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Your reference F/23/95549

Date 8 November 2023

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Dear Mr Osmond,

BRIGHSTONE, BOTLEY ROAD, HORTON HEATH, EASTLEIGH, SO50 7DT

Construction of 5.no dwellings, landscaping, parking and associated works following demolition of existing dwelling, site clearance and preparation.

In regard to application F/23/95549, following on from the initial HCC Highway consultation response dated 16 August 2023, it is noted that updated plans have been received showing an amended on site layout, and a slight change in the positioning of landscaping at the access junction with Botley Road (Drawing 20/001/100 Rev P6).

This updated drawing has been reviewed, and the following comments are made.

ACCESS:

As previously outlined, at present, access into the site is from Botley Road, via a shared driveway access with the adjacent property to the north (Neerome), in the form of a dropped kerb vehicle crossover.

The proposals look to separate the access, providing a single access point for Neerome, and a new shared access point for the 5 proposed dwellings, again in the form of a drop kerb vehicle crossover.

Whilst the proposed drop kerb vehicle crossover is shown on plans, and has adequate visibility splays achievable and adequate geometry for two way vehicle movements, unfortunately plans still do not show the existing drop kerb vehicle crossover for Neerome, despite previously requesting this information. The two access points should

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be clearly separated on plans, clearly demonstrating the extent of the vehicle crossover for the proposed site, as well as the positioning of the drop kerb required for the associated dwelling 'Neerome' which will continue to require access. At present plans just show a very wide open area which could become confusing to users as to priorities, etc.

It is therefore requested that this is added to plans accordingly, so that the revised access can be checked for suitability, and also the extent of the drop kerb for both the new dwellings and Neerome can be fully assessed in combination. A single drop kerb vehicle crossover should not exceed 10.0m in length, and at present this measurement can not be undertaken, and onwards it may be that a central section between the two access points will need to have kerbs and the footway re-instated to full height.

For example, noting this is not to scale or an exact replication on site:



ON-SITE LAYOUT:

As outlined in the previous HCC Highway consultation response dated 16 August 2023, whilst it is understood that the internal site is not being put forward for adoption, an internal review has been undertaken for completeness.

Generally the site layout is again acceptable and is not anticipated to have any issues that would onwards have an impact on the highway network, however as previously outlined it is noted from the vehicle tracking drawings supplied that a single vehicle track appears to take up more than half of the shared driveway width. Whilst low level, conflicting vehicle movements are likely to occur over time, with driving over landscaped

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areas the likely result. As such it is again recommended that the developer completes two way tracking diagrams for the internal site layout in order to identify conflict areas, and onwards widens the driveway accordingly at these points.

Whilst the quantum of parking is for EBC to assess in their role as Local Parking Authority, in terms of layout, minor amendments have been made and these are acceptable, with adequately sized parking bays and aisle widths suitable in size for turning to onwards allow for forward gear access and egress.

It is again noted however that parking bays located directly adjacent to landscaping are of standard width, and it would be recommended that these are widened by 0.3m (per affected side) to ensure people can step in and out of the vehicles onto a hardstanding area rather than turn the grass (for instance) into mud over time. This is in regard to both the parking spaces associated with Plot 1, and the southern parking space associated with Plot 3.

Additionally, whilst it is noted that the parking associated with Plot 1 has been relocated to a more suitable and convenient location, it is noted that parking for Plot 2 remains beyond the back garden. Whilst certainly not a point of objection, convenience is a key factor in parking and it may well be that residents park to the side of the dwelling on the shared driveway in order to be closer to access points, particularly when bringing children from the car one by one (for example).

For this reason, it may be better to relocate Plot 2 parking to the side of the dwelling, bringing it closer to , and within visibility of the front door. This could be via a conversion of some side/frontage landscaping, and could be onwards beneficial as the rear parking area could form an extended rear garden.

In terms of emergency vehicle access, this element of the site layout remains unchanged and as such this remains acceptable, with adequate space afforded for the largest vehicle anticipated on site - fire tender - as demonstrated in the submitted tracking drawings.

SERVICING:

It is outlined that servicing will be via roadside collection, and the residents will need to pull their bins close to kerbside on collection days. Previously concerns were raised given that there are 5 dwellings proposed, there would be the potential for these bins to become obstructive to driveway access, visibility and footways. It is noted that a bin collection point has been added at the frontage of the site in a non-obstructive location in close proximity to the highway. This is acceptable from a highway perspective.

Given the above comments, whilst there is no objection in principle to the application, additional information is required in the form of an updated access proposal clearly showing the full information of access points. Onwards, consideration of internal

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elements could also be advantageous to future users. Once received, an updated consultation response can be provided.

If however the Case Officer is minded to approve the application, the following conditions would be requested.

CONDITIONS:

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.

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 2.0 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.

CLOSURE OF EXISTING ACCESS PROVISION

Before use of the development is commenced the sections of redundant existing access(es) from the site to Botley Road shall be permanently stopped up and effectively closed with the footway provided or verge reinstated, in accordance with details which have been submitted to and approved by the Planning Authority.

Reason - In the interests of highway safety.

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CYCLE STORE - DETAILS REQUIRED

No development shall start on site until plans and particulars showing details of the provisions of on plot cycle storage for Plots 1, 2 and 3 have been submitted and approved in writing by the Planning Authority. The development shall be carried out in accordance with the approved details before the use of the development is commenced and shall be retained thereafter.

Reason - To ensure adequate provision within the site.

Yours sincerely,

Matt Grantham

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