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Dear Ms Sharpe,

OAK LODGE, BRIDGE ROAD, BURSLEDON

Variation of condition 2 (approved plans) and condition 10 (details), and removal of condition 13 (stopping up of existing access) to accommodate relocation of Plot 1 of planning permission F/20/87926 for construction of 6 no. five bed dwellings, conversion of existing outbuilding to 1 no. 3 bed dwelling and the refurbishment of existing dwelling at Oak Lodge with associated garages / car parking, new access from Bridge Road, landscaping and associated works.

In regard to application X/23/95903, having reviewed the information contained within the application pack, from a highway perspective it is understood that the proposals essentially result in the updating of the approved site access position from Bridge Lane into the development site, with a revised position south east of that originally approved.

The new access position essentially utilises the existing site access, improving it in geometry and by adding a pedestrian footway to the north / western edge.

Drawings provided (2022-6493-001 Rev B) have demonstrated that adequate visibility splays can be achieved both left and right, and that there are no vertical obstructions within the visibility splay envelope.

Moving into the site, the access road is shown as being 4.8m wide, which would be generally acceptable. However, whilst vehicle tracking drawings have been produced, they do not show simultaneous movements of vehicles accessing and egressing the site at the same time. In this regard, additional drawings are requested in order to

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Garry Westbrook

demonstrate that all the various combination of movements in and out at the same time can be achieved at the access. The importance of this is that Bridge Road has a high level of vehicle flows, and any requirement for a vehicle to have to wait on the highway whilst another left site has highway safety implications. It may well be that the initial section of access road needs to be widened to some extent to fully accommodate vehicle movements.

Additionally, given the access improvement works and associated footway will involve work adjoining the public highway, the developer should be made aware that a subsequent S278 approval will be required prior to implementation, and this will require additional information such as formal engineering drawings to be submitted. This may result in updates being required which could affect the approved layout, and as such early engagement with the S278 team would be advised. Details of the S278 process can be found via the following link:

<https://www.hants.gov.uk/transport/developers/constructionstandards>

Given the above comments, in specific regard to the Variation of Conditions being proposed, the following comments are made:

Condition 2 (approved plans) - In principle the updated plans are acceptable (subject to comments made above) and as such there would be no objection from a planning perspective.

Condition 10 (details) - From a highway perspective, highway elements contained within this condition will still be required, though they can essentially be covered by the S278 process.

Condition 13 removal (stopping up of existing access) - It is understood that the existing access from the highway will now be utilised for the site access (albeit with an upgrade) and as such there is no requirement for a formal stopping up of the existing access. As such there would be no objection to the removal of this condition from a highway perspective.

Yours sincerely,

Matt Grantham

Director of Hampshire 2050
Gary Westbrook