

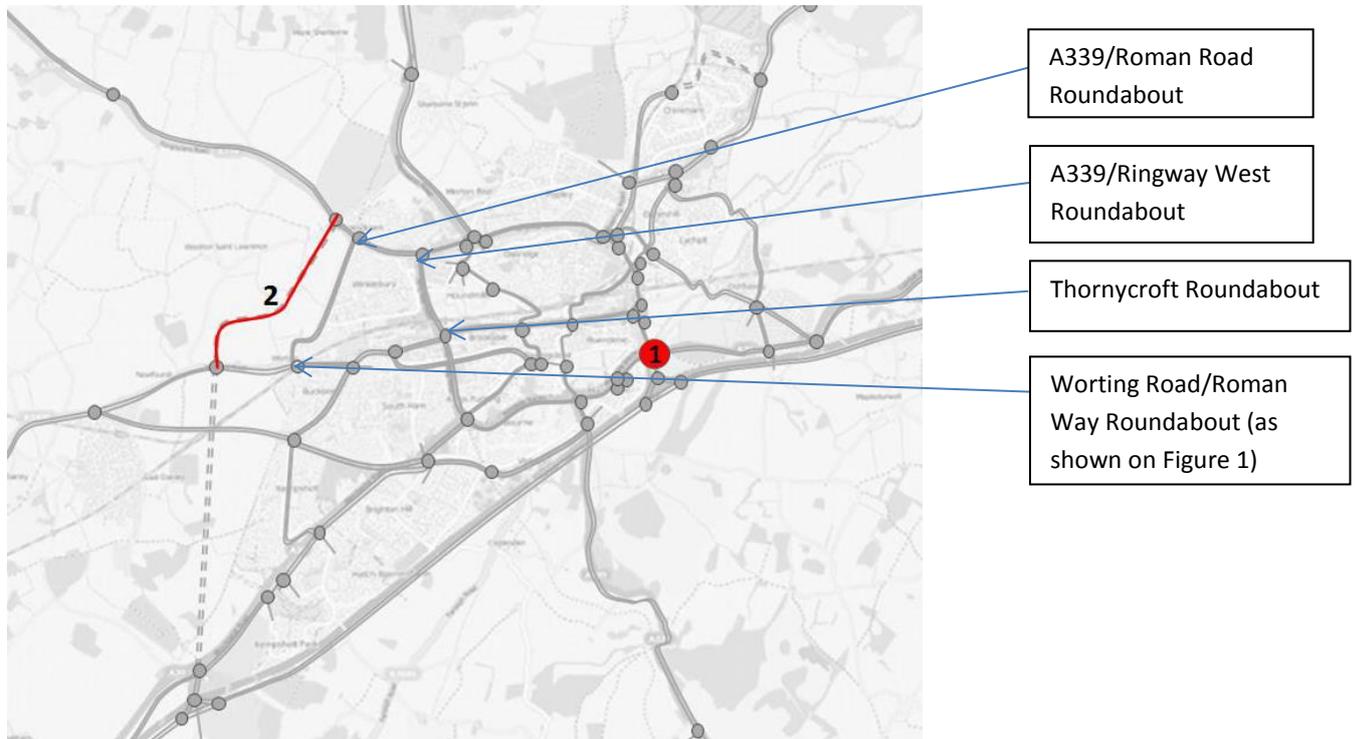
**MF20 – Policy SS3.10 – clause (m) Manydown Basingstoke and clause (k) Hounsome Fields, Basingstoke**

**Policy SS3.10 The development will... (m) Include the provision of a road through the land allocated for housing from the A339 to the B3400 linking the proposed housing to the existing communities and to provide the ability to connect to potential future sites to the south with the location of the road being determined through the master planning process. Regard shall be had for the optimum location for this road to cross the railway line(s).**

**Policy SS3.12 The development will...(k) Make provision for vehicular access requirements that may be needed to serve future development to the north-west of the site**

*Inspector’s question: 19.1.2 – What is the intended role of the proposed Link Road at Manydown?*

1. The Council’s Transport Assessment (TA) (TR01) tests the impact of the Local Plan in 2019, 2021 and 2029. The 2029 scenario includes the introduction of a Link Road within SS3.10 Manydown between the A339 and B3400. The illustrative alignment of the Link Road is in TR01 and reproduced below.



**Figure 1 Indicative alignment of the A339 – B3400 Link Road (Source: TR01 BDBC Transport Assessment)**

\* WSP / PB data

\*\*this links to MF19

1 <http://www.winchester.gov.uk/planning/major-sites/barton-farm/>

2 <http://www.winchester.gov.uk/planning/planning-applications/north-whiteley-planning-application-submitted-marc/>

- 2 The TA (TR01) concludes that the introduction of the Link Road by 2029 caters for traffic movements created by the SS3.10 site and helps manage congestion caused by a combination of background growth, committed development sites and the SS3.10 allocation at several locations including A339 / Ringway West Roundabout, Thornycroft Roundabout, A339 / Roman Road Roundabout and Worting Road / Roman Way Roundabout (as shown on Figure 1).
- 3 The Link Road provides additional route choice for some existing network journeys but primarily enables the new community to connect and link to either the A339 (Ringway) or B3400 which are established transport corridors with existing patterns of movement providing linkage from the SS3.10 site to the Strategic Road Network, Town Centre and other major retail and employment destinations within Basingstoke. The analysis of existing movement patterns have helped shape and justify this policy.
- 4 The spreadsheet model that informs the TA identifies that 85% of traffic using the Link Road is associated with the development at Manydown, with the remainder being that which is diverted from elsewhere on the highway network.
- 5 The provision of a potential Link Road through the SS3.10 site from the A339 to the B3400 is shown indicatively on the Policy SS3.10 Inset Map and is entirely within the Site Allocation Boundary. The ability to connect to potential future sites to the south is also indicatively shown by the location of one of the principal accesses from a point both north and south of the B3400 Worting Road. In addition, land within the SS3.10 Site Allocation Boundary is reserved for the Link Road to potentially cross the railway lines(s)\*\* to connect to potential future sites to the south. The provision of the Link Road is an agreed matter between the Local Highway Authority, Council and the Promoters which demonstrates that it is implementable (Statement of Common Ground PS/02/48 – paras 7.24 – 7.29). The crossing of the railway line is not proposed for delivery as part of site allocation SS3.10 and is not required to deliver development in this location. The land required for a potential crossing is safeguarded by the reservation of land (see MF19). The crossing of the railway line is unlikely to be addressed until the next Local Plan period, when it should become clearer whether there is a need or requirement for it.
- 6 The proposed Link Road will serve as an important movement corridor to serve the proposed development. Non-car movement will be facilitated by a range of on and off carriageway provision for buses, cyclists and pedestrians. Pedestrian and cycle facilities are expected to be off the carriageway but the Link Road will be flanked by areas of development and public spaces at various set backs meaning that movement across the corridor will also be key. Crossings will be

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provided at suitable points along the route. In addition to movement the Link Road will have several other functions, of which the place-shaping function is the most important. The Link Road will be within the urban area and have multiple roles and should (as set out in the opening paragraph of *Manual for Streets 2*) be considered a street.

- 7 Streets have five principal functions as defined by *Manual for Streets* (place, movement, access, parking and drainage / utilities). Of the five functions 'movement' and 'place' are the most important when determining the character of streets (MfS paragraph 2.4.1).
- 8 The design of the Link Road should be in accordance with the principles of *Manual for Streets 1 and 2* which suggests that, *'in new developments, locations with a relatively high place function would be those where people are likely to gather and interact with each other, such as outside schools, in local town and district centres or near parades of shops. Streets that pass through these areas need to reflect these aspects of their design, which will have been identified at the masterplan/scheme design stage'*. The masterplanning stage for SS3.10 is about to begin and the detailed street design process can commence and be fully assessed at that stage as promoted by *Manual for Streets*.
- 9 At this stage it is clear from the Inset map for SS3.10 that the Link Road could pass close to / through three Centres within the development suggesting that the Link Road would have both important movement and place functions. The Link Road would be a relatively busy corridor with peak hour flows between 1500 and 1800 vph (paragraph 4) but one where traffic speeds will need to be kept low to allow it to safely serve the land uses adjacent to it. A careful, multi disciplinary and integrated approach will be needed that involves the Promoters, Local Highway Authority (LHA) and Local Planning Authority (LPA) (including several parties within these authorities) to ensure the Link Road is inclusive and successful.
- 10 The LHA have recent experience of this process at comparable major sites. A new suburb of Winchester at Barton Farm is now under construction to provide 2000 homes which includes the diversion of the B3420 Andover Road through the centre of the site<sup>1</sup>. The diverted B3420 has a carriageway width of 6.5 metres and separate footways and cycle-ways beyond that. Some parking lay-bys are permitted to ensure that parking on the carriageway is avoided. The speed limit will be 30mph and development would be largely served by side road junctions. The new road will also be a bus route and part of the Hampshire High and Wide Load Route Network which has been satisfactorily accommodated within the detailed design. A further example which has recently received a

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resolution to grant planning permission is the 3500 home development at North Whiteley in southern Hampshire where an existing major road (Whiteley Way) will be extended into and through the development as the main street to connect to the A3051 Botley Road<sup>2</sup>. The new road will have a carriageway width of 6.1 metres, a 2.0 metre footway on one side and a 4.0 metre strategic cycle-way on the other. The road will also have some parking lay-bys provided and will be a bus route with half width bus lay-bys provided. These examples are comparable in terms of land use and traffic flow as Barton Farm has a two-way peak hour flow of 1850 and North Whiteley has a two-way peak hour flow of 1690. The links provided in the footnote will provide some evidence of the likely role of the Manydown link road by considering that of similar development link roads within Hampshire in recent years.

- 11 In light of the conclusions reached in this note, it is proposed to amend clause (m) to provide further guidance on the role and nature of the role. This is detailed in note MF19, which is set out again below for reference (including that text proposed for deletion):

~~'Include the provision of a road through the land allocated for housing, from the A339 to the B3400, linking the proposed housing to the existing communities and to provide the ability to connect to potential future sites to the south, with the location of the road being determined through the masterplanning process. Land has been safeguarded for a potential future crossing to the railway. ~~Regard shall be had to the optimum location for this road to cross the railway line(s)~~~~

12. In light of issues raised in note MF21, it should also be noted that it is proposed to delete clause (n) and to include some additional explanatory text in relation to the future potential for a western link road. This is addressed in MF19.

Provision of vehicular access through Hounsome Fields, to serve future development to the North West of the Site.

- 13 Clause (k) of policy SS3.12 (Hounsome Fields) has been drafted to provide scope for vehicular access to possible future development sites to the north west of the area proposed as an allocated site in the Local Plan. This point of access could serve as a point for a future highway connection between the post 2029 area of Manydown and the south west to facilitate access towards the M3, as described in the amended explanatory text to accompany policy SS3.10 (Manydown).
- 14 It is considered to be necessary to effectively 'safeguard' this point of access in order that the future development sites are not isolated from the wider highway

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network. It will, therefore, not prejudice the ability to deliver future development, if this area of land is considered to be the most appropriate in subsequent Local Plan periods.

15. As set out in the Statement of Common Ground between the LPA, the LHA and the landowner of Hounsome Fields (ref: PS/02/50) this is a point of agreement between all parties (paras 7.33 and 7.34).

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