



Nick Culhane
Highway Consultant

Idlewild
Fairclose Drive
Winchester
Hampshire SO22 6QW

07787530717
nick@nickculhane.co.uk

Proposed Residential Development of 3 Number Two Bedroom Dwellings Together with Associated Access Appletree Cottage, Winchester Road, Borley Green, Botley SO32 2DH

Introduction

This Highway Technical Note has been commissioned by Mr and Mrs Bendy in support of a planning application submission to Eastleigh Borough Council as Local Planning Authority (LPA) for a residential development of three dwellings on land adjacent to Appletree Cottage, Winchester Road, Botley. The location of the site is shown below.



The site lies on the western side Winchester Road, a residential access road with a speed limit of 30mph and with the classification number B3354.

The road is of conventional design having a two-lane carriageway with a pedestrian footway on the eastern side. This becomes a shared pedestrian footway / cycleway some 23 south of the site and continues north to where Winchester Road forms a new roundabout junction with Kingsman Drive and the recent residential estate, whilst further to the north, the road passes through Horton Heath. To the south the road passes through Botley to where it forms a priority junction with the A334.

A similar shared footway / cycleway is also present to the south which commences immediate south of the Pear Tree Public House for a length of some 350m.

Approximately 170m to the south of the site is the nearest bus stops which serve the Bluestar 3 and Stagecoach 649 services.

The former is an hourly service between Southampton and Eastleigh whilst the latter is a less frequent service which runs between Hedge End and Bishops Waltham.

Proposed Development

The application site forms a vacant plot of land to the west of Winchester Road which was formerly part of the garden associated with Appletree House. It is now proposed to provide a residential development of three dwellings in the form of a single terrace. The site is to be served by an existing access, positioned to the north of the plot and this will take the form of a simple verge crossing. This is shown on drawing numbered 3233/10 02, which is included as [Appendix 1](#) to this Note.

Planning History

The site does not benefit from any recent planning history other than an application that was submitted under reference Z/40627/000/00 for a new vehicular access which was approved, although no details are currently available.

Extent of Public Highway

Hampshire County Council's Asset Management team were approached who provided an extent of highway map which is included as [Appendix 2](#) to this Note. The details supplied confirmed that the verge fronting the site is public highway and can therefore be relied upon to provide adequate visibility for the new development.

Access and Visibility

Winchester Road at this location is subject to a 30mph speed limit, and advice on the provision of visibility is given with the Local Highway Authority (LHA) document Technical Guidance 3 (TG3). The site is to be served by a simple verge crossing, therefore in accordance with section 3.7 of TG3, and the associated table, visibility splays of 2.0m by 43.0m would be required in both the northerly and southerly directions.

Drawing numbered NJC-001 is included as [Appendix 3](#) to this Note which shows the proposed access together with the required splays and the grey area denotes the extent of the public highway. A suitably worded condition can be applied to any consent granted which retains such splays in perpetuity.

The new access is designed to be 5.0m in width which will allow for the passing of two large cars, which are the most frequent vehicles likely to use the access. Drawing numbered NJC-002 is included as [Appendix 4](#) to this Note which shows the site together with swept path tracking to demonstrate that a car can enter each parking space, turn and exit onto Winchester Road in forward gear.

Traffic Impact

In order to ascertain the likely traffic impact that the development will generate, the TRICS database has been interrogated. In selecting suitable comparison sites, the following criteria was utilised.

- Land Use – Residential – House Privately Owned
- No. of Dwelling – 12 to 57
- Date Range – 01/02/14 to 13/03/23
- Selected Location – Edge of Town
- Travel Plan – No

Using the above parameters, the table below shows the TRICS Trip Rates together with the likely vehicular traffic generated by the proposed 6 units. The TRICS Data is included as [Appendix 5](#) to this Note

TRICS Trip Rate for Class C3 Residential Privately Owned			
	Arrivals	Departures	Two-way Total
AM Peak Hour	0.208	0.338	0.546
PM Peak Hour	0.266	0.201	0.467
Daily Traffic	2.610	2.660	5.270
Vehicle Trip Generation Based on 3 Dwelling			
AM Peak Hour	0.62(1)	1.01 (1)	2
PM Peak Hour	0.80 (1)	0.60 (1)	2
Daily Traffic	7.83 (8)	7.98 (8)	162

From the above, it can be seen that if permitted, the 3 units are likely to generate some 2 traffic movements in each of the AM and PM peak periods and around 16 two-way traffic movements across a 12-hour day. Such a minimal increase is deemed to have no significant impact on the highway network in this case.

Car Parking

The requirements for car parking are contained within the Eastleigh Borough Council document Residential Parking Standards, Supplementary Planning Document Adopted January 2009.

The standards require two parking spaces per three-bed unit when provided on an allocated basis. In this case each unit is to have two allocated spaces. As mentioned above, swept path tracking has demonstrated that each space can be easily accessed.

Secure and undercover cycle parking is to be provided by way of sheds in the rear of each garden, all of which are accessible through the gardens without the need to travel through the dwellings.

Servicing

It is anticipated that all serving for the site will take place from Winchester Road, as happens at present with the dwellings that front onto the highway.

Refuse collection from Winchester Road is currently undertaken from the curb side, as is evidenced from bins already placed within the highway verge.



In this case refuse collection will also be taken from the curb side and bins will be presented just within the access, in order that the visibility is not obstructed for vehicles emerging from the access.

Footway Connection

As mentioned, an existing footway / cycleway is present on the eastern side of Winchester Road, opposite the site. Given that there will be a slight increase in pedestrian traffic as a result of this development, it is proposed to create an opening in the low level hedge that separates the path from the carriageway. The footway will be extended to the edge of the carriageway opposite the access to provide a safe and convenient connection to the pedestrian network. This is demonstrated on drawing NJC-001

Summary and Conclusion

This Technical Note has been produced in support of a residential development of 3 dwellings on land adjacent to Appletree Lodge, Winchester Road, Borley Green.

The access is to have visibility commensurate with the requirements of the LHA's document Technical Guidance 3 where visibility is wholly contained within the extent of the public highway.

The development will generate a minimal number of additional traffic movements, which are not considered to be material in this instance.

Car and Cycle Parking is to be provided in accordance with Eastleigh Borough Councils adopted standards whilst servicing will take place from the carriageway. .

A new section of pedestrian crossing point is to be provided to link the site with the existing pedestrian footway network on the eastern side of Winchester Road.

This detailed application is therefore deemed to be acceptable from a highway point of view.

Nick Culhane July 2024

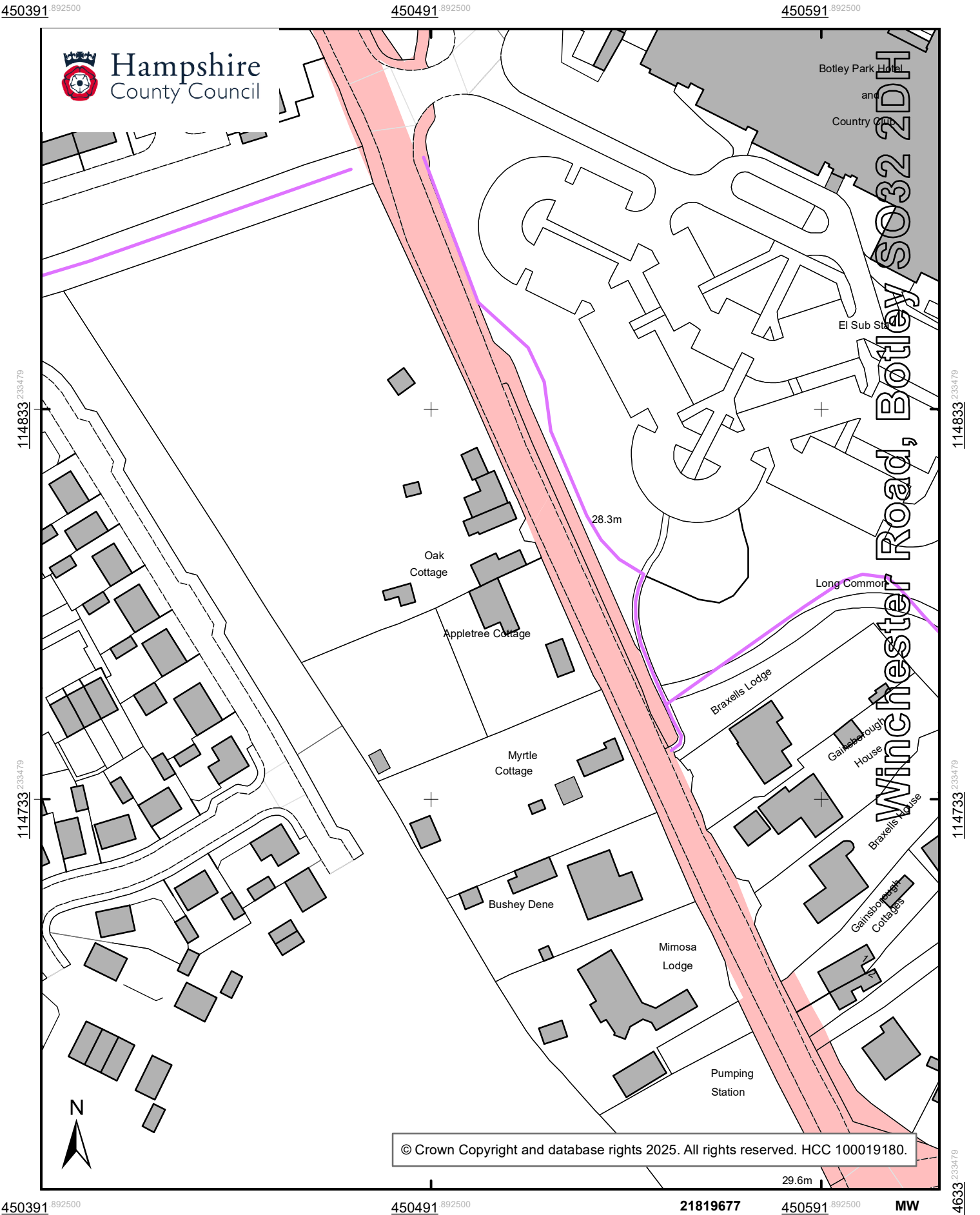
Appendix 1

Site Plan



Appendix 2

Extent of Public Highway



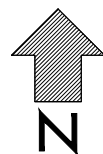
Ordnance Survey maps are topographic maps and show a representation of the physical features on the ground at the time of survey, which are drawn according to specified tolerances, by the Ordnance Survey. For further information on Ordnance Survey mapping please see: <http://www.ordnancesurvey.co.uk/support/property-boundaries.html>

For questions about the responsibility for ditches please refer to Hampshire County Council's website at: <http://documents.hants.gov.uk/flood-water-management/ditchmaintenanceposter.pdf>

This plan is made on the basis of information at present available to the County Council and is made on the distinct understanding that, in the absence of negligence, neither the County Council nor I as an officer of the Council is to be held responsible should you rely on this statement and consequently suffer damage

Appendix 3

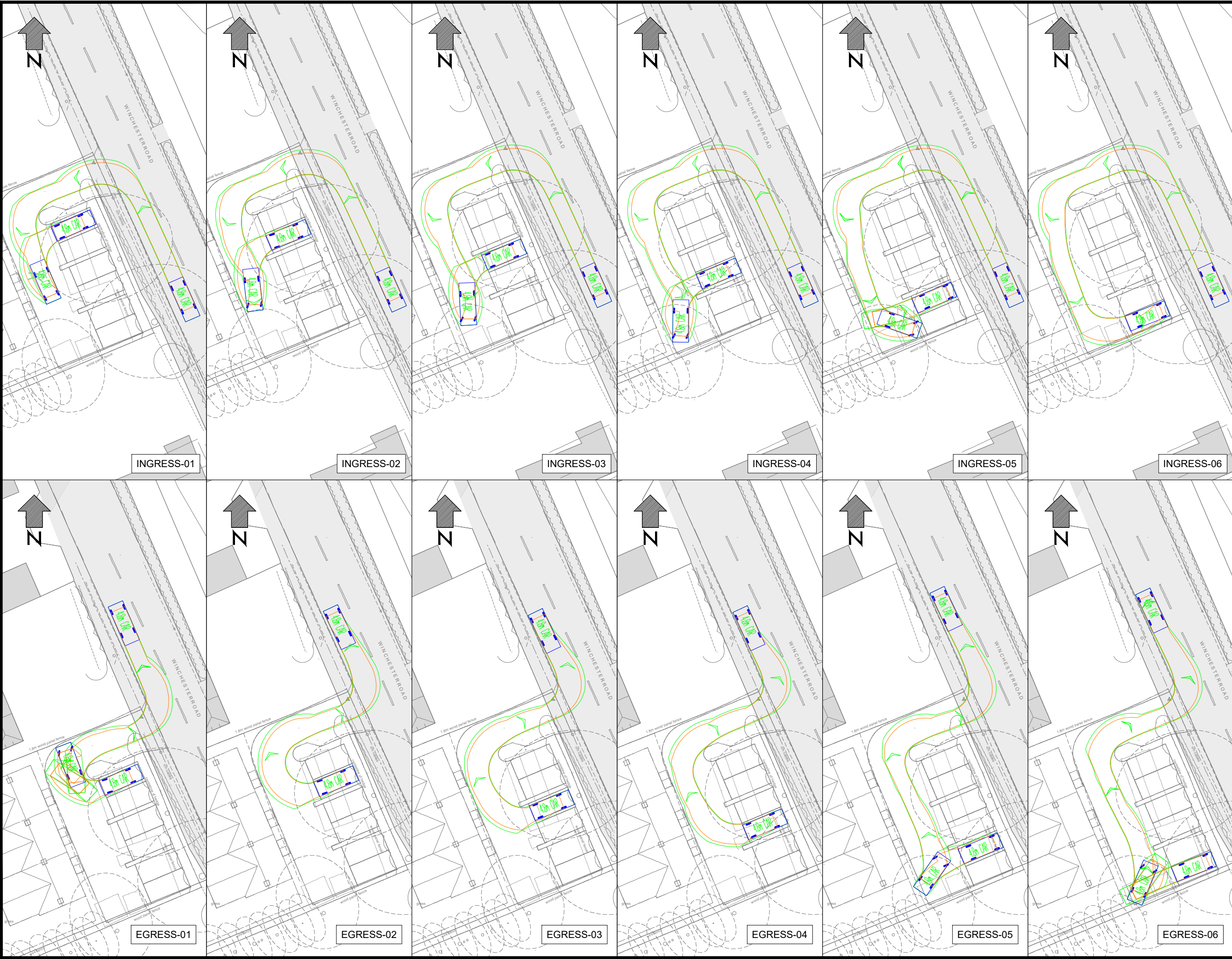
Access and Visibility



Client		
		
Project		
RESIDENTIAL DEVELOPMENT ON LAND ADJACENT TO APPLETREE COTTAGE		
Drawing Title		
ACCESS AND VISIBILITY		
Drawing Status		
FOR INFORMATION		
Date	Scale	Size
AUG 2025	1:200	A1
Drawing No.	Rev	
NJC-001	-	

Appendix 4

Swept Path Tracking



VEHICLE DETAILS:

Green line shows body
Orange line shows axle/wheels

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

Client

 **Nick Culhane**
Highway Consultant

Project

RESIDENTIAL DEVELOPMENT ON LAND
ADJACENT TO APPLETREE COTTAGE

Drawing Title

SWEPT PATH TRACKING

Drawing Status

FOR INFORMATION

Date AUG 2025	Scale 1:200	Size A1
Drawing No. NJC-002	Rev -	

Appendix 5

TRICS Data

Calculation Reference: AUDIT-405201-240722-0711

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST	
	BC BOURNEMOUTH CHRISTCHURCH & POOLE	1 days
	SM SOMERSET	1 days
08	NORTH WEST	
	EC CHESHIRE EAST	1 days
09	NORTH	
	DH DURHAM	1 days
10	WALES	
	VG VALE OF GLAMORGAN	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: 12 to 57 (units:)
 Range Selected by User: 12 to 57 (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: 01/01/14 to 19/10/18

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 3 days
 Thursday 1 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:

Edge of Town 5

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

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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 1 days - Selected
 Servicing vehicles Excluded 4 days - Selected

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 (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	2 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:

50,001 to 75,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

1.1 to 1.5	5 days
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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
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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
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection 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	BC-03-A-02	BUNGALOWS	BOURNEMOUTH CHRISTCHURCH & POOLE
	HURSTDENE ROAD		
	BOURNEMOUTH		
	CASTLE LANE WEST		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	28	
	Survey date: MONDAY	24/03/14	Survey Type: MANUAL
2	DH-03-A-03	SEMI-DETACHED & TERRACED	DURHAM
	PILGRIMS WAY		
	DURHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	57	
	Survey date: FRIDAY	19/10/18	Survey Type: MANUAL
3	EC-03-A-06	TERRACED HOUSES	CHESHIRE EAST
	GREYSTOKE ROAD		
	MACCLESFIELD		
	HURDSFIELD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	24	
	Survey date: MONDAY	24/11/14	Survey Type: MANUAL
4	SM-03-A-01	DETACHED & SEMI	SOMERSET
	WEMBDON ROAD		
	BRIDGWATER		
	NORTHFIELD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	33	
	Survey date: THURSDAY	24/09/15	Survey Type: MANUAL
5	VG-03-A-01	SEMI-DETACHED & TERRACED	VALE OF GLAMORGAN
	ARTHUR STREET		
	BARRY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	12	
	Survey date: MONDAY	08/05/17	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	31	0.097	5	31	0.227	5	31	0.324
08:00 - 09:00	5	31	0.208	5	31	0.338	5	31	0.546
09:00 - 10:00	5	31	0.162	5	31	0.240	5	31	0.402
10:00 - 11:00	5	31	0.182	5	31	0.201	5	31	0.383
11:00 - 12:00	5	31	0.227	5	31	0.260	5	31	0.487
12:00 - 13:00	5	31	0.234	5	31	0.253	5	31	0.487
13:00 - 14:00	5	31	0.221	5	31	0.227	5	31	0.448
14:00 - 15:00	5	31	0.234	5	31	0.188	5	31	0.422
15:00 - 16:00	5	31	0.312	5	31	0.188	5	31	0.500
16:00 - 17:00	5	31	0.279	5	31	0.214	5	31	0.493
17:00 - 18:00	5	31	0.266	5	31	0.201	5	31	0.467
18:00 - 19:00	5	31	0.188	5	31	0.123	5	31	0.311
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.610			2.660			5.270

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:

12 - 57 (units:)

Survey date date range:

01/01/14 - 19/10/18

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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.