

Universal Services
The Castle
Winchester, Hampshire SO23 8UD

Telephone 0300 555 1375
Fax 01962 847055
www.hants.gov.uk

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

Enquiries to	Matt Grantham	My reference	060917
Direct Line	N/A	Your reference	F/26/101528
Date	6 July 2026	Email	eastleighdc@hants.gov.uk

For attention of Mrs Martin

Dear Sirs

Re: F/26/101528 At Barn Opposite Stroudwood Nursery, Stroudwood Lane, Upham, SO32 1HG

Erection of 1no. industrial storage building and associated yard (Use Class B8), following demolition of existing barn.

In regard to application F/26/101528, having reviewed the information contained within the application pack, a holding objection would be made from a highway perspective due to a lack of highway information provided.

SITE ACCESS:

Access in and out of the site looks to be via an existing site access, with no changes to this outlined on plans. Confirmation of this would be requested, as the existing access appears to be in a relatively poor condition with a break-up of the surface and as such with an increase in trips in and out of the site this would be a concern as it could result in damage to the adjacent highway edges. There would also be a requirement for appropriate visibility splays to be demonstrated, given that there will be an intensification of use associated with the site compared to the existing situation.

A sliding gate is also shown on the 'Proposed Site Plan & Location Plan' (Drawing N444-PL01 RevC), but this is located too close to the highway to allow for an articulated lorry (also shown on the plans) to access site and not obstruct the highway if the gate is not open. It is also not clear whether a

single car could also position itself off-highway if again the gate was closed upon arrival.

No vehicle tracking has been provided to demonstrate how the articulated lorry could actually negotiate the access movement into the site, and whether this is actually achievable. As such, appropriate vehicle tracking drawings are required to clearly show how this movement will be achieved, along with two-way car movements undertaking the same manoeuvre.

TRIP RATES & WIDER HIGHWAY ACCESS:

No details of anticipated trip rates have been provided, which would outline how many vehicle trips (by type – i.e. car / HGV) are anticipated to access the site on a daily basis. This information will be required in order to assess the potential impacts upon Stroudwood Lane, in particular the likelihood of conflicting movements with existing road users given the constrained widths of the Lane.

Plans should also be provided to demonstrate the location of appropriate passing places on Stroudwood Lane which will enable the passing of articulated lorries as shown to be accessing the site from the Proposed Site Plan & Location Plan. These passing points should have clear intervisibility between locations to ensure that drivers can see each other, and minimise the need for a reversing movement to be undertaken.

SITE ACCESS MANAGEMENT PLAN:

It would however be recommended that the applicant utilises a Site Access Management Plan, which would require access for larger vehicles to be to and from the south of the site only, given the shorter distance than when travelling north to the B2177 Winchester Road which is more constrained in both width, less passing places, and tree canopy height. Such a plan would certainly be useful to eventual users of the site in the opinion of the Local Highway Authority, and should be conditioned to any permission granted.

INTERNAL SITE LAYOUT & PARKING:

Internally, whilst the quantum of parking has not been assessed, as this is a function for EBC whereby they will need to ensure that their parking standards are being adhered to, the site appears generally adequate with parking spaces provided for site users, and a central area sufficient in size to allow for easy turning to allow for forward gear access and egress onto Stroudwood Lane.

However, no vehicle tracking has been provided for the articulated lorry movements on site, which are required in order to demonstrate where the vehicle would park in a non-obstructive location and how it would turn on-site to enable forward gear access and egress. The trip rate data above will also outline how many vehicles larger than a standard car will need to be accommodated on the site at any one time.

The drawings would also demonstrate areas of the site that would need to be kept clear of obstruction for the movements to take place, and a condition should be supplied to secure these areas from obstruction accordingly.

If the information outlined above can be provided, then a re-assessment of the application from a highway perspective can be undertaken accordingly.

Yours faithfully,

Matt Grantham
Principal Transport Planner - Highway Development Planning
Universal Services