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Enquiries To Matt Grantham

My reference 046703

Direct Line

Your reference F/22/93315

Date 13 July 2022

Email eastleighdc@hants.gov.uk

Dear Ms Webb,

Cockpit Farm Barn, Knowle Lane, Horton Heath

Construction of nine (9) dwellings, landscaping, parking and associated works following demolition and site preparation.

In regard to application F/22/93315, having reviewed the information contained within the application pack, whilst there is no objection in principle to the development proposals from a highways perspective, a holding objection is made at this stage, subject to receipt of additional information as outlined below.

Access Junction:

Access into the site is proposed to be via the existing access location, which provides adequate visibility splays in line with current guidance. However, whilst the continued use of the access is acceptable in principle, additional Vehicle Tracking diagrams are required which demonstrate that two cars can pass each other in the access junction when accessing and egressing the site at the same time.

It is noted that the surface condition of the access is poor and this will need to be made good prior to occupation of the dwellings. This will require a Minor Works S278, which the developer will need to enter in to with HCC subsequent to any permission that may be forthcoming from EBC as Local Planning Authority.

Director of Economy, Transport and Environment
Stuart Jarvis BSc DipTP FCIHT MRTPI

Footway Links:

It is noted that the site already have two active permissions, for the joint development of commercial and residential (5 dwellings) use under applications PN/22/92314 and PN/22/92315, which were objected to by HCC as Local highway Authority given the lack of safe off-road footway links. It is noted that this application provides such links through the connecting in to Public Footpath 085 which links Knowle Lane with Botley Road. Whilst such a link is not perfect given its potential lack of suitability for all year round / all weather use, it is an improvement on the permitted developments for the site. As such, in this specific case, it is accepted.

Internal Site Layout:

Given the size of the development, adoption as highway will not be progressed for the internal roads of the site. However a review has been undertaken and utilising the Vehicle Tracking diagrams provided, it has been demonstrated that there is adequate space internally for the access, turning and egress of refuse vehicles as well as (due to their smaller size) emergency and delivery vehicles.

However, as with the access junction, what hasn't been provided is Vehicle Tracking diagrams which demonstrates that the two-way movement of standard cars is achievable within the development, or indeed whether all car parking spaces can be accessed and egressed. It is therefore requested that these are supplied for assessment accordingly.

Trip Rates:

As a result of the proposals, trip rates will be reduced from those anticipated from the already permitted PN/22/92314 and PN/22/92315. The trip rates associated with the previous development proposals were acceptable, and as such this proposed 9 dwelling residential development would in effect be beneficial to the highway, reducing associated site movements accordingly.

If the additional information as outlined above can be provided (Vehicle Tracking diagrams), these can be assessed accordingly and a definitive recommendation be provided from a highways perspective.

Additionally, should the Case Officer be minded to approve the application, the following conditions are requested:

CONDITIONS:

ACCESS CONSTRUCTION PROVISION

No site occupation shall start on site until the footway links as shown on plans, including a connection through to Footpath Link 085 have been provided in accordance with the approved plans, and shall be subsequently maintained so thereafter.

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Reason - To provide satisfactory access and in the interests of highway safety.
ACCESS CONSTRUCTION PROVISION

No development shall start on site until the access, including the footway and/or verge crossing shall be constructed and lines of sight of 2.4 x 43.0 metres provided in accordance with the approved plans. The lines of sight splays shown on the approved plans shall be kept free of any obstruction exceeding 1 metre in height above the adjacent carriageway and shall be subsequently maintained so thereafter.

Reason - To provide satisfactory access and in the interests of highway safety.

CONSTRUCTION METHOD STATEMENT REQUIRED

No development shall start on site until a construction method statement has been submitted to and approved in writing by the Planning Authority, which shall include:

- (a) A programme of and phasing of demolition (if any) and construction work;
- (b) The provision of long term facilities for contractor parking;
- (c) The arrangements for deliveries associated with all construction works;
- (d) Methods and phasing of construction works;
- (e) Access and egress for plant and machinery;
- (f) Protection of pedestrian routes during construction;
- (g) Location of temporary site buildings, compounds, construction material, and plant storage areas;
- (h) Details of the methodology for ensuring dirt is not transferred onto the highway from the site (i.e. wheel washers), and onwards mitigation should this fail, such as the employment of mechanical road sweepers, and the subsequent refresh of street lining (as and when required) should this be damaged during the process.

Demolition and construction work shall only take place in accordance with the approved method statement.

Reason - In order that the Planning Authority can properly consider the effect of the works on the amenity of the locality.

Yours sincerely,

Matt Grantham

Director of Economy, Transport and Environment
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