

Eastleigh Borough Council
Eastleigh House
Upper Market Street
Eastleigh
SO50 9YN

*Economy, Transport and Environment Department
Elizabeth II Court West, The Castle
Winchester, Hampshire SO23 8UD*

Tel: 0300 555 1375 (General Enquiries)
0300 555 1388 (Roads and Transport)
0300 555 1389 (Recycling Waste & Planning)
Textphone 0300 555 1390
Fax 01962 847055
www.hants.gov.uk

Enquiries To Matt Grantham

My reference 047791

Direct Line

Your reference F/22/93970

Date 16 November 2022

Email eastleighdc@hants.gov.uk

Dear Ms Sharpe,

THORNEYDOWN FARM, MOORHILL ROAD, WEST END, SOUTHAMPTON, SO30 3AY

Change of use of land for the siting of touring caravans, motorhomes and tents including a small amenity block and the terracing of the site to accommodate roads, parking and pitches (where appropriate)

In regard to application F/22/93970, having reviewed the information contained in the application pack, there is no objection in principle to the application proposed, subject to receipt of additional information (visibility splay drawings and arrival information) and conditions being imposed as outlined below.

ACCESS:

It is proposed that the vehicle access will be taken from Moorhill Road to the north of the Kanes Hill Roundabout. Given the proximity of the roundabout (approximately 50 metres away), highway concerns previously raised with other site applications appear to have been taken into account through the introduction of a dedicated right turn lane into the site.

This will assist in reducing the potential for a vehicle waiting to turn right into site blocking the north bound flows, further assisted by 'Keep Clear' markings on the eastern carriageway that will enable easier access if southbound queues heading to

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

Kanes Hill roundabout have formed.

It is however noted that drawings provided do not demonstrate visibility splays, and it would be asked that these are provided for assessment prior to the Case Officer making a decision on the application. The road is a 40mph speed restricted zone, and the submitted Transport Assessment demonstrates this speed to be realistic. As such visibility splays of 2.4 x 120.0m are required in line with Design Manual for Roads and Bridges (DMRB) and these should cover all angles of approach and exit to the proposed access junction, including the forward visibility for vehicles exiting Kanes Hill roundabout and heading north who may come into conflict with a car and caravan exiting the site and also heading north.

In terms of pedestrian access, it is proposed that a new footway link with an associated pedestrian refuge will be provided, linking into the existing footway network on the western side of Moorhill Road. This is welcomed and will assist with the sustainable travel options of the potential users of the site, with local bus stops being accessible.

Whilst the proposed access plans have been assessed for the purpose of planning, it should be noted that assuming appropriate visibility splay drawings can be provided, if planning is approved there will still be a requirement for the applicants to enter into a S278 with HCC to actually implement the access. This will require additional information such as more detailed drawings and a Road Safety Audit to be submitted, and given the potential for alterations to design being required, it would be recommended that the applicant engages into this process at their earliest convenience. Details of the process can be found via the following link:

<https://www.hants.gov.uk/transport/developers/section-278>

INTERNAL LAYOUT:

Whilst the internal layout would not be for adoption, a review has never-the-less been undertaken.

Firstly, this outlines that the site will be gated for security reasons, however the gate will be set some 17.0m from the edge of carriageway to ensure that if the gate is closed on arrival of a car and caravan, it can sufficiently be held on-site and as such remove highway obstruction.

Given it is outlined as being a 'Touring Caravan' park however, it would be requested that details of the booking in process are provided, along with the position of the associated reception area. This is not made clear on plans, and with the potential for multiple cars and caravans to arrive within a short space of time, if these facilities were to be located at the gate, there is potential for a following vehicle to become obstructive on the highway if it tries to follow into site.

Once on site however, there would appear to be adequate space to manoeuvre

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

caravans into plots, however there are a few tight ones, such as plots 1, 28, 29 and 30 which may be awkward due to the angle of swing required. As such it would be recommended that the applicants check these via vehicle tracking to ensure elongated manual caravan pushes are not required.

In terms of vehicle parking, whilst the quantum has not been assessed as this would be for EBC as Local Parking Authority, in terms of layout this appears acceptable with at least one easily accessible space provided to the front of each plot. Additional parking options do however appear limited, and as a result there could be some obstruction that would need to be managed on-site.

SERVICING:

Bin stores are provided for on site, and these can be accessed by refuse vehicles either directly, or with relatively short drag distances.

TRIP RATES AND DEVELOPER CONTRIBUTIONS:

As outlined in the associated Transport Assessment, it is estimated that approximately 156 additional multimodal trips will utilise the local highway network. Whilst the majority of these would be anticipated to be outside of the traditional peak hours, there will remain an impact, not only on the highway, cumulative with other localised development, but also on associated transport required by the users such as bus services and required infrastructure.

Given this, highways related developer contributions are requested in line with the HCC Transport Contributions Policy, with the sum of £35,880 being required.

This contribution will go towards:

- Bus subsidisation of local bus services to be utilised by the users of the site;
- Bus infrastructure improvements such as Real Time Information, at stops local to the site that will be utilised by the users of the site;
- Local highway improvements such as the implementation of missing footway links, provision of cycle links and improvements to the local highway network as required.

CONDITIONS:

Should the Case Officer be minded to approve the application, it would be requested that the following conditions are imposed:

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 metres by 120.0 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 0.6 metre in height

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

above the adjacent carriageway and shall be subsequently maintained so thereafter.
Reason - To provide satisfactory access and in the interests of highway safety.

GATES SET BACK PROVISION

Any gates provided shall be set back a distance of 17.0 metres from the edge of the carriageway of the adjoining highway.

Reason - 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

If the additional information requested can be provided, then a re-assessment of the application can be undertaken accordingly.

Yours sincerely,

Matt Grantham

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