

Title: Review of Access

Date: September 2019

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1.0 Introduction

1.1 Jubb have been commissioned by Highclere Estate to provide transport and highways advice in support of the allocation of land at the junction of Harts Lane and Winchester Road, Burghclere ('the site') in the emerging Burghclere Parish Neighbourhood Plan (BNP).

1.2 This Technical Note (TN) has been prepared to set out the principles for providing access to the site for vehicles, pedestrians and cyclists. This is in line with paragraph 108 of the National Planning Policy Framework (NPPF, 2019) which requires that "safe and suitable access to the site can be achieved for all users".

2.0 Site Location

2.1 The site is located on the southwestern edge of the village of Burghclere, Hampshire. The site occupies an area of approximately 0.8ha, taking the form of an open field, and is bounded by the following:

- Harts Lane to the east and south;
- Winchester Road to the west; and
- Light industrial uses to the north.

2.2 **Figure 1** below shows the location of the site.

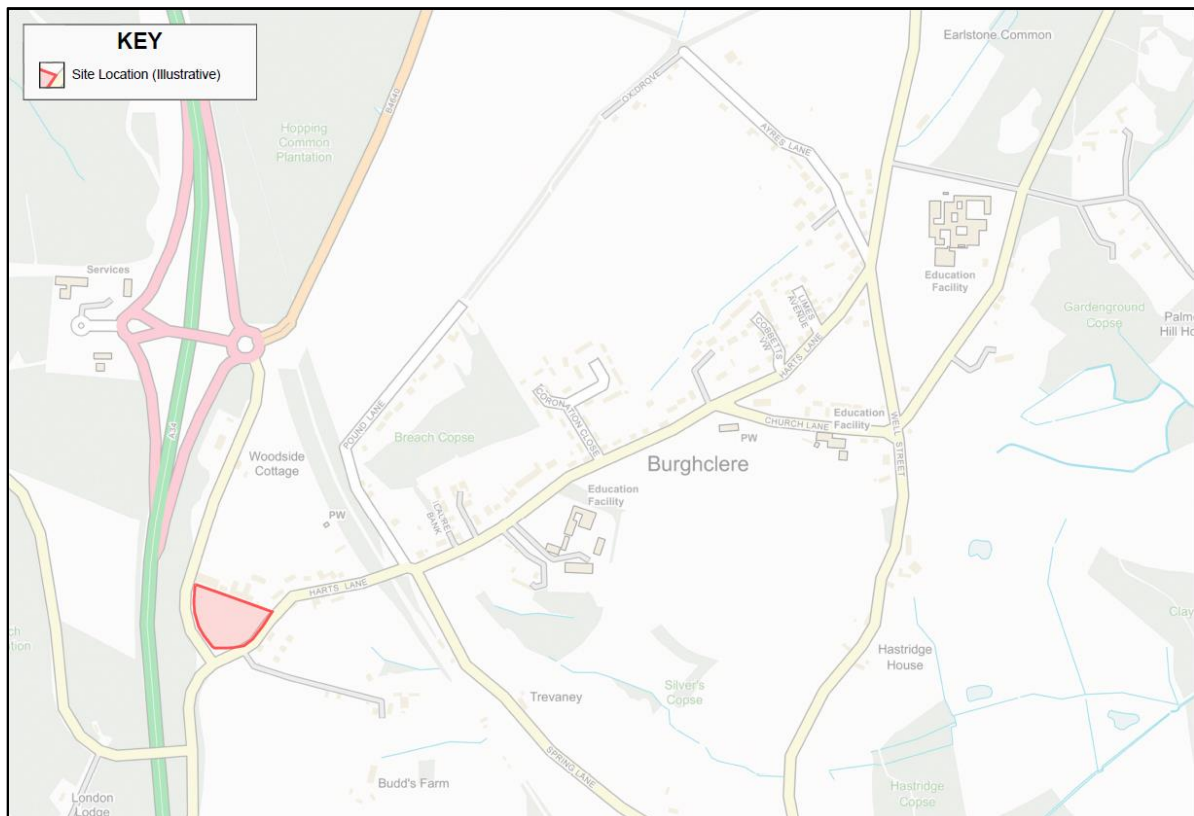


Figure 1 – Site Location

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- 2.3 The site is identified as 'Land off Harts Lane / Winchester Road' in the emerging BPNP.
- 2.4 Development proposals for the site would see the delivery of approximately 18 dwellings and a community hub. **Appendix A** includes a layout option for the development of the site; it should be noted that at this stage this layout is illustrative.

3.0 Vehicular Access

- 3.1 The draft policy for the allocation of the site states the following in relation to vehicular access:

"Vehicle access is made from Harts Lane in a location and of a type to be agreed with the Highways Authority"

- 3.2 As discussed below an appropriate point of access can be provided solely from Harts Lane. Notwithstanding this the potential to explore further access from Winchester Road is also discussed below.

Harts Lane

- 3.3 Harts Lane provides the main route through Burghclere before extending to the north towards Newbury and to the south through the hinterland towards Old Burghclere.
- 3.4 Harts Lane abuts the site to the east and south, for a distance of approximately 110m.
- 3.5 This stretch of Harts Lane is single carriageway, with a width that varies but is generally in the order of between 5.5m and 7m.
- 3.6 In line with guidance from the Manual for Streets (MfS, 2007) carriageway widths of 5.5m and above can comfortably accommodate two cars passing, as well as providing enough width for two larger vehicles (such as a refuse vehicle) to pass, which is therefore appropriate to serve residential development.
- 3.7 To the south of the site, to the west of the entrance to Budd's Farm, a footway extends to the south of Harts Lane, of approximately 1.5m in width.
- 3.8 This stretch of Harts Lane is governed by a 30mph speed limit, with the speed limit changing to national speed limit immediately to the east of the junction between Harts Lane and Winchester Road. However, along the frontage of the site with Harts Lane there is a 30mph speed limit.
- 3.9 There is an existing gated field access to the site from Harts Lane, located some 10m south of the northern extent of the site.
- 3.10 Therefore, given the existing speed limit on Harts Lane, that it is of suitable widths to accommodate the volumes and nature of traffic likely to be generated by the development proposals, and that it abuts the site it is considered that vehicular access to the site should be taken off Harts Lane.
- 3.11 Taking into the account the scale of the proposals, it is considered that the development could be served by way of a single point of vehicular access. This could be designed to comfortably accommodate the volume of traffic that would access the site, and indeed larger vehicles required for refuse and emergency access.
- 3.12 Indeed, as part of detailed design of the proposed vehicular access swept path analysis would be undertaken to demonstrate that a refuse vehicle could manoeuvre through the proposed vehicular access.
- 3.13 As such, it is not considered necessary that an additional point of vehicular access is required for waste and emergency vehicles.

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- 3.14 Based on the location of the main vehicular access shown in the sketch layout at **Appendix A**, visibility splays in line with the speed limit on Harts Lane could be achieved. In line with MfS guidance this would require visibility splays of 2.4m x 43m.
- 3.15 The exact form and location of the proposed vehicular access to the site is subject to detailed design at an appropriate stage, however, it is clear that Harts Lane is appropriate to provide vehicular access to serve the proposed development.
- 3.16 Copies of the adopted public highways records have been obtained from Hampshire County Council (HCC). Based on these plans there is adopted highway land to achieve such an access.

Winchester Road

- 3.17 Winchester Road connects Harts Lane, to the southwest of Burghclere, to the Tot Hill Interchange on the A34. This junction takes the form of a grade-separated dumbbell junction on the A34, providing on-slips and off-slips to the A34 northbound, towards Newbury, and the A34 southbound, towards Winchester.
- 3.18 Winchester Road meets Harts Lane at a priority 'give-way' junction, forming the minor arm.
- 3.19 Winchester Road abuts the site to the west for a distance of approximately 140m.
- 3.20 In the environs of the site Winchester Road takes the form of a single carriageway of approximately 7m in width, and is governed by national speed limit.
- 3.21 The widths of Winchester Road are appropriate to provide vehicular access to the site, and should access by provided by way of Winchester Road this could be designed to comfortably accommodate the volume of traffic that would access the site, and indeed larger vehicles required for refuse and emergency access.
- 3.22 However, a speed survey would be required to determine whether visibility splays could be achieved without the use of third party land.
- 3.23 The visibility splay requirements for the prevailing speed limit on Winchester Road, based on Design Manual for Roads and Bridges (DMRB) standards, would require a 2.4m x 215m visibility splay.
- 3.24 Based on the site and the alignment of Winchester Road, it is likely that a visibility splay to meet the speed limit would cross third party land to the north.
- 3.25 Speed surveys could be undertaken to record the observed speeds using Winchester Road, and should these fall below the speed limit a reduced visibility splay could be provided based on the recorded speeds.
- 3.26 As such, it is considered that access may also be achievable from Winchester Road, however this would be subject to speed surveys.
- 3.27 Notwithstanding this, as previously set out it is considered that access from Harts Lane is achievable and appropriate to serve the level of development proposed; this is in line with the emerging BPNP.

4.0 Pedestrian Access

- 4.1 With Harts Lane identified in the emerging BPNP for the vehicular access, and as set out earlier this would be achievable and appropriate, pedestrian access to the proposed development could be provided by way of a footway alongside this access.
- 4.2 For example, based on the location of the vehicular access shown in the sketch layouts at **Appendix A**, a 2.0m footway could flank the carriageway to the north to facilitate access into the site for pedestrians; this is commensurate with the level and type of development proposed at the site.

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- 4.3 This footway could then extend along Harts Lane to the north of the vehicular access towards the northern boundary of the site. At this point, an existing footway flanks Harts Lane to the east and thereafter continues to the north through Burghclere.
- 4.4 As such, a crossing point could be provided in this location to provide a connection into the existing footway network of the village. This in turn would facilitate access to the amenities in the village, such as The Carpenters Arms.
- 4.5 A footway could also be provided along the site frontage on Harts Lane to the south, and a crossing point could be provided to connect into the existing that extends to the west of the Budd's Farm entrance. However, it is considered that there is limited pedestrian demand in this direction.
- 4.6 Similarly, there is limited pedestrian demand along Winchester Road and as such whilst a footway could be provided, it is considered that this would be of limited value.
- 4.7 As such, whilst the exact form and location of the pedestrian access to the site is subject to detailed design at an appropriate stage, it is considered that a pedestrian connection to the existing footway that runs to the north through Burghclere is achievable and appropriate.

5.0 Cyclist Access

- 5.1 With Harts Lane identified in the emerging BPNP for the vehicular access, and as set out earlier this would be achievable and appropriate, cyclist access to the proposed development could be provided by way of this vehicular access.
- 5.2 Due to the speeds and nature of Harts Lane, it is considered that those travelling by bicycle would ride on-carriageway, with the predominant demand towards Burghclere to the north.
- 5.3 As such, cyclists would be able to access the site by way of the vehicular access, and the layout of the site would be designed in line with MfS guidance to facilitate cycling through the site.
- 5.4 As such, it is considered that cyclist access to the site is achievable.

6.0 Parking Standards

- 6.1 Proposals for on-site parking will be determined, at an appropriate stage, in line with local guidance.
- 6.2 A review of Basingstoke and Deane Borough Council's (BDBC) *Parking Supplementary Planning Document* (2018) has been undertaken. This document sets out parking standards for new developments, which take into account expected levels of car ownership and ensures that sufficient parking is provided to cater for the expected demand.
- 6.3 The parking standards for residential development are set out in **Table 1** below, based on the standards for 'rural' locations.

Dwelling Size	Car Parking Standard		Cycle Parking Standard
	With 50% or more unallocated spaces	Between 20% and 50% unallocated spaces	
1 bedroom units	1.0	1.25	1.0
2 – 3 bedrooms units	2.0	2.25	2.0
4+ bedroom units	3.0	3.25	3.0

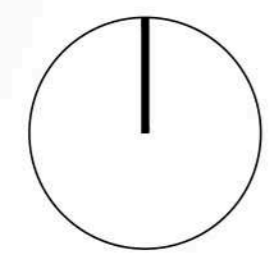
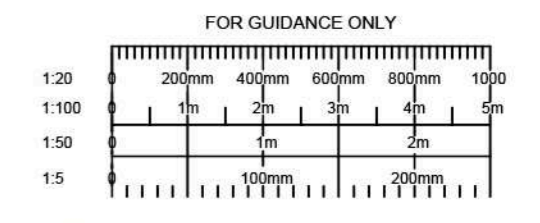
Table 1 – Parking Standards for Residential Developments

- 6.4 It is however noted that the document states that unallocated parking should only be used in developments of more than 20 dwellings, and so will not apply to this site as the site would only provide 18 dwellings.
- 6.5 It is also noted that the document states the following “As a minimum all new developments should ensure that the electricity infrastructure for individual dwellings is sufficient to enable supply to be provided for electric vehicle charging”. As such, capacity checks may need to be undertaken with the electricity distribution network operator to see if there is capacity in the existing network or if this would trigger a need for reinforcement.

7.0 Summary and Conclusions

- 7.1 Harts Lane is presently a single carriageway that passes through Burghclere, and provides carriageway widths that are appropriate to serve residential development in line with MfS guidance.
- 7.2 Vehicular access to the site could be taken off Harts Lane, with a single point of access to serve the entire development. Based on a review of the extent of adopted highways, and the frontage between the site and Harts Lane, it is anticipated that visibility splays in line with MfS standards can be achieved.
- 7.3 Pedestrian access to the site could be provided by way of Harts Lane, with a connection to the existing footway that runs to the north through Burghclere.
- 7.4 Cyclist access to the site could be by way of the proposed vehicular access, which would be designed in line with MfS standards and as such would facilitate cycling.
- 7.5 Reference to MfS guidance, which forms national guidance for the design of residential streets, demonstrates that the existing widths of Harts Lane are appropriate for the type and level of development envisaged.
- 7.6 It is therefore considered that, in line with paragraph 108 of the NPPF that “safe and suitable access to the site can be achieved for all users”.




Appendix A: Proposed Site Plan



REV	DETAILS	DATE	CHECKED


brownhill hayward brown
 chartered architects

Harts Lane, Burghclere		DRAWING NO.	
Proposed Site		3522 - 02	
Highclere Estates		REV	DATE
		A	Aug 2019
CONCEPT	DRAWN	CHECKED	SCALE
	LM	MC	1:500 @ A2

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