



Nick Culhane
Highway Consultant

Idlewild
Fairclose Drive
Winchester
Hampshire SO22 6QW

07787530717
nick@nickculhane.co.uk

Planning Application F/24/97934

Erection of 6 Dwellings with Associated Parking and Landscaping and Creation of New Access from Winchester Road

Land Adjacent to Pear Tree PH, Winchester Road, Southampton, SO32 2DH

This Highway Technical Note has been produced in support of the above planning application and follows comments on the highway implications of the development made by Hampshire County Council as Local Highway Authority (LHA).

With regards to the access the LHA said:

It is proposed that the site will be accessed from Winchester Road via a simple vehicle crossover. Whilst this type of access would be acceptable in principle, there are concerns with its proximity to the priority junction of Maddoxford Lane and Winchester Road.

As a minimum, the two should be separated by 15.0m given the road classification, and the separation proposed appears to be approximately 7.0m from nearest kerb edge.

It is therefore requested that movement of the access is investigated to ensure appropriate distances are provided, with a suggestion that the access is simply moved to outside of plots 5 and 6, essentially replicating the layout of the access but adjusting it northwards.

With regards to pedestrian access the LHA said:

With regard to pedestrian access, it is proposed that the site is linked into the surrounding pedestrian network through a short stretch of footway leading out from the southern end of the site through to the existing footway link close to the Pear Tree PH. This would be acceptable but would need to be undertaken via a S278 and would need to be in place prior to occupation.

Whilst no financial contributions were sought by the LHA toward improvements to the local highway network in the vicinity of the site, the LHA did seek funding of a Traffic Regulation Order immediately fronting the site. This followed comments made by the LHA where they said:

It is noted that the access is located in what appears to be an informal layby, which whilst not appearing to be utilised, could become an issue if cars were to park within it and obstruct visibility.

As such a contribution of £12K is requested in order for a Traffic Regulation Order to be implemented should this be an issue once the development is occupied.

This Technical Note therefore addresses these issues and concludes that the LHA's concerns can now be overcome.

Access

At the request of the LHA the access has now been moved to the north approximately 36m centreline to centreline or 16m from the northern tangent of Maddoxford Lane to the southern side of the site access. This is shown on drawing numbered NJC-001 Rev A included as [Appendix 1](#) to this Note. Visibility splays commensurate with the posted speed limit are still obtainable.

Pedestrian Access and Section 278 Agreement

The LHA accept the proposed improvements to assist pedestrian access and as a section of footway is to be provided within the existing highway verge, they have suggested that a Section 278 Agreement will be required. The Applicant accepts this form of Agreement to cover the provision of the works.

The LHA go on to say that a contribution to a Traffic Regulation Order is required in the event that cars are parked in the existing informal layby, and obscure visibility. The site frontage at present incorporates an informal layby that is in a poor state of disrepair and was historically used by vehicles attending the paddock, forming this application. This is shown below.



Given that the frontage will now accommodate a vehicular access, and the paddock is to become residential, the layby will become redundant. It is therefore proposed to extend the full-face kerbs from the length of the new section of footway to the south to the proposed access and then north to join the footway fronting Mimosa Lodge.

The section of highway between the full-face kerbs and the eastern site boundary will then be planted as a grass verge. These works can also be included within the Section 278 Agreement and negates the need to provide any form of Traffic Regulation Order.

Swept Path Tracking

Drawing numbered NJC-002 Rev A and NJC-003 Rev A are also included as [Appendix 2](#) to this Note which shows revised swept path tracking associated with the relocated access.

Summary and Conclusion

This Highway Technical Note has been produced in support of the above application for 6 dwellings and follows comments made by the LHA.

The proposed access has been relocated to the north at the request of the LHA and adequate visibility is still able to be provided commensurate with the posted speed limit on Winchester Road.

Swept Path tracking has been provided to demonstrate that the access still has the ability to accommodate the likely traffic that the site will generate.

A Section 278 Agreement will cover the provision of a small section of footway to link the site with the existing highway network, whilst full-face kerbs will be installed along the western channel line and the highway verge reinstated where the informal layby current stands.

Given the above, the highway implications of the development are now considered to be acceptable.

Nick Culhane September 2024

Appendix 1

Access and Visibility



Client

 **Nick Culhane**
Highway Consultant

Project

LAND ADJACENT TO THE PEAR TREE PH
WINCHESTER ROAD

Drawing Title

ACCESS AND VISIBILITY

Drawing Status

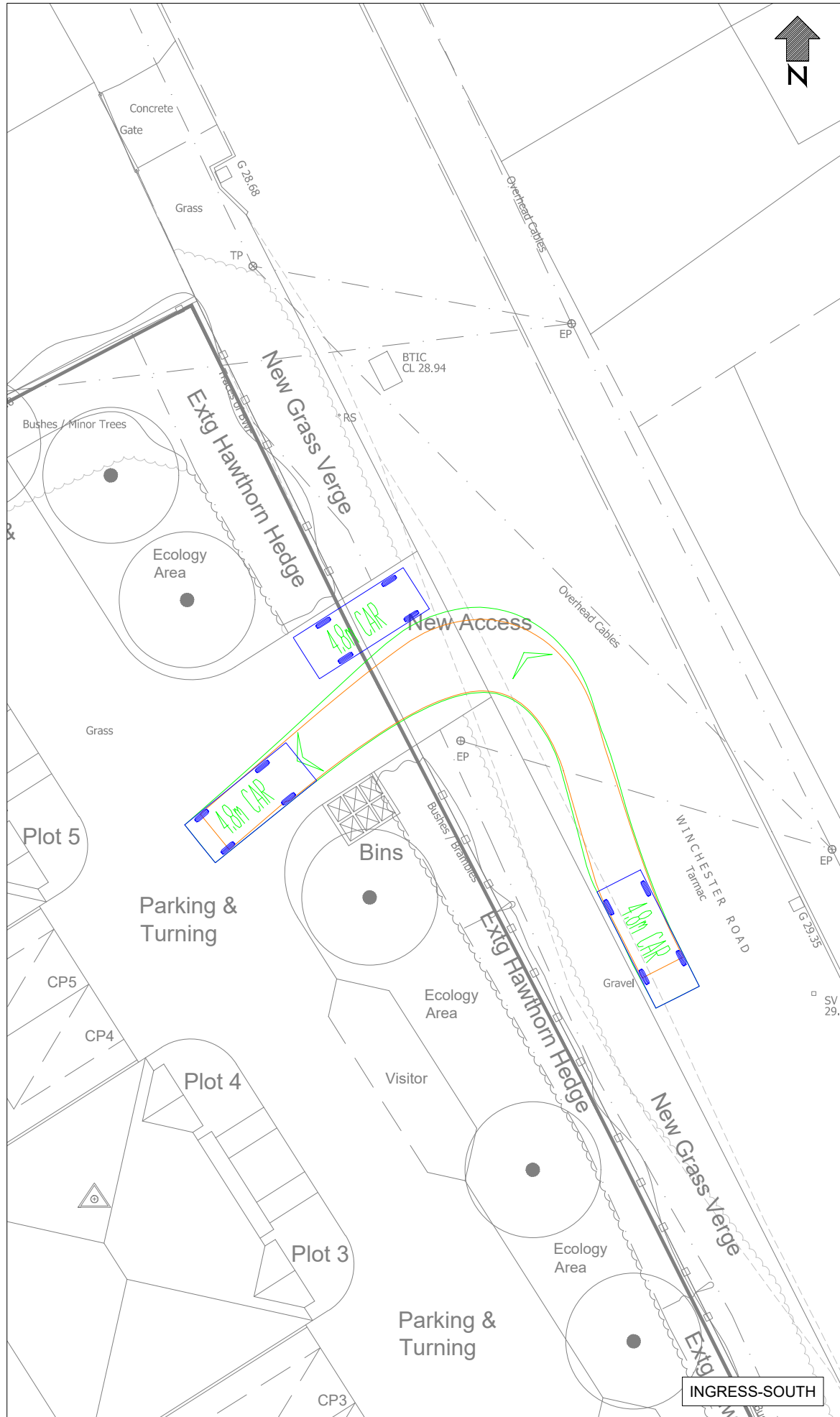
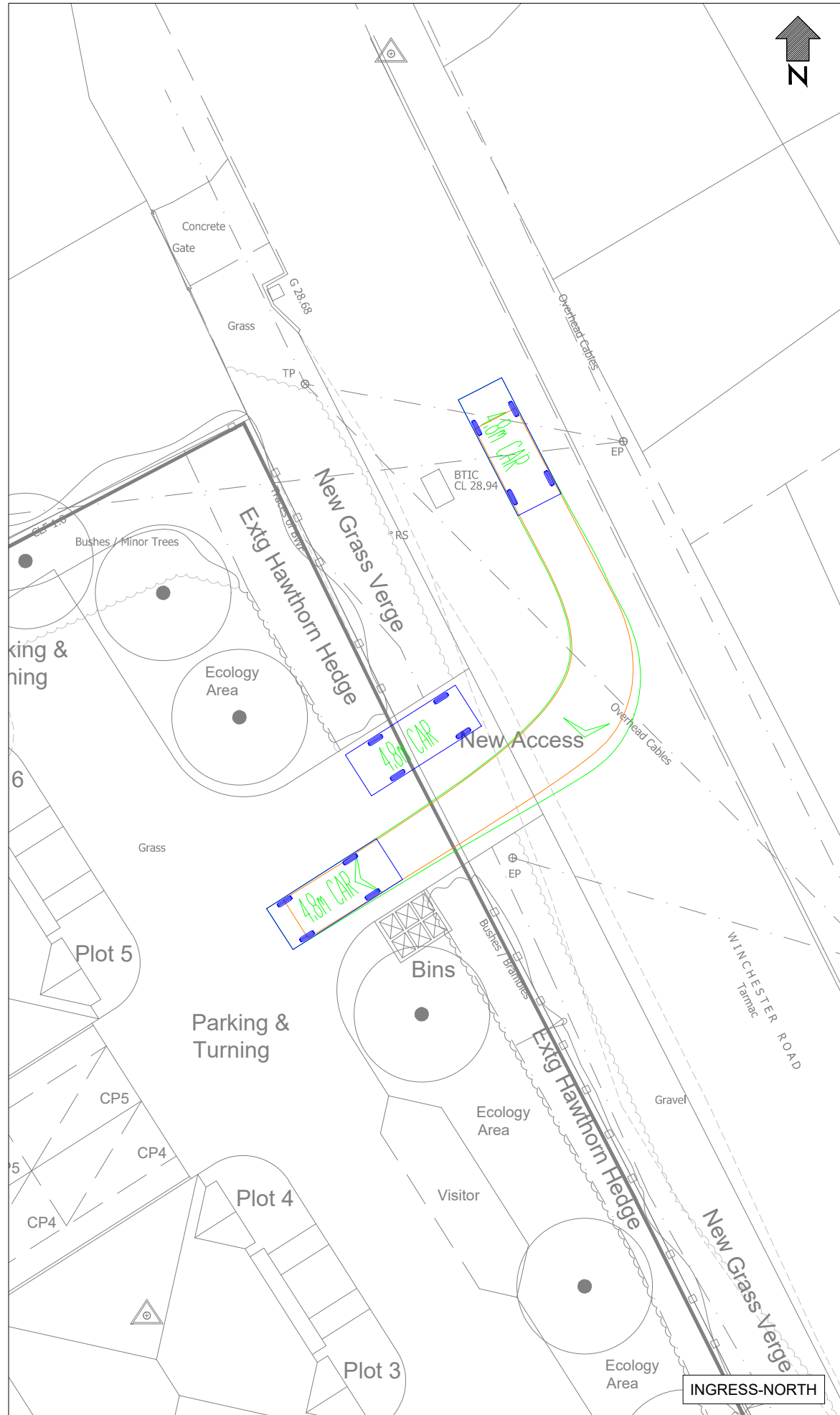
FOR INFORMATION

Date	Scale	Size
SEP 2024	1:200	A1

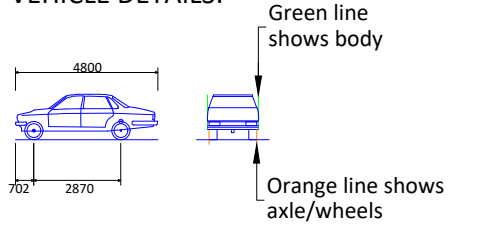
Drawing No.	Rev
NJC-001	A

Appendix 2

Swept Path Tracking



VEHICLE DETAILS:



4.8m CAR
Overall Length 4800mm
Overall Width 1793mm
Overall Body Height 1502mm
Min Body Ground Clearance 287mm
Track Width 1700mm
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 4950mm

Design speed 16kph for all Forward movements
Design speed 10kph for all Reverse movements

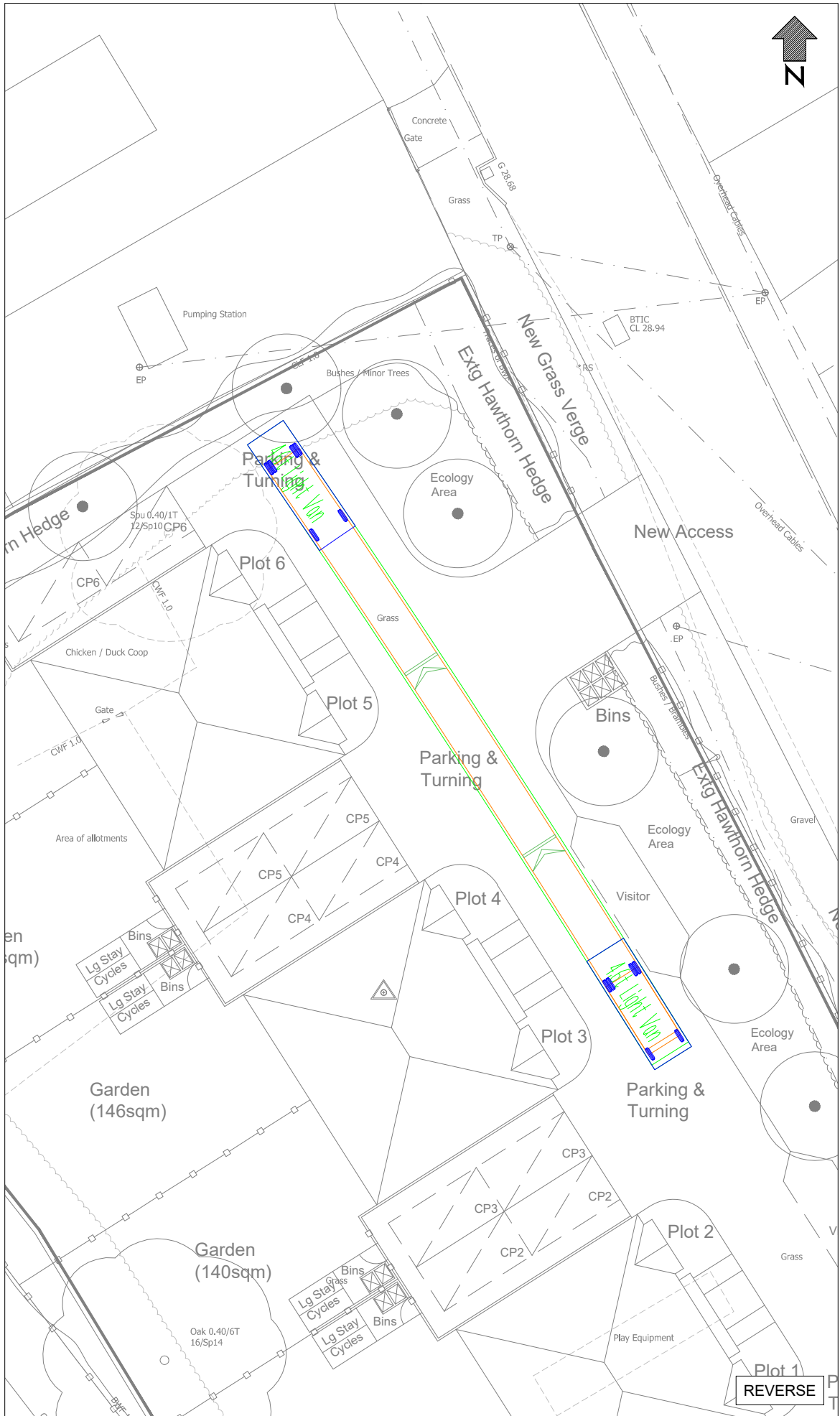
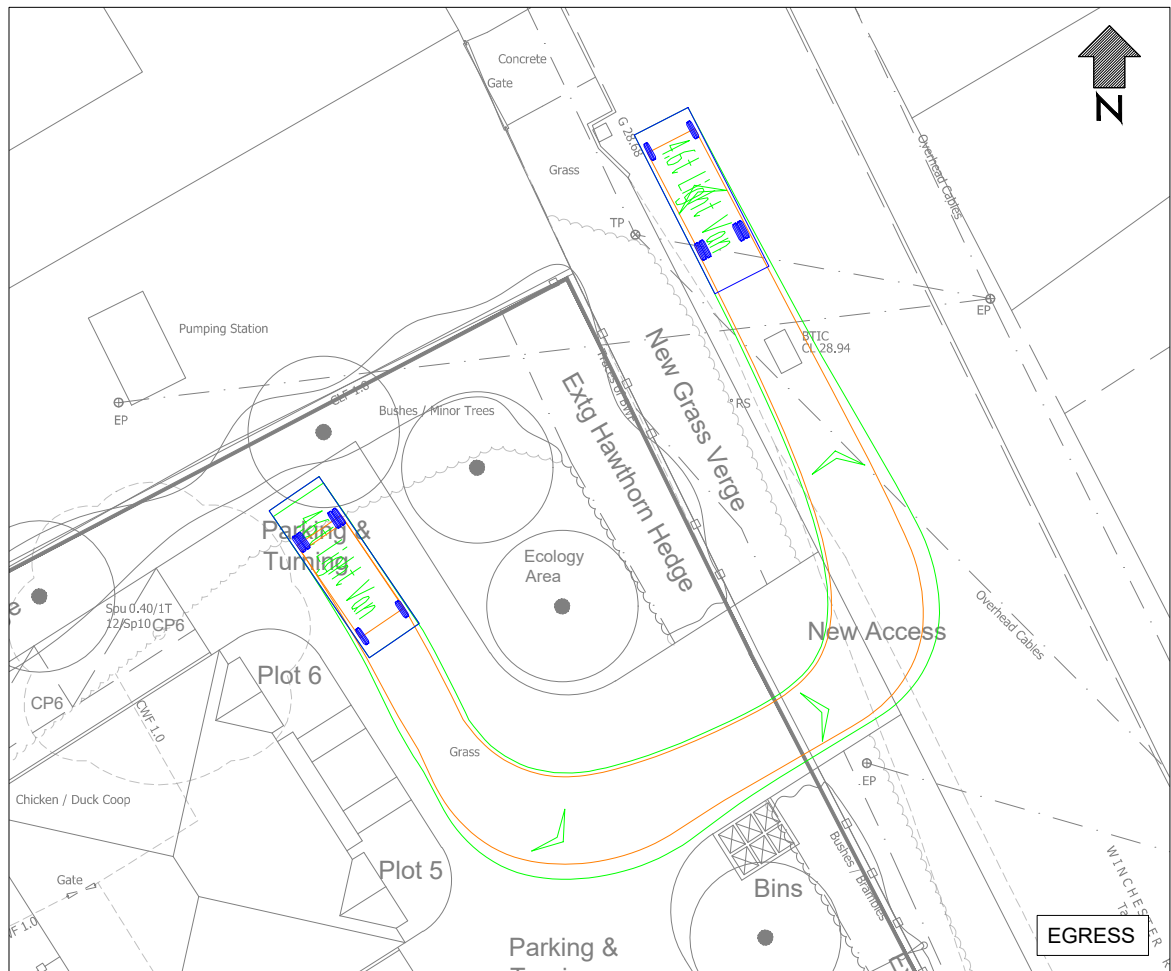
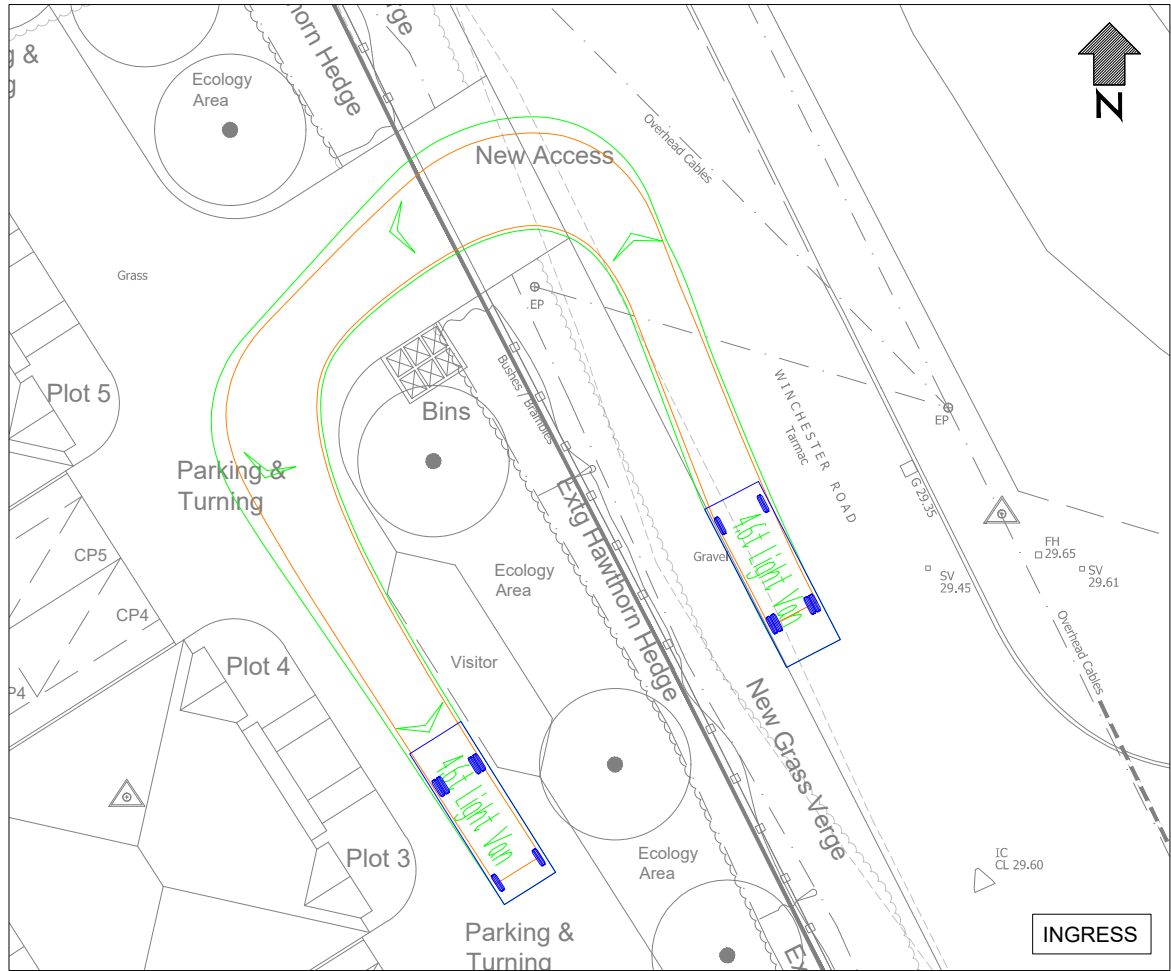


Project
LAND ADJACENT TO THE PEAR TREE PH,
WINCHESTER ROAD

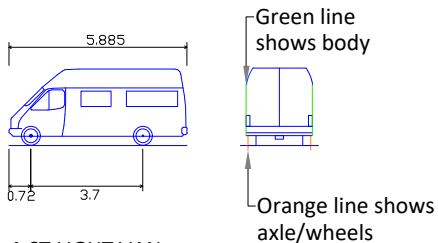
Drawing Title
ACCESS AND SWEEP PATH TRACKING

Drawing Status
FOR INFORMATION

Drawn PN	Designed NC	Date SEP 2024	Scale 1:200	Size A3
Drawing No. NJC-002				Rev A



VEHICLE DETAILS:



4.6T LIGHT VAN

Overall Length	5.885m
Overall Width	2.000m
Overall Body Height	2.526m
Min Body Ground Clearance	0.299m
Track Width	1.765m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6.000m

Design speed 16kph for all Forward movements
Design speed 10kph for all Reverse movements



Project
LAND ADJACENT TO THE PEAR TREE PH,
WINCHESTER ROAD

Drawing Title
SERVICE VEHICLE SWEEP PATH TRACKING

Drawing Status
FOR INFORMATION

Drawn PN	Designed NC	Date SEP 2024	Scale 1:250	Size A3
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Drawing No. NJC-003	Rev A
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