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Date	3 August 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, following on from the previous HCC Highway consultation response date 06 July 2026, it is noted that a Transport Note has now been made publicly available (dated 05 June 2026 on the EBC Planning Portal) along with an additional Swept path tracking plan (NJC-001revC). These documents have now been reviewed and the following comments are made.

Whilst the application requests a change of use from Agricultural Building to a flexible B8, it is understood that the site currently benefits from a lawful change of use from agricultural to 150sqm of Class E Office through a previously approved Prior Notification application.

Given that this office use could be located on site at any time, the supporting Transport Note outlines the vehicle trip generation associated with such a use in order to ascertain any uplift that could result through a B8 site usage.

This demonstrates that the proposed use could actually result in a reduction in anticipated trips travelling to and from the site, with 42 trips in a 12 hour period associated with B8 as opposed to 46 trips in a 12 hour period associated with the permitted office use.

Similarly, peak hour trips would be anticipated to fall from a predicted 7 to 5 in the AM peak and 7 to 2 in the PM peak.

Director of Universal Services
Patrick Blogg

Whilst it is anticipated that a percentage of the B8 trips will of course be via vehicles larger than an average car which would be associated with office use, it would not be anticipated that the impact on Stroudwood Lane would be severe, given:

- A. The existing agricultural use would have required larger than average vehicle movements to be made;
- B. The maximum sized vehicle outlined to be accessing the site is shown in tracking drawings to be a 10m long rigid chassis HGV;
- C. There are other uses along Stroudwood Lane, in close proximity to the site which currently utilise larger than average vehicles, which do so without known issue (i.e. equestrian); and
- D. Following a site visit, several passing points were identified that look adequate for the passing of such vehicles to be achieved, particularly whilst utilising the route to and from the site to the south onto the B3037 Mortimers Lane.

It would however be requested via a condition that the applicant utilises a Delivery Strategy Management Plan, which would restrict access for any vehicle larger than a 3.5T panel van to be to and from the south only, onto the B3037 Mortimers Lane, 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.

In terms of the actual access into the site, it is proposed that this is via the existing access which would be acceptable in principle. It has been shown through a vehicle tracking exercise that the geometry is suitable, and also visibility splays are appropriate for the site specific location.

Whilst there is an existing gate in place, this is set back sufficiently for a standard vehicle to wait off highway whilst the gate is opened. However, if the gate is anticipated to be closed during operating hours it would be requested that this be moved back further into site to accommodate the larger vehicles anticipated to require access.

Finally, it was noted that the surface of the initial access into site is not in good condition, with the surface failing in places. It would be anticipated that this would get worse once the site is up and running. As such, to prevent damage to user vehicles, or indeed the adjacent highway, it would be requested that works are carried out to make the access good into site to the point of the existing gate as a minimum. This should be via a condition.

Given the above, it can be confirmed that there would be **no objection** to the proposals from a highway perspective, subject to the following conditions being applied.

CONDITIONS:**A. MAXIMUM VEHICLE SIZE**

Given the constraints of the site access and Stroudwood Lane, the maximum sized vehicle permitted to serve the site would be a 10.0 metre 3 axle rigid lorry.

Reason – In the interests of highway safety

B. DELIVERY VEHICLE STRATEGY PLAN

Given the constraints of Stroudwood Lane to the north of the site, a Delivery Vehicle Strategy Plan should be provided prior to the occupation of the site for B8 use. This must provide details of how vehicle movements to and from the site will be restricted to arrivals and departures from Mortimers Lane only for any vehicle exceeding 3.5 tonnes.

Reason – In the interests of highway safety

C. ACCESS RE-CONSTRUCTION

Prior to occupation of the site for B8 use, the access drive must be reconstructed to provide a suitable surface for HGV use between the back edge of highway and the gate into the site to ensure that failure of such a surface does not negatively impact the integrity of the adjacent highway.

Reason – In the interests of highway safety

Yours faithfully,

Matt Grantham
Principal Transport Planner - Highway Development Planning
Universal Services