

Pembers Hill Park: Agricultural Access Transport Note

Ref: MS/ITS19535-001B TN
Date: 8 December 2023

SECTION 1 Introduction

- 1.1 Mrs Cooper has instructed i-Transport to provide transport consultancy services in respect of a prior approval notification to provide a new agricultural access into a field north of Pembers Hill Park, from the roads within the estate.
- 1.2 This Transport Note (TN) responds to comments by Hampshire County Council (HCC) as highway authority to an earlier application and demonstrates that the field access will be safe and acceptable in accordance with paragraph 110 of the NPPF.
- 1.3 The report is divided into the following sections:
- Section 2 provides background on why the application is being made.
 - Section 3 provides details of the proposal.
 - Section 4 sets out HCC's comments and responds to them.
 - Section 5 provides a summary.

SECTION 2 Background

- 2.1 Reserved matters planning permission was granted for 242 homes at Pembers Hill Farm with vehicular access from Mortimers Lane on 28 November 2018 (*ref: RM/18/83278*). The estate is now largely built out and is known as Pembers Hill Park.
- 2.2 The site includes a main north-south spine road, Pembers Farm Avenue, from Mortimers Lane at the southern end, to landscaping at the northern boundary of the site. This is a wide two lane road with a width of circa 6.7m.

- 2.3 West to east residential streets (Chislebourne Lane and Keepers Drive) run parallel to the northern boundary and operate as an eastbound one way system which can be accessed from Pembers Farm Avenue. These are narrower at around 3.7m to 3.9m in width.
- 2.4 An existing 3.6m wide field gate is located on Keepers Drive to the north east of Pembers Farm Avenue. This previously connected the field to the north with the field on which the new estate is sited. However, access to the gate has been severed by landscaping.

Image 2.1: Permitted Site Layout

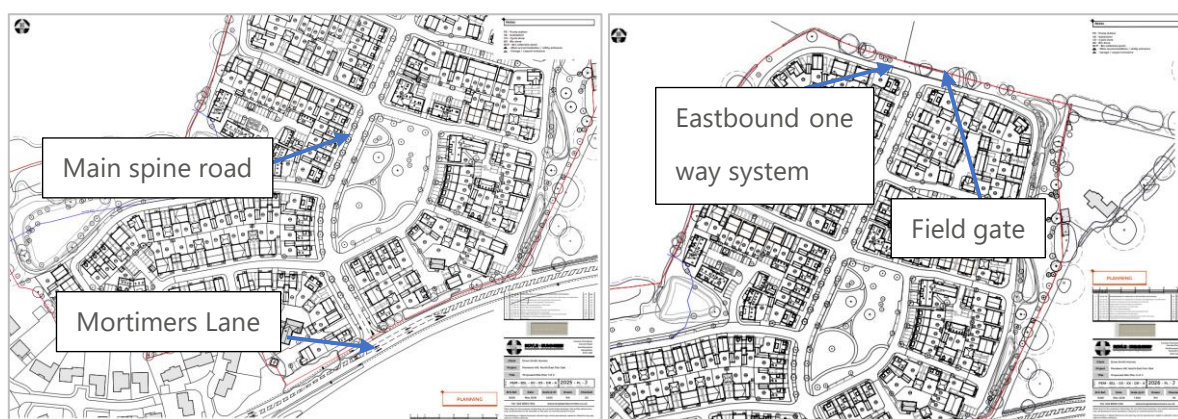
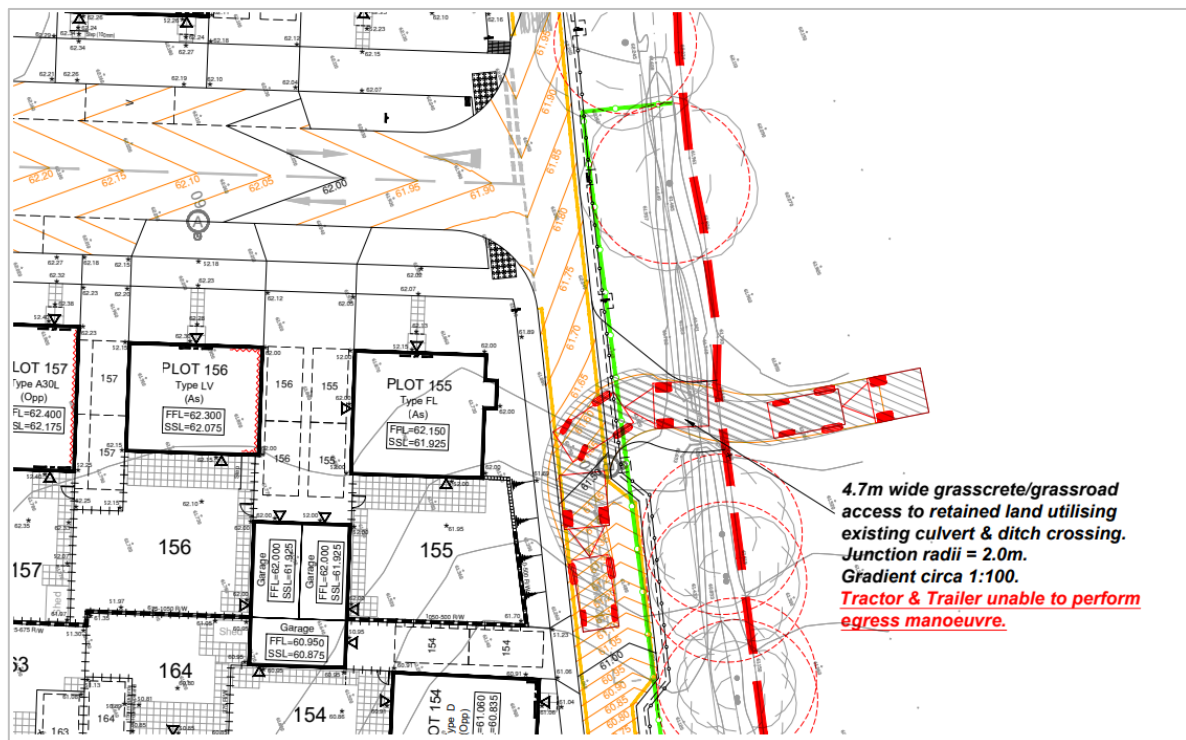


Image 2.2: Location of retained (now inaccessible) Field Gate, Viewed from Keepers Drive



- 2.5 The owner of the land to the north, Mrs Cooper, is therefore unable to access her land without using third party land to the east of Pembers Hill Farm (owned by her former husband and former business partner, Mr Cooper). A field gate and access will need to be reinstated through the landscaping to secure her ongoing right to use the land independently.
- 2.6 The field gate at its current location will require agricultural vehicles to negotiate the one-way system. Tracking drawings shown below and at **Appendix A** confirm that a tractor dragging a trailer is unable to do so.

Image 2.3: Tractor with Trailer Exiting Field Gate at Existing Location

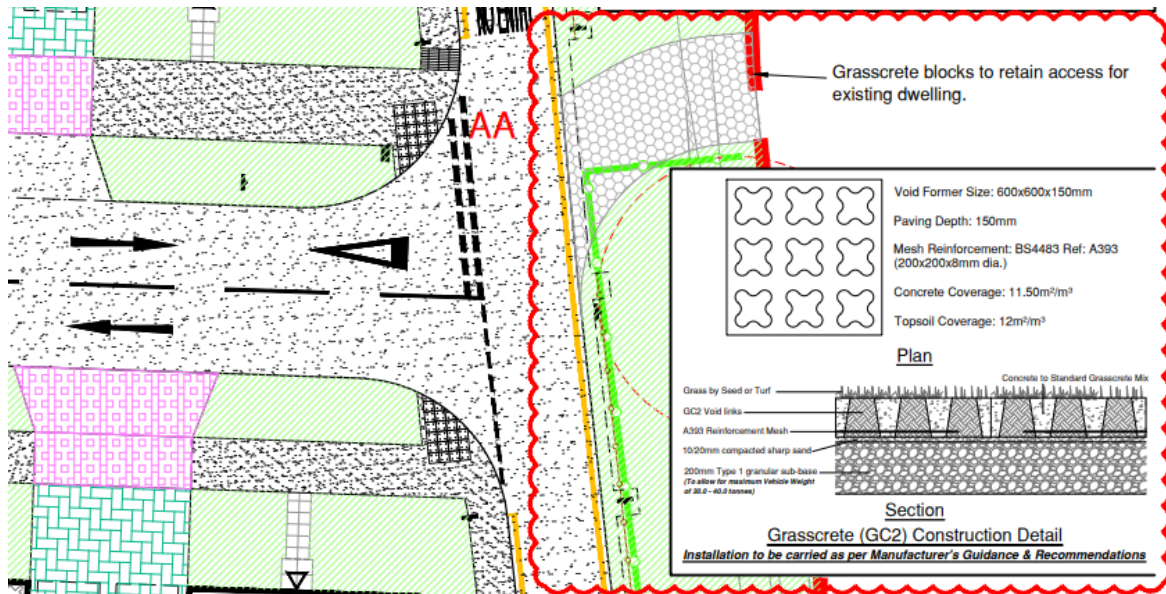


- 2.7 The exiting tractor is unable to avoid the footway on the southern side of the access.
- 2.8 Furthermore, the remainder of the one way system is narrower (at circa 3.7m) than the main spine road and the tractor takes up much of its width. There is a risk that parked vehicles could prevent egress.
- 2.9 Therefore, a new, relocated access will need to be provided.
- 2.10 Eastleigh Borough Council (EBC) as planning authority have advised that a prior approval notification will need to be made in respect of a new gated access. The purpose of this Transport Statement is to provide supporting highways and transportation evidence to the highway authority in respect of the prior approval notification.

SECTION 3 Details of Proposal

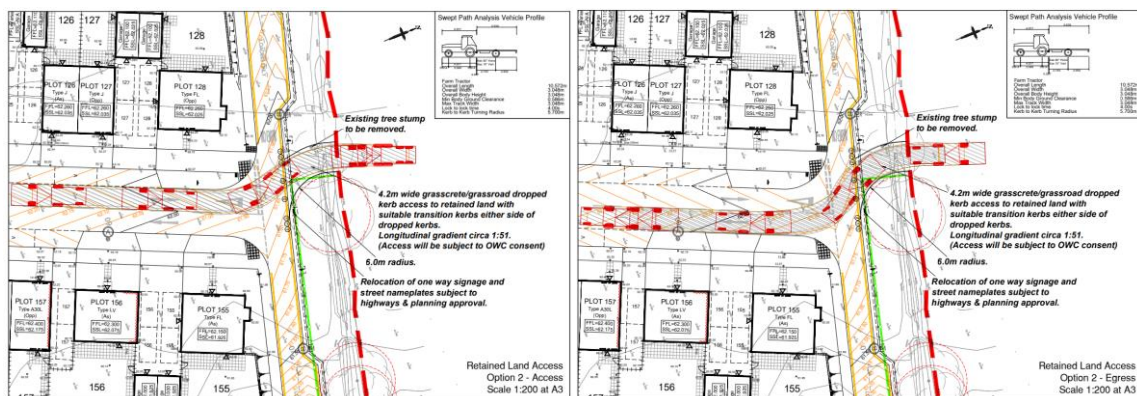
- 3.1 It is proposed to provide a 4.2m wide grasscrete access with dropped kerb and a new gate into the field, approximately 20m to the west of the existing gate. None of the works will take place in current or future highway land. The relocated access is shown in **Appendix B** and below.

Image 3.1: Proposed Field Access



- 3.2 An access at this location will obviate the need for agricultural vehicles to negotiate the one way system. Instead, they will be able to proceed directly to / from Pembers Farm Avenue. Unlike the one-way system, this is wide and benefits from long straights, reduced risk of obstruction and good visibility towards oncoming vehicles throughout.
- 3.3 The relocated access will also improve visibility between Pembers Farm Avenue and the gate and simplify the turning movement towards the access from the main spine.
- 3.4 Tracking drawings below and at **Appendix C** Confirm that a tractor with a trailer will be able to enter and exit the field via the main spine road.

Image 3.2: Tractor with Trailer Using Relocated Access



- 3.5 Agricultural vehicles would pass through the estate slowly and with due care. Vehicle demands will be very low throughout the year. There is no alternative means for accessing the field. Further details are provided in Section 4.

- 3.6 There will remain a slight stagger because an ash tree is situated immediately north of the main spine road. It is EBC's and the land owner's strong preference for that ash tree to be retained.
- 3.7 HCC were consulted on four potential locations / designs for the agricultural access– all of which retained the ash tree. The design presented in this note is based on HCC's preference (*ref: correspondence in between Demba Soumare at HCC and Gerald Brown at Countryside Partnerships on 17 February 2023*).
- 3.8 An application to determine if prior approval is required for the proposed new access was submitted to EBC on 18 September 2023 (*ref: PN/23/96033*). EBC confirmed that prior approval is required on 5 October 2023. HCC confirmed additional details will be needed in respect of any further application (*ref: letter at **Appendix D***). The information sought is provided in Section 4.

SECTION 4 Details Sought by HCC

- 4.1 HCC sought further details on the following matters.
- i Confirmation of how the land has previously been accessed (and why the arrangement cannot continue):
 - Prior to development.
 - With development in place.
 - ii Confirmation of vehicle demands and types, throughout the year.

Previous Access Arrangements

Prior to Development

- 4.2 Mrs Cooper used to gain access to the field via the land that is now Pembers Hill Park, using the gated access that is to be relocated (it previously operated acceptably as it was unobstructed). This in turn was accessed by what was the main farm access on Mortimers Lane, as shown below, located where the Pembers Hill Park access is now situated.

Image 4.1: Historic Field Access from Mortimers Lane (image from 2016)



With Development in Place / During Construction

- 4.3 To minimise site traffic during construction, agricultural vehicles were not allowed to enter the estate. Mrs Cooper therefore accessed the field north of Pembers Hill Park via land to the east of the estate (shown in blue below). The land to the east is owned by Mr Cooper, with whom she retained an informal agreement to use his land for access pending completion of the homes. The blue land in turn was accessed from (retained) field access gates on Mortimers Lane.

Image 4.2: Land Ownership and Access Arrangements

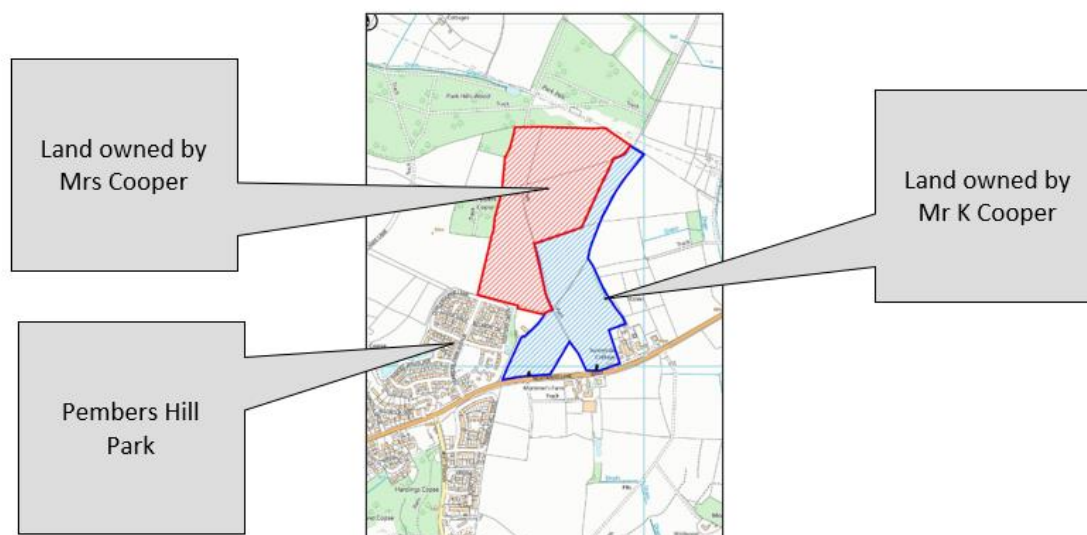


Image 4.3: Retained field accesses to blue land from Mortimers Lane



- 4.4 With construction now complete, Mrs Cooper would like an access that does not rely on third party land and is therefore looking to exercise her continued right to access her land from what is now Pembers Hill Park.
- 4.5 The mapping above confirms there are no alternative highways which could also provide access to Mrs Cooper's Land (red). Mortimers Lane has always been the sole means of access to the field, via the surrounding fields. This is why Pembers Hill Park is required for access to the fields.
- 4.6 The proposal to provide an access from Pembers Hill Park will not change historic agricultural traffic flows on Mortimers Lane.

Vehicle Demands and Types

- 4.7 This information was provided to EBC on 12 October 2023 and details are reproduced below.

Normal Use

- The land is permanent pasture, used for hay or silage crops and grazing by sheep. The applicant normally visits the field once per week (two vehicle movements).

May to August

- Hay or silage crops are grown.
- 10 visits over a week or one to two visits per day (two to four movements) using a tractor, sometimes with equipment such as a hay tedder.

October to January

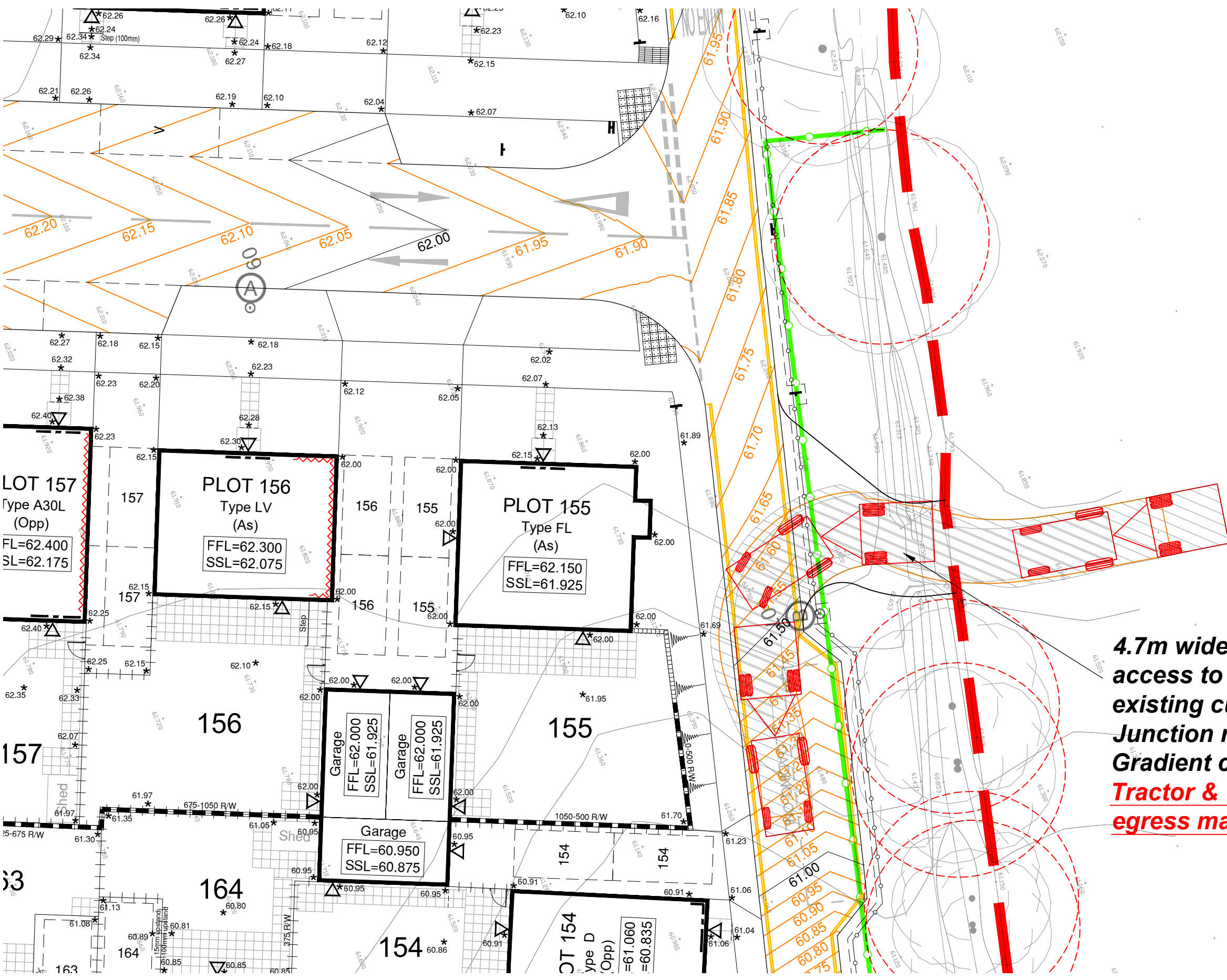
- Sheep grazing for around six weeks at some point during this period.
- One visit per day (two movements) to check animal welfare.
- Normally undertaken by Land Rover or quad bike, with occasional addition of a sheep trailer to transport livestock or equipment.

- 4.8 Traffic flows will therefore be light at all times and undertaken by vehicles which are capable of turning at the access (*ref: swept path analysis drawings – a tractor towing a trailer will not usually be required but can be accommodated*).

SECTION 5 Summary

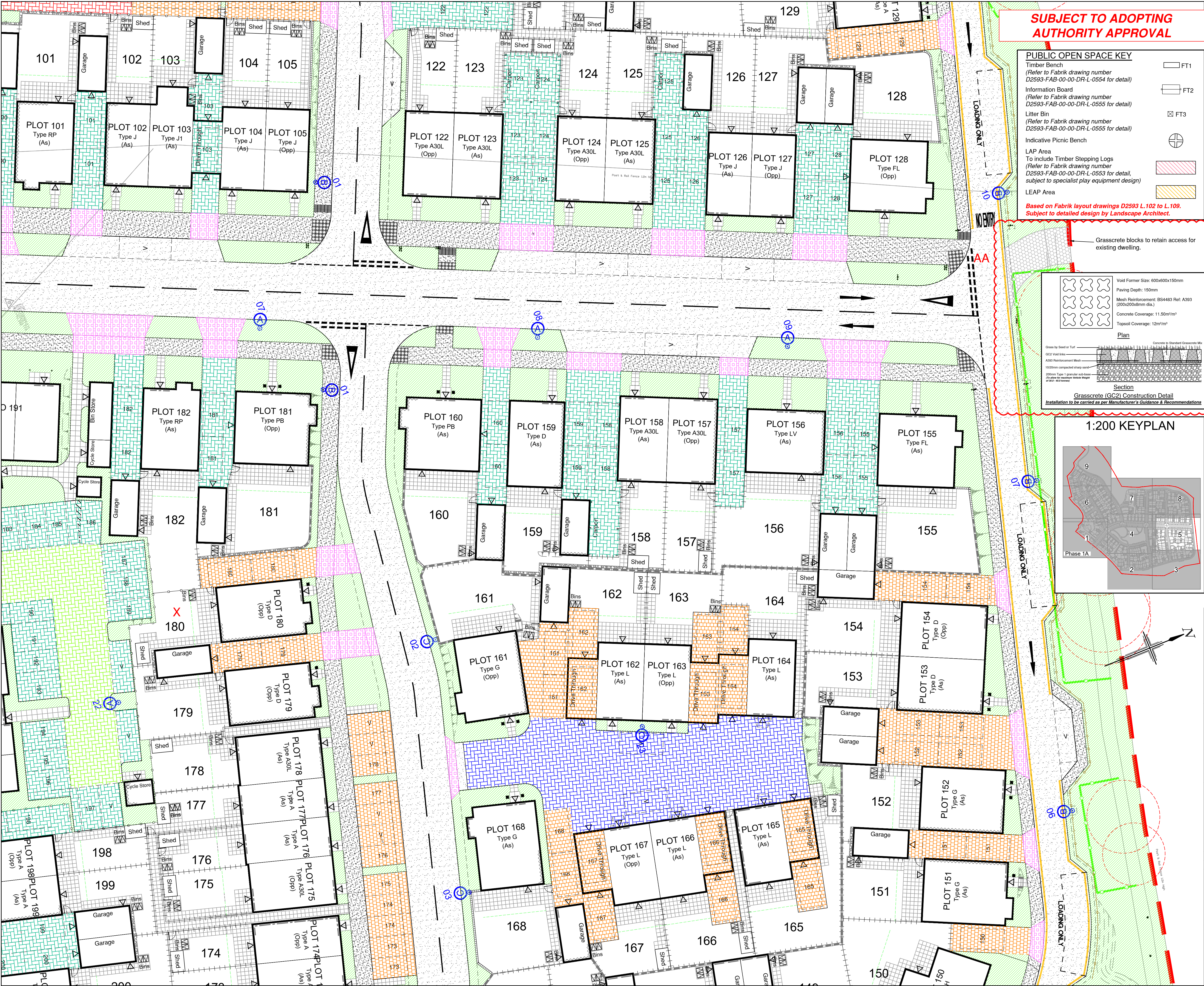
- 5.1 Mrs Cooper requires access to the field north of Pembers Hill Park to retain her rights to access her land and continue her agricultural business. Access was gained via the land the estate is sited on before construction. During construction, she gained access to the field via Mr Cooper's land to the east. There is no formal agreement in place for this arrangement to continue and Mrs Cooper wishes to gain access to her land without passing over third party land.
- 5.2 Mrs Cooper's land does not abut any highway – there is no other means for her to access it. Access via Pembers Hill Park is necessary.
- 5.3 The traffic flows associated with the use of the field are vanishingly small - at most, one to two visits per day, even during the busiest periods of use. They will be occasional and low speed. Agricultural traffic flow on Mortimers Lane will not change.
- 5.4 The existing gated access between the land Pembers Hill Park is sited on and the field is no longer suitable as it is located on a one-way system that is not capable of accommodating the largest expected vehicles and is at risk of obstruction by parking. The one way system is also relatively narrow, with reduced visibility on bends.
- 5.5 It is therefore proposed to relocate the access 20m west to enable direct access between the field and wide, straight spine road, Pembers Farm Avenue. The relocated access can comfortably accommodate the largest expected vehicle – a tractor dragging a trailer, with minimal turning. It will allow the tractor to avoid using the one way system and thus safely manoeuvre within the site. The proposed relocated gate therefore constitutes a significant improvement over the existing gate location in safety terms.
- 5.6 This report fully addresses the comments of HCC and demonstrates that safe and suitable access can be gained to the field from Pembers Hill Park via the relocated access and there would be no unacceptable safety impacts arising from these very modest proposals. The proposal therefore complies with paragraph 110 of the NPPF.

APPENDIX A. TRACKING DRAWINGS – TRACTOR WITH
TRAILER USING AN ACCESS AT EXISTING
GATE



**4.7m wide grasscrete/grassroad
access to retained land utilising
existing culvert & ditch crossing.
Junction radii = 2.0m.
Gradient circa 1:100.
Tractor & Trailer unable to perform
egress manoeuvre.**

APPENDIX B. PROPOSED RELOCATED FIELD GATE



**SUBJECT TO ADOPTING
AUTHORITY APPROVAL**

PUBLIC OPEN SPACE KEY

Timber Bench
(Refer to Fabrik drawing number
D2593-FAB-00-00-DR-L-0555 for detail)

Information Board
(Refer to Fabrik drawing number
D2593-FAB-00-00-DR-L-0555 for detail)

Litter Bin
(Refer to Fabrik drawing number
D2593-FAB-00-00-DR-L-0555 for detail)

Indicative Picnic Bench

LAP Area
To include Timber Stepping Logs
(Refer to Fabrik drawing number
D2593-FAB-00-00-DR-L-0553 for detail,
subject to specialist play equipment design)

LEAP Area

Based on Fabrik layout drawings D2593 L.102 to L.109.
Subject to detailed design by Landscape Architect.

Grasscrete blocks to retain access for
existing dwelling.

Void Former Size: 600x600x150mm
Paving Depth: 150mm
Mesh Reinforcement: BS4883 Ref: A393
(200x200x8mm dia.)
Concrete Coverage: 11.50m²/m²
Topsoil Coverage: 12m²/m²

Plan
Grass by Seed or Turf
GC2 Void Fills
4000 Reinforcement Mesh
1000mm compacted sleep sand
200mm Type 1 granular sub-base
(to allow for maximum Vehicle Weight
of 40t, 40t maximum)

Section
Grasscrete (GC2) Construction Detail
Installation to be carried as per Manufacturer's Guidance & Recommendations

1:200 KEYPLAN



NOTES

- All dimensions are in metres unless stated otherwise.
- Do not scale from this drawing. Only written dimensions are to be used.
- This drawing should be used in conjunction with the Architect's and Structural Engineer's design drawings and specification.
- Site layout based on Boye & Summers Ltd Proposed Site Plan drawing numbers PEM-BSL-00-XX-DR-A-2025 & 2026-PL-Revision
K dated 31/05/2019.
- Architects blocks based on Kendal Kingscott Construction Issue Substructure Files as issued in .dwg format to RCP Engineering
on 08/10/2019, 11/11/2019, 12/11/2019, 02/12/2019 & 03/12/2019.
- Topographic Survey information shown in this drawing is based on Mayer Brown Limited Detailed Topographical Survey, drawing
number H-SAVS-214 dated 27 January 2016.
- Additional Topographic Survey as per Enclosure Surveys Topographical Survey, drawing number ENC191217-8AAS dated
December 2017.
- This drawing should be used in conjunction with other External Works Layouts, Highways Construction Details (DSME4679/321 to
325) and External Levels Layouts (DSME4679/301 to 309).
- ANY VARIANCE OR DISCREPANCY MUST BE REPORTED BACK TO RCP ENGINEERING BEFORE WORK BEGINS.**

KEY

- Site Boundary
(Based on Boye & Summers Ltd Proposed Site Plan drawing numbers PEM-BSL-00-XX-DR-A-2025
& 2026-PL-Revision K dated 31/05/2019)
- Section S278 Works
(Refer to RCP S38/S278 Design Drawings for Details)
- Adaptable Bitmac Carriageway Construction
(Refer to Highways Construction Details (DSME4679/321)
- Adaptable Bitmac Footway Construction
(Refer to Highways Construction Details (DSME4679/321)
- Adaptable Vehicular Crossover Construction
(Refer to Highways Construction Details (DSME4679/321)
- Forrester Chert Combined in Purbeck Colour laid in typical tegula banded
pattern, Brett Orange Paving in Autumn Gold Colour laid in Herringbone Pattern
(45° to direction of traffic) with DOUBLE string course at channels.
(Refer to Highways Construction Details (DSME4679/323, Block Paved Construction for
Private Drives and Parking Areas Having Use by Cars and Light Vehicles)
- Forrester Chert 250mm x 150mm x 15mm thick blocks in Purbeck Colour, Brett
Orange Paving in Autumn Gold Colour, Wierwanger Gals Waterlark WF
200mm thick blocks laid in Herringbone Pattern (45° to direction of
traffic) with DOUBLE string course at channels.
(Refer to Highways Construction Details (DSME4679/323, Block Paved Construction for
Private Drives and Parking Areas Having Use by Commercial Vehicles)
- Forrester Chert Combined in Purbeck Colour laid in typical tegula banded
pattern, Brett Orange Paving in Autumn Gold Colour laid in Herringbone Pattern
(45° to direction of traffic) with DOUBLE string course at channels.
(Refer to Highways Construction Details (DSME4679/323, Block Paved Footway
Construction Detail)
- Granite Setts
(Slab/Colour/Bore: 5 rows of 100mm x 100mm (Grey) (Stacked)
(Refer to Highways Construction Details (DSME4679/324)
- Tactile Paving - Refer to layout for size and location
(Refer to Highways Construction Details (DSME4679/322)
- Curbing Paving - Refer to layout for size and location
(Refer to Highways Construction Details (DSME4679/322)
- Garden Access Gate - (Indicative Handing)
- Front Access Paving - 900mm wide path with 1200mm x 1200mm landing
(Refer to the Drew Smith Specification / Finishes Document for product and colour)
- Rear Garden Concrete Flag Paving - 900mm wide path
(Refer to the Drew Smith Specification / Finishes Document for product and colour)
- Patio - 450mm Slabs (Refer to the Drew Smith Specification / Finishes Document
for product and colour)
2 & 3 Bed Houses = 1.8m deep x 1.8m wide
4 & 5 Bed Houses = 1.8m deep x 2.7m wide
- Shed - 2.4m x 1.5m
- Street Lighting
(Refer to latest revisions of Section 38 and Private Street Lighting Layout
Drawings, Drawing Number S38/S278-3DPA-002, 004 & 005 For Details)
- 1.8m High Brick Screen Wall
1.8m High Feather Board Fence with Timber Posts and Timber Gravel Board
(Colour: Natural)
1.215m High Metal Estate Railings (Colour: Painted Black)
1.8m High Slatted Timber Fence
(Slat/Colour: 10mm gap size, 70mm board width) (Natural)
1.2m High Timber Post & Rail Fencing (Colour: Natural)
Pedestrian guardrail/handrail to be provided where difference of 600mm or
greater is present. (Architect to provide detail for railings to be installed)
70 Concrete Post Close Boarded Fencing
Metal Stock-Pool Fencing
Wooden braid fencing to HCC drawing No. HCC10/M/060 (Part of S278 Works)
Timber Guard RDS with Pedestrian Rail Nature Flat Safety Barrier System
(or similar approved) (Refer to Highways Construction Details (DSME4679/325))
Road Protection Area
(Based on Mark Henley Arboricultural Consultants LTD Tree Survey and Tree Protection
Plan Drawing Number 4874, Revision TTP-REV-C dated 11/12/2018)
Tree Protection Barrier
(Based on Mark Henley Arboricultural Consultants LTD Tree Survey and Tree Protection
Plan Drawing Number 4874, Revision TTP-REV-C dated 11/12/2018)
Landscaping
(Refer to Fabrik Landscaping Design Drawings)
- Self Binding Gravel Footpath / "No-Dig" Bound Gravel Footpath
Pumping Station Compound
Brushed GDN 1 designated max 150mm thick concrete compound
surface finish with 200mm G grey concrete bollards, 900mm high,
300mm wide Rear Garden Gravel Strip

[Any proposed works within Root Protection Areas are subject to supervision and approval by the Arboriculturist.]

CDM NOTES

- EXISTING SERVICES: Depth of existing services must be determined prior to works commencing. The contractor
is responsible for establishing underground services in accordance with HSE Guidance note HS (G) 47. Any
services which would be within the proposed construction layers must be lowered to below the sub-base.

SCALE BAR 1:200 at A1

Rev.	Date	Details	By	Chkd	Appd
AA	14.06.23	Grasscrete Blocks added to retain existing entrance to dwelling to suit Client comments on 01/06/23.	JAE	NW	TRS
Z	23.09.22	Fencing added around Plot 164 parking bay as requested by Client.	JAE	AC	TRS
Y	01.07.22	Plot 161 rear garden steps revised as requested by Client.	AC	NW	TRS
X	30.05.22	Plot 180 Shed and Bins relocated as requested by Client.	JAE	AC	TRS
W	02.12.21	Plots 152/153 garage FFL revised and surrounding levels amended to suit & Plot 181 driveway and fencing revised as requested by Client.	AC	NW	TRS

Client:-

PEMBERS LLP

Site:-
Pembers Hill Farm
North East
Fair Oak

Drawing Title:-
EXTERNAL
WORKS
LAYOUT

Date: August 2019
Drawn: TA
Drawing No. DSM/E4679/355 AA

Scales: 1:200 at A1
Checked: AC
Approved: TRS

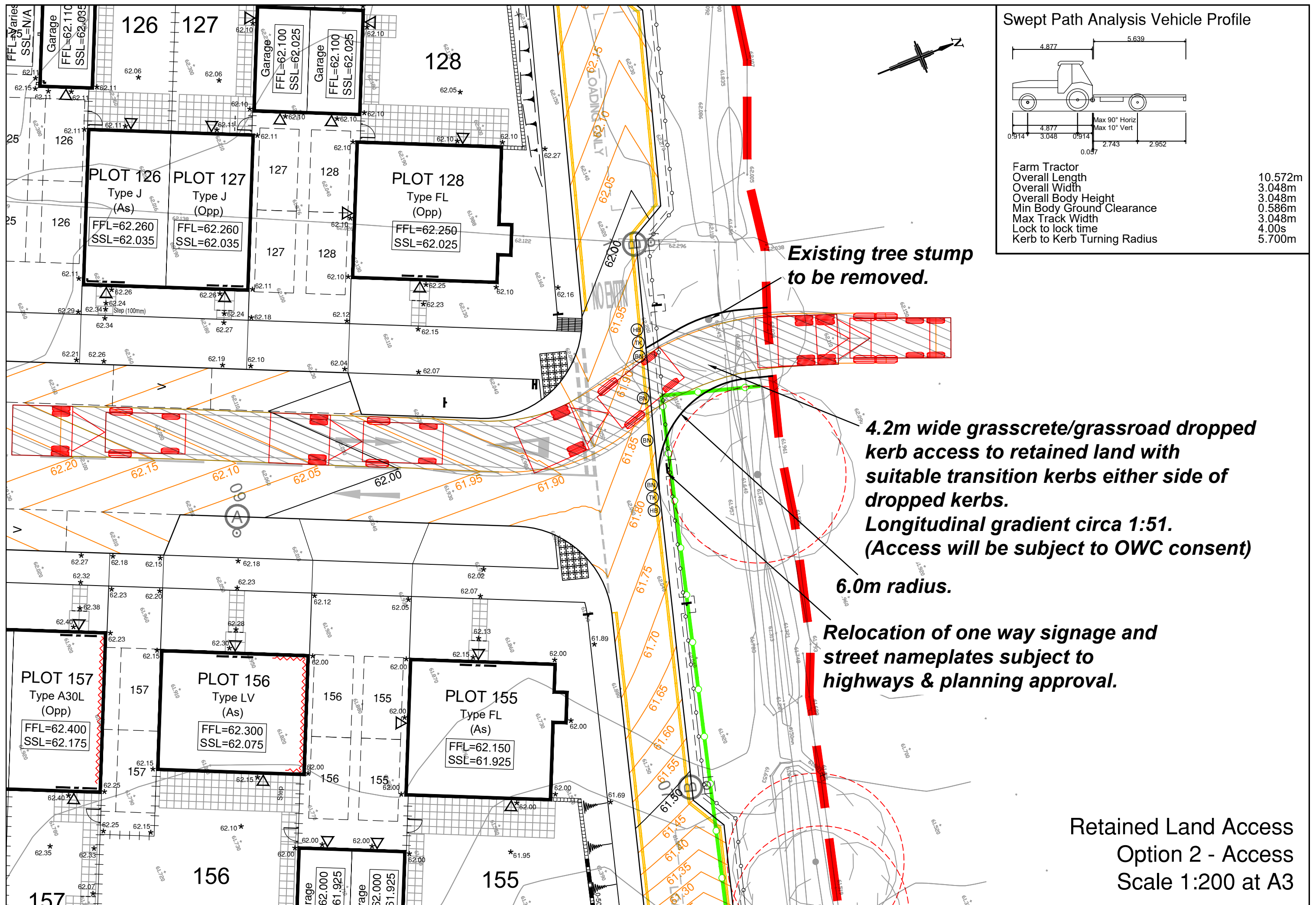
SHEET 5 OF 9

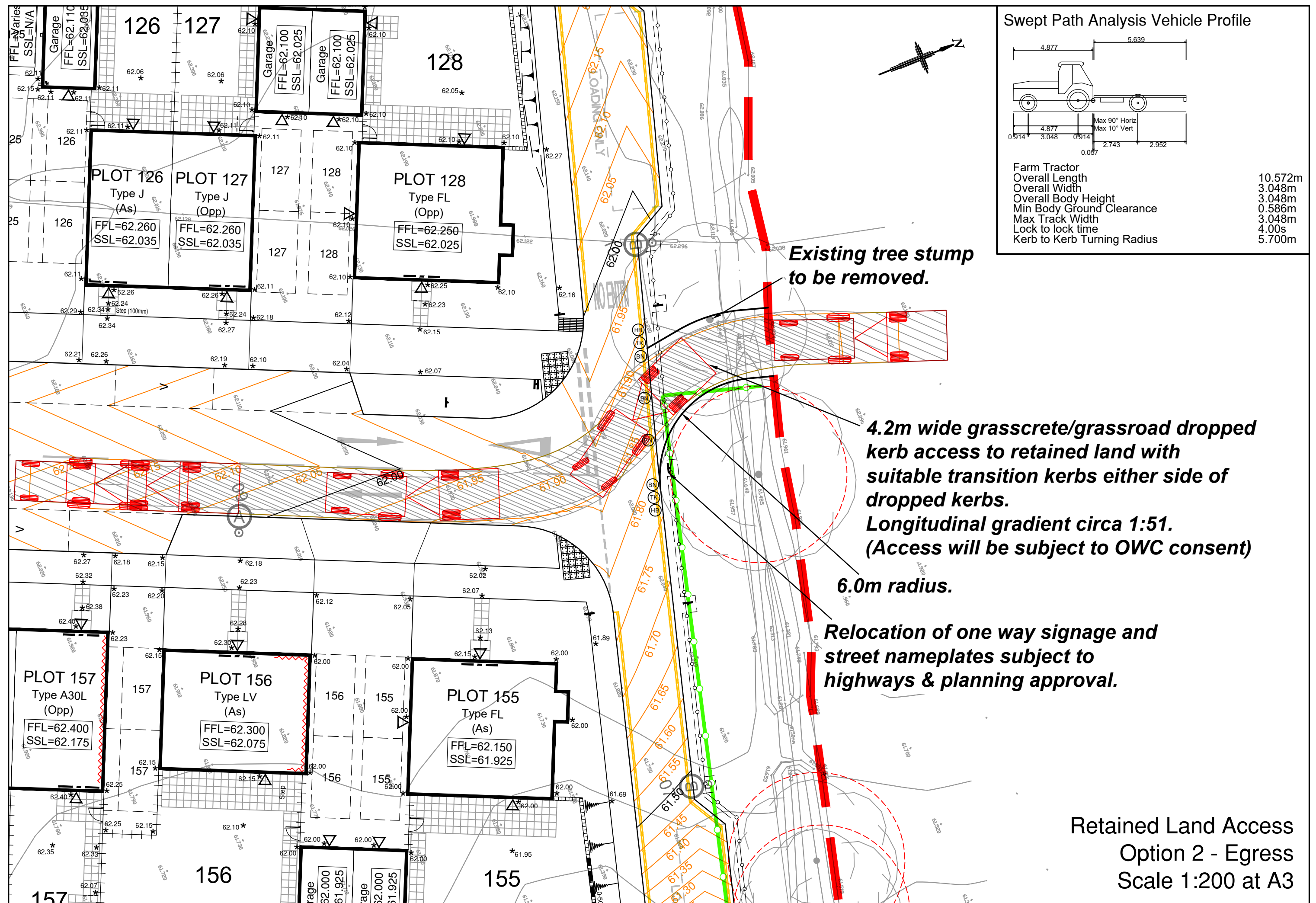
FOR CONSTRUCTION

RCP
ARCHITECTURE & CIVIL ENGINEERING

Rogers Cory Partnership
Architectural and Civil Consultants
The Old School Old School Road
Hook Hampshire RG27 9JN
T: 01256 769269 E: mail@rcpconsultants.co.uk W: rcpconsultants.co.uk

**APPENDIX C. TRACKING DRAWINGS – TRACTOR WITH
TRAILER USING PROPOSED ACCESS AND
FIELD GATE**





APPENDIX D.HCC CORRESPONDENCE

Eastleigh Borough Council
Eastleigh House
Upper Market Street
Eastleigh
SO50 9YN

Hampshire 2050
The Castle
Winchester, Hampshire SO23 8UD

Telephone: 0300 555 1375
Fax: 01962 847055

www.hants.gov.uk

Enquiries To Matt Grantham

My reference 051127

Direct Line

Your reference PN/23/96033

Date 16 October 2023

Email eastleighdc@hants.gov.uk

Dear Mrs Errington,

PEMBERS HILL FARM, MORTIMERS LANE, FAIR OAK, EASTLEIGH, SO50 7EA

Prior Approval Notification: new agricultural access to land to north west of Pembers Farm Avenue

In regard to application PN/23/96033, having reviewed the information contained within the application pack, additional information would be requested in regard to:

A. How the land to be accessed from the proposed 'new agricultural access' has previously been accessed with both the Pembers Hill residential development in place, and previously during the construction phase.

It is assumed that given a new access is only now being requested, with the development in place for some time now, that alternative routes have been previously utilised. As such it is questioned why these routes cannot continue? A Plan demonstrating these routes would be advantageous; and

B. In terms of vehicle flows anticipated with the agricultural use that the farm gate access will enable, it is understood that the land use is permanent pasture and is therefore used for a hay/ silage crop with aftermath grazing, usually by sheep. Vehicle access will be relatively low in number with an anticipation of:

1 - Standard applicant vehicle movements associated with visiting the land once per week for checking up and maintenance (2 vehicle movements per day);

2 -.Between May and August movements would increase for the silage or hay crop for a period of approximately one week. This would involve about 10 visits (20 vehicle

Director of Hampshire 2050
Garry Westbrook

movements over a week); and

3 - October to January the access would enable entry to check sheep grazing for a period of approximately six weeks. Daily visits to check animal welfare would be required (2 vehicle movements per day).

Given the above intended site uses, whilst associated vehicle flows would essentially be relatively low, it would be requested that confirmation of vehicle types to be utilised for the 3 site use periods is given. If these are of simple agricultural vehicles (i.e. Land Rover), then there would be no objection to the proposals.

If however larger vehicles would be required (possibly for period 2?), then details of these should be provided, inclusive of anticipated flow levels of each vehicle type, and associated management plans of how the vehicles can safely gain access through a residential area.

If these additional details can be provided, then a reassessment of the application can be undertaken accordingly.

Yours sincerely,

Matt Grantham

Director of Hampshire 2050
Gary Westbrook