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Date 27 July 2023

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Dear Mr Osmond,

Home Farm, St Johns Road, Hampshire, Hedge End, SO30 4DF

Construction of 8.no dwellings (2No. two bedroom, 4No. three bedroom and 2No. four bedroom) with associated access, parking and landscaping

In regard to application F/23/95431, having reviewed the information contained within the application pack, there would be no objection to the proposals from a highways perspective, subject to the condition being applied as outlined below.

Access to the to the development site is via an existing access from St Johns Road, leading onto 'Home Farm', which serves as access for 13 existing dwellings off the primary road, as well as further uses off the side road to the south west.

The highway access is acceptable, with adequate visibility, geometry and links to local pedestrian and cycle routes which lead to local amenities.

Internally, the existing 'Home Farm' carriageway is to be extended to the west to enable access to the proposed dwellings, via a private road, essentially a shared driveway measuring 5.0m in width. This is suitable for the two-way movement of cars, and as shown in the Vehicle Tracking Drawings at appendix 4 of the supporting Transport Statement, the movement of refuse vehicles as required for bin collection.

It is however noted that the on-site turning movement of the refuse vehicle is very tight, and any obstruction such as an incorrectly parked vehicle would likely render movement unviable. However this would be an internal private issue that an on-site

*Director of Hampshire 2050
Garry Westbrook*

management plan would need to be responsible for, but it is raised so the the EBC Direct Services team are aware as they may wish to comment further. It could be that a bin collection point close to the join of existing and proposed internal road link would be a preferable option, using the existing turning head rather than heading into the new development specifically.

In terms of the layout of the site for non-refuse collection issues, the site is generally acceptable with adequate space for the turning of private cars, and parking which appears to be in accordance to the EBC Parking Standards, though the Case Officer may wish to confirm this. However the Case Officer may wish to consider the following points:

1. Whilst not essential due to the the quantum of development, it may be beneficial to extend the existing footway into the site on at least one side for convenience and added safety;
2. No street lighting details are shown, and the Case Officer may wish to investigate the proposed provision to match the existing development (bollard lighting?);
3. The parking associated with plot 5 is not particularly well laid out, with an elongated reverse movement required before an adequate turning area is reached, and also a potentially obstructed route to the northern space due to the positioning of a bush adjacent to the dwelling.

CONDITION:

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