

██████████  
Land and Planning Manager  
Bargate Homes  
The New Barn  
Vicarage Farm Business Park  
Winchester Road  
Fair Oak, Hampshire  
SO50 7HD

Our Ref: SJ/ITB13742  
Date: 5 March 2019

Dear ██████████

## **Land north of Meon Green, Forest Road, Waltham Chase, Winchester**

Further to our discussions, we understand that you are now seeking to submit this site to Winchester City Council (WCC) as part of WCC's SHELAA Review 2019 and you require some initial transport advice.

As you will know, the National Planning Policy Framework (NPPF) February 2019 sets out the Government's current planning policies for England and provides guidance on how these are expected to be applied. Paragraph 108 sets out the following three key transport tests:

***"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:***

- a) Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;***
- b) Safe and suitable access to the site can be achieved for all users; and***
- c) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree"***

Paragraph 109 identifies situations where development should be refused on transport grounds, noting that:

***"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or on the residual cumulative impacts on the road network of road safety would be severe."***

We have underlined the key transport issues at this stage.

Firstly, in terms of site access, your existing site to the south (known as Meon Green) provides a priority junction to Forest Road with 2.4m x 43m visibility splays. The Meon Green on-site road is 5.5m wide throughout the scheme. There is also a footway on both sides of the on-site road for much of its length and there is provision


for these to be extended should the need arise. Car parking is provided on-plot throughout Meon Green with further visitor layby parking available.

You have retained control of land within Meon Green that extends beyond the turning head between Plots 13 and 14 and our view is that there is no reason why this road cannot be simply extended into the northern site to provide a **"safe and suitable access for all users"**. We understand that the northern site has the potential to accommodate a scheme of up to 80 dwellings, this quantum of development should be readily achievable from a simple extension of the Meon Green site access road.

Assuming the northern site has a capacity of around 80 dwellings, there should be no need for a second vehicle or indeed an emergency access (i.e. there is no need to provide an access onto Lower Chase Road), albeit consideration may need to be given to providing a loop road within the new scheme, in a similar format to that which you have provided in Meon Green.

Going forward, the promotion of this site will of course need to be supported by further transport work considering accessibility and cumulative off-site transport issues. However, at this stage and from our detailed knowledge of the local area and extensive experience of working in Hampshire, it is our view that future work will conclude that there are appropriate opportunities to promote sustainable transport modes - given the type of development and its location (Ref: NPPF) and that any residual impacts from the development on the transport network in terms of capacity and congestion, or on highway safety (Ref: NPPF), can be cost effectively mitigated to an acceptable degree.

Yours sincerely



  
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