principle of a residential development of this size and in this location would be considered acceptable in highway terms.

Site SHELAA 55



Site SHELAA 55 forms a parcel of land used for agricultural purposes.

It proposes a developable area of some 3,300sqm for a listed maximum of 15 homes.

15 residential family dwellings in this area would likely generate in the region of 10 vehicular trips during the network peak hours.

Vehicular access would be proposed via a continuation of “The Gorrings” which itself forms a turning head. This in turn incorporates formalised parking for the adjacent residential locale.

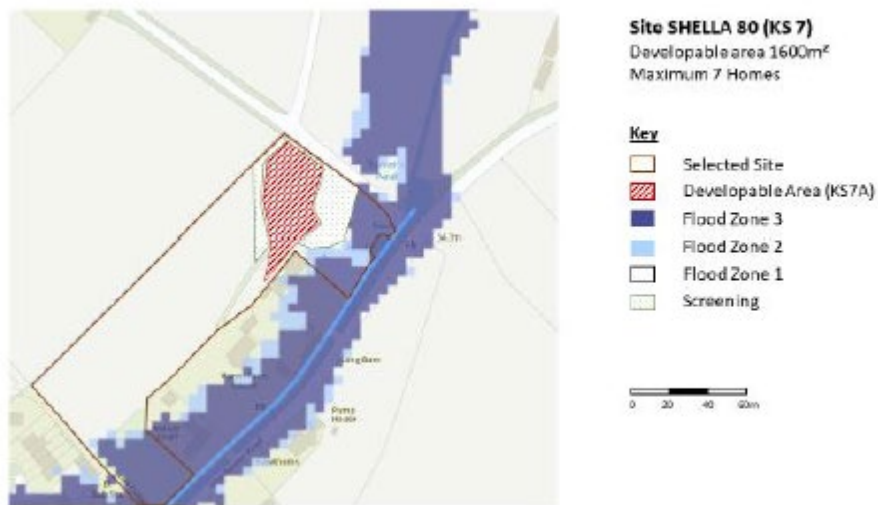
Site access would see vehicle routing through the adjacent estate before gaining entry to Furzedown Road.

The LHA would unlikely raise any specific objection in traffic impact terms for a development of this size in this location.

The site benefits from a number of potential options for segregated and non-segregated pedestrian access for linkage to the surrounding residential area and village centre.

In highways terms, the site would be considered a prime location to support such a residential use with little in the way of constraint.

Site SHELAA 80



Site SHELAA 80 forms an irregular parcel of land currently used for agricultural purposes.

It proposes a developable area of some 1,600sqm for a listed maximum of 7 homes.

7 residential family dwellings in this area would likely generate in the region of 5 vehicular trips during the network peak hours.

Vehicular access would be proposed off of New Lane to the northeast.

New Lane in this location is subject to the national speed limit, however observation would suggest it is lightly trafficked with vehicles slowing past the proposed site on approach to the 40mph speed change and junction with Winchester Road. Vehicle speeds increase as vehicles traverse the uphill gradient past the site along New Lane.

Vehicular access would require thoughtful consideration for achievability of required visibility which would appear to be limited without the moderate to substantial removal of vegetation, however not unachievable.

The LHA would not likely raise an objection in regard to traffic impact and the volume of expected traffic would be comfortably accommodated within the immediate and surrounding public highway network.

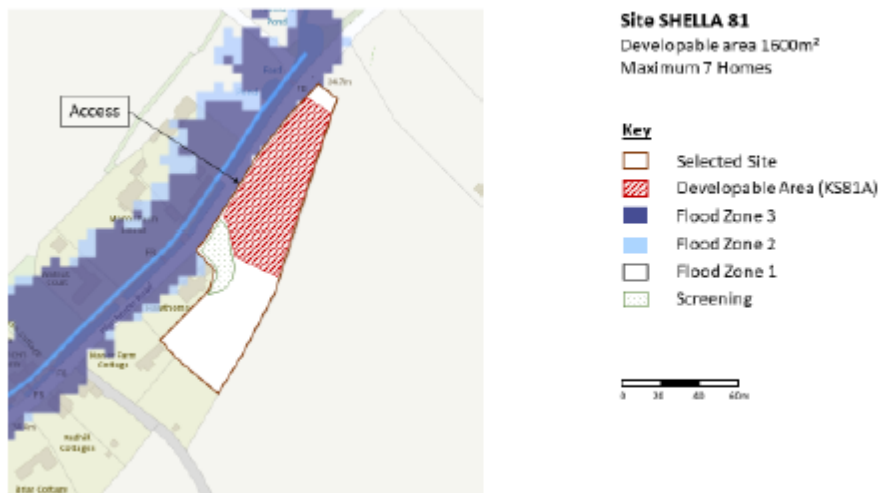
Careful attention would be required regarding access for refuse collection vehicles.

The application site sits to the edge of the village boundaries, and as such, pedestrian access is limited, however this is considered completely typical for a

site in such a location and this in isolation would not be a reason for concern given the size of development proposed.

Contemplation should also be given for the potential for the site to be accessed off of Winchester Road.

Site SHELAA 81



Site SHELAA 81 forms a parcel of land used for agricultural purposes.

It proposes a developable area of some 1,600sqm for a listed maximum of 7 homes.

7 residential family dwellings in this area would likely generate in the region of 5 vehicular trips during the network peak hours.

Vehicular access is proposed directly from Winchester Road. In this location specific issues exist in regard to carriageway alignment and thus achieving the required vehicular visibility splays of 2.4m x 43m given the 30mph speed limit.

This would need careful consideration and would be achievable however with the removal of significant vegetation bounding Winchester Road.

The LHA would not likely raise an objection in regard to traffic impact and the volume of expected traffic would be comfortably accommodated within the immediate and surrounding public highway network.

Careful consideration would be required in regard to access for refuse collection vehicles.

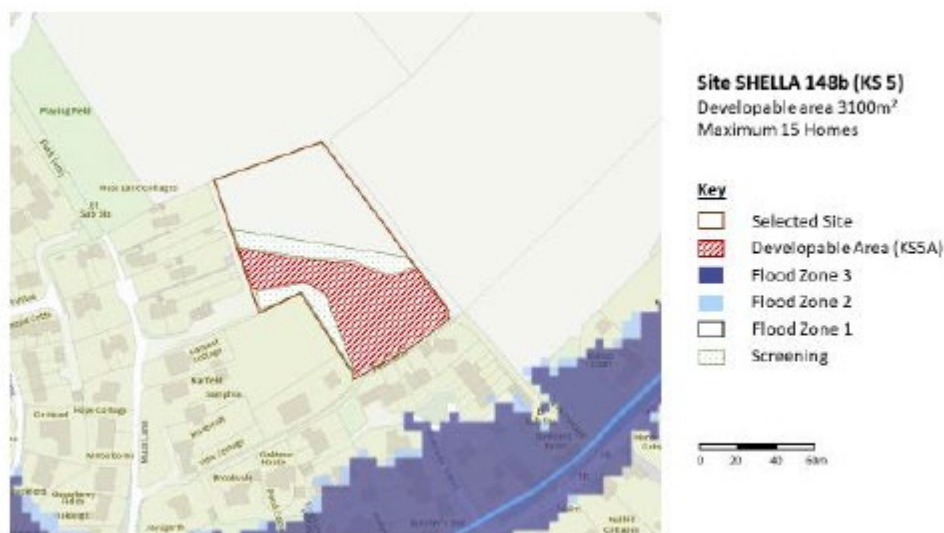
Any development that may come forward would be required to provide parking provision fully in line with TVBC adopted standards in this location.

Pedestrian linkage to the village centre is poor and KSPC have already identified that pedestrians would be required to walk along Winchester Road before

having the ability to access the existing footway located towards Riverside Green.

The lack of pedestrian facilities given the context of the locale does raise some highway safety concerns for pedestrians and vulnerable road users especially taking into consideration the lack of street lighting and the existence of the highway drainage ditch/swale.

Site SHELAA 148b (KS5A)



Site SHELAA 148b (KS5A) forms a parcel of land used for agricultural purposes.

It proposes a developable area of some 3,100sqm for a listed maximum of 15 homes.

15 residential family dwellings in this area would likely generate in the region of 10 vehicular trips during the network peak hours.

The obvious means of access to the site would be from Muss Lane, however KSPC have identified the carriageway width constraints. This would be echoed by the LHA and Muss Lane in this location would give rise to concern for the impact upon the efficiency of the highway network in this location and in this regard.

The likelihood of vehicles meeting along Muss Lane in this location is moderate and as such the probability of vehicles attempting to utilise private drives and accesses for passing purposes is high. This would be highly undesirable and would lead to its own specific highway safety implications.

In line with this, it is unlikely the LHA would have much appetite or support for vehicular access off of Muss Lane in this location.

Following on from this, vehicular access has been identified from the A3057 Stockbridge Road. This however would require a long accessway to be created.

This in isolation would not be considered unacceptable in principle, however careful thought would be required to its design and ability to allow vehicles to traverse and pass one another in an efficient manner.

Specific thought would also be required to avoid any interaction with the adjacent playing fields.

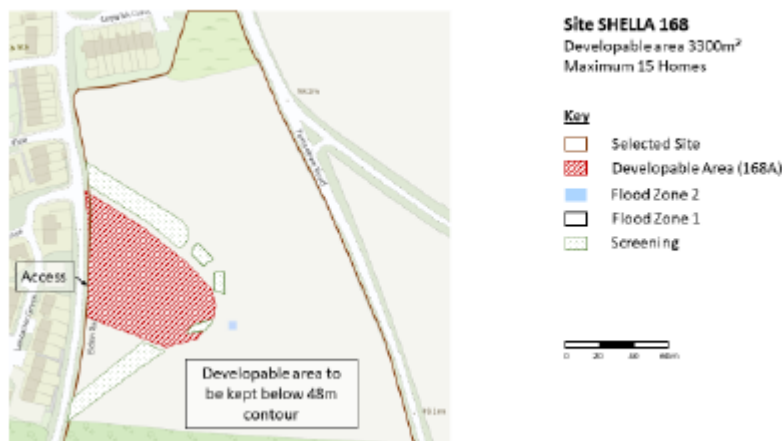
Whilst it is not clear as to the exact proposed access location, some specific concern does exist in highways terms for this site.

Any proposed access would be close to or within the area where the speed limit changes from 30mph to the national speed limit and therefore achieving the necessary visibility splays in the primary direction especially would require significant removal of vegetation. This would be compounded by the gradient of Stockbridge Road in the primary direction.

The above however is not unachievable in highways terms and as such the overall principle would be acceptable, however careful and specific design and assessment would be required.

Nethertheless, the site is considered to have some clear benefit in being able to provide a dedicated and segregated pedestrian route to the village centre via Muss Lane. This would clearly make it attractive in highways terms to both the LHA and future occupiers of any development and should not be undervalued.

Site SHELAA 168



Site SHELAA 168 forms a parcel of land used for agricultural purposes.

It proposes a developable area of some 3,300sqm for a listed maximum of 15 homes.

15 residential family dwellings in this area would likely generate in the region of 10 vehicular trips during the network peak hours.

Vehicular access would require some significant removal of vegetation, but not unachievable.

As already identified, the LHA would want to seek either extension of the existing footway or segregated pedestrian access to the northern part of the site. This would achieve a clear and continuous pedestrian linkage.

Eldon Road narrows to the south, however given the likely split of traffic, this would not raise any specific highway safety concerns though this would likely require further investigation.

Following review, the LHA would unlikely raise any significant highway safety concerns for a development of this size and in this location.

Summary

The above comments on each site are provided based upon the information as submitted and via a mixture of both site visit and desktop review and remain valid as per the existing highways conditions of the time.

The comments are not intended as a detailed analysis of any development proposal but are provided on a high-level basis based upon the potential land use and associated strength, weaknesses, opportunities and threats.

The Highway Authority welcomes the opportunity to assist the Parish Council in these deliberations and is happy to provide further advice/information that may be required going forward from this point.

Information on the HCC standards for visibility splays and other highway technical guidance can be found at the following link:

<https://www.hants.gov.uk/transport/developers/technical-guidance>.

Yours sincerely



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