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Date 7 December 2023

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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, following on from the previous HCC Highway consultation response dated 16 October 2023, it is noted that the applicants have submitted revised plans, in regard to the variation of conditions 2 and 10.

From a highway perspective these updates look to deal with concerns previously raised regarding the potential for a refuse vehicle and a standard family car to pass each other at the site access, and prevent the need for one of the vehicles to have to stop and wait on Bridge Road (when looking to enter site) whilst another is looking to exit.

Following discussions with the applicant, they have amended plans to provide two passing points on the private driveway / access road, in an attempt to alleviate this concern. These passing places have been reviewed, and whilst beneficial for the users of the site, unfortunately neither is sufficiently close to the access junction to actually prevent the potential conflict at the access. For example, a vehicle travelling south on Bridge Road looking to turn left into site will not necessarily be seen by a vehicle exiting site before the final passing point has already been driven by. As such, the vehicle on

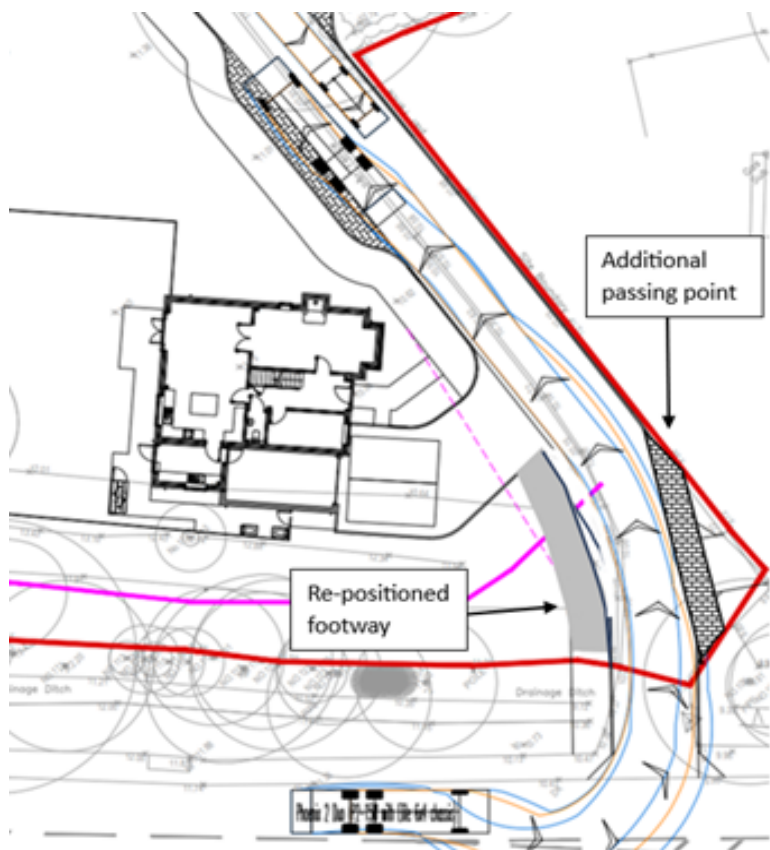
*Director of Hampshire 2050
Garry Westbrook*

Bridge Road will have to wait on the highway whilst a vehicle exits the site. This could potentially be a relatively long wait if the exiting vehicle is crossing lanes to turn right and head north, and could result in southbound vehicles trying to overtake and potentially cause conflict if they have no visibility of the exiting vehicle.

It would therefore be requested that the passing layby is moved much closer to the access junction for better intervisibility, and also to facilitate a reasonable chance of an internal site reverse movement as a secondary precaution.

Looking at plans, there appears to be available space to achieve this by either (a) pushing the frontal dwelling westwards slightly to create an adequate space across the frontage, or (b) utilise the gas governor access space to the east of the junction that is shown within the red line boundary.

For example, whilst the plans would need to be checked for tracking, widths, etc. and formally drawn up to scale, a revised layout along the lines of the below could be beneficial.



Director of Hampshire 2050
Gary Westbrook

Whilst this does not fully overcome the passing at junction issue, it does reasonably mitigate the issue when considering the realistic number of vehicle movements through the access junction, and onwards the potential for conflict that would otherwise be a highway safety concern.

As such, it would be requested that alternative passing points as outlined above are re-investigated, and revised plans submitted for consideration prior to Conditions 2 and 10 being varied.

Yours sincerely,

Matt Grantham

Director of Hampshire 2050
Gary Westbrook