



Hampshire
County Council

East Hants Site Assessment

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**HAMPSHIRE COUNTY COUNCIL
ENVIRONMENT DEPARTMENT**

East Hants Site Assessment

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HAMPSHIRE COUNTY COUNCIL
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1 Executive Summary

Hampshire County Council's (HCC) Engineering Consultancy was commissioned to carry out a Highways Assessment on behalf of the East Hants District Council (EHDC) to identify viable highway accesses to potential development sites within the EHDC area. The highway assessment was based on a list of such sites issued by the District Council that form part of the Draft Local Plan for the planning authority area. Site visits were undertaken to determine whether the traffic flows generated by each site could safely integrate into the local highway network. The assessment reviewed the existing highway geometry at each site to confirm the required visibility was achievable, and determined if any vegetation, road signs, road furniture etc. would require removal or reduction to maintain the current highway standards. The requirements of pedestrians and cyclists have also been reviewed and included in the assessment where relevant. Where it was deemed necessary alternative access arrangements have been suggested, and some assessment of the likely impact on the surrounding traffic flows has been carried out.

Sketches of each site based on Ordnance Survey data have been included in the report. These sketches show the access points which have been assessed, indicating what measures are deemed necessary at each site entrance to satisfy current highway standards, including the Manual for Streets 2 and the Design Manual for Roads and Bridges.

The viability of any suggested alternatives has been detailed in the report but may be rejected due to issues outside the scope of the report such as the difficulty obtaining third party land. The assessment report does not include any specific detailed highway design input, and the various assessments have not been costed.

2 Introduction

2.1 Objectives of the study

The study will include a review and site survey of the access points to each site listed in Section 3 to ascertain the suitability of the various sites for the proposed development, based on the likely vehicle and pedestrian traffic generated by each site. If the current access is not deemed satisfactory then where possible alternative access points will be identified. The potential impact of the various developments on the surrounding highway network due to increased vehicle movements will also be assessed, and any recommended improvements to the network highlighted.

2.2 Background Information

East Hampshire District Council as planning authority is preparing a new Local Plan to guide development within the planning authority area over the plan period (2017 - 2036). The policy approach to transport contained within the Draft Local Plan is that new developments integrate into existing movement networks and provide safe and suitable access to the road network. The draft Local Plan includes site allocations for housing, employment and Gypsy and Traveller accommodation. This report assesses the majority of the site allocations contained within the Draft Local Plan but does not include sites that have planning consent, those that feature as allocations within the Housing and Employment Allocations Plan (2016) or for small scale developments, such as extensions to existing gypsy and traveller sites.

3 Site Highway Assessments

The assessment is based on the schedule of potential sites issued by EHDC, where highway issues/access were considered by the District as most likely to present an issue. The schedule lists 26 sites mainly for residential use but with some provision for employment, leisure and facilities for older residents. The highway assessments carried out at each site includes visibility checks, provision for pedestrians and cyclists, any level difference issues, existing street furniture and vegetation. The impact the additional traffic generated by the proposed housing and employment will have on existing vehicle movements on the surrounding network has been reviewed, including large commercial vehicles which may need to access the sites. The highway design criteria is based on the Manual for Street (MfS), however where necessary the requirements in the Design Manual for Roads and Bridges (DMRB) will be applied.

A minimum visibility splay/stopping sight distance (SSD) of 2.4x43m has been applied for sites in a 30mph zone, as stated in MfS, although in many cases a greater SSD is achievable. In locations where the road network is subject to higher speed limits and the local authority may require a more robust assessment before possible adoption, then the DMRB criteria will be applied with an SSD of 4.5x120m for site in a 40mph zone. There is also a requirement for a 50m minimum stagger between junction locations, but at some sites this is not achievable without compromising the visibility splay. As DMRB does not apply to 30mph roads a general protocol has been adopted throughout the assessment to prioritise the access visibility over the junction stagger requirement, with the possibility of relaxations of the junction staggers due to the generally low traffic movements at most locations. Sketches highlighting any issues identified and possible solutions or alternatives at each site have been produced based on Ordnance Survey data and are included in Appendix 1.

3.1 SA2 – Chiltley Farm, Chiltley Lane (LIP-017)

Drg. No. EC/RJ506492/115

The proposed development site is currently occupied by Chiltley Poultry Farm with large poultry sheds and associated farm buildings. There is an unoccupied bungalow on the site with a wide gravel access track serving both the bungalow and farm buildings. The site access is off Chiltley Lane which joins Devil's Lane eastwards to the junction with Haslemere Road to the north and Midhurst Road to the south of Liphook. Devil's Lane between the junction with Haslemere Road and the start of Chiltley Lane is generally less than 3m wide with soft banked verges either side and is totally unsuitable for regular two-way traffic. The section of the Chiltley Lane between the site entrance and the junction with Midhurst Road widens marginally with some detached properties and small housing developments located on either side of the lane. There is more scope along this section to widen the Lane to a maximum 5m width, but this would require cutting into the embankments on either side. The farm site is bounded on the east by fields and there is a large housing estate centred around Chiltley Way to the west. This estate has access points off Chiltley Lane and Midhurst road.

3.1.1 Proposed Access

To utilise the current access point on Chiltley Lane would require widening the section to the Midhurst Road junction sufficiently to provide a route suitable for two-way traffic. This may not be possible as the verge and embankment strips may be in private ownership. Widening the Lane towards the Haslemere Road junction would require third-party land which is likely to be costly, and there is a pinch point where the Lane crosses over the railway line. A more practical option would be to connect into the existing road network of the housing estate to the west of the site. There is a corridor of open space between numbers 10 and 12 off Willow Gardens which adjoins the site, through which an access road could be constructed connecting to the end of Willow Gardens. At this point the existing carriageway is 6m wide and there is a direct route through the estate to Midhurst Road with easy access to the centre of Liphook and the A3. With wide 6m carriageways it is unlikely that the additional traffic flows

generated by the new development will have a significant impact on the existing estate road network, although traffic modelling would be required to confirm this.

3.2 SA3 – Land west of Headley Road (LIP-012)

Drg. No. EC/RJ506492/116

Headley Road forms part of the B3004 and runs north out of Liphook towards Bramshott. The site is located on the northbound B3004 just prior to where Headley Road crosses over the A3. The site is currently under agricultural use with a dense vegetation strip containing large mature oak trees along the frontage. There is no footway along the northbound verge of the B3004 passed the site frontage. The B3004 has is subject to a 30mph limit along the site frontage with a termination point at the A3 bridge where the speed changes to 40mph.

3.2.1 Proposed Access

The optimum position for the proposed site access is directly opposite the church where a 2.4x43m visibility splay can be achieved with some cutting back of the existing vegetation either side of the access. There are two large oak trees either side of the proposed access point, but they are set back 3m from the carriageway edge and would not obstruct the sightlines. A section of new footway will be required south from the site access to a proposed dropped crossing point on the B3004 just south of the church, to provide a pedestrian route from the development to the village centre.

3.3 SA6 – Land adjacent to 25 Hillside Close (HEA-019)

Drg. No. EC/RJ506492/127

There is an existing housing development centred around Hillside Close, Alder Road and Birch Road to the north of Glayshers Hill with approximately 70 properties accessed off the Hillside Close/Alder Road section of the estate. The site occupies the remaining undeveloped plot of land to the north of Hillside Close, with a frontage along the cul-de-sac section of Alder Road. To the north

of the development site is an area of dense vegetation forming part of the Headley Down Nature Reserve. Hillside Close and Alder road both join into Birch Road which runs generally NW/SE through the housing estate and connects into Glayshers Hill and Larch Road.

3.3.1 Proposed Access

The addition of the proposed scale of development is unlikely to have much of an impact on the current traffic flows into and out of the estate. The layout of the site will be the developer's responsibility; however, the limited depth of the plot would favour some form of linear development with individual access points onto the carriageway. It is unlikely any developer would use valuable development land for an internal access road system.

3.4 SA8 – Land off Hollywater and Whitehill Road (HEA-018)

Drg. No. EC/RJ506492/118

The site occupies a large area extending from Mill Chase Road at the northern boundary to Whitehill Road to the south and Hollywater Road along the western boundary. The land area comprises of playing fields, grassland, Eveley Wood, and farmland. Whitehill Cemetery is situated to the east of the site with the access road running east-west across the site to Hollywater Road. The main farm in the area is Stanford Grange County Farm which is located to the south off Whitehill Road and appears to cover most of the farmland within the site. There is a substantial level difference east-west across the site with a ridge along the eastern boundary and the land falling westwards towards Hollywater Road.

3.4.1 Proposed Access

With such a large development area there are numerous options for access points into the site. The southern part of the site contains mainly farmland and woodland and is unlikely to be suitable for development. The most practical option would be to utilise the existing access road to the cemetery located off Hollywater Road. This location gives access to the likely development area with

a new cemetery access connecting into the proposed development road network. There is a line of mature trees along the site boundary with Hollywater Road some of which will require removal to maintain visibility either side of the access point, however the straight alignment of Hollywater Road affords good visibility in both directions. An alternative access could be located off Mill Chase Road at the northern edge of the development. The carriageway is straight with good visibility in both directions, although several mature trees either side of the access point will require removal to maintain visibility. However, there is a line of private properties along the opposite side of Mill Chase Road each with a private drive, and this could result in conflict with vehicle movements into and out of the development. The access point would also be located between the junction with Hollywater road and the entrance to Hollywater School, again with the potential for conflict and congestion especially at drop-off and pick-up times. A provision for pedestrian and cycle access would be required from the development to Mill Chase Road and the local schools.

3.5 SA11 – Annington Estate, Essex Close (WHI-009)

Drg. No. EC/RJ506492/121

The development area covers the existing Annington Estate located to the north of Budds Lane and west of the A325. The estate has a low density of housing with large areas of open space, extensive footways and generous parking facilities. The existing access point is off Budds Lane approximately 115m west from the junction with the A325 and virtually opposite the existing entrance into the two proposed Bordon Town Centre sites on the opposite side of Budds Lane.

3.5.1 Proposed Access

The existing estate entrance has good visibility in both directions and could be used for the new development. However, this entrance may conflict with the access points for the new Town Centre scheme when it is developed. An alternative option would be to combine the development sites and provide a single junction as part of the

town centre design, although it is noted that the Town Centre Phase 1 is already going through the planning process, so this will now be a decision for the developer.

3.6 SA11 – Annington Estate, BOSC South (WHI-010)

Drg. No. EC/RJ506492/124

The site is an existing small housing estate of 20 properties off Bolley Avenue, with an additional 8 properties fronting directly onto Oakhanger Road. The properties are a mixture of detached and semi-detached houses set in large plots in an area of mature woodland. Some of the properties are currently being renovated.

3.6.1 Proposed Access

The existing junction of the estate road with the main Bolley Avenue is poorly located on a bend in the road with reduced visibility in both directions, further compromised by the dense vegetation along the verges either side of the junction. The proposed access point will need to be moved further south along Bolley Avenue towards the junction with Oakhanger Road where the carriageway alignment is straight and provides good visibility in both directions. At this location the access will not conflict with the entrance to the Military Cemetery on the opposite side of the road, which is located further south towards the junction with Oakhanger Road. The section of the development site currently accessed off Oakhanger Road could be incorporated into the main development access road network or maintain the current individual access points onto Oakhanger Road where the visibility is good in both directions.

3.7 SA11 – Annington Estate, BOSC North (WHI-011)

Drg. No. EC/RJ506492/125

This site is an existing small housing estate similar to WHI – 010, with 10 pairs of semi-detached properties grouped around a single estate road off Bolley Avenue.

3.7.1 Proposed Access

The existing estate road forms a wide bell mouth junction with the main Bolley Avenue and would be suitable for use as the new proposed access point. There is some minor obstruction to the northern visibility splay sightline caused by an existing line of trees, which will require removal.

3.8 SA11 – The Croft, Hogmoor Road (WHI-013)

Drg. No. EC/RJ506492/123

The site off Hogmoor Road continues from the junction with Oakhanger Road at the north end of the development area to the existing military vehicle crossing point to the south, where the site abuts development area WHI – 015. The site is an area of dense evergreen woodland bounded by Hogmoor Road to the west and the new Whitehill and Bordon relief road to the east. There is a row of properties along Hogmoor Road opposite the site. There is no obvious access point into the site apart from the military crossing point which mainly serves as access into WHI – 015 Building 84.

3.8.1 Proposed Access

The military crossing point provides a good location for accessing the site with good visibility in both directions. However, this location is at the southern tip of the site and there are numerous other locations along Hogmoor Road and Oakhanger Road for additional or alternative access points. Utilising the crossing point could provide an access to both WHI – 013 and 015 sites if the development strategy is such that these two sites can be developed together. There is currently no pedestrian facility along Hogmoor Road, so provision should be made for a pedestrian and cycling link into the new relief road along the eastern boundary of the site, to allow safe access to the town centre facilities.

3.9 SA11 – Sacred Heart Church and Nursery (WHI-014)

Drg. No. EC/RJ506492/120

The Sacred Heart Church and Nursery occupies a small compact site off the A325 High Street in central Bordon, just north of the signalised junction with Chalet Hill.

3.9.1 Proposed Access

The existing access point provides the best location for the proposed development with good visibility in both directions. However, the close proximity to the junction with Chalet Hill may result in conflict between vehicles turning right out of the site and traffic waiting at the traffic signals, especially at peak times. Depending on the development strategy the site access could be linked into the proposed Town Centre development along the northern boundary. This would avoid the necessity to exit onto what is likely to be an increasingly busy A325, and the additional vehicle movements generated by the low number of properties proposed for the site will have little impact on the town centre development.

3.10 SA11 –Building 84 (WHI-015)

Drg. No. EC/RJ506492/129

The site abuts the development site WHI – 013 to the north with Hogmoor Road to the west and the Whitehill and Bordon relief road to the east. The existing Building 84 has been demolished, and the site is now being prepared for development with a large concrete batching plant currently being installed. The site is currently accessed via the military crossing point although this technically requires access across the WHI – 013 development site. This is because site WHI – 015 does not have any direct access off Hogmoor Road, although access may be possible onto the relief road once it is open.

3.10.1 Proposed Access

The access into the site could be integrated with WHI – 013 either utilising the military crossing point location or by direct connection to the proposed road network once site WHI - 013 has been developed. There is little scope for an independent

access point off Hogmoor road as with no direct frontage onto the carriageway this would require easement across third party land. As noted with site WHI – 013 pedestrian and cycling routes should be provided on to the relief road for town centre access.

3.11 SA12 – Mill Chase Academy and Leisure centre (WHI–005)

Drg. No. EC/RJ506492/119

Mill Chase Academy is situated on Mill Chase Road to the east of Bordon town centre adjacent to the Mill Chase Recreation Ground. The current entrance to the academy car park located along the frontage with Mill Chase Road is via a separate entrance and exit facility. The existing carriageway is narrow with the Weyford Infant School and Nursery located directly opposite the site. There are standard parking restrictions on the road along the school frontage.

3.11.1 Proposed Access

The existing car park entrance would be unsuitable for the proposed development access point due to the recreation ground fenceline obstructing the sightline. The visibility at the exit is also compromised by the horizontal alignment of the carriageway. Locating the proposed access point roughly mid point between the entrance and exit resolves the visibility issues but places the access directly opposite the entrance. However, it is unlikely the school entrance will be heavily trafficked, and most vehicle movements would tend to occur during the school start and finish times reducing the likelihood of conflict with the development traffic.

3.12 SA18 – Former Coors Brewery (AL–015)

Drg. No. EC/RJ506492/105

The existing Coors Brewery occupies a large site in the centre of Alton, with the Mid Hants Railway to the east of the site and the High Street and main through route along Drayman's Way to the west. Lower Turk Street runs along the southern boundary and separates the site from a large retail area including Marks & Spencers and Sainsburys. To the north is a small residential area

around Russett Road, and the River Wey flows east west through the site. The existing brewery buildings are still standing, with a large loading bay and parking area located along the southern boundary. There is a large concrete access area exiting from the site onto Lower Turk Street just to the west of the railway over bridge, and a public footpath runs northwards along the eastern boundary between the site and the railway to the railway station.

3.12.1 Proposed Access

An exit from the site onto Drayman's Way would most likely require a signalised junction to allow site traffic to exit and could impact on the roundabout junction further south with Lower Turks Street. The best option would be to utilise the existing loading bay access. Lower Turk Street has lower traffic flows, and although the carriageway through the railway bridge to the east has been narrowed with a priority chicane feature installed, the visibility is good in both directions with a 2.4x43m SSD easily achievable. With a development of this size an alternative access point could be installed to reduce vehicle movements from the main access point. A small, self contained development area of around 30 – 40 units could be designed for the northeast corner of the site with a separate access onto Russett Road residential area. Russett Road is a typical residential road approximately 5.5m wide with parking lay-bys at various locations along the road. Due to the curved horizontal alignment at the proposed exit from the development visibility is good, although the impact on the existing traffic flows along Russett Road will need to be assessed to confirm whether this access is viable. It would also be advantageous to provide pedestrian access points from the site connecting into the existing footpath along the eastern boundary to allow pedestrians easy access to the railway station. It may be possible to upgrade the footpath to a shared use cycleway to increase the potential for non-motorised usage.

3.13 SA19 – Land at Brick Kiln Lane and Basingstoke Road (AL–005)

Drg. No. EC/RJ506492/104

The site is located on the western edge of Alton to the north of the junction between the A339 and the Basingstoke Road. There is a speed termination point just to the west of the junction where the 40mph restriction on the A339 reduces to 30mph along the B3349 into Alton. The A339/B3349 junction has a right turn lane for the A339 route southeast to the A31, which can become congested at peak times. A site access on to the A339/B3349 Basingstoke Road is the only viable option, as the only alternative is via Brick Kiln Lane which bounds the east side of the site and is a narrow single-track lane.

3.13.1 Proposed Access

The horizontal alignment of the Basingstoke Road along the 40mph section is such that a simple 'T' junction for the site access is likely to have visibility issues and would also require the installation of an additional right turn facility in close location to the existing A339 junction. If the access was located further east from the junction on the 30mph section of Basingstoke Road it may conflict with the existing accesses of the properties along the south of the road. It would also be close to the existing junction and could adversely impact on its operation. One option to avoid these issues and improve the existing situation would be to upgrade the existing right turn junction to a roundabout, incorporating the proposed access into the development site. Any proposed roundabout would be offset partially into the site area as the existing highway corridor is too narrow to accommodate the required roundabout footprint. This arrangement would improve the alignment of the current A339 southbound at the junction, and the Basingstoke Road could be realigned to provide improved visibility through the junction. There is also the opportunity to improve the existing footway along the Basingstoke Road, with the possibility of providing an off-road shared use cycleway into the site.

3.14 SA21 – Land at Northbrook Park (BEN-007)

Drg. No. EC/RJ506492/106

The site at Northbrook Park is located either side of the A31 approximately 2km west of the Coxbridge Roundabout junction with the A325. The proposed development contains the private Northbrook Estate which includes the Northbrook House Hotel, a small business park, and several private properties on the north side of the A31. The estate extends on the south side of the A31 over the River Wey to the boundary of the Bentley – Farnham railway line, with predominately grassland and a small equestrian facility. There is also a footpath from the A31 that runs southwards across the fields to the Alice Holt Forest area south of the railway line. The access road to the hotel and business park connects with the A31 via short merge and diverge tapers, with right turn facilities within the wide central reservation. The eastbound carriageway is reduced to a single lane through the Estate junction.

3.14.1 Proposed Access

The A31 is subject to 60mph speed limit in the vicinity of the access, and the current arrangement is unlikely to be able to cater for the increase in vehicle movements generated by the proposed 800 to 1000 properties once the site has been developed. There is limited protection for vehicles waiting within the central reservation, and the potential conflict with vehicles turning right into and out of the site would be a major safety issue. Due to the wide highway corridor it is proposed to install a roundabout junction at the current location of the estate road, with access points to both the north and south development areas. This type of junction will reduce traffic speed on the A31 and allow safe access and egress into the development for both sections, especially for HGVs accessing the business area on the southern site. There may be a requirement for a pedestrian crossing within the junction, with residents of the development wishing to visit amenity facilities south of the A31 such as Alice Holt Forest and Birdworld. Further investigations will be required to ascertain the level of pedestrian movements and whether a controlled or uncontrolled crossing is required.

3.15 SA23 – Wolf’s Lane / Selborne Road, Alton (CHA–003)

Drg. No. EC/RJ506492/131

Wolf’s Lane runs between the A339 Selborne Road westwards to Chawton Village, parallel to the A31 to the north, and is subject to the national speed limit. The site is located between Wolf’s Lane and the A31, and part bounded to the east by the A339. The site is currently used for grazing and has easy access to both east and westbound carriageways of the A31 via the A339.

3.15.1 Proposed Access

The proposed development is for travelling showpeople so any access point into the site will need to cater for large vehicles such as HGVs and lorries with trailers. To reduce any conflict with such vehicles using Wolf’s Lane the proposed access point should be located close to the junction with the A339. At a point approximately 30m east of a field access opposite the site the horizontal alignment of the lane allows for good visibility in both directions once the existing vegetation is cut back, and an access at this location is only 100m from the A339. The carriageway width at this location is only 5.3m so the access will need to be widened accordingly to accommodate the turning movements of large vehicles. However, it should be noted that Wolf’s Lane has a 7.5t weight restriction which may need to be reviewed if larger HGV vehicles will be accessing the site.

3.16 SA24 – Land adjoining Northfield Lane, Alton (CHA–002)

Drg. No. EC/RJ506492/130

The site is located between the A31 and the Mid Hants Railway better known as the Watercress Line to the southwest of Alton. The site is bounded on the west by Northfield Lane which connects directly to the A31 via a roundabout junction. Northfield Lane narrows to a single lane as it passes under the railway bridge northwards to Chawton Park Road which links directly to Alton town centre.

3.16.1 Proposed Access

The only viable site access point for this development is via Northfield Lane to the A31 or Chawton Park Road. The Lane is straight and has good visibility to the roundabout junction. However, the existing field access is too close to the railway bridge for clear visibility, so the proposed site access should be located approximately 25m further south without compromising the sight line to the A31 roundabout. However, the lane is subject to the national speed limit and the required sightline northwards would be obstructed by the bridge abutment. Due to the low speed of vehicles negotiating the bridge pinch point a reduction in the required 120m SSD could be acceptable but would be an issue for future design stages. An existing bus stop south of the proposed access may need to be repositioned to avoid obstructing the sightline, and the existing footway from the bus stop to Chawton Village across the A31 could be upgraded to a shared use cycleway to promote non-motorised use.

3.17 SA25 – Land South of Winchester Road (FM–013)

Drg. No. EC/RJ506492/102

The development area is located on the westbound side of the A31 at the western edge of Four Marks Village. It is accessed off the single-track Barn Lane, which also provides access to four private properties. The site is currently under agricultural cultivation and has direct frontage onto the A31 for approximately half the site width, continuing behind the properties 179 – 171 Winchester Road. The frontage onto the A31 is a heavily wooded strip separated from the carriageway by a verge and footway strip. There is a height difference between the site and the verge of approximately 1.8m adjacent to the Barn Lane junction but decreasing to become level with the verge strip at the boundary of No. 179 Winchester Road. To the west of the site the A31 develops into a dual carriageway subject to a speed limit of 40mph with a wide hatched area on the approach to the dual carriageway section. Eastbound from the dual carriageway the hatching decreases in width to approximately 2.5m and continues through the western half of the village providing numerous Right Turn facilities into side roads. There is a speed termination point just to the

west of no. 179 Winchester Road, with the 40mph limit reducing to 30mph as the A31 enters the village.

3.17.1 Proposed Access

To use the existing access point on Barn Lane would require widening the lane sufficiently to accommodate two-way traffic. However, the junction at the A31 is too close to the start of the dual carriageway section of the A31 with restricted visibility of traffic travelling eastbound towards the village. The dual carriageway is subject to the national speed limit, however where the speed limit reduces to 40mph at the end of the dual carriageway the percentile speed of vehicles travelling eastbound are likely to be higher than the 40mph limit. Drivers turning right out of the development via Barn Lane may be forced to wait in the hatched area with the potential of conflict with vehicles on the A31 wanting to turn into the development. A safer option would be to install a new access road further east closer to the speed terminal point, where vehicle speeds are likely to be lower and there is scope to provide a Right Turn facility within the existing central hatched area. The vegetation either side of the proposed access will require cutting back to maintain the visibility splays in both directions. At this location the height difference to the carriageway will be significantly reduced and will require minimal earthworks for the proposed site access.

3.18 SA30 – Aurera Norma and Woolheads Builders Yard (ROP-002)

Drg. No. EC/RJ506492/101

The Woolheads Builders Yard and Aurera Norma are located behind properties fronting onto the A31 with a narrow 3m access road running between Seymour House and October House. The northern boundary of this plot backs onto the land proposed for development at Five Acres, and so the access to this site will be covered by the assessment of ROP – 010 Land at Five Acres Ropley, - see **Section 3.19.1 Proposed Access.**

3.19 SA30 – Land at Five Acres (ROP-010)

Drg. No. EC/RJ506492/101

The land at Five Acres is situated to the north of the residential area located off Darvill Road and Station Hill. It connects directly with the development ROP – 002, and the two sites will be assessed as one development area. Either road could be used as the site access, however Darvill Road has a generally uniform width of 5.1m whereas Station Hill varies in width between 5.6m and 3.7m. Station Hill terminates at the station on the Watercress Line, which includes the station house, a ticket office and a recently constructed engine shed complex. There is also a small independent car repair business adjacent to the railway line. Darvill Road terminates at a turning head within the development area.

3.19.1 Proposed Access

Station Hill would provide the better access option as it serves fewer properties, although the road could become congested when the Watercress Line is operating. However, the carriageway width is too narrow in places to accommodate two-way traffic, and there is no evidence of sufficient highway land to provide a minimal 5.5m carriageway and a 0.5m safety strip without encroaching on third-party land. The alternative would be to access the site via Darvill Road. The carriageway is 5.1m wide with footways on either side, and although the road provides access to over 30 properties the alignment is straight with good visibility at the junction with the A31. At the junction with the A31 there are parking areas either side of the junction where parked vehicles could obstruct the visibility splays, and so provision should be made to restrict parking accordingly. The current access to the builder's yard could be converted to a pedestrian route, with the vehicular access via the Five Acres site.

3.20 SA32 –Clanfield County Farms, South Lane (CL–002)

Drg. No. EC/RJ506492/114

The site is situated off South Lane just to the north of the crossroads junction with Red House Lane and Drift Road. The proposed development is currently under grassland and is bounded on the south and east by residential areas. South Lane has a relatively straight horizontal alignment running generally southwest/northeast passed the site, with housing development along the opposite side of the road. South Lane is on a bus route with a bus stop and shelter southbound towards the southwest corner of the site. The site is separated from the carriageway by a wide grass verge with a drainage ditch along the site boundary.

3.20.1 Proposed Access

The sightlines in both directions are generally clear, with the exception towards the southwest corner of the site where the bus shelter obstructs the visibility splay. It is proposed to locate the development access point a sufficient distance north of the shelter to achieve a standard 2.4 x 43m visibility splay. At this location the proposed access point will be sufficiently north of the junction with Pipers Mead on the opposite side of the road to avoid conflict with vehicles exiting the housing estate.

3.21 SA34 – Land rear of 191-211 Lovedean Lane (HD–001)

Drg. No. EC/RJ506492/112

The site is located off Lovedean Lane with direct access to both Lovedean Lane and New Road via gaps between properties on both roads, numbers 1 & 17 on New Road and 209 & 221 on Lovedean Lane. New Road is a relatively short cul-de-sac leading to farmland and Lovedean Lane is a 'C' road connecting Waterloo with Clanfield to the north. The site slopes down towards Lovedean Lane and is mainly grassland.

3.21.1 Proposed Access

To provide an access on New Road would require the development traffic turning into a narrow residential road before making a second turn onto the main distributor road. However, there is a wide frontage onto New Road and the straight alignment provides good visibility, although the various private drives along the opposite side of the road could restrict where the access is located. A better option would be to locate the access off Lovedean Lane to avoid any conflict with vehicle movements on New Road. However, due to a pinch point at the boundary wall of number 209 the proposed access point would have to be moved northwards to achieve the 43m visibility sightline. This in turn creates a possible pinch point at the corner of number 221 if a footway connection is required off Lovedean lane into the development. There is also the issue of the stagger distance between the access and the New Lane junction of approximately 42m, below the minimum required 50m separation. As the vehicles movements at both junctions is likely to be low a relaxation may be granted. If this is not granted then the proposed access could be located off New Lane.

3.22 SA35 – Parsonage Farm, Catherington Lane (HD-002)

Drg. No. EC/RJ506492/113

The site is currently part of Parsonage Farm situated along the northbound side of Catherington Lane opposite the Kingscourt School. The development area appears to be an existing orchard now overgrown, with an electricity sub station and grain store located in the southeast corner. The Grade 2 listed grain store has been renovated and has a historic plaque attached to the building. There is an existing lay-by located along the middle of the site frontage onto Catherington Lane, and there is a public footpath running across the site to the north of the lay-by.

3.22.1 Proposed Access

The grain store has sections of ancient walling attached to it which protrude into the footway compromising the sightlines, so the proposed access point will

need to be located further north to achieve the required visibility splays. This will also position the access away from the junction with Five Heads Road on the opposite side of Catherington Lane, although the stagger distance of 21m is below the required 50m standard and will require a relaxation. The middle of the existing lay-by would provide the most suitable location as the horizontal alignment of the Lane at this location affords the best visibility in both directions. It is not obvious what value the lay-by provides to the area other than possibly used as a drop-off/pick up point for the school opposite. If so then it may be necessary to provide some parking facility within the development to compensate for the lay-by removal.

3.23 SA37 – Land north of Woodcroft Farm (HD-024)

Drg. No. EC/RJ506492/128

The development plans show the site accessed via a corridor of land running across Woodcroft Lane and continuing southwards along side the western boundary of the Meadowlands School playing fields terminating at Eagle Avenue. This access road is currently under construction with approximately 60m already built including the junction with Eagle Avenue. It is assumed that this new road will provide the access point for the proposed development, so no further highway assessment has been undertaken.

3.24 SA39 – Land at Oaklands House (RC-001)

Drg. No. EC/RJ506492/108

Bellway Homes are currently developing the site behind the Rowlands Castle CoE Primary School and have constructed an access road off Whichers Gate Road into their development. The Oaklands House site is situated to the east of the Bellway Homes development off Whichers Gate Road and may form an extension to the original development.

3.24.1 Proposed Access

A new access road, called Woodlands Avenue, has already been constructed by Bellway Homes to serve their development off Whichers gate Road. A three-arm roundabout junction has been built on Woodlands Avenue such that the option for a fourth arm to junction can be easily installed. It is likely that the proposed development will connect into this roundabout junction via a fourth arm, utilising the new junction with Whichers gate Road and the drainage infrastructure already in place.

3.25 SA40 – Land north of Bartons Road (RC-002)

Drg. No. EC/RJ506492/110

A strip of private land approximately 80m wide separates the site from Bartons Lane to the west of The Oaks Havant Crematorium access road, however we note that this part of the site is an allocation in the emerging Havant Borough Local Plan. Bartons Lane is subject to a 40mph speed limit and provides an East-West link between the B2149 and Horndean Road at the Bartons Crossroads, with constant trafficflows in both directions. Opposite the development site are two large detached houses but the remaining land on both sides of Bartons Lane is open grassland.

3.25.1 Proposed Access

The preferred location for the site access would be approximately 120m to the west of the crematorium entrance, where the 5m wide verge along the of Bartons Lane allows clear visibility in both directions. However, any access into the proposed development off Bartons Lane would require an easement across the strip of third-party land (that is proposed for allocation in the Havant Local Plan) to gain access to the highway. There is currently no footway provision along the northern verge of Barton Lane passed the proposed site frontage. A new footway will be required as part of the development from the proposed site access point westwards along the verge to connect to the existing footway network on the eastern edge of the Leigh Park residential area.

3.26 SA41 – Land south of Little Leigh Farm (RC-004)

Drg. No. EC/RJ506492/109

The Little Leigh Farm site is located off Prospect Lane which links Whichers Gate Road in the Durrants area of Rowlands Castle to the edge of the residential area of Leigh Park. The Lane is predominately a narrow single-track road with an average width of 4m and soft verges to either side. Along the site frontage the lane widens to 5.2m as it enters the residential area and has narrow footways along the residential frontage.

3.26.1 Proposed Access

The current access into the site is at the southern end of the frontage onto Prospect Lane adjacent to Prospect farm Cottage. However, due to the narrow footway it is not possible to achieve a 2.4 x 43m sightline passed the property fencing. The access point will need to be located further north towards the junction with Stanstead Crescent on the opposite side of the Lane, although the vertical alignment of Prospect Lane starts decreasing northwards and the visibility reduces below the sightline requirement. A position approximately 5m north of the existing entrance will provide the required sightlines in both directions.

4 Conclusions

A highway assessment has been carried out on the 26 potential development sites listed in the Site Assessment Table below, and each site has been rated Good, Average, or Poor. The rating is based on the ability to access/exit the various sites, the visibility splays available for exiting vehicles, level differences, the location of existing street furniture and services. The predicted impact the additional traffic generated by the proposed housing has on traffic flows along any existing access points, and on the surrounding road network in the area, may also affect the rating. It should be noted that detailed surveys, designs, property land searches or traffic modelling and transport assessments have not been carried out, and the assessment is based on site measurements and observations. A Poor rating does not necessarily discount a site but indicates a series of issues that could make developing the site challenging. None of the sites included within this report have been categorised as 'Poor'.

Site Assessment Table

Local Plan Policy Ref.	Site Ref.	Site Name	Comments	Rating
SA2	LIP – 017	Chiltley Farm, Chiltley Lane	Only viable access via the existing housing estate, possible objection from existing property owners	Average
SA3	LIP – 012	Land west of Headley Road	No issues	Good
SA6	HEA – 019	Land adjacent to 25 Hillside Close	No issues	Good
SA8	HEA – 018	Land off Hollywater and Whitehill Road	Access via the existing cemetery no issues, but via Mill Chase Road possible conflict with existing properties and school movements	Good/Average

SA11	WHI – 009	Annington Estate, Essex Close	Could form part of the New Town Centre development	Good
SA11	WHI – 010	Annington Estate, BOSC South	New access point for the existing housing estate	Good
SA11	WHI – 011	Annington Estate, BOSC North	Existing access point has no issues	Good
SA11	WHI – 013	The Croft, Hogmoor Road	Multiple options using the existing crossing point or accesses off Hogmoor Road and Oakhanger Road	Good
SA11	WHI - 014	Sacred Heart Church and Nursery	Access directly onto the A325 too close to the traffic signals.	Average
SA11	WHI – 015	Building 84	No direct access to Hogmoor Road, but could intergrate with WHI - 013	Good
SA12	WHI – 005	Mill Chase Academy and Leisure Centre	Narrow road and possible conflict with school traffic	Average
SA18	AL – 015	Former Coors Brewery	Existing site access already installed.	Good
SA19	AL - 005	Land at Brick Kiln Lane & Basingstoke Road	New roundabout junction would be costly and result in some lose of development land.	Average
SA21	BEN – 007	Land at Northbrook Park	Roundabout on the A31 the most suitable option but would require consultation with Surrey CC	Average
SA23	CHA - 003	Wolf's Lane / Selborne Road, Alton	Good visibility and easy access to the A339 and A31. Suitable for large vehicles but current weight restriction need to be reviewed.	Good
SA24	CHA – 002	Land adjoining Northfield Lane, Alton	Easy access to the A31 but restricted visibility through the railway bridge will require an SSD relaxation.	Average

SA25	FM – 013	Land south of Winchester Road	Facility for a dedicated right turn lane into the site	Good
SA30	ROP – 002	Aurea Norma and Woolheads Builders Yard	Access via Five Acres	
SA30	ROP – 010	Land at Five Acres	Some minor parking restrictions required at the A31 junction	Good
SA32	CL – 002	Clanfield County Farms, South Lane	Good visibility and easy access, although requires the removal of an existing lay-by which may be resisted and a relaxation of the junction stagger distance.	Average
SA34	HD – 001	Land rear of 191-211 Lovedean Lane	Acceptable access onto both New Road and Lovedean Lane	Good
SA35	HD – 002	Parsonage Farm, Catherington Lane	Good visibility, no issues	Good
SA37	HD – 024	Land north of Woodcroft Farm	Access road currently under construction by third parties	Good
SA39	RC – 001	Land at Oaklands House	Access via the existing development road network	Good
SA40	RC – 002	Land north of Bartons Road	Easement required across third party land to access the site	Average
SA41	RC - 004	Land south of Little Leigh Farm	No issues	Good

5 APPENDICES

Appendix 1 – Drawings

EC/RJ506492/101	ROP – 010/ROP – 002, Land at Five Acres Ropley
EC/RJ506492/102	FM – 013, Land South of Winchester Road Four marks
EC/RJ506492/104	AL – 005, Land at brick Kiln Lane & Basingstoke Road Alton
EC/RJ506492/105	AL – 015, Former Coors Brewery Alton
EC/RJ506492/106	Ben – 007, Northbrook Park Bentley
EC/RJ506492/108	RC – 001, Land at Oaklands House Rowlands castle
EC/RJ506492/109	RC – 004, Land South of Little Leigh Farm Rowlands Castle
EC/RJ506492/110	RC – 002, Land North of Bartons Lane Rowlands castle
EC/RJ506492/112	HD – 001, Land Rear of 191-211 Lovedean Lane Horndean
EC/RJ506492/113	HD – 002, Parsonage Farm Catherington
EC/RJ506492/114	CL – 002, Clanfield County Farms Clanfield
EC/RJ506492/115	LIP – 017, Chiltley Farm Liphook
EC/RJ506492/116	LIP – 012, Land West of Headley Road Liphook
EC/RJ506492/118	HEA – 018, Land off Hollywater Road & Whitehill Road
EC/RJ506492/119	WHI – 005, Mill Chase Academy & Leisure Centre
EC/RJ506492/120	WHI – 014, Sacred Heart Church & Nursery
EC/RJ506492/121	WHI – 009, Annington Estate Essex Close
EC/RJ506492/123	WHI – 013, The Croft Hogmoor Road
EC/RJ506492/124	WHI – 010, Annington Estate BOSC South
EC/RJ506492/125	WHI – 011, Annington Estate BOSC North
EC/RJ506492/127	HEA – 019, Land adjacent to 25 Hillside Close Headley

EC/RJ506492/128 HD – 024, Land north of Woodcroft Farm Horndean

EC/RJ506492/129 WHI – 015, Building 84 Hogmoor Road

EC/RJ506492/130 CHA – 002, Land adjoining Northfield Lane Alton

EC/RJ506492/131 CHA – 003, Wolf's Lane/Selborne Road Alton



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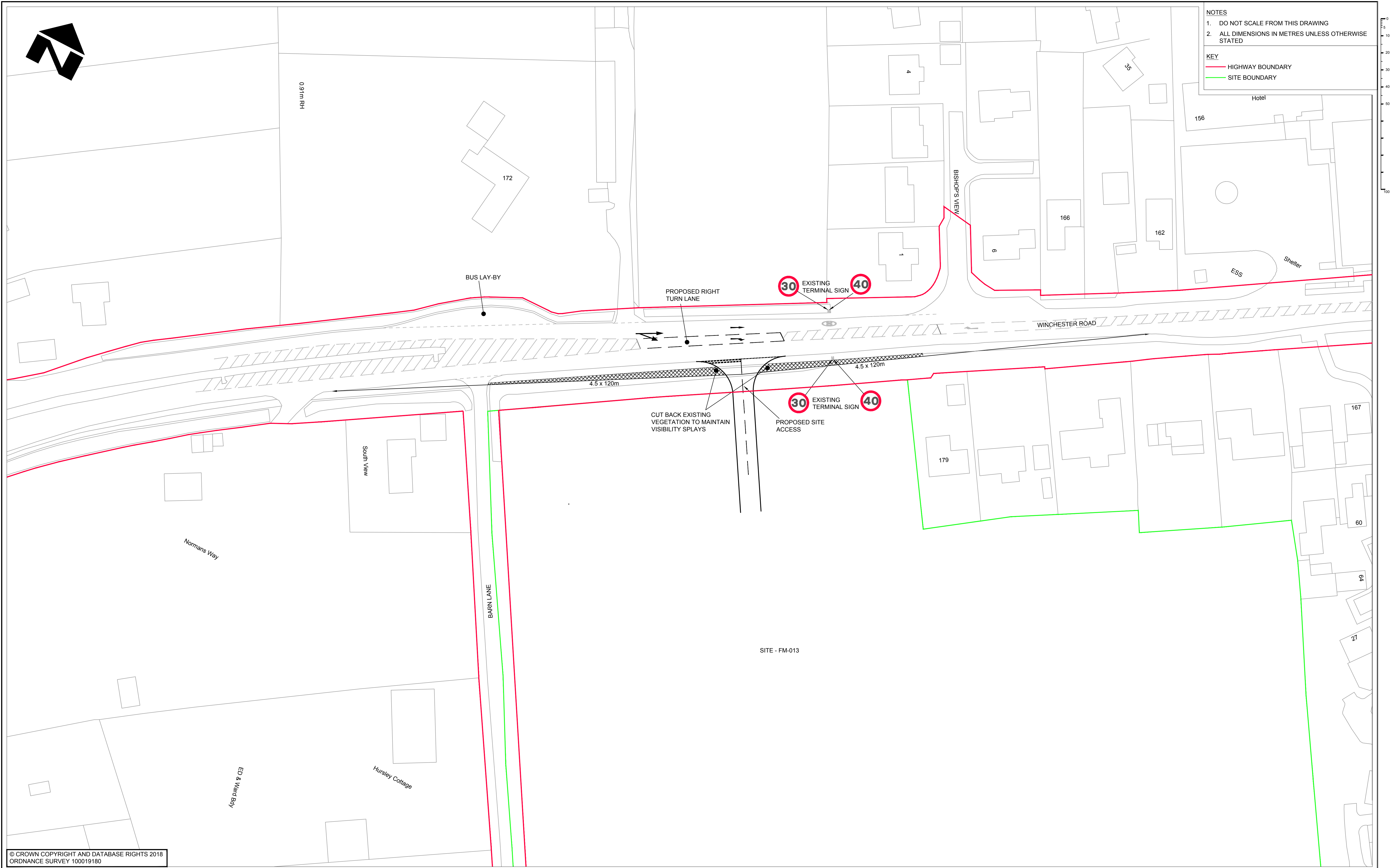
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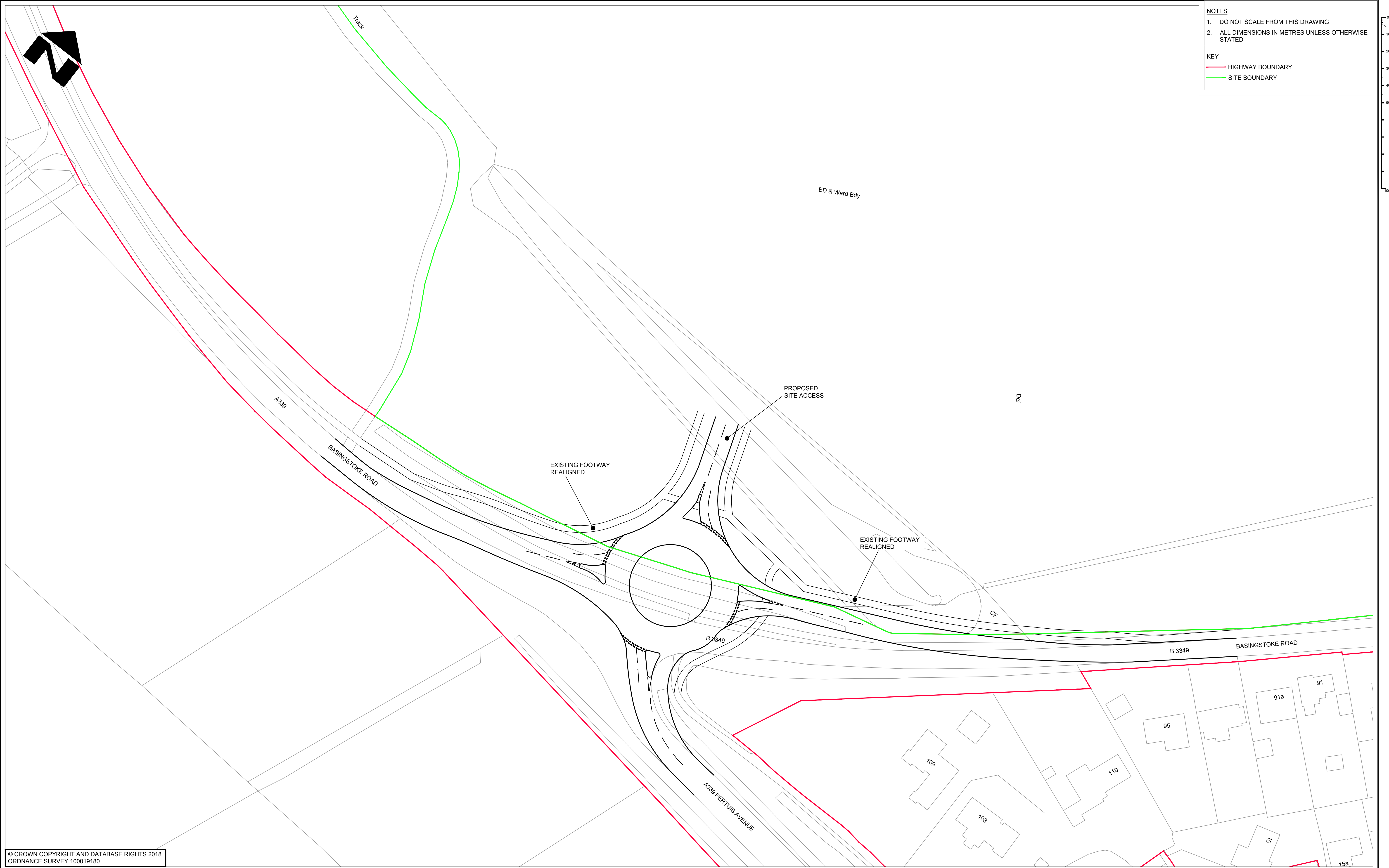
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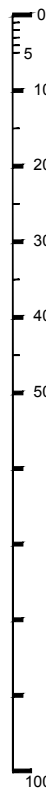
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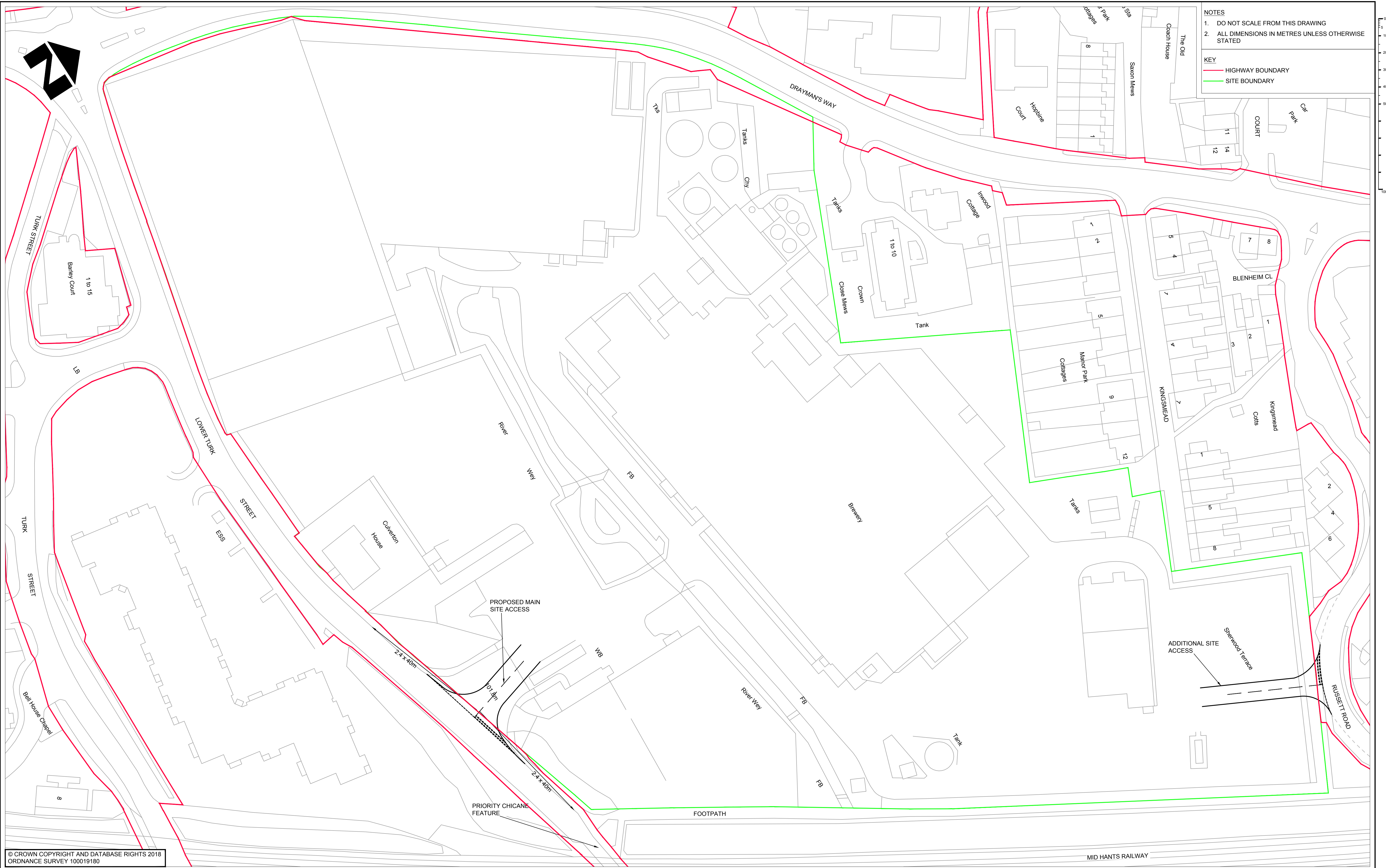


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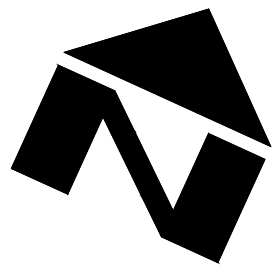
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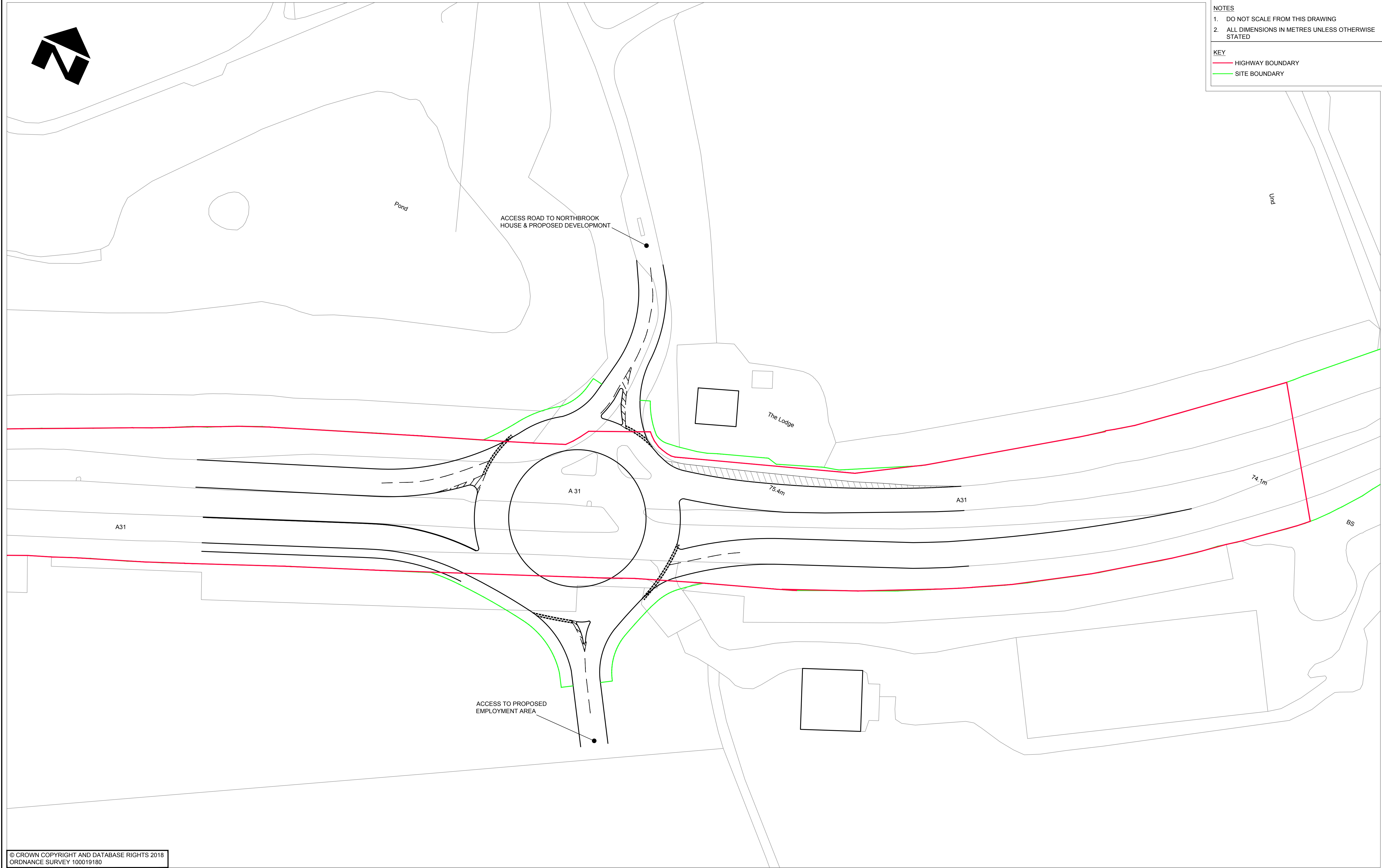
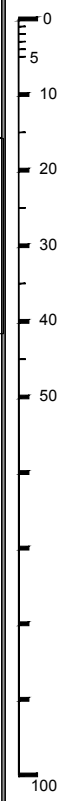
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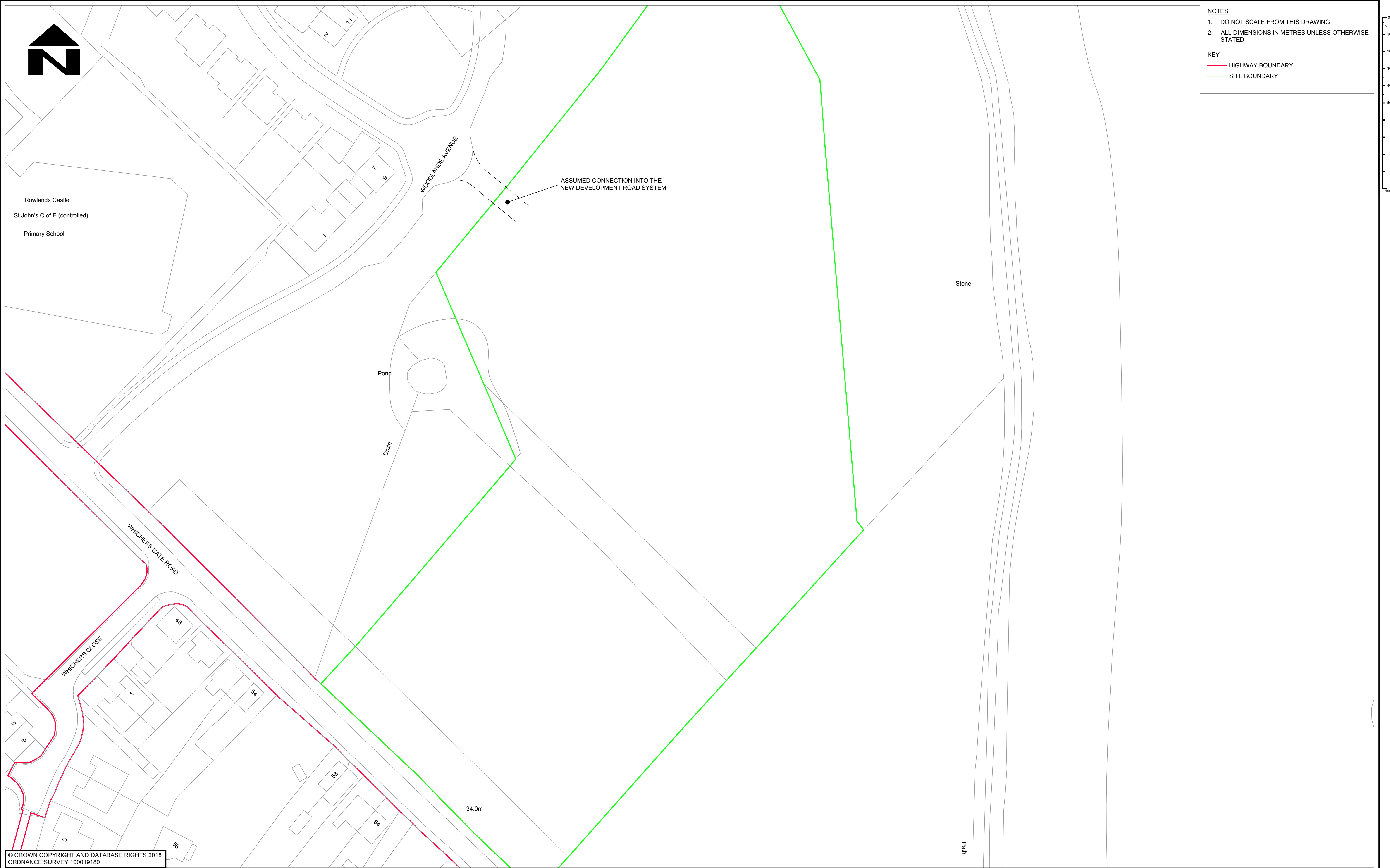
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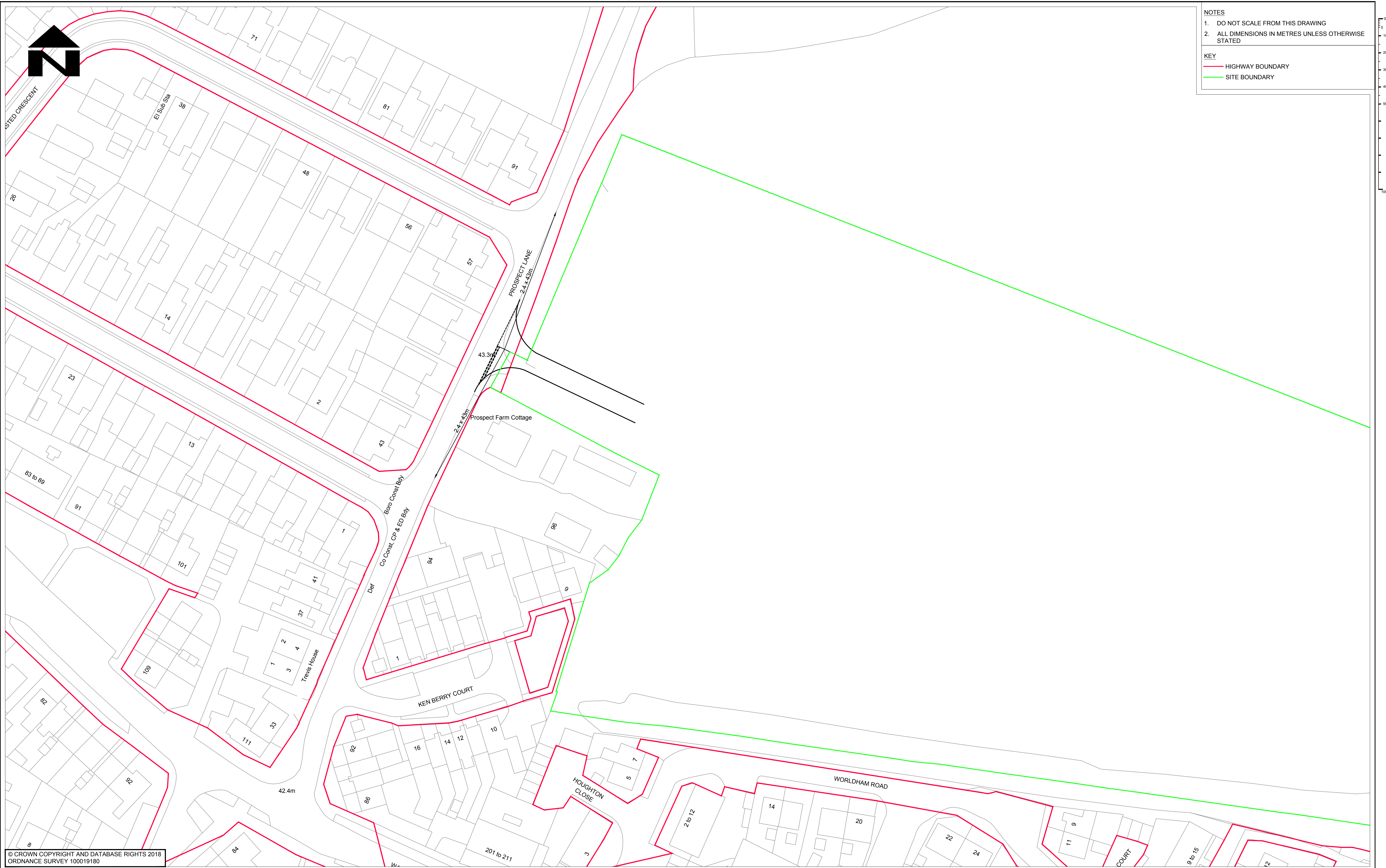
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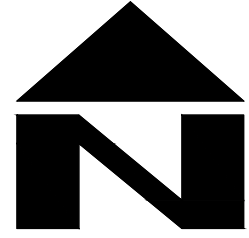
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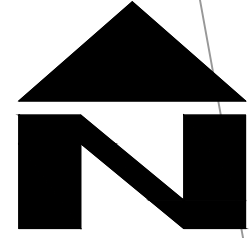
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														STUART JARVIS BSc DipTP FCIHT MRTPI: DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT	JOB No. RJ506492.01								





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- HIGHWAY BOUNDARY

SITE BOUNDARY

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							CLIENT	HAMPSHIRE COUNTY COUNCIL ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT STRATEGIC TRANSPORT			CONSULTANT			DESIGNER SS		SCHEME EAST HANTS SITE ASSESSMENTS		DRAWING TITLE HD-002 PARSONAGE FARM CATHERINGTON						
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REV	AMENDMENTS	DATE	CAD	CHKD	APPD

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CLIENT

HAMPSHIRE COUNTY COUNCIL
ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT
STRATEGIC TRANSPORT

CONSULTANT

 **Hampshire**
Services

 **Engineering**
CONSULTANCY



STUART JARVIS BSc DipTP FCIHT MRTPI: DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT

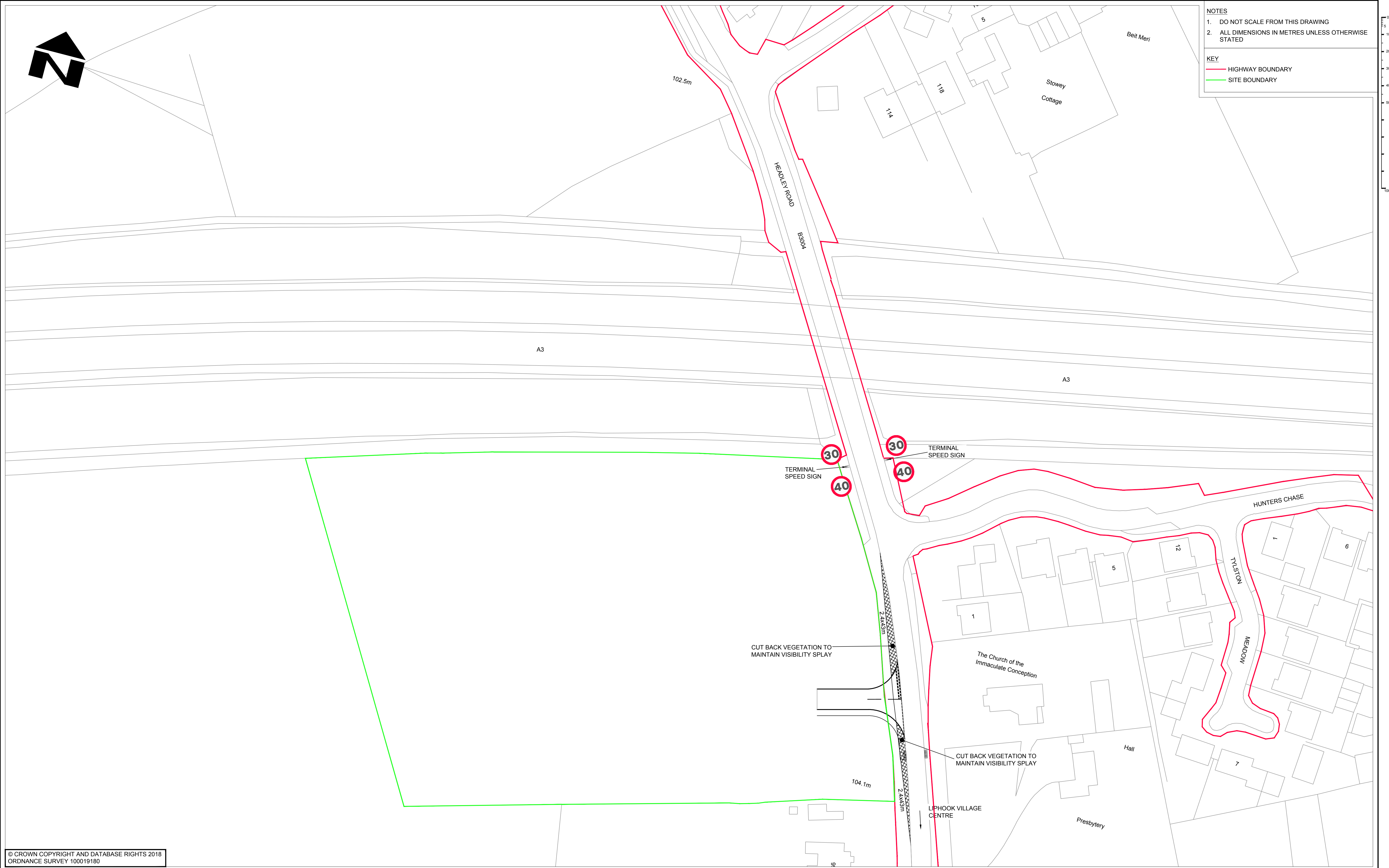
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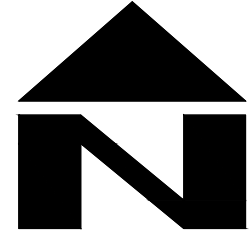
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CLIENT	HAMPSHIRE COUNTY COUNCIL ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT STRATEGIC TRANSPORT
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CONSULTANT	 STUART JARVIS BSc DipTP FCIHT MRTPI: DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT
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DESIGNER SS	SCHEME EAST HANTS SITE ASSESSMENTS
CAD RB	
CHECKED IS	
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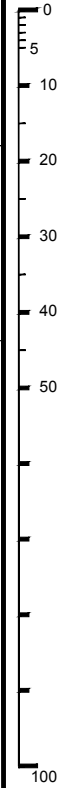
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- NOTES
1. DO NOT SCALE FROM THIS DRAWING

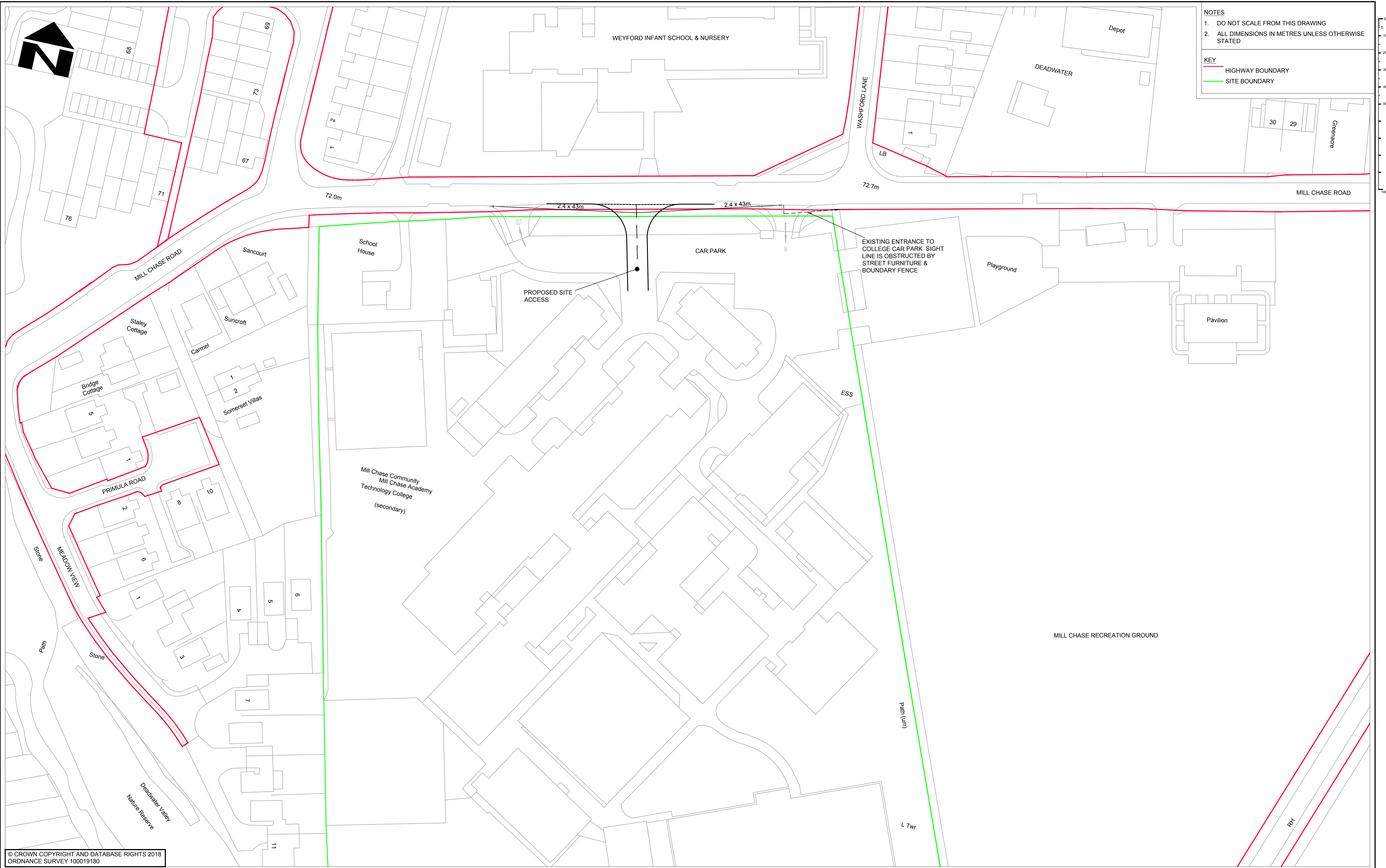
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						CLIENT		CONSULTANT		DESIGNER		SCHEME		DRAWING TITLE	
						HAMPSHIRE COUNTY COUNCIL ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT STRATEGIC TRANSPORT		 STUART JARVIS BSc DipTP FCIHT MRTPI: DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT		SS RB IS IS AT		EAST HANTS SITE ASSESSMENTS		HEA-018 LAND OFF HOLLYWATER ROAD & WHITEHILL ROAD	
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CLIENT

HAMPSHIRE COUNTY COUNCIL
ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT
STRATEGIC TRANSPORT

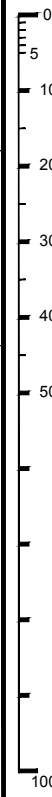
CONSULTANT

STUART JARVIS BSc DipTP FCIHT MRTPI: DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT



DESIGNER SS	SCHEME EAST HANTS SITE ASSESSMENTS		DRAWING TITLE WHI-005 MILL CHASE ACADEMY & LEISURE CENTRE	
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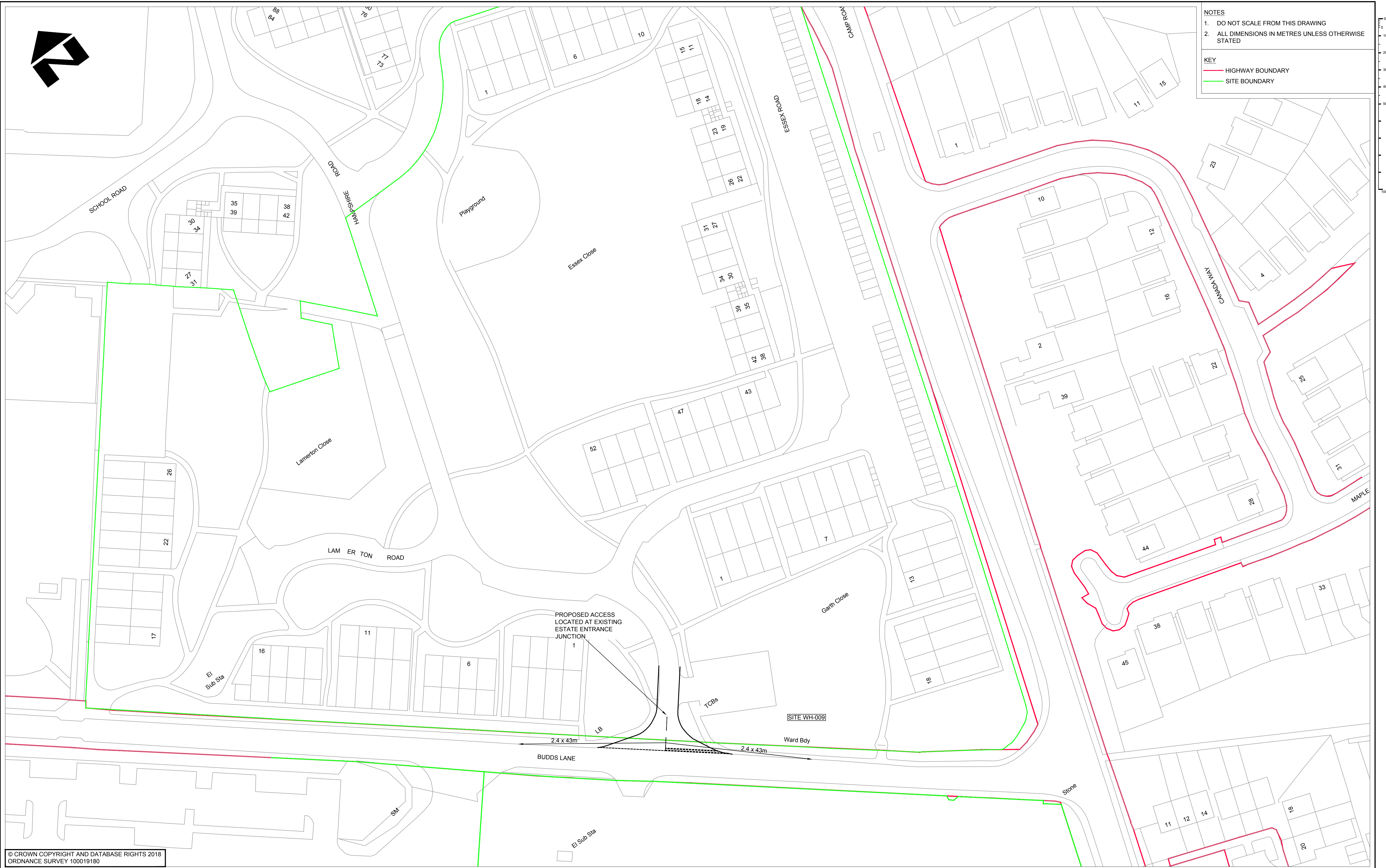


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							CLIENT	CONSULTANT	DESIGNER	SCHEME	DRAWING TITLE					
							HAMPSHIRE COUNTY COUNCIL ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT STRATEGIC TRANSPORT	 Hampshire Services  Engineering CONSULTANCY	SS	EAST HANTS SITE ASSESSMENTS	WHI-014 SACRED HEART CHURCH & NURSERY					
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CLIENT
HAMPSHIRE COUNTY COUNCIL
ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT
STRATEGIC TRANSPORT

CONSULTANT

 **Hampshire Services**

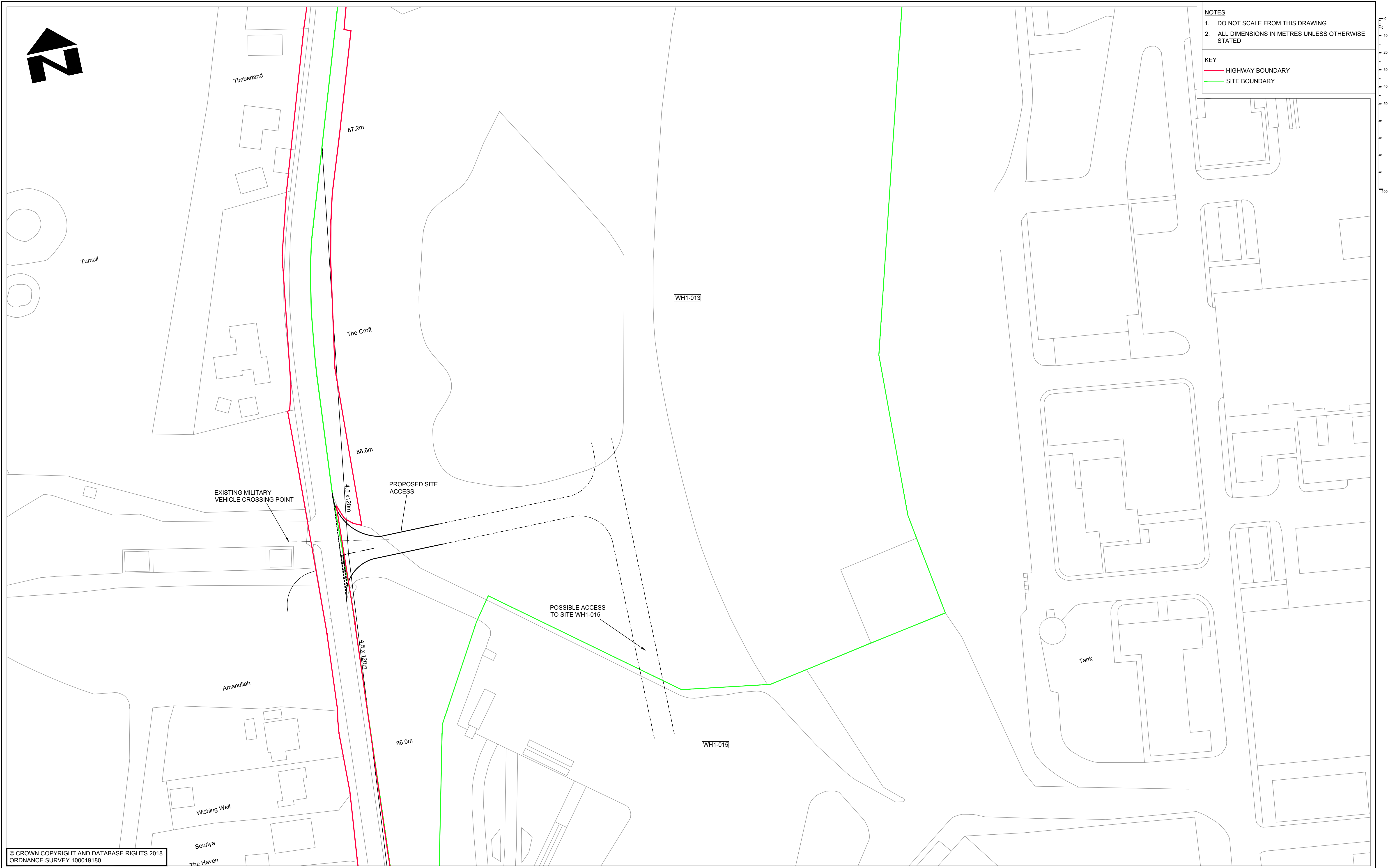
 **Engineering Consultancy**

STUART JARVIS BSc DipTP FCIHT MRTPI: DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT

DESIGNER	SS
CAD	RB
CHECKED	IS
APPROVED	AT

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Scale @ A1	1:500
Date	NOV 2018
Sheet Number	1 OF 1

Drawing Title	WHI-009 ANNINGTON ESTATE ESSEX CLOSE
Drawing Number	EC/RJ506492/121
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CLIENT

HAMPSHIRE COUNTY COUNCIL
ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT
STRATEGIC TRANSPORT

CONSULTANT



STUART JARVIS BSc DipTP FCIHT MRTPI: DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT

DESIGNER	SS
CAD	RB
CHECKED	IS
APPROVED	AT

SCHEME

EAST HANTS
SITE ASSESSMENTS

JOB No. RJ506492.01
SCALE @ A1
1:500

DATE
NOV 2018

SHEET NUMBER
1 OF 1

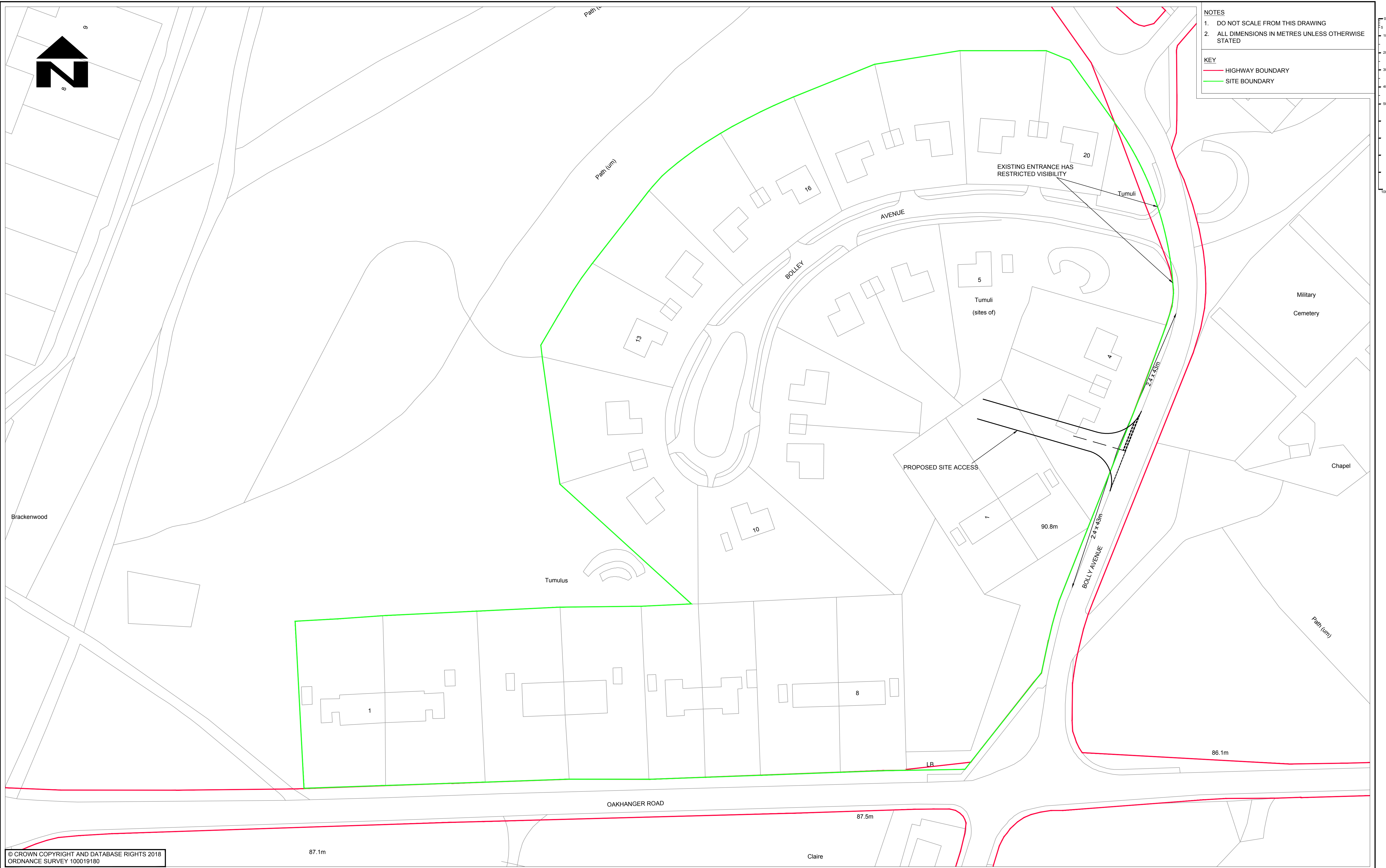
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WHI-013
THE CROFT
HOGMOOR ROAD

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DRAWING NUMBER
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REV



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ORDNANCE SURVEY 100019180

REV	AMENDMENTS	DATE	CAD	CHKD	APPD

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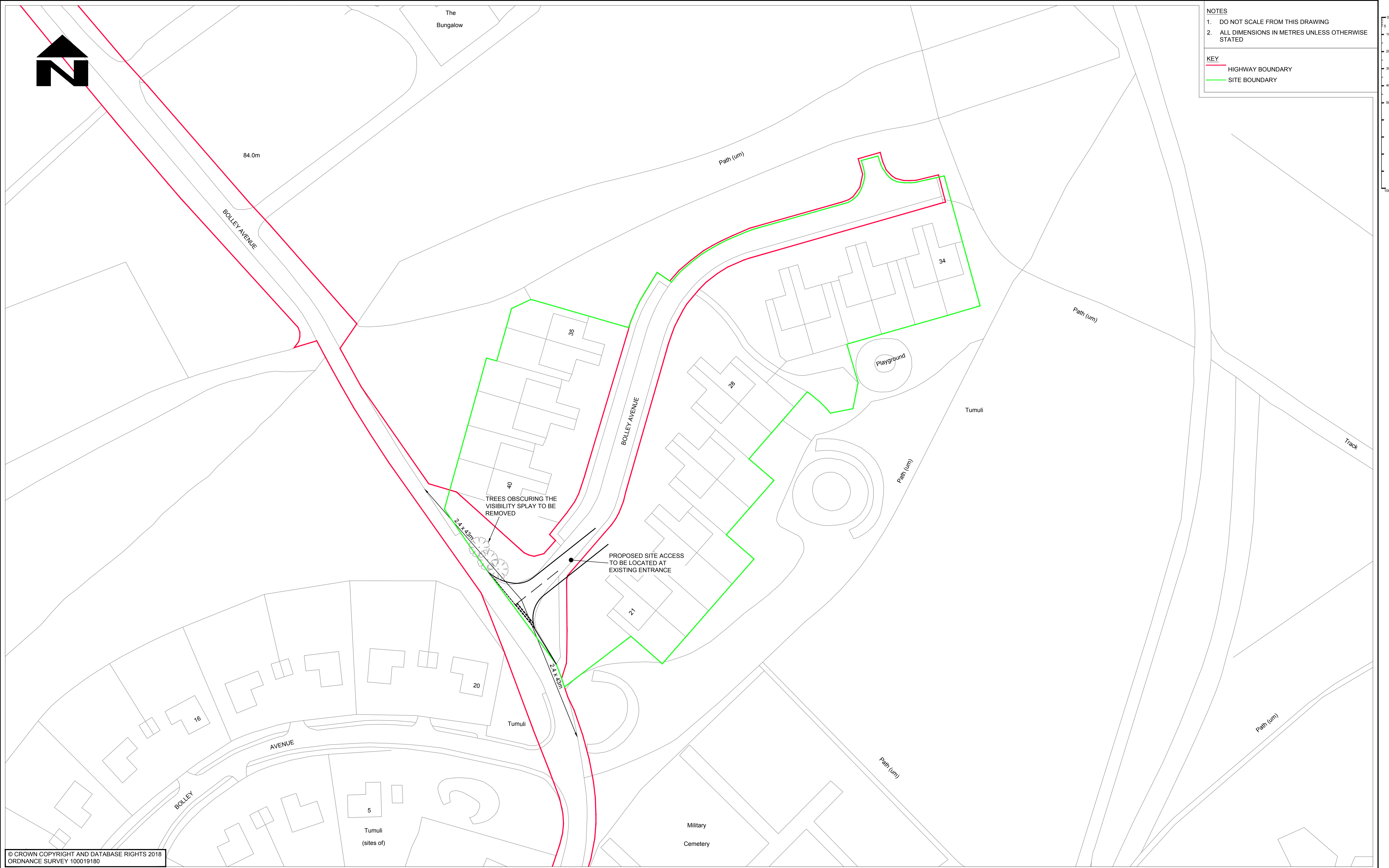
CLIENT
HAMPSHIRE COUNTY COUNCIL
ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT
STRATEGIC TRANSPORT

CONSULTANT



STUART JARVIS BSc DipTP FCIHT MRTPI: DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT

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APPROVED AT	DATE NOV 2018		SHEET NUMBER 1 OF 1	REV



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AMENDMENTS					
REV	DATE	CAD	CHKD	APPD	

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CLIENT
HAMPSHIRE COUNTY COUNCIL
ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT
STRATEGIC TRANSPORT

CONSULTANT

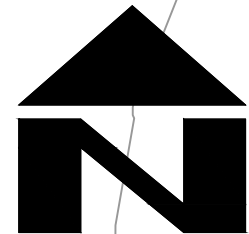


STUART JARVIS BSc DipTP FCIHT MRTPI: DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT

DESIGNER	SS
CAD	RB
CHECKED	IS
APPROVED	AT

SCHEME			
EAST HANTS SITE ASSESSMENTS			
JOB No. RJ506492.01	SCALE @ A1	DATE	SHEET NUMBER
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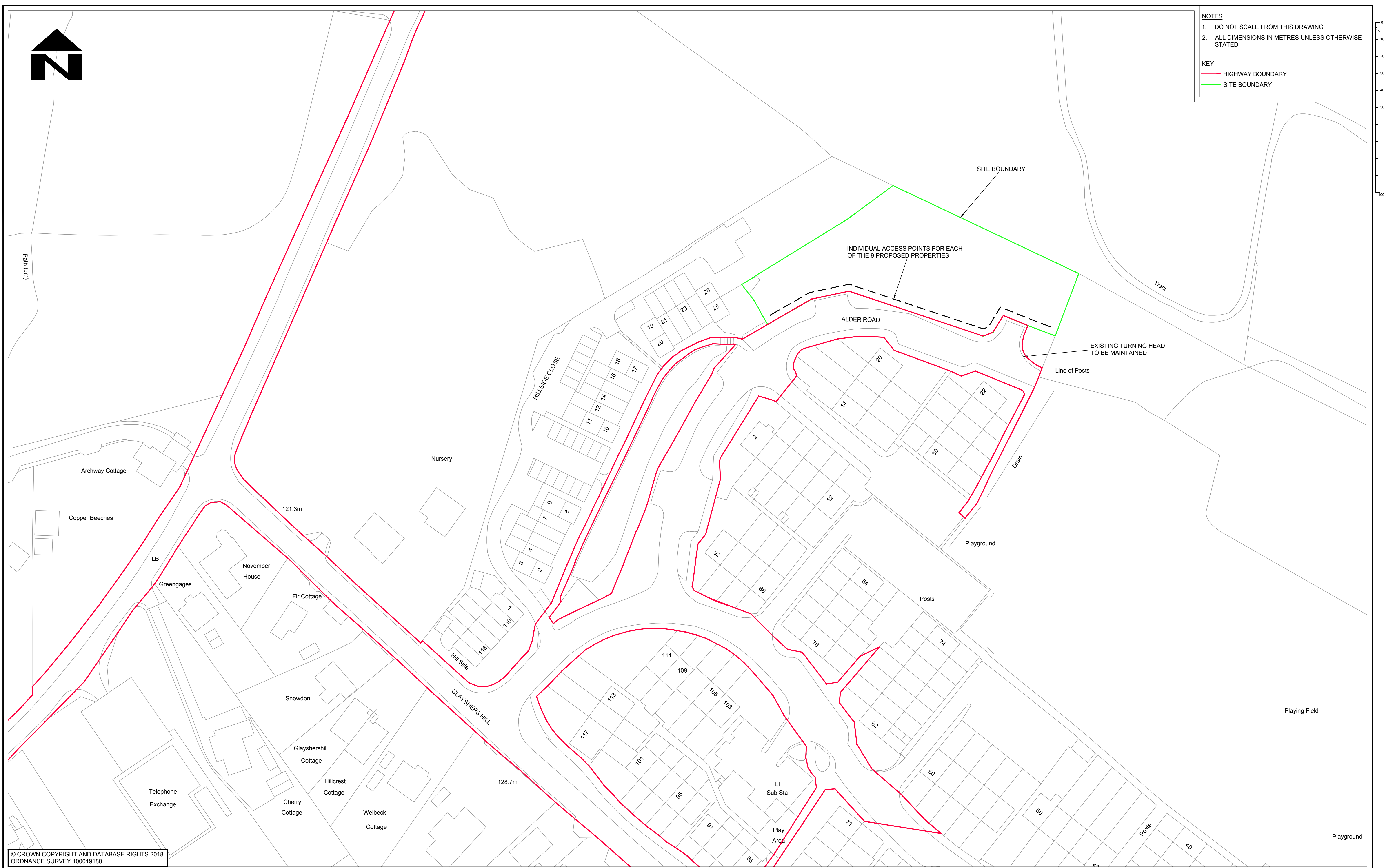
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- NOTES
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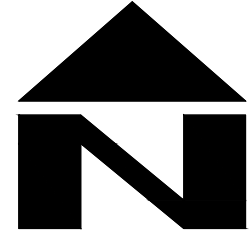
2. ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED
- KEY
- HIGHWAY BOUNDARY

SITE BOUNDARY



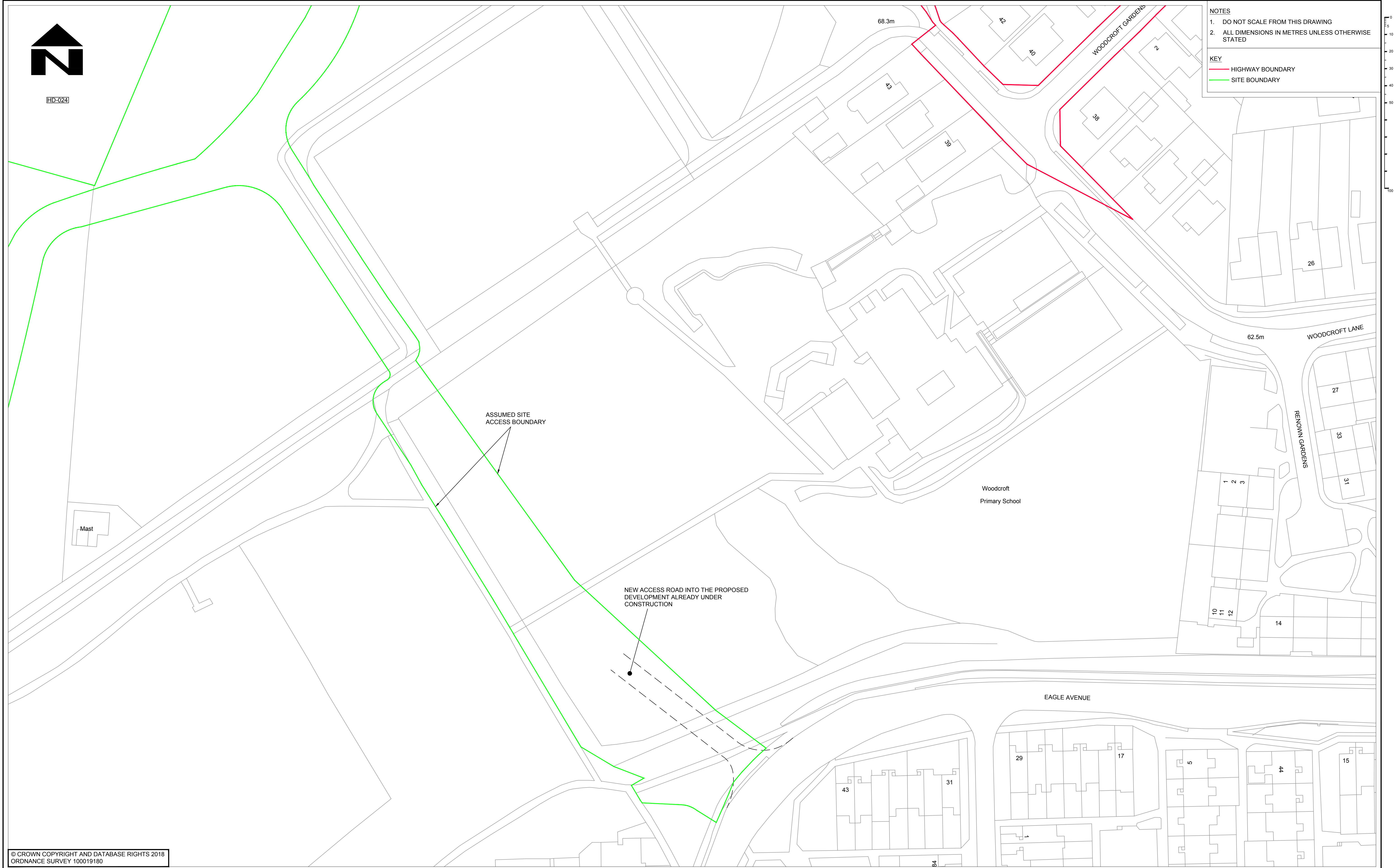
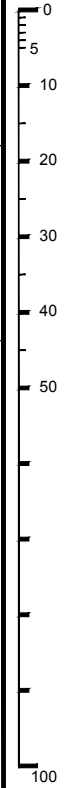
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ORDNANCE SURVEY 100019180

						CLIENT	CONSULTANT	DESIGNER	SS	SCHEME	DRAWING TITLE				
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						CONSULTANT	DESIGNER	SS	SCHEME	DRAWING TITLE					
											STUART JARVIS BSc DipTP FCIHT MRTPI: DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT	EAST HANTS SITE ASSESSMENTS	HEA-019 LAND ADJACENT TO 25 HILLSIDE CLOSE HEADLEY		
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											STUART JARVIS BSc DipTP FCIHT MRTPI: DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT	EAST HANTS SITE ASSESSMENTS	HEA-019 LAND ADJACENT TO 25 HILLSIDE CLOSE HEADLEY		
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											STUART JARVIS BSc DipTP FCIHT MRTPI: DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT	EAST HANTS SITE ASSESSMENTS	HEA-019 LAND ADJACENT TO 25 HILLSIDE CLOSE HEADLEY		
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											STUART JARVIS BSc DipTP FCIHT MRTPI: DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT	EAST HANTS SITE ASSESSMENTS	HEA-019 LAND ADJACENT TO 25 HILLSIDE CLOSE HEADLEY		
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											STUART JARVIS BSc DipTP FCIHT MRTPI: DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT	EAST HANTS SITE ASSESSMENTS	HEA-019 LAND ADJACENT TO 25 HILLSIDE CLOSE HEADLEY		





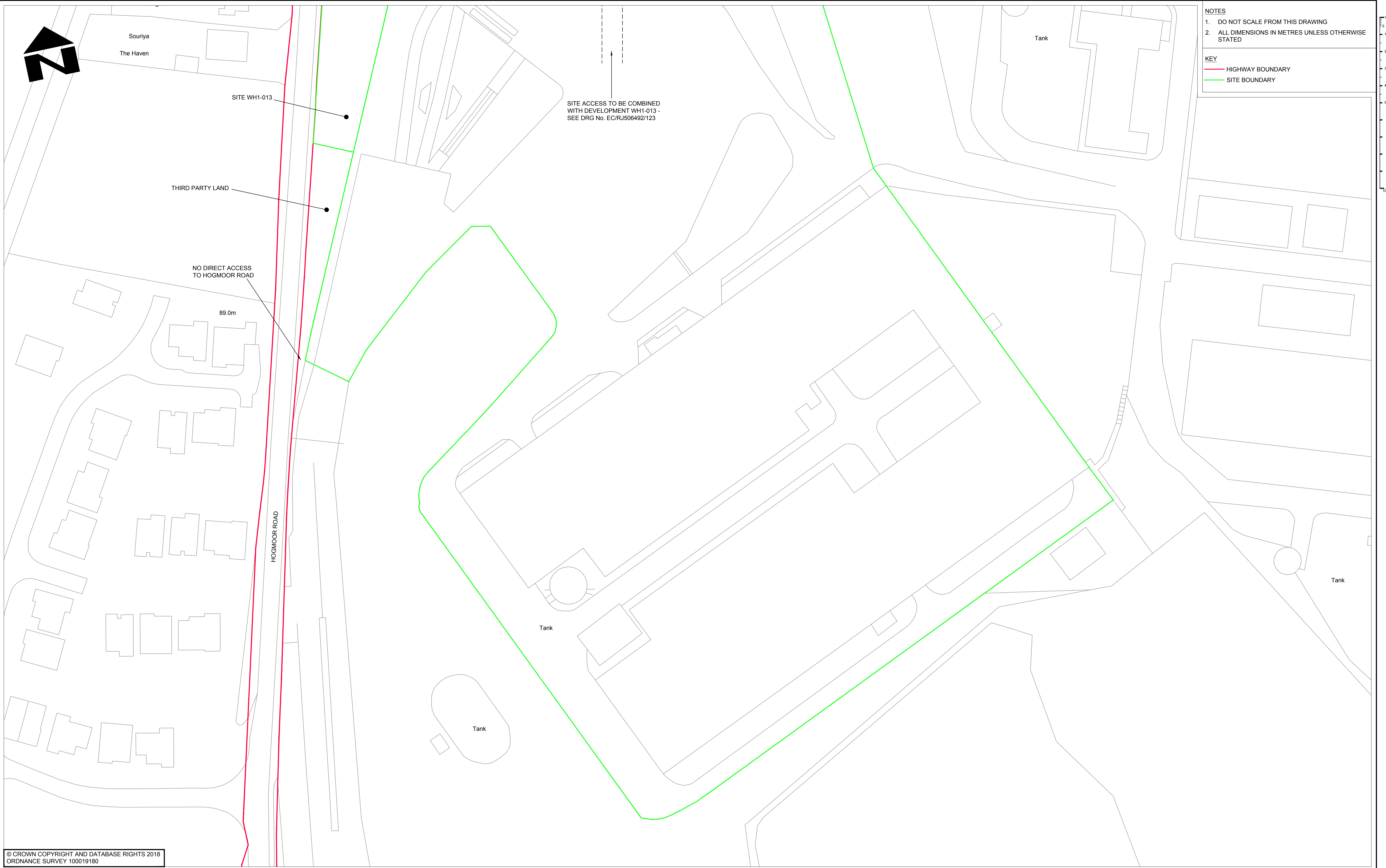
HD-024

- NOTES
- DO NOT SCALE FROM THIS DRAWING
 - ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED
- KEY
- HIGHWAY BOUNDARY
 - SITE BOUNDARY



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ORDNANCE SURVEY 100019180

						CLIENT	CONSULTANT	DESIGNER	SS	SCHEME	DRAWING TITLE				
						HAMPSHIRE COUNTY COUNCIL ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT STRATEGIC TRANSPORT	 Hampshire Services 	CAD	RB	EAST HANTS SITE ASSESSMENTS	HD-024 LAND NORTH WOODCROFT FARM HORNDEN				
						STUART JARVIS BSc DipTP FCIHT MRTPI: DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT	APPROVED	AT	IS	IS	JOB No. RJ506492.01	SCALE @ A1	DATE	SHEET NUMBER	REV
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REV	AMENDMENTS	DATE	CAD	CHKD	APPD

HCC CAD FILE: K:\Eng\Roads\Schemes\RJ506492.01 East Hants Site Assessments\AutoCAD\General\EC_RJ506492_129_Building_84.dwg

CLIENT

HAMPSHIRE COUNTY COUNCIL
ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT
STRATEGIC TRANSPORT

CONSULTANT



STUART JARVIS BSc DipTP FCIHT MRTPI: DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT

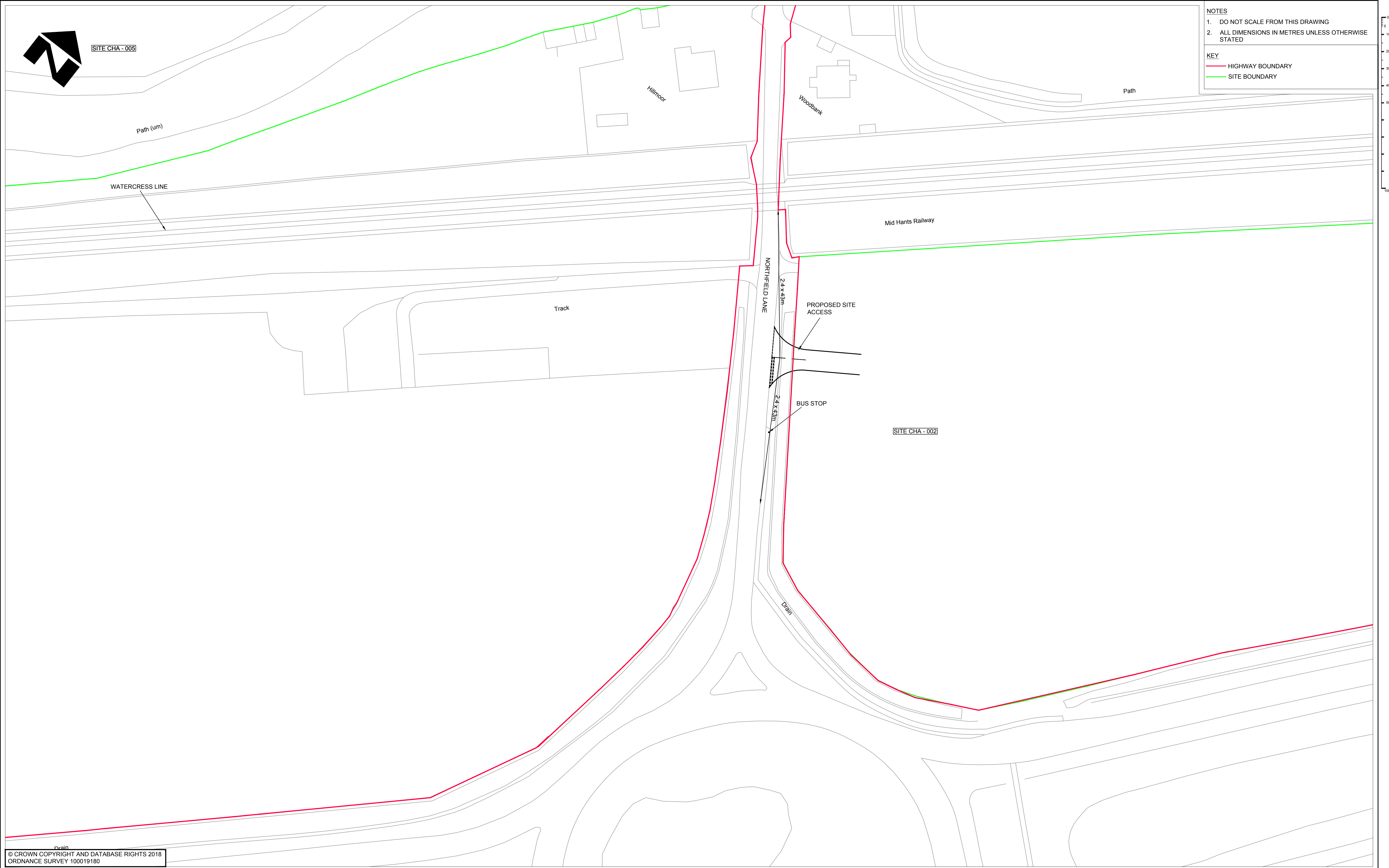
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CAD RB			
CHECKED IS IS			
APPROVED AT 	JOB No. RJ506492.01 SCALE @ A1 1:500	DATE NOV 2018	SHEET NUMBER 1 OF 1

DRAWING TITLE
WHI-015
BUILDING 84
HOGMOOR ROAD

HCC CAD PLOT: 30/12/2019 11:09:58

DRAWING NUMBER
EC/RJ506492/129

REV



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AMENDMENTS					
REV	DATE	CAD	CHKD	APPD	

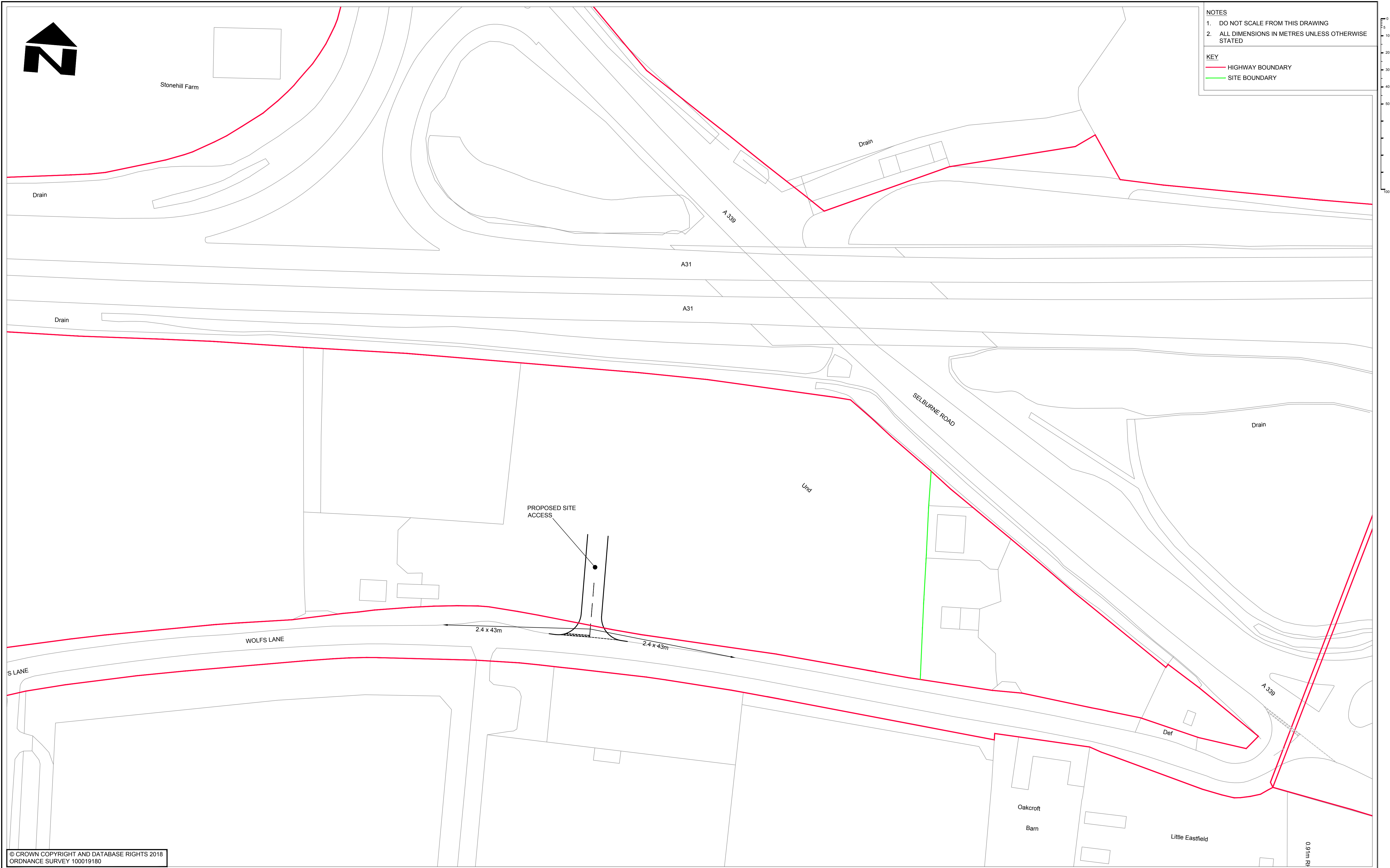
CLIENT
HAMPSHIRE COUNTY COUNCIL
ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT
STRATEGIC TRANSPORT

CONSULTANT



STUART JARVIS BSc DipTP FCIHT MRTPI: DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT

DESIGNER SS	SCHEME EAST HANTS SITE ASSESSMENTS		DRAWING TITLE CHA-002 LAND ADJOINING NORTHFIELD LANE ALTON	
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CHECKED IS	JOB No. RJ506492.01		HCC CAD PLOT: 30/12/2018 11:10:39	
APPROVED AT	SCALE @ A1 1:500	DATE DEC 2018	SHEET NUMBER 1 OF 1	DRAWING NUMBER EC/RJ506492/130



REV	AMENDMENTS	DATE	CAD	CHKD	APPD

HCC CAD FILE: K:\Eng\Roads\Schemes\RJ506492.01 East Hants Site Assessments\AutoCAD\General\EC_RJ506492_131_Wolfs_Lane_Selborne_Road_Alton.dwg

CLIENT

HAMPSHIRE COUNTY COUNCIL
ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT
STRATEGIC TRANSPORT

CONSULTANT

 **Hampshire**
Services

 **Engineering**
CONSULTANCY

STUART JARVIS BSc DipTP FCIHT MRTPI: DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT

DESIGNER SS	SCHEME EAST HANTS SITE ASSESSMENTS		DRAWING TITLE CHA-003 WOLFS LANE / SELBORNE ROAD ALTON	
CAD RB	JOB No. RJ506492.01		HCC CAD PLOT: 30/12/2019 11:11:21	
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APPROVED AT	DATE DEC 2018		SHEET NUMBER 1 OF 1	REV