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Your reference F/22/93970

Date 19 April 2023

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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, following on from the initial HCC Highways consultation response dated 16 November 2022, it is noted that updated plans have been received. For the purpose of highways, these are as follows:

1. Illustrative Masterplan - Touring Caravans (Drawing 63-06 Rev D; and
2. Right Turn Junction General Arrangement Layout (Drawing 6879-SMA-00-XX-DR-C-000-001 Rev. P04 Status S0)

Having reviewed the updated information, there is no objection to the application, subject to conditions being imposed as outlined below.

ACCESS:

As outlined in the previous consultation response, it is understood that the vehicle access will be taken from Moorhill Road to the north of the Kanes Hill Roundabout, and that a dedicated right turn lane into the site will be added due to the proximity of Kanes Hill Roundabout.

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This layout is further assisted by 'Keep Clear' markings on the eastern carriageway that will enable easier access if southbound queues heading to Kanes Hill roundabout have formed.

It is noted that drawings have been updated to demonstrate visibility splays, with a 2.4 x 99.0m splay to the north and 2.4 x 54.0m to the south reaching the Kanes Hill roundabout. Whilst these are generally acceptable, with splays appropriate to the speeds that would be anticipated to be occurring as vehicles slow on a southerly approach to the roundabout, and exit the roundabout heading north, full speed data will be required to justify these reductions from the posted 40mph speed limit in order to gain a S278 approval for the access works.

As such, developers should ensure that this data is fully available and concurs to the assumptions made within the associated Transport Assessment.

Additionally, it is noted that the introduction of the right turn lane requires a re-alignment of the existing carriageway with a widening to the west, which onwards incorporates a relocation and widening of the existing footway to 1.8m, and a provision of a central island pedestrian crossing point. Whilst these improvements are welcomed, it is noted that several trees will be removed for the works, and if on highway, commuted sums will be required to replace and replant. Again this will be assessed and confirmed during the S278 process.

Overall, in terms of access, whilst the proposed plans have been assessed for the purpose of planning, 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 speed survey data. 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:

It is noted that the gate position is set within site an appropriate distance to allow for a vehicle and caravan to be located off highway whilst the booking procedures are worked through at the reception area.

However as previously outlined, the pre-gate access and wait area is limited should multiple vehicles and caravans arrive together.

For this reason details of the booking in process were requesting, outlining how multiple arrivals would be accommodated, or indeed prevented at any one time, in order to ensure the highway is not blocked by such activity.

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No such details have been provided, and as such it would be requested that should a permission be granted, an Arrivals Management Plan should be submitted via condition, prior to the opening of the site, and that this document should be actioned and adhered to (once approved) for future years.

Once on site, there are tight plots, however, these would not impact upon the local highway network, rather the users of the site. It is understood however that manual handling, or the utilisation of 'Motor Movers' that can be attached by owners would overcome such issues.

As previously outlined, 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.

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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 with appropriate sight lines to be agreed as part of a S278 application with HCC as Local Highway Authority. The lines of sight splays shown on the approved S278 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.

GATES SET BACK PROVISION

Any gates provided shall be set back as per approved plans, with a minimum distance of 17.0 metres from the edge of the carriageway of the adjoining highway into site.

Reason - In the interests of highway safety.

ARRIVALS MANAGEMENT PLAN

No utilisation of site shall be permitted until an Arrivals Management Plan has been submitted to and approved in writing by the Planning Authority, which shall include details of:

- (a) How arrivals shall be managed so that not more than one arrival at any one time occurs (i.e. adhered to arrival time slots with phoning ahead requirements);
- (b) How multiple arrivals will be managed to ensure there is no waiting of arrivals on the local highway network should the methodology of (a) fail.

This plan shall be utilised for the duration of the on-site use, and updated regularly to ensure it is fit for purpose.

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

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Gary Westbrook

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

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