
TECHNICAL NOTE

PROPOSAL: National Trust Land at Hinton Ampner

OUR REF: ITR/MT/5221/TN.1

DATE: 5th December 2018

Introduction

Bellamy Roberts LLP has been instructed by the National Trust to prepare a Technical Note to consider the potential allocation of land on the Hinton Ampner Estate. The land is to accommodate between 12 and 15 dwellings and lies within the South Downs National Park (SDNP).

The site is located within the Hinton Marsh area of Cheriton, and is located immediately to the west of the Hinton Arms public house.

The site area is approximately 0.86ha and comprises two existing residential units known as Spring Cottage and Thatch Cottage, and an area of paddock to the rear. Spring Cottage is located on the eastern half on the plot, and Thatch Cottage on the western half.

Access to the site is currently achieved directly from the A272 which borders the northern boundary of the site. Spring Cottage and Thatch Cottage are served independently from the A272.

In the location of the site frontage, the A272 is subject to a speed limit of 30mph and is approximately 6m wide. Edge of carriageway lining is also present.

Review of Personal Injury Accident Data

A review of the Crash Map database has been undertaken and this shows there have been 3 personal injury accidents within the last 3 year period (2015, 2016 and 2017) in the vicinity of the site, albeit none at either of the existing site accesses. See **Appendix 1**.

Of the three recorded accidents, one accident occurred in each of the three assessed years. One occurred at the Hinton Arms access (classified as slight), one occurred approximately 15m west of the western site boundary (classified as severe) and one occurred at the junction between the A272 and Kilmeston Road (classified as slight).

It is evident from a review of the CrashMap data that the accidents do not follow a pattern, nor are there any clusters. From the data reviewed, it is concluded that there is no accident or safety issues within the local highway network in the vicinity of the site frontage.

Proposed Allocation and Access Arrangement

The SDNP draft Local Plan recognises that Thatch Cottage is worthy of retention and so this dwelling will be incorporated in to any future development, whereas Spring Cottage is currently unoccupied, and will be demolished.

The access to Spring Cottage is located towards the north-eastern corner of the plot, whereas the access to Thatch Cottage is located towards the north-western corner of the plot.

The site is allocated under Policy SD63 within the SDNP draft Local Plan, and with regards to the proposed site access, the following is stated:

“Vehicular access should be provided from the A272. In the absence of a suitable pedestrian route on the southern side of the A272 in this area, off-site improvement works to enable safe pedestrian access and egress to the northern side of the A272 may be necessary”.

Furthermore, it is also stated that *‘trees along the site boundary should be retained’*.

Hampshire County Council as Highway Authority has prepared a Highway Assessment Report, on behalf of the SDNP, to identify viable highway accesses to the potential housing allocation sites.

With regards to this potential allocation site, HCC consider that the existing accesses which serve Spring Cottage and Thatch Cottage both suffer from reduced visibility, with visibility below the standard of 2.4m x 40m required in this location. This is correct and visibility at the existing accesses is sub-standard.

HCC has suggested two access options, Option 1 and Option 2.

In summary, Option 1 suggests an access directly on to the A272, located approximately central about the site frontage. It is this option that will be promoted by the promoter.

The second Option suggested by the Highway Authority is via Hoptons Retreat. This route would appear to be a private access road which serves 6 recently constructed dwellings. The Highway Authority consider that in order to provide a suitable access, it would likely be necessary to acquire third party land in order to widen the access road and demolish existing garages in order to provide a route into the site.

This of course would lead to a ransom situation and is unnecessary when a suitable access can be achieved from the A272. It is suggested that this access option is unrealistic and should be disregarded as there is no guarantee of its deliverability. The access via the A272 meets the current standards and is achievable/deliverable without the need for third party land.

As such, the proposed access to the allocation site will be taken directly from the A272, located between the existing accesses to Spring Cottage and Thatch Cottage. Both existing access will be stopped up permanently, with access to the retained Thatch Cottage being taken from the proposed access road.

In accordance with the requirements of HCC, commensurate to the speed limit of 30mph and in accordance with MfS guidance, visibility splays of 2.4m x 40m have been indicated at the proposed site access. The proposed access arrangement is provided at **Appendix 2**.

The access has been positioned further towards the western boundary of the site, in order to reduce the impact on the existing oak tree located towards the eastern boundary of the site. The eastern visibility splay has been shown to the carriageway edge and also to a 1m offset, in order to miss the tree trunk.

It is evident from this that the tree obscures very little of the visibility splay in this direction, and would certainly not obscure a car for example. Furthermore, any powered two-wheeler approaching the proposed access will do so towards the centre of the carriageway lane, rather than at the edge. This is common practice amongst motorcycle riders. Additionally, any cyclist that is approaching the access will be travelling at a significantly reduced speed when compared to a motor vehicle, thus requiring a lesser y-dimension.

Furthermore, paragraph 7.7.3 of Manual for Streets (MfS), states that '*for simplicity it [the y-dimension] is measured along the kerb line of the main arm, although vehicles will normally be travelling a distance from the kerb line*'. As such, taking visibility to the running carriageway provides a more accurate representation of the visibility achievable.

Swept path analysis of a refuse vehicle and fire tender has been undertaken demonstrating that both vehicles are able to navigate in and out of the access without due concern. The swept path analysis is attached at **Appendix 3**.

In accordance with the SDNP Policy (SD63), a pedestrian crossing point has been provided to the west of the site access, providing a link to the existing footway along the northern side of the A272.

Summary

In summary, it is evident that a safe and suitable access can be delivered for this proposed allocation site from the A272. The access can be provided fully in accordance with the requirements of MfS, the SDNP and HCC as Highway Authority.

APPENDICES

APPENDIX 1

Map Satellite



Location: **Hinton Ampner**

Years: 3 of 19 years selected

Severity: Fatal Serious Slight

Causality Types: **All Causality Types**

Vehicles Involved: **All Vehicle Types**

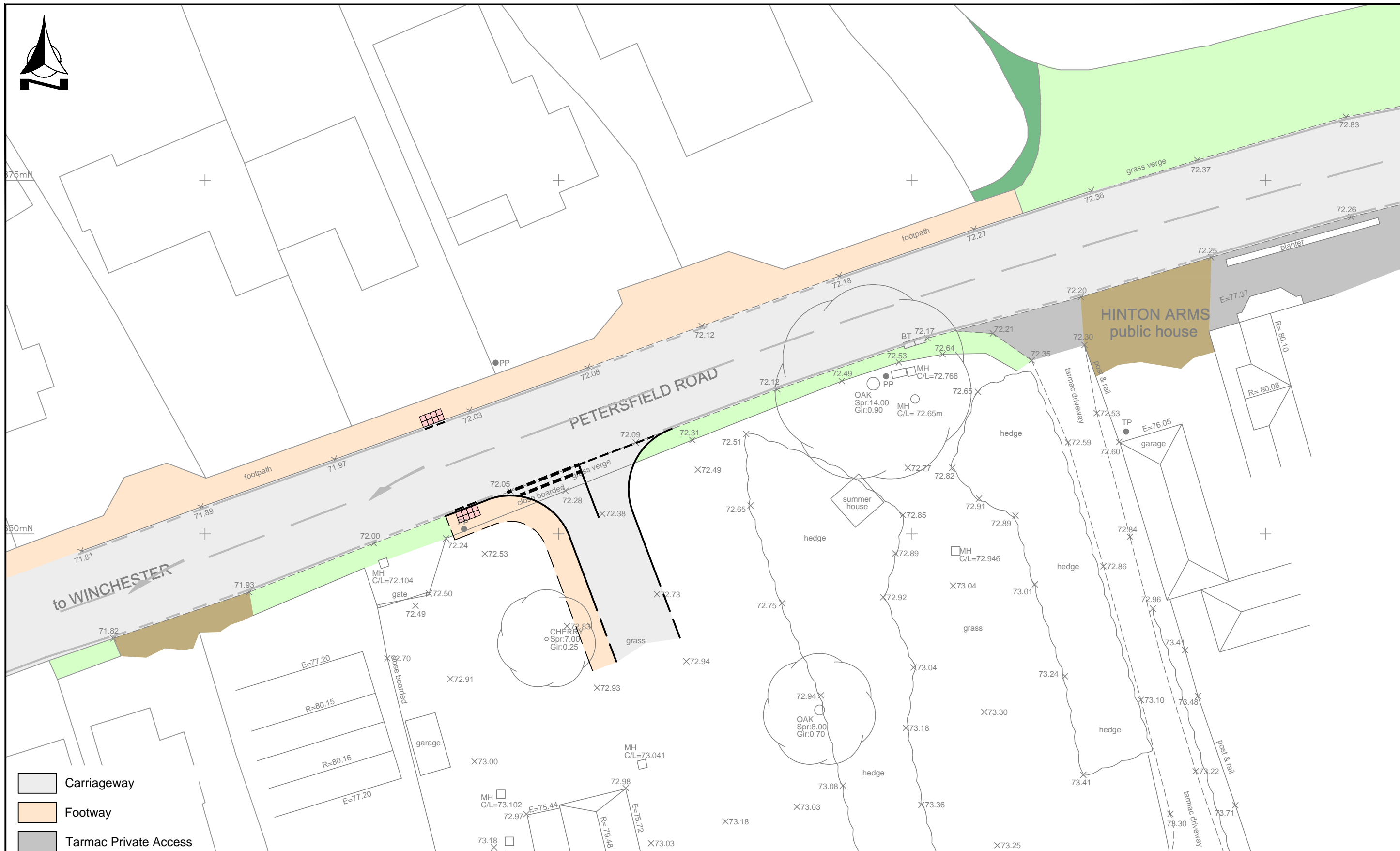
Search

Incident Severity

- Slight
- Serious
- Fatal

2 results found

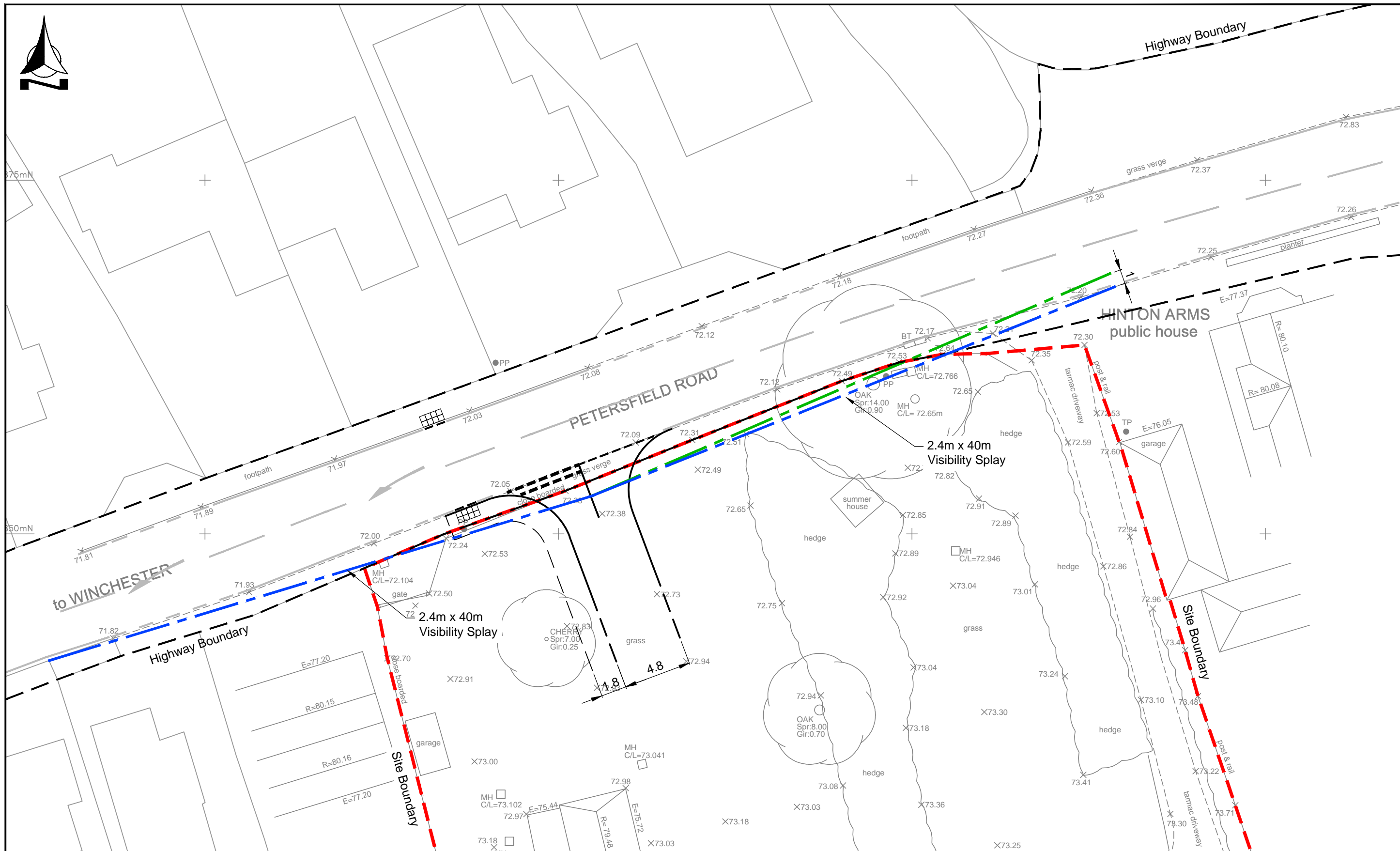
APPENDIX 2



- Carriageway
- Footway
- Tarmac Private Access
- Tactiles
- Verge
- Stoned Private Access

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	Tel: 01256 703355 Fax: 01256 704934 Email: info@bellamyroberts.co.uk		PROJECT National Trust Land at Hinton Ampner		DESIGN BY ARM
			TITLE Proposed Access Arrangement		DRAWN BY ARM
			DRAWING No. 5221 / 002		CHECKED BY MT
					SCALE 1:250 @ A3
					REV No.



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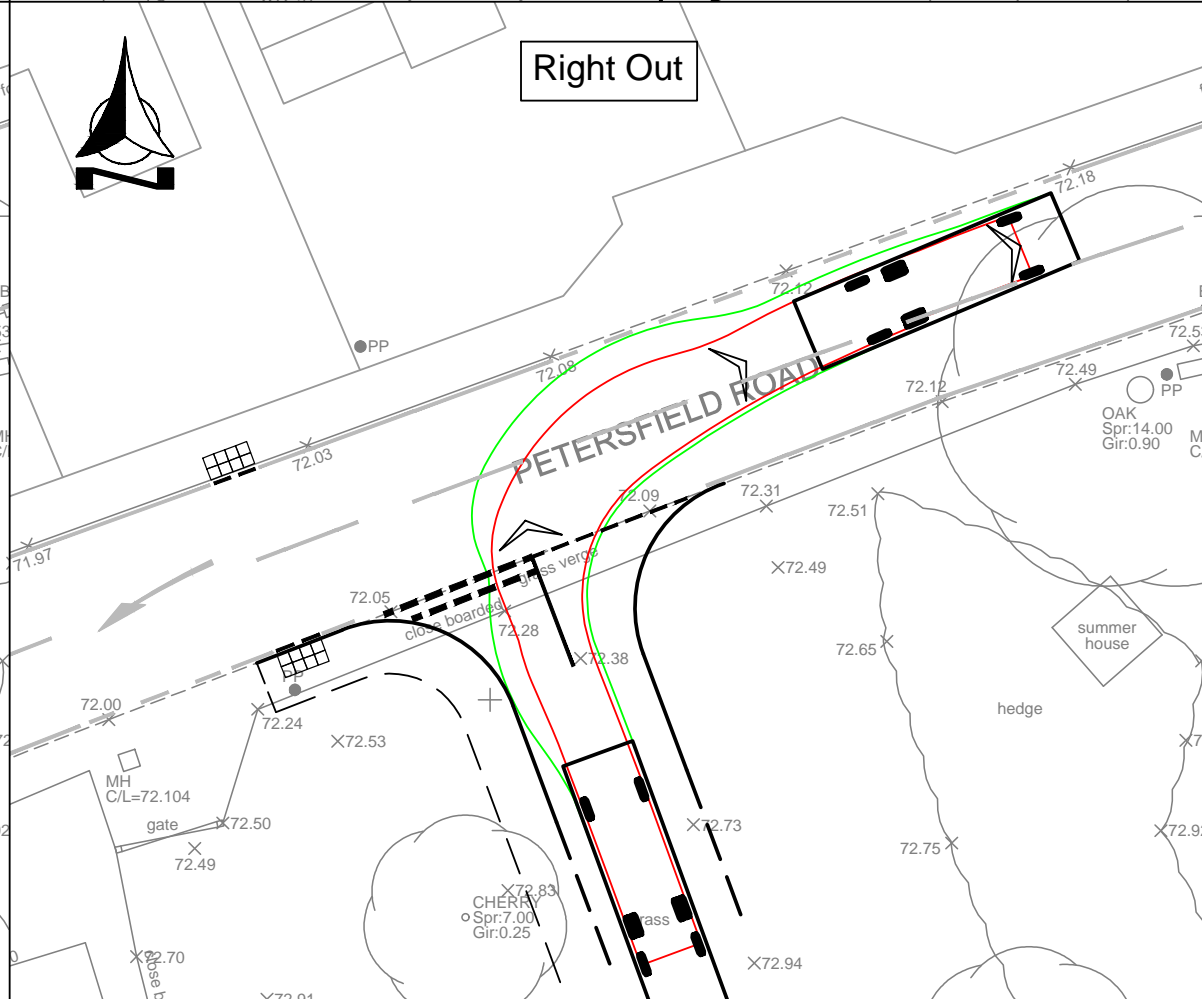
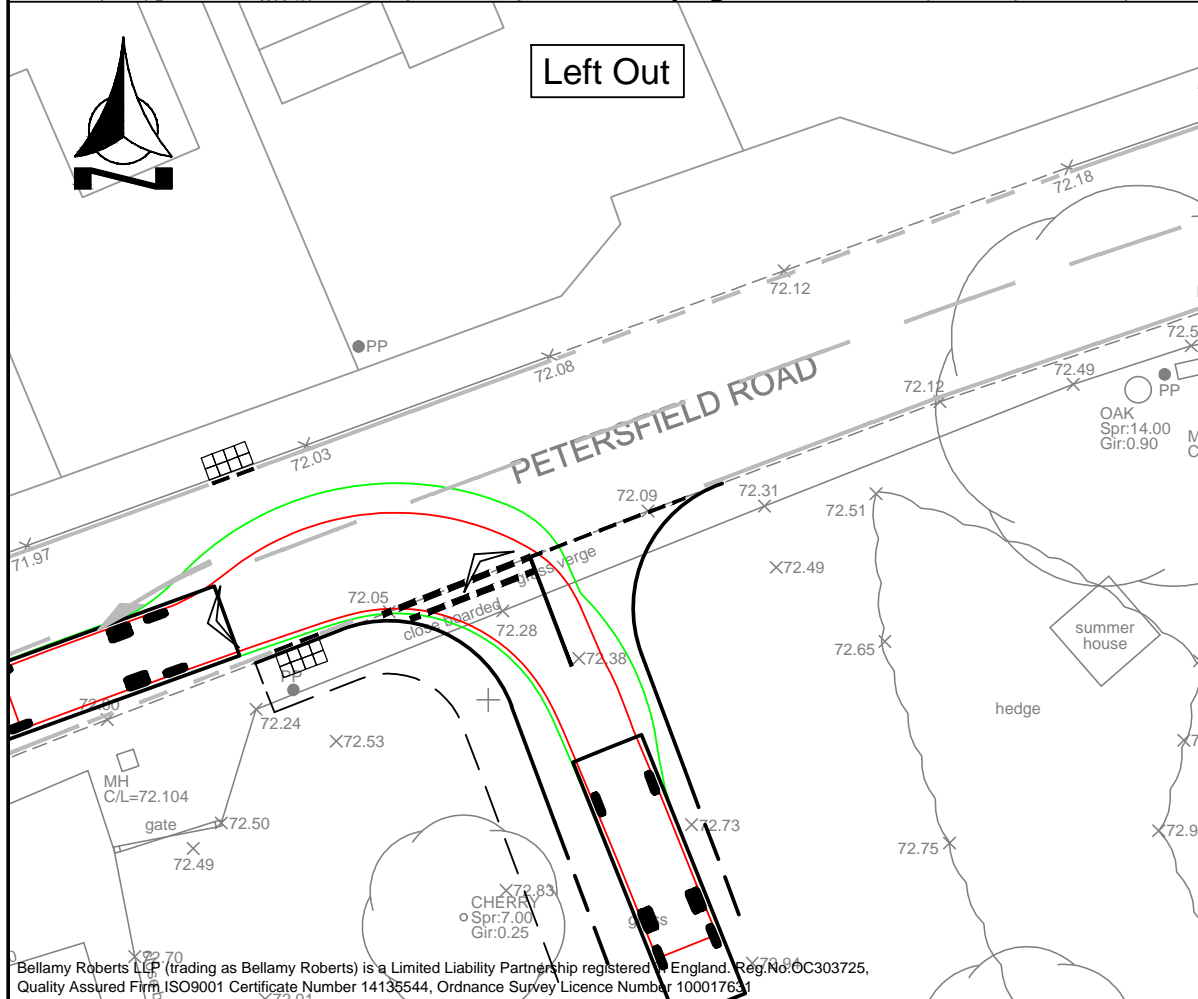
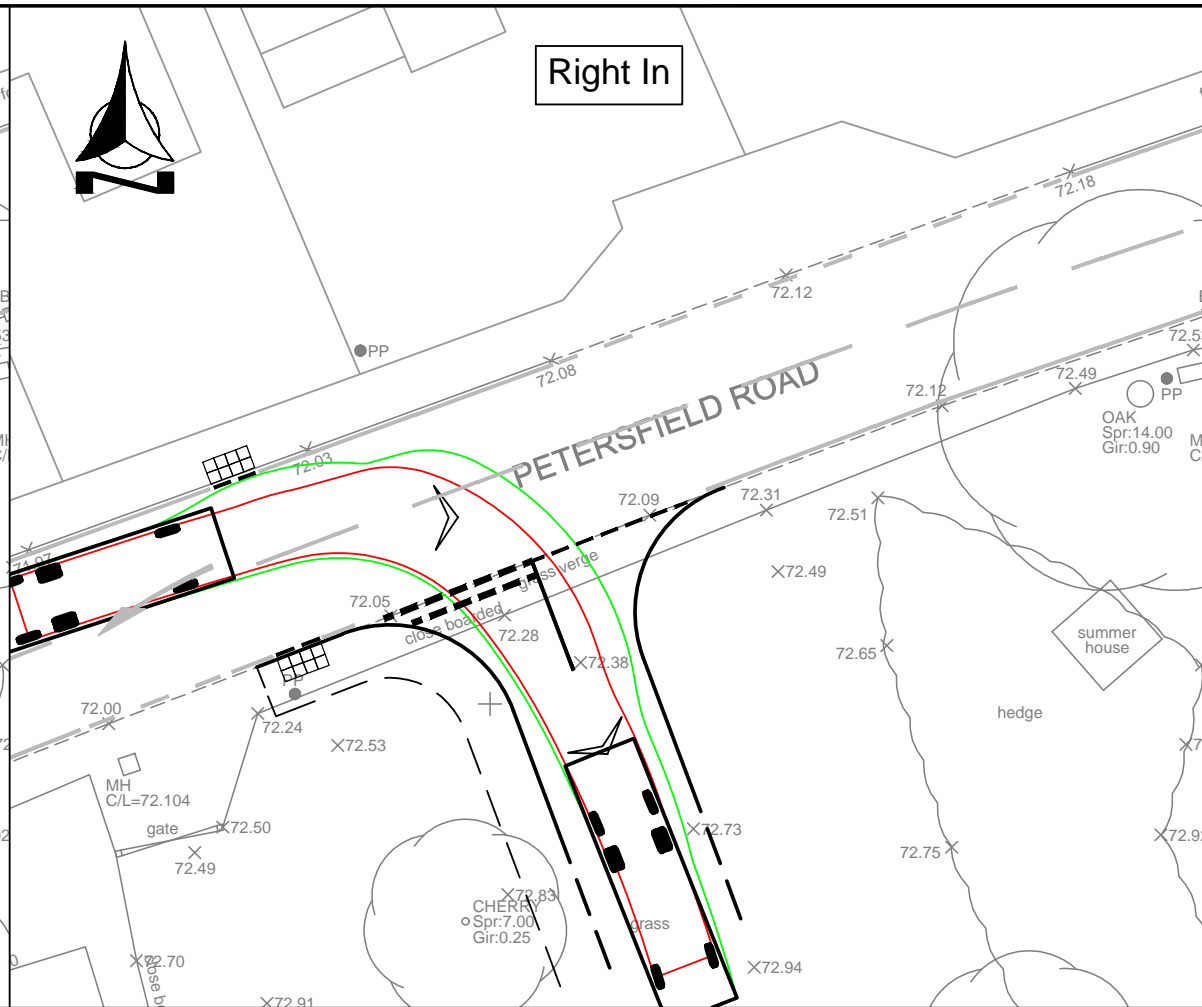
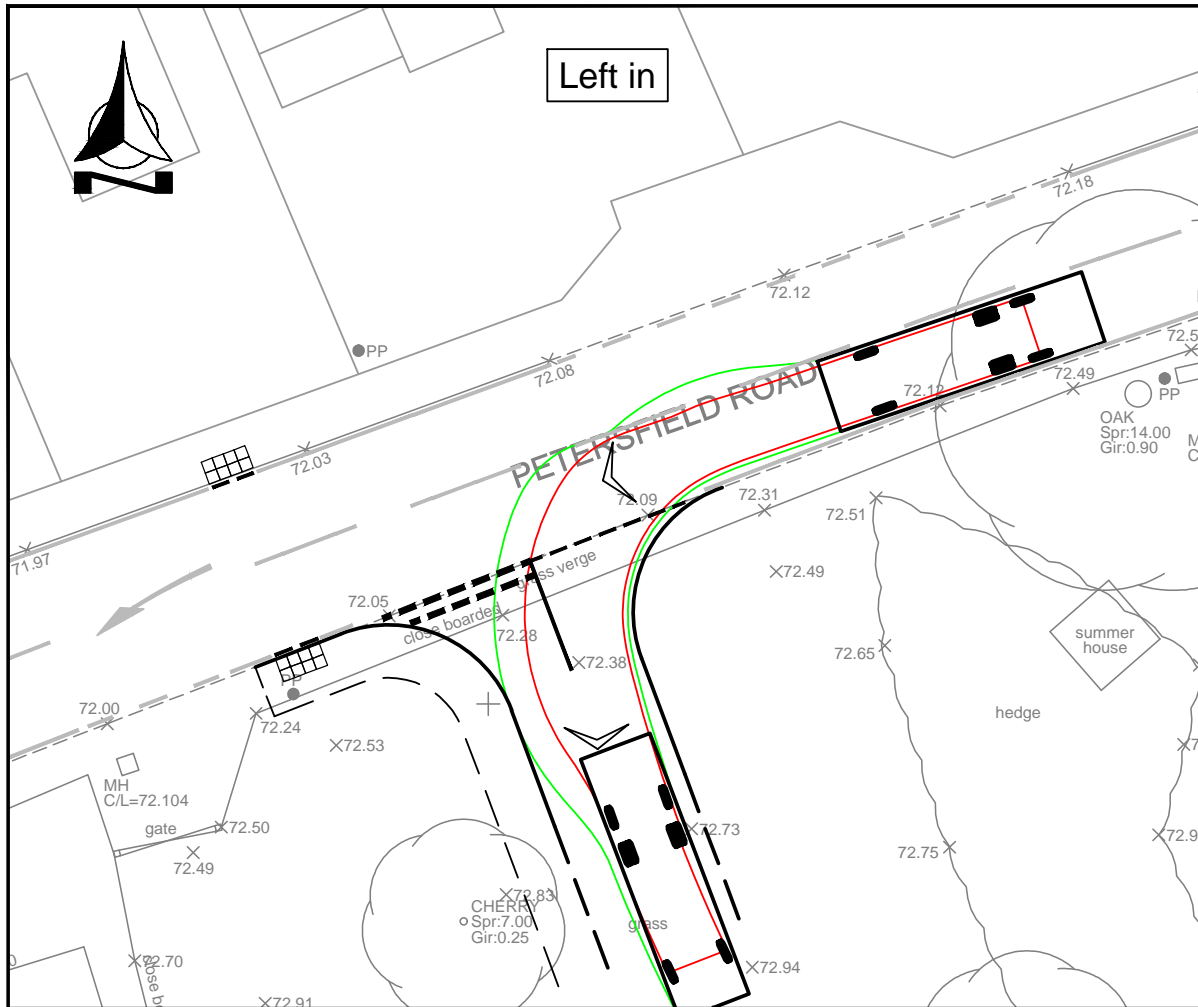


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<small>PROJECT</small> National Trust Land at Hinton Ampner	<small>DESIGN BY</small> ARM
<small>TITLE</small> Proposed Access Arrangement	<small>DRAWN BY</small> ARM
	<small>CHECKED BY</small> MT
	<small>SCALE</small> 1:250 @ A3
<small>DRAWING No.</small> 5221 / 001	<small>REV No.</small>

APPENDIX 3



Notes

Winchester Refuse	9.550m
Overall Length	2.530m
Overall Width	3.420m
Overall Body Height	0.250m
Min Body Ground Clearance	2.200m
Track Width	4.00s
Lock-to-lock time	8.300m
Curb to Curb Turning Radius	

A	Access relocated, tracks updated	JCB	04/12/18	MT
REVISION	AMENDMENT	DRN	DATE	CHK

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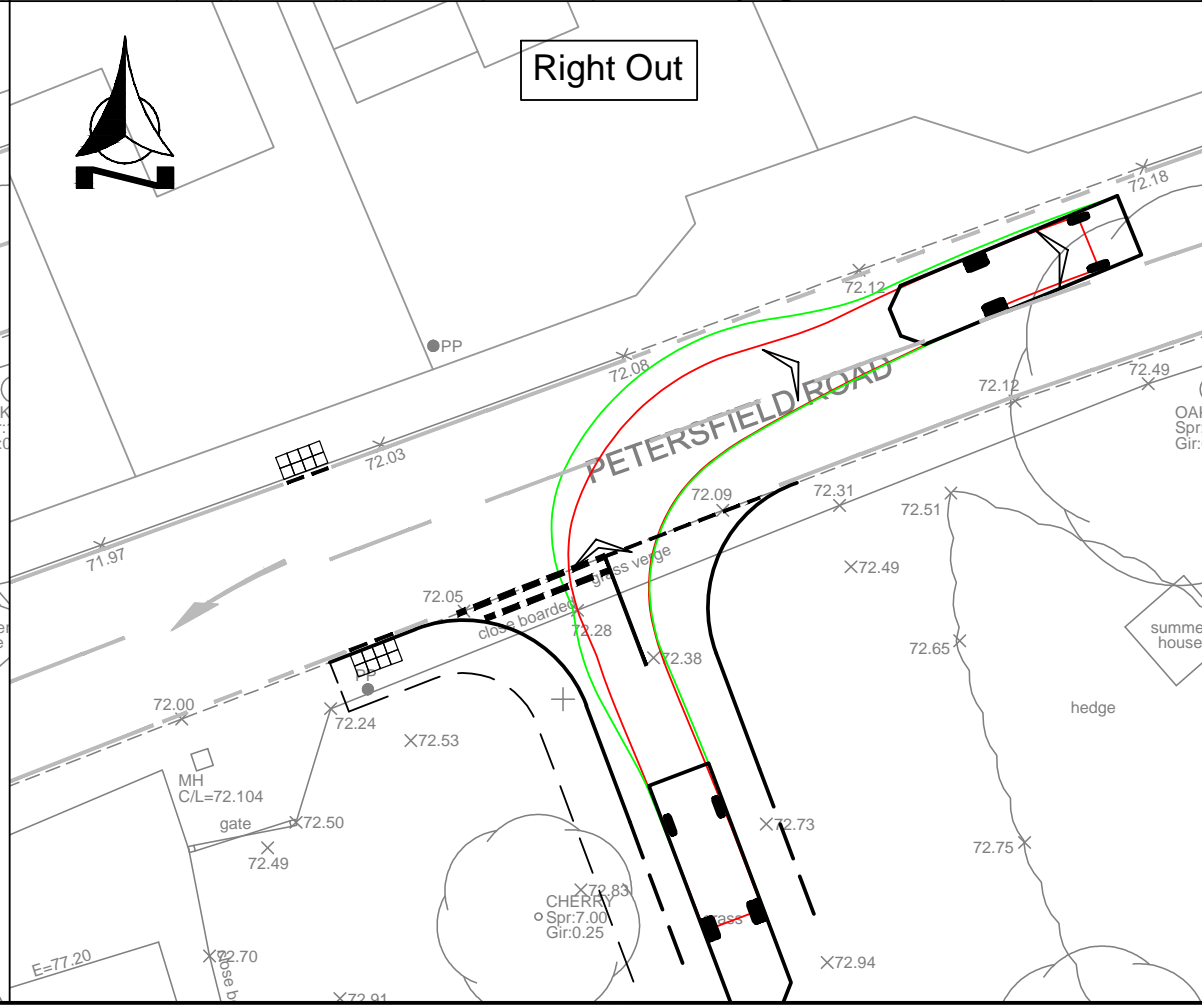
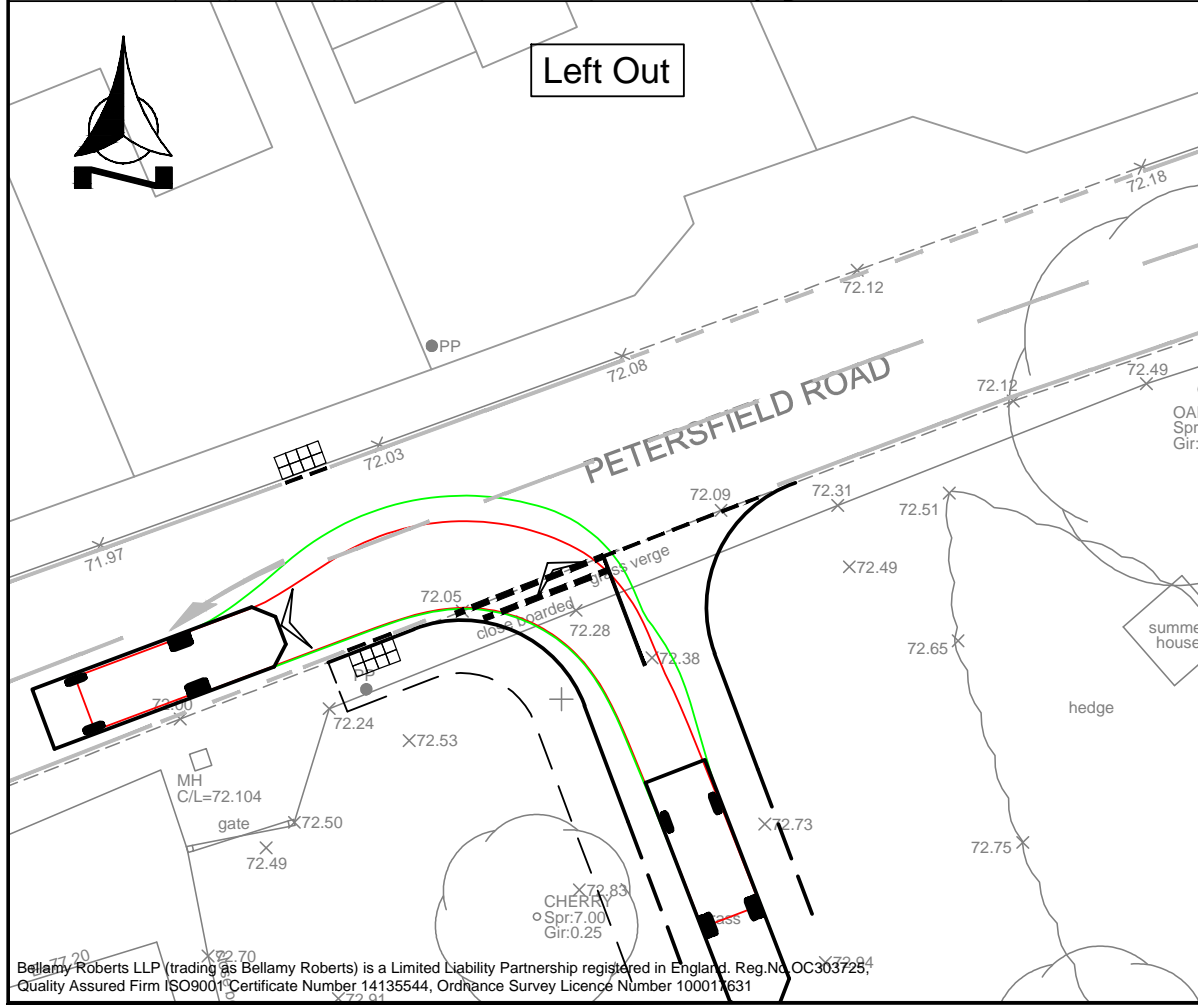
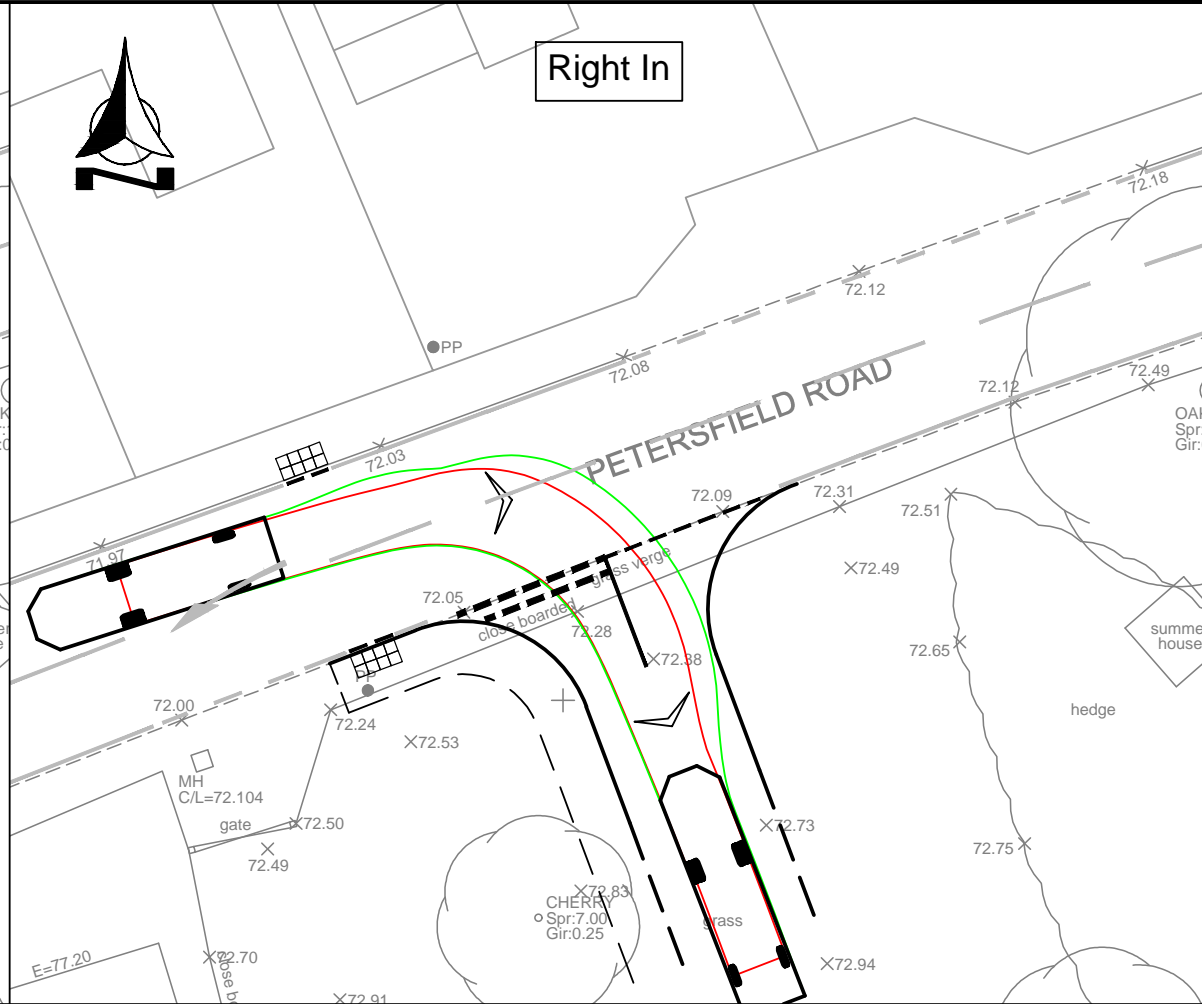
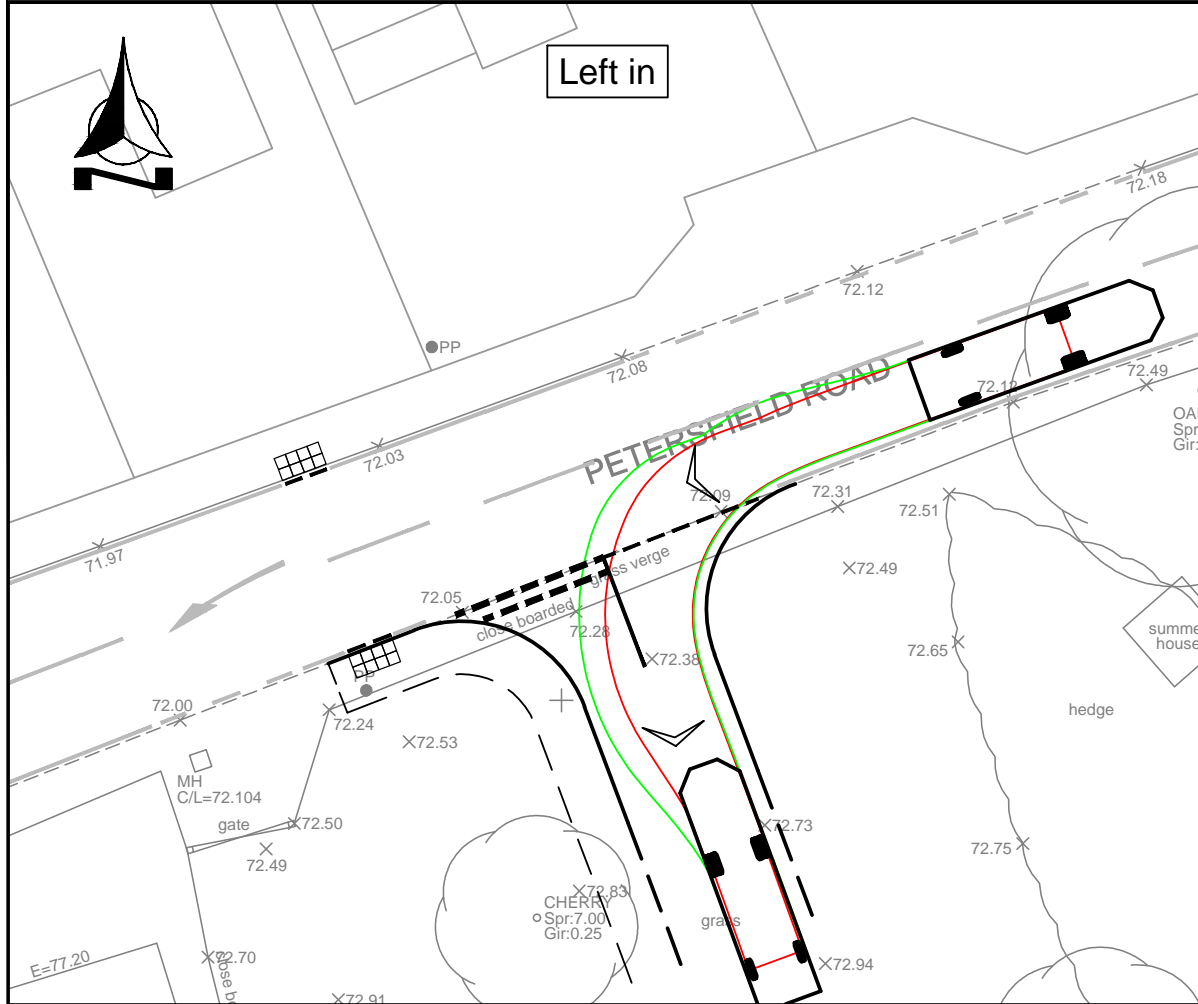
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CLIENT: **The National Trust**

PROJECT: **National Trust Land at Hinton Ampner**

TITLE: **Swept Path Analysis
Proposed Access
Refuse Vehicle**

DRAWN BY: ARM	DESIGN BY: -	CHK BY: MT
DATE: 29/11/18	DRAWING No: 5221 / 201	REV No: A
SCALE: 1:250 @ A3		



Notes

DB32 Fire Appliance	8.680m
Overall Length	2.180m
Overall Width	3.452m
Overall Body Height	0.337m
Min Body Ground Clearance	2.121m
Max Track Width	6.00s
Lock-to-lock time	7.910m
Curb to Curb Turning Radius	

REVISION	A	Access relocated, tracks updated	JCB	06/12/18	MT
		AMENDMENT	DRN	DATE	CHK

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CLIENT	The National Trust				
PROJECT	National Trust Land at Hinton Ampner				
TITLE	Swept Path Analysis Proposed Access Fire Tender				
DRAWN BY	ARM	DESIGN BY	-	CHK BY	MT
DATE	29/11/18	DRAWING No.	5221 / 202	REV No.	A
SCALE	1:250 @ A3				