

# King's Somborne Parish Council Neighbourhood Development Plan



## Background Information and Evidence 2.6

Revision 0



## Site Access Study

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## **Background**

Following the issue of AECOM's Site Options and Assessment Report King the Parish Council followed the recommendation to explore site access to the identified potential sites. To this end private consultant Nick Cultrane was engaged and Hampshire Highways Department were consulted to provide expert opinion. In order to provide clarity a scope of work shown below was prepared and approved prior to this third party engagement.

### **Scope of Work**

The following is the scope of work sent to the third parties engaged:-

#### **Kings Somborne Parish Council Neighbourhood Development Plan**

##### **Potential Sites Access Study**

### **Background**

Kings Somborne Parish Council is currently engaged in the formulation of their neighbourhood development plan.

With the assistance of consultants eight potential sites for housing have been identified. These sites have some potential restrictions in terms of access. In order to further assess the sites viability the Parish Council wish to engage a consultant to evaluate the conformity of each site once developed to highways regulation.

### **Scope**

The work should be carried out using a combination of desktop studies and site visits as appropriate.

On conclusion of the study the consultant shall produce a report confirming the following for each of the eight potential sites:-

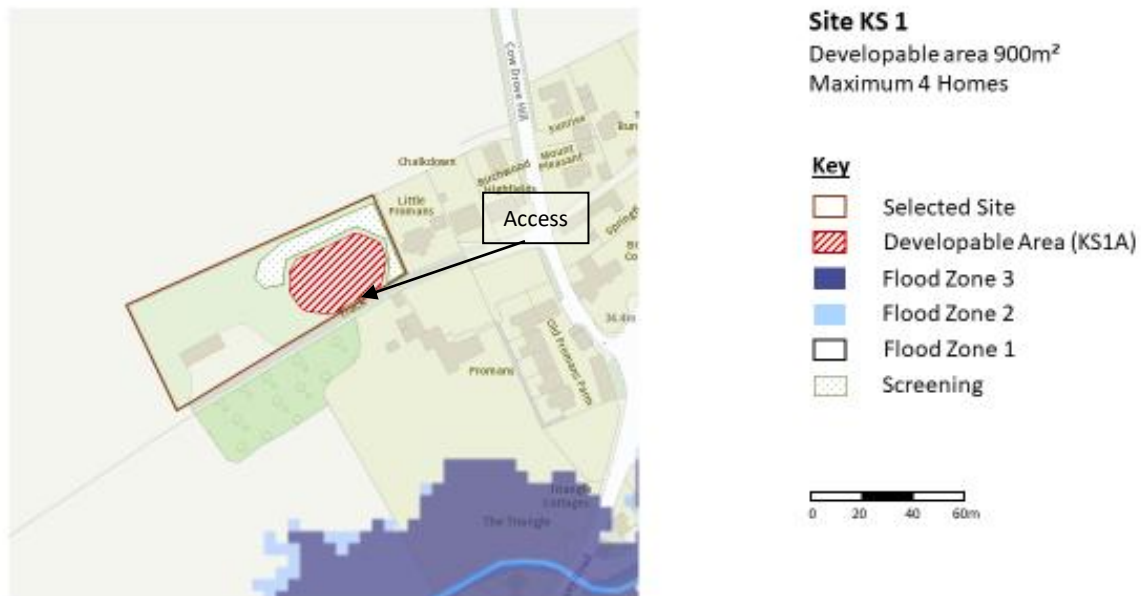
- Access to the site is suitable

- Potential improvements to the indicated access or preferred alternatives
- The number of vehicles assumed to utilise the access
- That access is suitable for fire appliances and dustcarts
- Limitations to design in respect to access
- Limitations on the number of dwellings.
- Correctly designed access will conform to statutory and Hampshire County Council Highways regulation

## Information

The following pages provide the location of each site an indication of the proposed access. The maximum quantity of dwellings anticipated and a short summary identifying some potential pitfalls in the access but this is not meant to be exhaustive. The consultant should make their own evaluation.

### KS1





## Summary

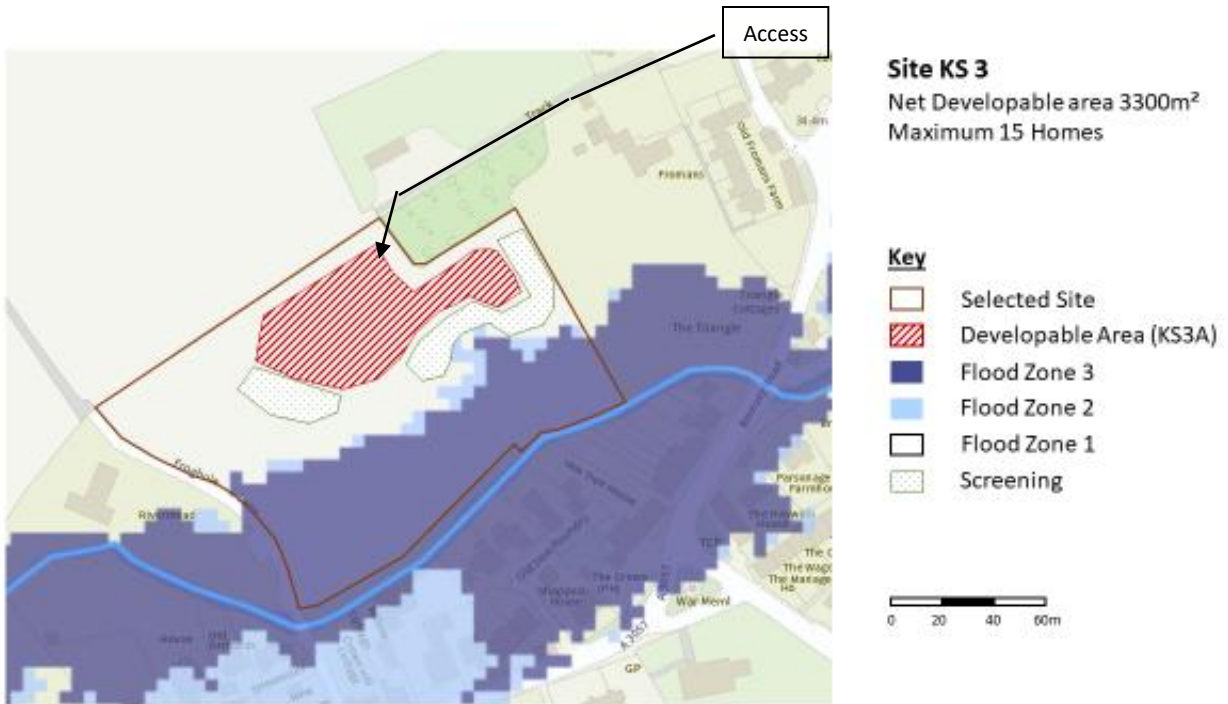
KS1 is a small site with access directly from Cow Drove Hill. The immediate access from Cow Drove is wide and easily allows to vehicles to pass side by side. A short section of any access road alongside the property Little Fromans would be single track with good visibility but is a short length and could be regarded traffic calming.

Pedestrian access to the village centre would be via Cow Drove Hill along the road but this is relatively quiet with a small amount of traffic accessing the old tarmac plant which maintains some small works and storage. The plant itself is no longer operational.

The site has medium landscape sensitivity and medium visual sensitivity. In order to mitigate landscape sensitivity screening will be required to mitigate glimpses from the north and north east.

The site is located adjacent to the Grade II listed Cob Wall on the south side of Highfield. The heritage constraints would require sensitive design, particularly ensuring that any modification to access is sensitive to the Grade II listed Cob Wall. The site is within the setting of the Conservation Area and therefore any development would need to be sensitive to the heritage assets, including the Cob Wall

The site is currently vacant land previously used for agriculture.

**KS3**

## Summary

KS3 is a medium sized site with access directly from Cow Drove Hill. The immediate access from Cow Drove is wide and easily allows to vehicles to pass side by side. A short section of any access road alongside the property Little Fromans would be single track with good visibility but is a short length and could be regarded traffic calming.

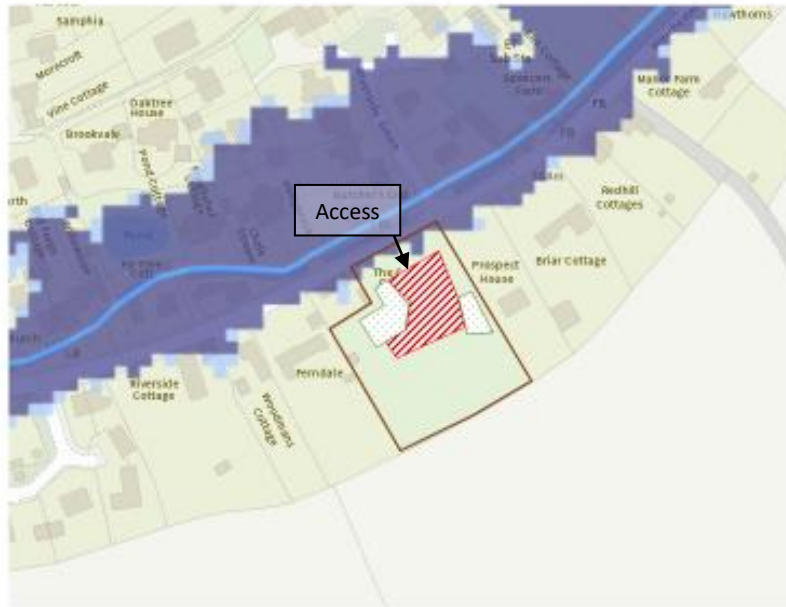
Good pedestrian access to the village centre can be provided via Frog Hole Lane which is not subject to vehicular traffic.

The site has high landscape sensitivity and medium visual sensitivity. In order to mitigate landscape sensitivity screening from the conservation area will be required. The heritage constraints would require sensitive design, particularly ensuring that any modification to access is sensitive to the Grade II listed Cob Wall. The site is within the setting of the Conservation Area and therefore any development would need to be sensitive to the heritage assets, including the Cob Wall

The site is currently vacant land previously used for agriculture.



## KS6



**Site KS 6**  
Developable area 900m<sup>2</sup>  
Maximum 4 Homes





## Summary

This is a small sized site close to the village centre. Access sited between two Grade2 listed buildings is direct from Winchester Road which in itself is in a designated Zone 3 flood area. Historically whilst the road has flooded it has never flooded to prevent access to the numerous properties serviced by Winchester Road. The site itself is classified in Flood Zone 1. Activity within 8 metres of the bourne will require an environmental permit.

There is a footpath directly opposite the site leading to the village centre.

The site has high landscape sensitivity and medium visual sensitivity. Development would need to incorporate screening to address the site's high landscape sensitivity. Mature trees on the southern flank of the site should be retained. The site is within the Conservation Area and any development should seek to enhance and preserve the features of its immediate context. Impacts on the adjacent Grade II listed Cruck Cottage and the horse chestnut tree should be considered.

The site is currently vacant land previously used for agriculture.

## **SHELAA 55**







### **Site SHELLA 55**

Developable area 3300m<sup>2</sup>

Maximum 15 Homes

#### **Key**

-  Selected Site
-  Developable Area (168A)
-  Flood Zone 1
-  Screening

0 20 40 60m



## Summary

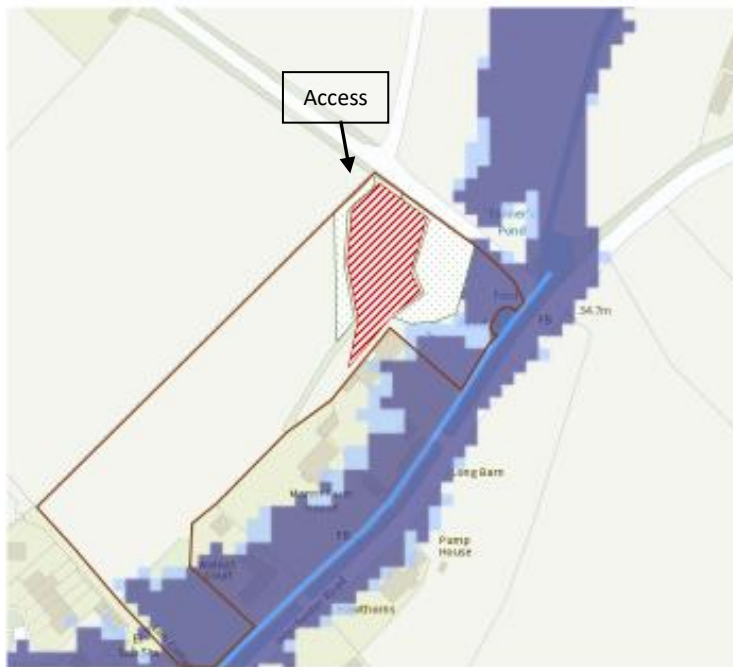
The site is a medium sized site. Access can be provided via The Gorrings with the loss of some hedging.

There is ready footpath access via The Gorrings and John o Gaunt field to the village facilities.

In order to mitigate landscape and visual impacts, any development should incorporate a soft boundary to demark the edge of the development where it meets the open countryside and screening provided to minimise the visual impact from the public rights of way on the north and east boundries.

The site is currently used for agriculture.

## SHELAA 80



**Site SHELLA 80 (KS 7)**  
Developable area 1600m<sup>2</sup>  
Maximum 7 Homes

### Key

-  Selected Site
-  Developable Area (KS7A)
-  Flood Zone 3
-  Flood Zone 2
-  Flood Zone 1
-  Screening

0 20 40 60m



## Summary

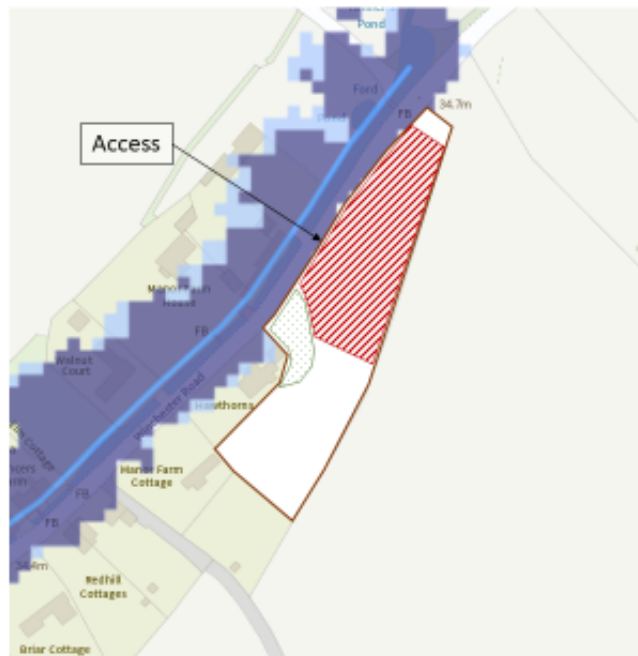
This is a small sized site lying at the east end of the village. Access can be provided directly via New Lane. New Lane can be arrived at from both the A3057 Stockbridge Road and provided the ford is not in flood also from Winchester Road. New Lane is relatively narrow.

There is pedestrian access to the village via an unmade footpath behind Manor Farm lading to Muss Lane which in itself is narrow.

The site has high landscape sensitivity and medium visual sensitivity. Development would need to be designed in a way which responds to the site's high landscape sensitivity, location within the Conservation Area and the Grade II listed heritage assets.







The site is currently used for grazing.

## SHELLA 81



**Site SHELLA 81**  
Developable area 1600m<sup>2</sup>  
Maximum 7 Homes

### Key

-  Selected Site
-  Developable Area (KS81A)
-  Flood Zone 3
-  Flood Zone 2
-  Flood Zone 1
-  Screening

0 20 40 60m





## Summary

This is a small sized site at the edge of the village. Access is direct from Winchester Road which in itself is in a designated Zone 3 flood area. Historically whilst the road has flooded it has never flooded to prevent access to the numerous properties serviced by Winchester Road. The site itself is classified in Flood Zone 1. Activity within 8 metres of the bourne will require an environmental permit.

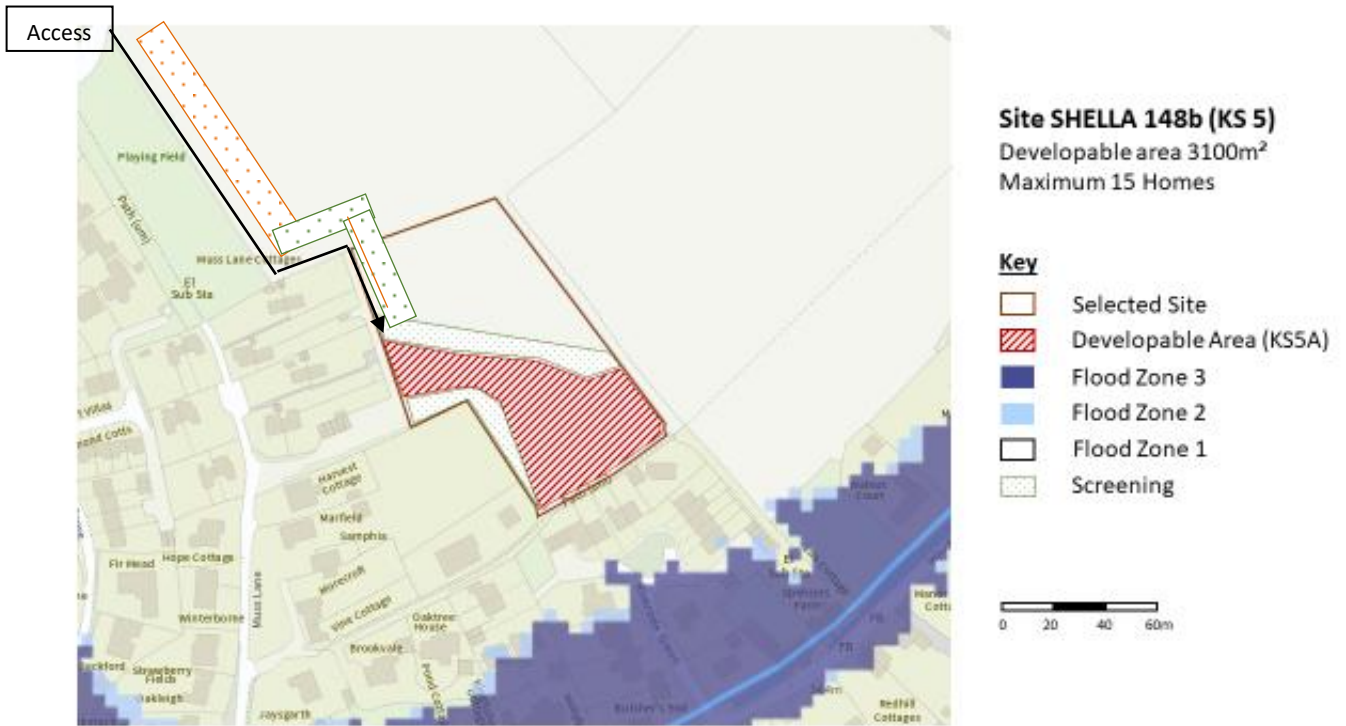
There is no obvious footpath to the village centre and pedestrians would need to walk along Winchester Road until arriving at the footpath at Spencers Farm.

The site has high landscape sensitivity and medium visual sensitivity. The site has high landscape sensitivity and medium visual sensitivity. The site is bounded on its northwest and southeast perimeter by a hedgerow noted for its importance in the Conservation Area Policy Document. There is also one significant tree within the site. The site slopes up towards the south giving any development high prominence when entering the village along Winchester Road.

Development would need to be designed in a way which responds to the site's high landscape sensitivity, location within the Conservation Area and the Grade II listed heritage assets.

The site is currently agricultural land used for grazing

**SHELAA 148b (KS5A)**





## Summary

This site is medium sized. Access can be provided directly from A3057. This would need to be screened along the boundary with the playing field and adjacent houses. The alternative access would be via Muss Lane although this is narrow and single lane in places.

Pedestrian access to the village amenities would be via Muss Lane which perhaps adds to the preference for highway access direct from the A3057.

The site has medium landscape sensitivity and medium visual sensitivity. In order to preserve the views from the Clarendon Way (Red Hill) the development should be restricted to the bottom part of the site below the 40m contour line and adequate screening provided.

The site is currently agricultural land and used for grazing.

## SHELAA 168







### Site SHELLA 168

Developable area 3300m<sup>2</sup>

Maximum 15 Homes

#### Key

-  Selected Site
-  Developable Area (168A)
-  Flood Zone 2
-  Flood Zone 1
-  Screening

0 20 40 60m



## Summary

This site is a medium sided site. Access can be provided from Eldon Road although this is quite narrow at this juncture and may benefit from local widening. Effort should be made to maintain or replant the hedging on the boundry.

Currently there is no footpath along this section of Eldon Road a footpath does exist to the village centre from Hunters Close which is a short distance away. This footpath could be extended as part of the above mentioned road widening.

The site has medium landscape sensitivity and medium visual sensitivity. The topography is such that the ground is steadily rising from the bourne valley and the village centre. Should housing be developed above the 48m contour line it would be very visible from several points in the village. Below this elevation and with adequate screening housing would blend in with the surrounding dwellings and landscape.

The site is currently arable land.

# Nick Cultrane - Consultant Report



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## Kings Somborne Parish Council Neighbourhood Development Plan Potential Sites Access Study

### Introduction

Nick Culhane has been appointed by Kings Somborne Parish Council to undertake an independent review of a number of sites that have been put forward as possible sites to be considered as being included within their Neighbourhood Development Plan.

Eight potential sites have been identified, some of which have potential restrictions in terms of access. Nick Culhane has therefore visited each site and has made an assessment of their ability to be developed with access that would be compliant with the Highway Authority requirements.

### Scope

The work has been undertaken using a combination of desktop assessment and on-site inspections. Then following is a list of specific requirements for the consultant to consider.

- Suitability of Site Access
- Potential Improvements required or preferred alternatives
- The number of vehicles assumed to utilise each access
- Suitability of access to accommodate Fire Appliances and Refuse Freighters
- Limitations to the design in respect of access
- Limitation on the number of dwellings
- Correctly designed access to conform with statutory and Hampshire County Council Highway Regulations.

The list below sets out the 8 sites to be considered, their approximate location and suggested number of dwellings to be accommodated.

Site Number	Location	No. of Dwellings
KS1	Cow Drove Hill north of A3057 Romsey Road	4
KS3	Cow Drove Hill north of A3057 Romsey Road	15
KS6	Winchester Road opposite Riverside Gardens	4
SHELAA 55	Land at The Gorrings	15
SHELAA 80	New Lane north of Winchester Road	7
SHELAA 81	Winchester Road south west of New Road	7
SHELAA 148b	South of A3057 and west of Muss Lane	15
SHELAA 168	East of Eldon Road	15

POTENTIAL SITES ACCESS STUDY

NICK CULHANE HIGHWAY CONSULTANT



### Traffic Impact

In order to determine the likely traffic impact that each site would have on the surrounding highway network, the TRICS database has been interrogated. TRICS is a nationally recognised database that can accurately predict the likely traffic generation from development through comparison with sites of similar locations and size.

A recent planning application for residential development at Furzedown Road was submitted for planning and the highway implications were considered by HCC as highway authority. The submission included a Transport Statement with TRICS data which was agreed by HCC. It is therefore considered appropriate to use this data in this instance and the agreed trips rates are shown below whilst the TRICS output data is included as [Appendix 1](#).

Trip Rates Houses Privately Owned			
	Arrivals	Departures	Two-way Total
AM Peak Hour	0.221	0.535	0.746
PM Peak Hour	0.352	0.127	0.479
Daily Traffic	2.578	2.915	5.493

It is therefore now possible to estimate the likely additional traffic movements that each of the sites would generate onto the highway network.

### Personal Injury Accidents

A review of the vehicular accidents involving personal injury over the last 5 year period has been undertaken using the Crashmaps website. It would appear that in the last 5 years, just 3 accidents involving personal injury have occurred within the Village and within the vicinity of the subject sites. Two of these involved serious injuries and one in a slight injury. The locations of the accidents are below whilst a description of the incidents is also included.

**Accident 1** - Occurred in January 2018 on the A3057 Romsey Road north of the Village in the vicinity of SHELAA 148b. This incident involved just one vehicle which appears to have lost control and struck an object outside of the carriageway. The incident resulted in one serious injury.

**Accident 2** - Occurred in July 2019 on the A3057 at the junction with Church Lane. This incident involved a car waiting to turn right from the A3057 into Church Lane being struck in the rear by a following car. The incident resulted in one serious injury.

**Accident 3** - Occurred at The Cross and involved two vehicles resulting in one slight injury. At the time of writing, the exact details of the incident are not known. The accident details are included as [Appendix 2](#) to this report.

From the above, it would appear that there are no overarching accident trends within the Village.



Locations of Accidents in relation to Subject Site

#### Site Assessments

**KS1** – Access to KS1 is proposed to be taken from a private drive known as Highfield which serves three detached dwellings and forms a junction with Cow Drove Hill to the east. Cow Drove Hill inclines from its junction with the A3057 to the south and is subject to a 30 mph speed limit. Observed traffic speeds and volumes are relatively low, however visibility at this junction is currently limited to the north by third party vegetation which appears to be within the ownership of Highfields on the north west corner. This is demonstrated below.



Visibility to North



Hedge in third party ownership

Based on the posted speed limit of 30mph, visibility splays of 2.4m by 43.0m would be required at the junction with Cow Drove Hill. It is evident however that such a splay cannot be achieved in the northerly direction due to the third party ownership.

Based on the TRICS data above, this site would be likely to generate an additional 3 traffic movements in the AM peak, 2 in the PM peak and 22 daily traffic movements.

Highfield does not appear to have any existing turning facilities for a refuse vehicle, so service vehicle provision would need to be considered. It is unlikely that given the available size of the proposed site, such a turning area could be provided within the limitations of the development area.

**KS3** – Access to KS3 is also proposed to be taken from Highfield and this is a site that is suggested to accommodate up to 15 units. Based on the TRICS data above, this site would be likely to generate an additional 11 traffic movements in the AM peak, 7 in the PM peak and 82 daily traffic movements.

The same issues apply with regards to visibility in so. Much as the northern splay is obscured by third party land. If this issue could be overcome, the site would certainly need to provide an adequate turning area for an 11.2m long refuse vehicle, given the number of dwelling proposed.

In conclusion, it is unlikely that the highway authority would look favourably upon either of these site, unless the visibility issue could be adequately resolved.

**KS6** – KS6 is located on Winchester Road which at this point is subject to a 30mph speed limit, and the road benefits from a pedestrian footway on the northern side that links into the Village centre. The site is already served by a gated access although at the time of inspection, this did not appear to be in use. Based on the posted speed limit of 30mph, visibility splays of 2.4m by 43.0m would be required, and given the verge fronting the site, these appear to be achievable, see below.



The site is being promoted for 4 dwelling and based on the TRICS data, this site would be likely to generate an additional 3 traffic movements in the AM peak, 2 in the PM peak and 22 daily traffic movements.

The site would not be expected to accommodate the on-site turning requirements of a refuse freighter, although fire appliance access may be required, subject to Building Regulations approval. The site should however accommodate the turning requirements of a grocery type delivery van.

**SHELAA 55** - SHELAA 55 is located in a field to the west of The Gorrings, which is a fairly modern residential housing estate road. The Gorrings is of conventional design and construction with a wide carriageway with verges and pedestrian footways. It also benefits from Street lighting. This theme continues throughout the estate where it meets Eldon Road and Furzedown Road where there is then a footway that leads down to the Village centre. A public footpath also links the Village with The Gorrings through the Kings Somborne Recreation Ground to the north.

This site is proposed to accommodate up to 15 units and based on the TRICS data, this site would be likely to generate an additional 11 traffic movements in the AM peak, 7 in the PM peak and 82 daily traffic movements. It is considered that such movements can easily be accommodated on the local estate roads.

The site can be accessed through the existing turning head at the end of The Gorrings and given the size of the site and the number of units proposed, turning provision would need to be made for a large refuse freighter. The position of the access is shown below.



**SHELAA 80** – SHELAA 80 is a small site for 7 dwellings located on the south western side of New Lane which forms a junction with Winchester Road to the south east. There is a ford at this junction although a pedestrian bridge is provided on the south west side of the junction to allow safe pedestrian passage.

New Lane is at this point subject to the National speed limit, although on-site observation noted that traffic speeds and volumes were fairly low. It is likely that a speed survey would show that traffic speeds are around 30mph on both approaches, therefore visibility splays of 2.4m by 43.0m would be required. Given the available site frontage, these appear to be achievable subject to some cutting back and trimming of the existing hedge, see below.



Based on the TRICS data, this site would be likely to generate an additional 5 traffic movements in the AM peak, 3 in the PM peak and 38 daily traffic movements.

There is no pedestrian footway along New Lane or the initial section of Winchester Road linking the site to the Village centre, however Footpath 14 runs along the northern boundary of the site which links through to Muss Lane, and the Village centre. This would give a safe and convenient passage for pedestrians.

Given the size of the site and the number of units proposed, it would be expected to accommodate the turning requirements of a refuse freighter.

**SHELAA 81** – SHELAA 81 is located on the southern side of Winchester Road and is proposed to accommodate 7 units. Based on the TRICS data, this site too would be likely to generate an additional 5 traffic movements in the AM peak, 3 in the PM peak and 38 daily traffic movements.

Winchester Road at this point is subject to a 30mph speed limit, and the road benefits from a pedestrian footway on the northern side linking into the Village centre. Based on the posted speed limit of 30mph, visibility splays of 2.4m by 43.0m would be required, and given the verge fronting the site together with the alignment of the carriageway, these would appear to be achievable subject to some removal and trimming of the existing hedge, see below.





Given the size of the site and the number of units proposed, it too would be expected to accommodate the turning requirements of a refuse freighter.

**SHELAA 148b** – SHELAA 148b lies to the south of the A3057 and east of Muss Lane and is proposed to accommodate 15 dwellings.

Access is proposed to be taken directly from the A3057 Romsey Road, and the location of the access is within the 30mph limit, but just outside of a stretch of road that is subject to the National speed limit. Cars approaching from the north east are also travelling down an incline. Observations on site noted that whilst within the 30 mph limit, vehicular speeds were considerably higher than 30mph. Visibility to the north east is limited due to a mature hedge and the alignment of the carriageway, which would require a considerable amount of vegetation to be removed to achieve any acceptable visibility splay. See below.





The likely traffic speeds approaching the site will invariably result in a visibility splay requirement that would have a significant impact on the site frontage which may be detrimental from a planning point of view. Visibility in the southern direction is acceptable however.

It has been suggested that an alternative access could be achieved from Muss Lane, although it is noted that the Parish Council have previously objected to a residential development of 5 dwellings served by Muss Lane, with particular regard to highway safety, given the width, alignment and on-street parking that occurs on this access road.

This section of Romsey Road also has no pedestrian footways and no street lighting, although it is understood that pedestrian access could be achieved through Muss Lane to link with the Village centre. Based on the TRICS data, this site would be likely to generate an additional 11 traffic movements in the AM peak, 7 in the PM peak and 82 daily traffic movements.

The size of the site and the number of dwellings proposed would also require the ability for a refuse freighter to be able to enter the site, turn and leave in forward gear.

Given the visibility restrictions onto the A3057 and the potential impact by accessing the site from Muss Lane, this site does not appear to be acceptable from a highway perspective.

**SHELAA 168** – SHELAA 168 is a site which lies to the east of Eldon Road and is a proposal for 15 dwellings. Eldon Road is a residential estate road of conventional design and construction having a wide carriageway and a continuous pedestrian footway that links to Furzedown Road to the north, and on to the Village centre. In recent years a residential development known as Hunters Close has been constructed, and the proposed access to this site lies just to the south of this development.

Eldon Road beyond Hunters Close is restricted in width, however a wide verge exists on the eastern side which would allow for some localised widening, including installation of a short section of pedestrian footway, to link in with Hunters Close.

The site access will be located within a 30mph zone, and traffic speeds and volumes were observed to be relatively low. Based on the posted speed limit of 30mph, visibility splays of 2.4m by 43.0m would be required, and given the verge fronting the site together with the alignment of the carriageway, these would appear to be achievable subject to some removal and trimming of the existing hedge.

This site is proposed to accommodate up to 15 units and based on the TRICS data, this site would be likely to generate an additional 11 traffic movements in the AM peak, 7 in the PM peak and 82 daily traffic movements. It is considered that such movements can easily be accommodated on the local estate roads.

Given the size of the site and the number of dwellings proposed, the site should accommodate the turning requirements of a refuse freighter.



#### **Summary and Conclusion**

This report forms an independent review of 8 possible sites to be considered for inclusion within their Kings Somborne Neighbourhood Development Plan.

The review has assessed the suitability of the accesses and surrounding highway network to accommodate the type and amount of traffic that each site would be likely to generate.

This report concludes that with the exception of sites KS1, KS3 and SHELAA 148b which have issues relating to the ability to provide adequate visibility, the remaining sites would be acceptable in principle for residential development subject to detailed design.

Nick Culhane September 2021

## Appendix 1

### TRICS Data

Calculation Reference: AUDIT-405201-210928-0941

**TRIP RATE CALCULATION SELECTION PARAMETERS:**

Land Use : 03 - RESIDENTIAL  
 Category : A - HOUSES PRIVATELY OWNED  
**TOTAL VEHICLES**

Selected regions and areas:

<b>04 EAST ANGLIA</b>	
SF SUFFOLK	1 days
<b>05 EAST MIDLANDS</b>	
LN LINCOLNSHIRE	1 days
<b>08 NORTH WEST</b>	
CH CHESHIRE	1 days
MS MERSEYSIDE	1 days
<b>09 NORTH</b>	
TW TYNE & WEAR	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

**Primary Filtering selection:**

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings  
 Actual Range: 7 to 22 (units: )  
 Range Selected by User: 7 to 22 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/12/10 to 07/10/13

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Tuesday	3 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PP56 Out of Centre)	5
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This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	5
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This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

**Secondary Filtering selection:**

Use Class:

C3 5 days

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.*

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*

Population within 5 miles:

75,001 to 100,000	2 days
100,001 to 125,000	1 days
250,001 to 500,000	2 days

*This data displays the number of selected surveys within stated 5-mile radii of population.*

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	1 days

*This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.*

Travel Plan:

No 5 days

*This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.*

PTAL Rating:

No PTAL Present 5 days

*This data displays the number of selected surveys with PTAL Ratings.*

LIST OF SITES relevant to selected parameters

The 'browse and select' feature in TRICS was used to choose the sites to be included in this selected set. The TRICS user browsed the full list of sites for this land use category and selected directly from this list.

1	CH-03-A-08	DETACHED		CHESHIRE
	WHITCHURCH ROAD			
	CHESTER			
	BOUGHTON HEATH			
	Suburban Area (PP56 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	11		
	Survey date: TUESDAY	22/05/12		Survey Type: MANUAL
2	LN-03-A-03	SEMI DETACHED		LINCOLNSHIRE
	ROOKERY LANE			
	LINCOLN			
	BOLTHAM			
	Suburban Area (PP56 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	22		
	Survey date: TUESDAY	18/09/12		Survey Type: MANUAL
3	MS-03-A-03	DETACHED		MERSEYSIDE
	BEMPTON ROAD			
	LIVERPOOL			
	OTTERSPOOL			
	Suburban Area (PP56 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	15		
	Survey date: FRIDAY	21/06/13		Survey Type: MANUAL
4	SF-03-A-04	DETACHED & BUNGALOWS		SUFFOLK
	NORMANSTON DRIVE			
	LOWESTOFT			
	Suburban Area (PP56 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	7		
	Survey date: TUESDAY	23/10/12		Survey Type: MANUAL
5	TW-03-A-02	SEMI-DETACHED		TYNE & WEAR
	WEST PARK ROAD			
	GATESHEAD			
	Suburban Area (PP56 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	16		
	Survey date: MONDAY	07/10/13		Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.



TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

**TOTAL VEHICLES**Calculation factor: **1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	14	0.042	5	14	0.394	5	14	0.436
08:00 - 09:00	5	14	0.211	<b>5</b>	<b>14</b>	<b>0.535</b>	<b>5</b>	<b>14</b>	<b>0.746</b>
09:00 - 10:00	5	14	0.141	5	14	0.197	5	14	0.338
10:00 - 11:00	5	14	0.183	5	14	0.127	5	14	0.310
11:00 - 12:00	5	14	0.197	5	14	0.268	5	14	0.465
12:00 - 13:00	5	14	0.310	5	14	0.268	5	14	0.578
13:00 - 14:00	5	14	0.197	5	14	0.211	5	14	0.408
14:00 - 15:00	5	14	0.085	5	14	0.183	5	14	0.268
15:00 - 16:00	5	14	0.268	5	14	0.197	5	14	0.465
16:00 - 17:00	5	14	0.254	5	14	0.183	5	14	0.437
17:00 - 18:00	<b>5</b>	<b>14</b>	<b>0.352</b>	5	14	0.127	5	14	0.479
18:00 - 19:00	5	14	0.338	5	14	0.225	5	14	0.563
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.578			2.915			5.493

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP\*FACT. Trip rates are then rounded to 3 decimal places.

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**Parameter summary**

Trip rate parameter range selected: 7 - 22 (units: )  
 Survey date date range: 01/12/10 - 07/10/13  
 Number of weekdays (Monday-Friday): 5  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

**Appendix 2**

Crashmap Data



Validated Data

Crash Date: Friday, January 05, 2018

Time of Crash: 7:34:00 AM

Crash Reference: 2018440005249

Highest Injury Severity: Serious

Road Number: A3057

Number of Casualties: 1

Highway Authority: Hampshire

Number of Vehicles: 1

Local Authority: Test Valley Borough

OS Grid Reference: 436161 131331

Weather Description: Fine without high winds

Road Surface Description: Wet or Damp

Speed Limit: 30

Light Conditions: Darkness: street lighting unknown

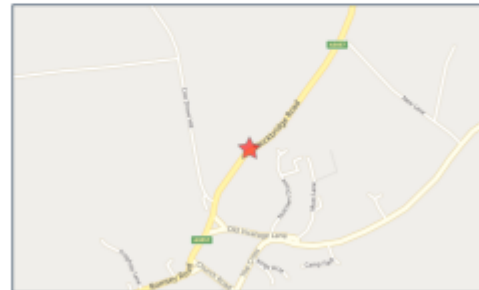
Carriageway Hazards: None

Junction Detail: Not at or within 20 metres of junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Not Applicable



For more information about the data please visit: [www.crashmap.co.uk/home/faq](http://www.crashmap.co.uk/home/faq)  
To subscribe to unlimited reports using CrashMap Pro visit: [www.crashmap.co.uk/home/premium\\_services](http://www.crashmap.co.uk/home/premium_services)



Validated Data

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)		1 Female	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	Other permanent object

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Female	56 - 65	Unknown or other	Unknown or other

For more information about the data please visit: [www.crashmap.co.uk/home/faq](http://www.crashmap.co.uk/home/faq)  
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crashmap.co.uk

Validated Data

<b>Crash Date:</b>	Wednesday, July 31, 2019	<b>Time of Crash:</b>	9:42:00 AM	<b>Crash Reference:</b>	2019440269049
<b>Highest Injury Severity:</b>	Serious	<b>Road Number:</b>	A3057	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Hampshire			<b>Number of Vehicles:</b>	2
<b>Local Authority:</b>	Test Valley Borough			<b>OS Grid Reference:</b>	436006 131034
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	30				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	T or staggered junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Give way or uncontrolled				



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)  
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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	5	Female	26 - 35	Vehicle is waiting to turn right	Back	Other	None	Tree
2	Van or goods vehicle 3.5 tonnes mgw and under	1	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: [www.crashmap.co.uk/home/faq](http://www.crashmap.co.uk/home/faq)  
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Provisional Data does not include vehicle and casualty records

**Crash Date:** Tuesday, February 11, 2020

**Time of Crash:** 3:15:00 PM

**Crash Reference:** 2020440053336

**Highest Injury Severity:** Slight

**Road Number:** U0

**Number of Casualties:** 1

**Highway Authority:** Hampshire

**Number of Vehicles:** 2

**Local Authority:** Test Valley Borough

**OS Grid Reference:** 436153 131006

**Weather Description:** Fine without high winds

**Road Surface Description:** Dry

**Speed Limit:** 30

**Light Conditions:** Daylight: regardless of presence of streetlights

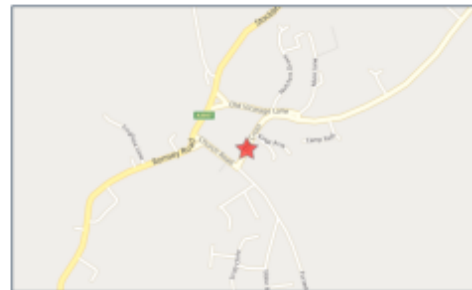
**Carriageway Hazards:** None

**Junction Detail:** Not at or within 20 metres of junction

**Junction Pedestrian Crossing:** No physical crossing facility within 50 metres

**Road Type:** Single carriageway

**Junction Control:** Unknown



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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**Provisional Data does not include vehicle and casualty records**

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)  
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# Hampshire Highways Response

<b>King's Somborne Parish Council</b> The Old Shop Main Road Winchester SO21 1LU	 <b>Hampshire</b> County Council	<i>Economy, Transport and Environment Department Elizabeth II Court West, The Castle Winchester, Hampshire SO23 8UD</i>  <i>Tel: 0300 555 1375 (General Enquiries) 0300 555 1388 (Roads and Transport) 0300 555 1389 (Recycling Waste &amp; Planning) Textphone 0300 555 1390 Fax 01962 847055</i>  <i>www.hants.gov.uk</i>
<b>Enquiries to:</b> Alistair McMurray	<b>My reference</b> 9007081	
<b>Direct Line</b> 0370 779 2517	<b>Your reference</b> KSNDF	
<b>Date</b> 3 <sup>rd</sup> September 2021	<b>Email</b> Alistair.mcmurray@hants.gov.uk	

**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 brought 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**

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Call charges and information apply see [www.hants.gov.uk](http://www.hants.gov.uk)

KSPC NDP ASSISTANCE

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.

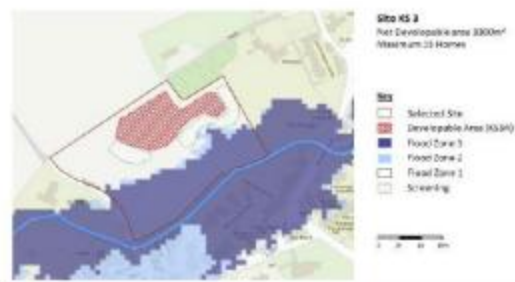
Any development that may come forward would be required to provide parking provision fully in line with TVBC adopted standards especially in this location as any departure from these standards would likely lead to illegal and informal parking at a detriment to highway safety.

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 from 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

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.

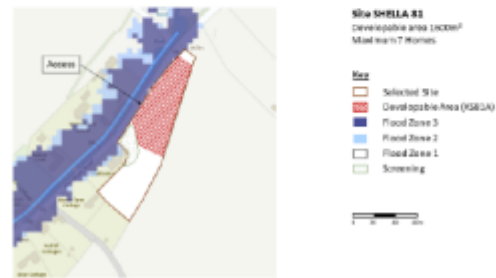
In line with this, it is unlikely the LHA would have much appetite or support for vehicular access off of Muss Lane in this location.

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

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

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



Alistair McMurray MSc, BSc, CEng, MCIHT, MCILT  
Consultant Development Planner



