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**Proposed Residential Development of 5 Dwellings  
Aurea-Norma, The Dene, Ropley, SO24 0BH**

**Introduction**

This Highway Technical Note has been commissioned by Orchard Homes & Developments Ltd to support a planning application submission to East Hampshire District Council for the redevelopment of a former builder's yard at Aurea-Norma, The Dene, Ropley. The location of the development is shown below.



The site is located on the northern side of The Dene which is classified as the A31 and at this point is subject to a 40-mph speed limit. It is located equidistant between Alresford to the west and Four Marks to the east, with each being just a little over 4km away.

Access to the site takes the form of a simple footway crossing which has recently been widened with the acquisition of additional land from Seymour House to the east. This has allowed the access road to be widened to a width of 4.9m

The Dene benefits from a wide carriageway fronting the site with white hatching along its centre. On the north (application site) side of the road, there is a continuous pedestrian footway which links Brighton Hill to the east, with a restaurant and petrol filling station / convenience store to the west. There is a bus stop some 170m to the west of the site which serves the Stagecoach 64 service which runs between Winchester and Alton, whilst a second stop is located on the southern side of the road which caters for the reverse service.

## Planning History

Historically the site was used as a builder's yard and residential use, whilst a two storey office building is still present, together with a detached residential bungalow. The site therefore has a lawful planning use which generated a considerable amount of traffic but was accessed via a single width access onto the A31.

More recently, a planning application was submitted under reference 55041 for a redevelopment of the site to provide 9 residential dwellings. The site was to be served by a recently widened access in the form of a non-adoptable shared surfaced road.

At that time, Hampshire County Council as Local Highway Authority (LHA) were consulted who made a number of comments. Whilst the LHA Accepted the principle of the residential development, they applied a holding highway objection where they sought additional information relating to the access.

This application was however withdrawn due to planning reasons.

## Proposed Development

This current application seeks a redevelopment of the site to provide 5 number detached dwellings with associated access and parking. The site layout is included as [Appendix 1](#) to this Note.

## Highway Implications

### Access and Visibility

The site is to be served by an existing access in the form of a recently widened simple crossover onto the A31 The Dene. Drawing numbered NJC-002 is included as [Appendix 2](#) to this report which shows the widened access together with swept path tracking of two large cars, demonstrating that such vehicles can pass one another at the site access junction with the A31.

To accord with advice contained within Manual for Streets an X distance of 2.4m would need to be utilised at the access, whilst visibility Y distances of 120.0m should be provided based on the posted 40 mph speed limit on The Dene. Drawing numbered NJC-003 is included as [Appendix 3](#) to this report which shows the new access together with the appropriate visibility splays. These splays can be achieved within land under the control of the applicant, and land included within the public highway.

Such details were previously considered by the LHA for the 9-house scheme where they said:

*"The access to the site is taken from an existing dropped kerb footway crossing which served the previous use on this site. The access location to Winchester Road has a confirmed visibility of 2.4 metres x 120 metres to both the west and east which meets the required visibility standards for 40 mph as set out within the HCC Technical Guidance Note TG3 (rev 2) - Stopping Site Distances and Visibility Splays. The scheme can also provide the required pedestrian visibility splays to the footway alongside The Dene.*

*Access to the proposed redevelopment widens the previously available access to a minimum of 4.8 metres in width. The Transport Statement includes vehicle tracking which demonstrates that two large cars are able to pass within the entrance to the site whilst manoeuvring in/out of the site."*  
The access is therefore considered to be acceptable to serve a reduced development of 5 dwellings.

## Highway Impact

The previous Transport Statement for the 9-house scheme included TRICS Data which was considered by the LHA. In commenting on traffic impact, the LHA said:

*“The proposed development may not generate a significant increase in traffic movements from the previous uses relating to this site although it is accepted that subject to the access arrangements being finally agreed that the increase in movements would not have a detrimental impact on the operation or safety of the local highway network.”*

As this current scheme see a considerable reduction in the number of units, the traffic impact will also be reduced from that previously considered to be acceptable to the LHA.

## Car and Cycle Parking

The development consists of 5 detached dwellings with a mix of 3 number four-bed and 2 number three-bed units. Based on East Hants Vehicle Parking Standards Supplementary Document July 2018, each four-bed unit is to have 3 car parking spaces whilst the three-bed units will have 2 parking spaces. A visitor parking spaces is also provided.

Secure and undercover cycle parking is to be provided within the rear gardens for each unit.

The car and cycle parking is therefore fully in accordance with the adopted parking standards.

## Servicing

The largest service vehicle likely to visit the site would be an 11.2m long refuse freighter although the access road is to remain private and will not be offered for adoption. Given this, a letter of indemnity will be issued to EHDC Environmental Services - Recycling and Refuse Section indemnifying them of any eventuality in perpetuity.

Drawing numbered NJC-003 is included as [Appendix 4](#) which shows the swept path tracking for a large 11.2m long refuse vehicle, assuming the worst case, entering from the west and leaving to the east. The reverse manoeuvre, entering from the east and leaving to the west will provide a greater degree of access.

## Speed Reducing Feature

In commenting on the previous scheme, the LHA Said:

*“With the straight alignment of the shared surface access road speed reducing measures should be introduced to ensure low speeds are maintained including emerging vehicles leaving the site at an appropriate speed having regard to the crossing of the footway and the close proximity of The Dene.”*

The access road is now considerably shorter however the advice of the LHA has been taken, and a raised table top has been introduced to the south of the access road close to the junction with The Dene. Such a feature will ensure that vehicles are slowed as they approach the A31 access junction.

The road has also been reduced in width for a length of approximately 12.0m to avoid impact on trees on the neighbouring site.

## Summary and Conclusion

This Highway Technical Note has been produced to support a residential development of 5 units at the former builder's yard at Aurea-Norma, The Dene, Ropley. It follows a previous application for 9 dwellings, the principle of which was found to be acceptable to the Local Highway Authority.

Access to the site is to be from an existing access onto The Dene, where visibility is being provided to current requirements.

The access is sufficient in width to allow two large cars to pass one another, whilst a speed reducing feature will ensure that vehicles approach the junction with The dene at slow speed.

The development will result in minimal additional traffic impact, which is considered to be acceptable, whilst the site will make provision for adequate car and cycle parking, in accordance with adoptable standards.

The development will also allow for the on-site turning requirements of a large refuse freighter, which is considered to be the largest and most infrequent service vehicle to be generated.

The highway implications of this modest 5 house scheme are therefore considered to be acceptable.

Nick Culhane July 2023

## **Appendix 1**

### Site Plan





SITE PLAN 1-500

THE DENE

NOTES

DO NOT scale from this drawing. All Dimensions are finished sizes and as such are for guidance only. Dimensions could vary +/- 50mm

REV	DESCRIPTION	DATE	AUTH	CHK'D
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PROJECT  
 LAND AT AUREA-NORMA  
 THE DENE  
 ROPLEY

DRAWING  
 SITE PLAN

SCALE	DATE	AUTHOR	CHK'D
1:500 @ A3	JULY 23	OC	

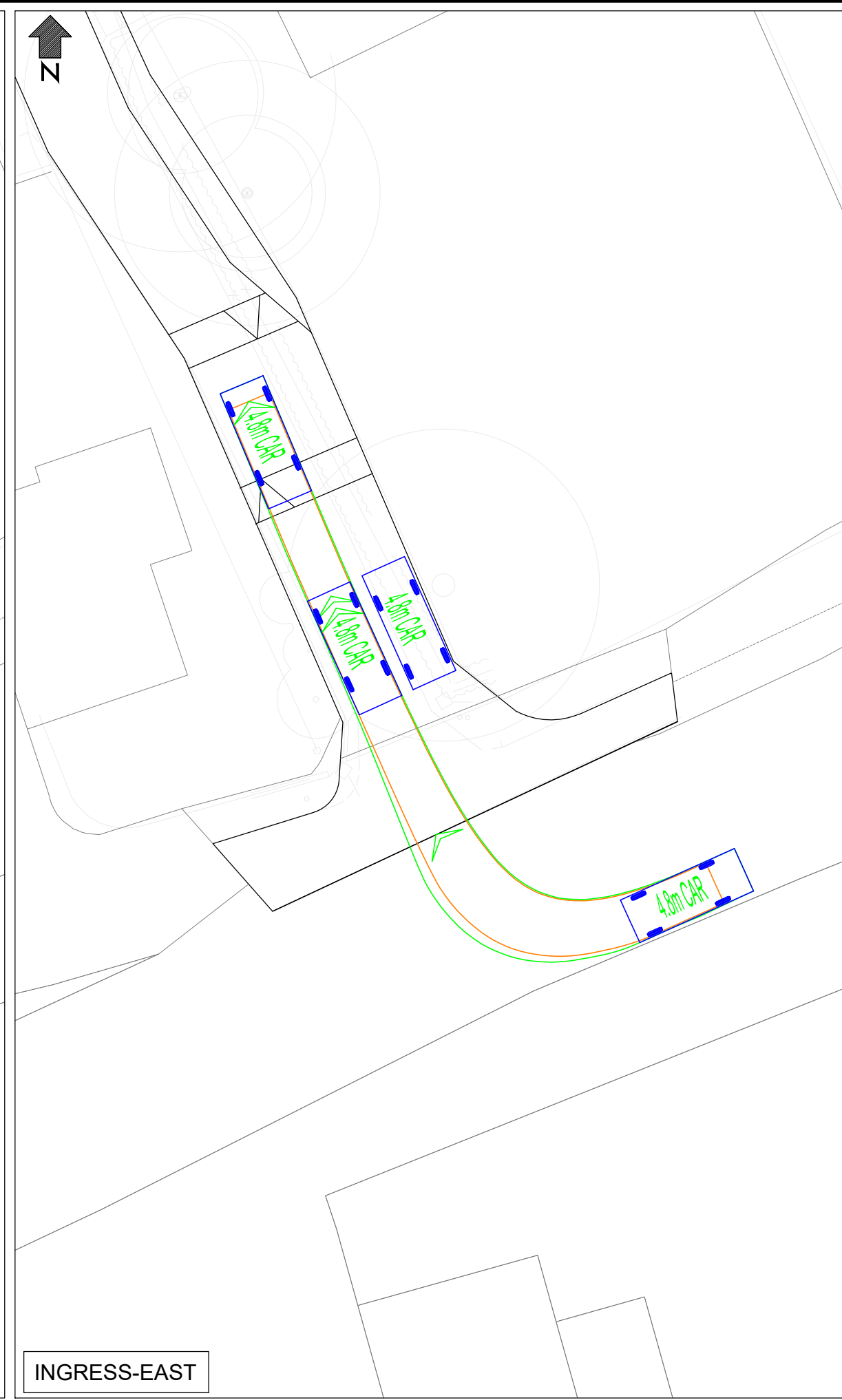
JOB NO.	DRAWING NO.	REV

## **Appendix 2**

### Widened Access and Swept Path Tracking

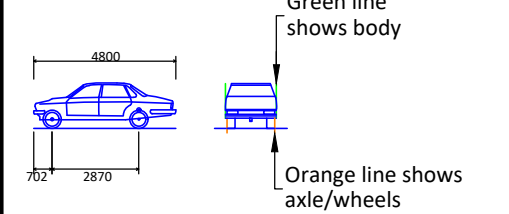


INGRESS-WEST



INGRESS-EAST

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	6200mm

Design speed 5kph for all Forward movements  
Design speed 2.5kph for all Reverse movements

Client



Project  
RESIDENTIAL DEVELOPMENT AT THE DENE,  
ROPLEY

Drawing Title  
SWEPT PATH TRACKING USING AN  
4.8m LONG CAR

Drawing Status  
**FOR INFORMATION**

Drawn AT	Designed NC	Date JUL 2023	Scale 1:200	Size A3
Drawing No. NJC-002				Rev C



## **Appendix 3**

### Access and Visibility



Client



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Project  
RESIDENTIAL DEVELOPMENT AT THE DENE,  
ROPLEY

Drawing Title  
VISIBILITY SPLAYS

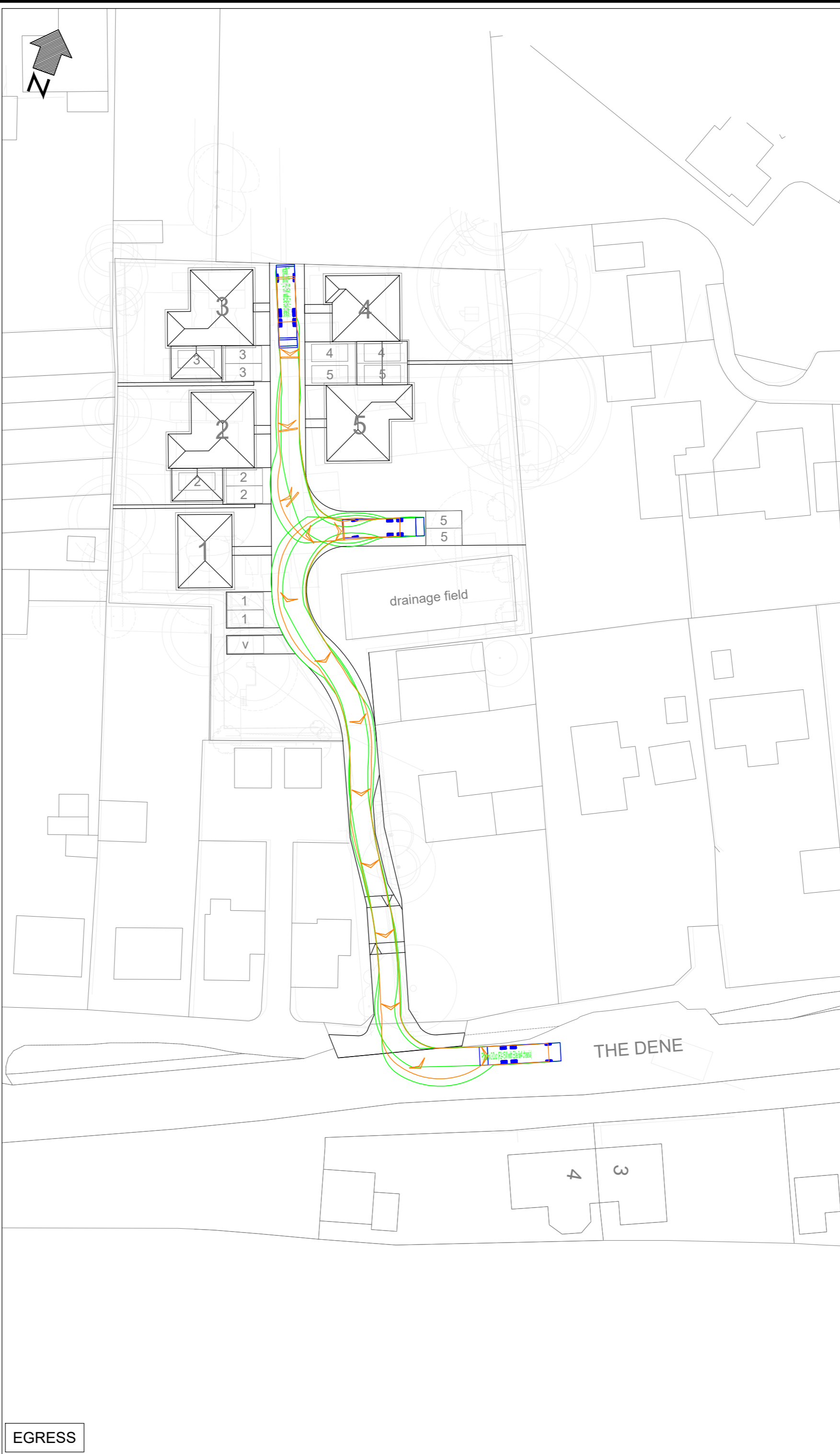
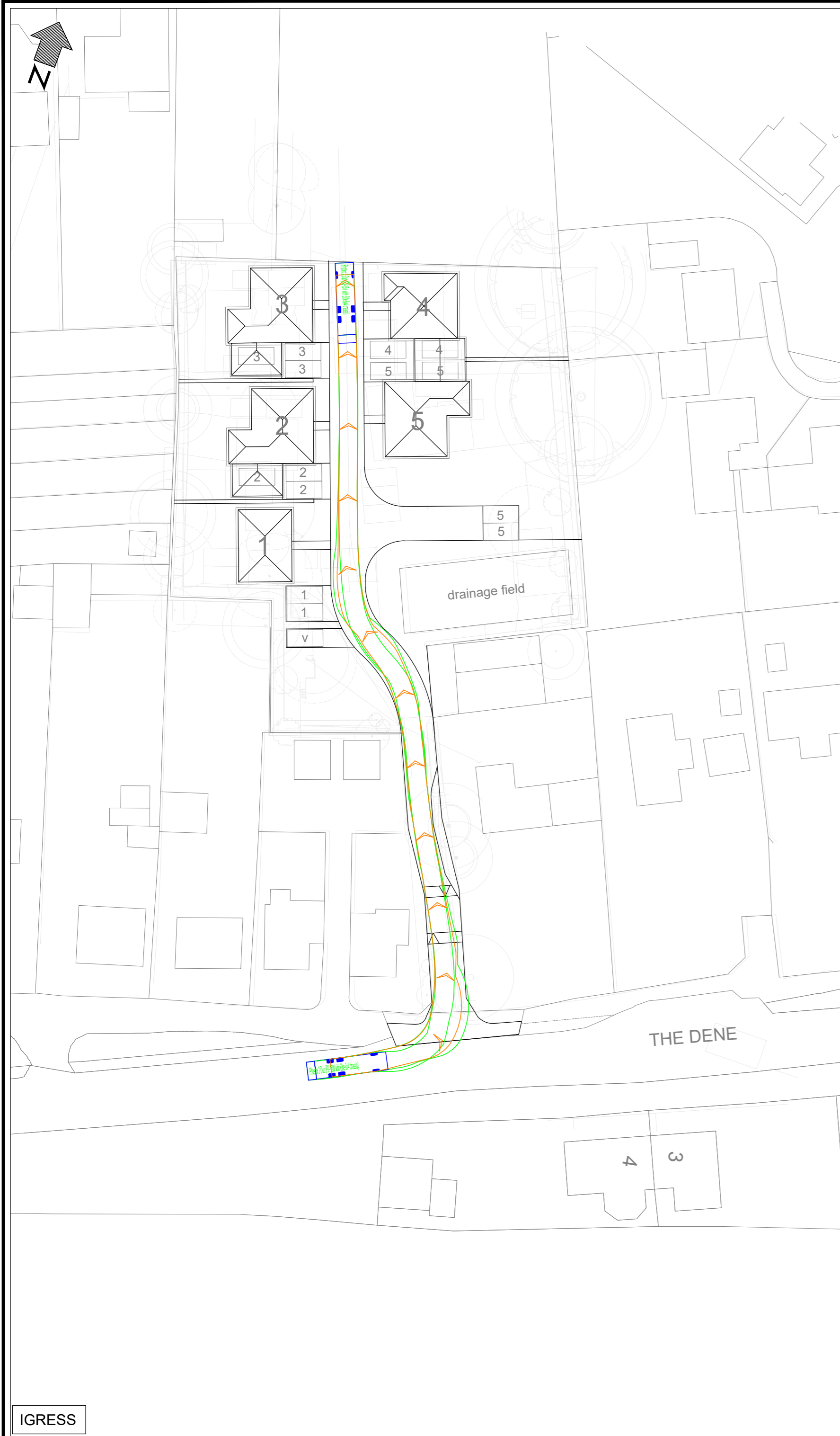
Drawing Status  
**FOR INFORMATION**

Drawn AT	Designed NC	Date JUL 2023	Scale 1:500	Size A2
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Drawing No. NJC-001	Rev C
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## **Appendix 4**

Swept Path Tracking – 11.2m Long Refuse Freighter



**VEHICLE DETAILS:**

PHOENIX 2 DUO  
(P2-15W WITH ELITE 6X4 CHASSIS)

Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	9.500m

Design speed 5kph for all Forward movements  
Design speed 2.5kph for all Reverse movements

Client

Project  
RESIDENTIAL DEVELOPMENT AT THE DENE,  
ROPLEY

Drawing Title  
SWEEP PATH TRACKING USING AN  
11.2M REFUSE VEHICLE

Drawing Status  
**FOR INFORMATION**

Drawn AT	Designed NC	Date JUL 2023	Scale 1:500	Size A2
Drawing No. NJC-003				Rev C