

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

*Hampshire 2050
The Castle
Winchester, Hampshire SO23 8UD*

Telephone: 0300 555 1375
Fax: 01962 847055

www.hants.gov.uk

Enquiries To Matt Grantham

*My
reference* 049121

Direct Line

*Your
reference* F/23/94713

Date 9 March 2023

Email eastleighdc@hants.gov.uk

Dear Ms Webb,

Cockpit Farm Barn, Knowle Lane, Horton Heath

Construction of 6.no dwellings, including landscaping, parking and associated works following demolition and site preparation

In regard to application F/23/94713, having reviewed the information contained within the application pack, there would be no objection in principle to the proposals from a highways perspective.

However, prior to a positive recommendation being given, additional information would be requested for consideration and assessment as outlined below.

ACCESS:

Vehicle access into the site is proposed to be via the existing site access onto Knowle Lane, and this is acceptable with adequate width for two vehicles to access and egress the site at the same time. It is also suitable for infrequent refuse vehicle access required to service the site as demonstrated in vehicle tracking drawings submitted in the Highway Transport Note.

It would however be recommended that the Case officer liaises with the EBC Direct Services Team to gain their opinion as to whether they would choose to access the site for collections, or require a roadside pick-up. If a roadside pick up is required, then an appropriate bin collection point should be added to plans, located to the northern end of the site adjacent to the highway.

*Director of Hampshire 2050
Garry Westbrook*

In terms of visibility when egressing the site, drawing number NJC-001 Rev A, contained within the Highway Technical Note at Appendix 2 demonstrates that the required visibility splays are achievable. However this involves the clearance of vegetation and as such a condition would be required as outlined below.

Suitable pedestrian access is also proposed, catered for via two links from the site, one to the north and one to the south.

The northern link is acceptable, exiting the site and joining the existing Public Footpath 085 which links into the recreation ground area and onwards Botley Road.

The southern link is a permissive path that links thorough the site and adjacent field, out onto Knowle Lane. Whilst the Highways Technical Note outlines that this path will then 'connect in with the exiting footway', drawings do not demonstrate this. As such it would be requested that the drawing is updated to fully show this connection and how the site will link in with the existing footway provision to support safe sustainable transport options to and from the site.

Once this updated plan has been received, a re-assessment can be undertaken accordingly, and if acceptable, it would be requested that a condition is put in place to ensure both pedestrian links are available prior to first occupation.

INTERNAL LAYOUT:

Whilst the internal site would not be adopted by HCC due to the quantum of development, an assessment has been undertaken. This has raised a couple of issues.

1. Turning heads for cars should be provided at the the northern and southern ends of the site. Without these, visitors utilising the appropriate parking bays will be unable to turn and will need to undertake an elongated reversal movement in order to exit. There appears to be adequate space to widen the aisle width to 6.0m opposite plots 1 and 6 without much issue, and so it is requested that plans are updated to demonstrate this.

2. Aisle widths are well below the standard 6.0m for the driveways when exiting the parking spaces, reducing down to as low as (approximately) 4.6m in places. Whilst it is noted that parking space 'flares' are given, allowing for easier turning, it would be requested that Autotracking diagrams are provided for all parking spaces to fully demonstrate if this is achievable or not.

Again, if updated plans can be received, these can be reviewed accordingly and an updated consultation response submitted.

Director of Hampshire 2050
Gary Westbrook

CONDITIONS:**VEHICLE ACCESS PROVISION**

No development shall start on site until the access lines of sight of 2.4 metres by 43.0 metres are provided in accordance with the approved plans (NJC-001 Rev A). The lines of sight splays shown on the approved plans shall be kept free of any obstruction exceeding 0.6 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.

PEDESTRIAN ACCESS PROVISION

No occupations on site shall commence until the two pedestrian access links are provided in accordance with the approved plans. These pedestrian access links shall remain open for use in perpetuity, 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 Hampshire 2050
Gary Westbrook