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Enquiries To Matt Grantham

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Your reference DC/23/96481

Date 26 January 2024

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Dear Mrs Errington,

Land west of Burnetts Lane, Eastleigh, SO30 2HH, Land west of Burnetts Lane, Eastleigh, SO30 2HH

Discharge of Condition 24 (Lighting) of planning permission F/20/89500 for the erection of 381 residential units with public open space, hard and soft landscape works, internal roads, footway/cycleways, associated parking spaces, substation, SuDS and associated infrastructure

In regard to application DC/23/96481, subsequent to the initial HCC Highway consultation response dated 13 December 2023, it is noted that updated plans have been received.

These have been reviewed, taking note of proposed lighting column positions, as well as landscaping features that may have an impact upon the site lighting, most notably, trees. It is also noted that the lighting is a mix of areas to be adopted by highways, as well as lighting which will be positioned within private areas of the site

In terms of the lighting in adoptable areas, the positions of the columns appear to be reasonable, located in what appears to be non-private areas and to the back edge of footway. The spread of columns is good with appropriate coverage across what are understood to be the adoptable areas of the site. There is some 'doubling up' of lighting, such as with columns 4 and 5 as well as 7 and 4, and reasons for this may need to be discussed as part of the S38, however it is assumed at this time it is due to the direction of lighting spread.

Director of Hampshire 2050
Garry Westbrook

There are also some columns within a relatively close proximity to tree canopies, i.e. columns 7 and 9, and again further information will be required as part of the S38 in order to gain full understanding of what the likely mature canopy dimensions are, and how this may impact on lighting levels.

Given the above, and the requirement for a full engineering assessment to be undertaken, in regard to any lighting columns to be placed on the highway and subsequently adopted, it would be recommended that the developer enters into the S38 process at their earliest convenience. This will limit the potential of design layout updates and subsequent abortive works being required. Details of the S38 process can be found via the following web address:

<https://www.hants.gov.uk/transport/developers/section-38>

In terms of the lighting to be provided within the areas of the site not being put forward for adoption, these have been reviewed and are generally well spread and positioned with a good level of light coverage, with columns being placed in private but not obstructive locations.

As outlined in the previous HCC Highway consultation response however, there are a couple of areas where it may be beneficial for additional lighting to be provided, and the developers may wish to consider these. Such areas are:

1. Lighting to the frontages of plots 13 to 20 for easy access to dwellings;
2. Lighting for the car court area of Blocks A3 and A4 is minimal (bollard lighting) and may be blocked by adjacent vehicles. Additional provision may be beneficial;
3. The lighting for the car court area of Block B appears to be a single bollard and so an increased provision may assist;
4. A footway cuts across the central play area provision, which also provides frontal access to plots 186 to 200. No lighting is proposed for this area and it would be recommended that this be reviewed;
5. The car court area to the rear of Block E upto plot 287 appears to have one bollard light at the far end, and this will likely result in under-utilisation and potentially anti-social behaviour. As such some additional lighting would be recommended;
6. There car court to the rear of plots 265 to 270 does not appear to have any lighting to encourage use and aid security;
7. It may be beneficial to have some additional lighting for the car courts serving plots 271 to 276 and 341 to 343; and
8. It may be beneficial for link paths between dwellings to have some lighting given the house structures may obscure the spread of lighting provided by columns nearby - i.e. between plots 196 and 197.

As outlined above, whilst there would be no objection in principle to the Discharge of Condition 24 from a highway perspective for the areas of the lighting to be place on adopted roads and footways, the S38 process should be entered into at the developers

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earliest convenience to ensure engineering plans have been fully assessed and approved prior to any implementation and potentially abortive works.

In areas not to be adopted by HCC as Local Highway Authority, the developer may wish to consider the recommendations as outlined above.

Yours sincerely,

Matt Grantham

Director of Hampshire 2050
Gary Westbrook