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Enquiries To Matt Grantham

My reference 047080

Direct Line

Your reference H/22/93486

Date 7 October 2022

Email eastleighdc@hants.gov.uk

Dear Ms Stone,

2 CROWD HILL TERRACE, WINCHESTER ROAD, FAIR OAK, EASTLEIGH, SO50 7HD

Dropped kerb

In regard to application H/22/93486, following on from the original Highways Consultation response dated 18 August 2022, it is noted that updated plans have been submitted and these have been reviewed accordingly.

These show that the position of the proposed drop kerb has been located as far north as possible, to create the maximum gap between the vehicle access and the junction with Hill Close. Whilst the spacing between vehicle access and adjacent highway junction falls below the guidance 10.0m, in this specific case no objection is made.

Given the lack of alternative off road parking options for the property, and the fact that on-road parking needs will be reduced on Hill Close close to the junction as a result, where vehicles can be forced into incoming traffic when exiting the junction, a highway benefit is likely to result. It is also noted that a vehicle drop kerb is also located on the southern side of Hill Close in a near identical position (mirror image) and has worked without known incident.

The applicants should however be made aware that subject to any positive decision that may be forthcoming from EBC as Local Planning Authority, a secondary permission

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will be required from HCC as Local Highway Authority to actually undertake the works, and this will involve further investigation such as the relocation of signage, consideration of underground services, etc. which could still be prohibitive to the installation of the drop kerb. Details of this process can be found via the following link - <https://www.hants.gov.uk/transport/developers/section-184>

Additionally, it would be requested that the Case Officer adds in a suitably worded condition that requires the surface of the subsequent driveway to be constructed of a non-migratory material (i.e. no pea shingle) to prevent transfer onto the highway, and that the surface should either be porous or have its own drainage system to prevent water run-off onto the highway.

Yours sincerely,

Matt Grantham

Director of Economy, Transport and Environment
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