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Enquiries To Matt Grantham

My reference 050612

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Your reference PN/23/95763

Date 16 August 2023

Email eastleighdc@hants.gov.uk

Dear Ms Webb,

Cockpit Farm Barn, Knowle Lane, Eastleigh, Eastleigh, SO50 7DY

Conversion of part of existing building to light industrial use - Class E

In regard to application PN/23/95763, having reviewed the information contained within the application pack, there would be no objection in principle to the application proposed, however this would be subject to the receipt of additional information (to be assessed), clarification on issues, and the imposition of conditions as outlined below.

VEHICLE ACCESS:

Access in and out of the site is for vehicle trips only, and it is proposed to continue to use the existing access. Whilst this would be acceptable in principle, additional vehicle tracking drawings would be required to ensure that this does not compromise highway safety.

Within the supporting Highways Technical Note (HTN), tracking drawings have been supplied for a Light Goods Vehicle / Transit Van which would be anticipated to access the site. This movement is achievable, requiring a reverse on site either side of the access in order to access and egress in a forward gear. This is acceptable.

However, no further tracking drawings have been submitted to demonstrate:

a. How this movement would be achievable if a car was to be trying to access or egress in a conflicting movement whilst the LGV was undertaking the opposite movement. Is there adequate space for this two-way movement to take place, or is

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there potential that a vehicle would have to wait on the highway whilst the other left, which would be a potential risk to highway safety; and

b. Similarly, vehicle tracking drawings are also required to demonstrate how two-way movements of standards cars can be achieved, from all directions.

If this information can be supplied, then a re-assessment can be undertaken accordingly.

PEDESTRIAN ACCESS:

As outlined in the HTN, 'In the vicinity of the site the road has two lanes with no pedestrian facilities and no street lighting' (Introduction page 1). Clearly if the site is to become utilised for employment purposes, an adequate and safe way to travel to and from the site sustainably in order to help promote non-vehicle travel would benefit the users greatly.

There are obviously other applications that have been put forward for this site (as referenced in the HTN) and these suggested options for such links that were subsequently agreed. No such measures however have been put forward for this application and as such clarification is requested as to whether these pedestrian links are to come forward, and assuming they are, at what stage? Will they be in place for the users of this proposed development to benefit from?

TRIP RATES:

In terms of trip rates to and from the site, these are of an acceptable level that would not be anticipated to have a detrimental impact upon the local highway network, being 5 in the AM Peak (3 in / 2 out), 3 in the PM Peak (1 in / 2 out) and a total of 53 daily (27 in / 26 out). As such, there would be no objection in this regard.

CONDITIONS:

Whilst there may be additional conditions to be applied, depending on the information which comes forward as a result of the issues outlined above, initial conditions requested would be:

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;

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(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

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 43.0 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 above the adjacent carriageway and shall be subsequently maintained so thereafter.

Reason - To provide satisfactory access and in the interests of highway safety.

Yours sincerely,

Matt Grantham

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