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Date 29 May 2024

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Dear Mrs Errington,

LAND AT STOKE PARK FARM, BISHOPSTOKE, EASTLEIGH, SO50 6DW

Use of agricultural land as Suitable Alternative Natural Greenspace (SANG) for recreational purposes, with associated access, paths, landscaping, infrastructure and other works; and use of cemetery extension car park for SANG parking (amended description)

In regard to application F/23/95844, further to the original HCC Highway consultation response dated 28 September 2023, it is noted that updated plans have been received.

These have been reviewed, and there is no objection in principle from a highway perspective, subject to consideration of the comments outlined below.

ACCESS:

It is noted that the original on-site car park accessed via Bridleway 724 has been removed from the plans, and has been relocated to the western end of Sewall Drive, where it is proposed that the existing cemetery car park will be utilised as a shared facility.

This is welcomed, as it negates previously raised concerns of vehicle and other user conflict on Bridleway 724, as well as the requirement to provide passing places to negate the need for reversing movement or potentially breaking down adjacent banks and verges.

What remains unclear however, is what measures will be put in place to both fully highlight the car park, but also fully encourage vehicle users to utilise it, considering the pedestrian access into the SANG is to the east, through the private residential streets (Sewall Drive, Woodford Close and Gilbert Avenue) where alternative parking options will exist, potentially obstructive.

Whilst as private (unadopted) roads, this is not specifically a highway issue, the Case Officer

Director of Hampshire 2050
Garry Westbrook

may wish to review this issue accordingly. It may be that a private parking management plan may be required to formulate parking restrictions, and developer contributions could be required to formulate this without leaving it for residents to foot the costs.

In terms of sustainable access, footways exist which link the site into the wider residential area, and whilst no specific cycle routes are provided into the site, local roads are generally low trafficked (relatively) and residential, and as such would be suitable for cycling my most ability groups.

There are also local bus stops which can provide access further afield if required.

EMERGENCY ACCESS:

Should it be required, previously provided vehicle tracking drawings demonstrate that Bridleway 724 is of suitable width to allow access for a Fire Tender (and as such by default an ambulance) should this be required given the increase public use. Whilst the loss of the parking area has resulted in the loss of the turning circle, it is noted that there is a widened area close to the 'Hampshire Carp Hatcheries' that could be utilised. The Case Officer may however wish to request an additional vehicle tracking drawing in order to fully confirm this.

PARKING:

With regard to the layout of the car parking area, this has been reviewed and is acceptable, as would be anticipated for a pre existing car park, with adequately sized parking bays and an aisle width suitable in dimension for the turning of vehicles.

In terms of numbers, this is for EBC to assess, ensuring that the quantum adheres to the (draft) EBC Parking Standards for the combined use of cemetery and SANG use. It should however be noted that work has been undertaken by transport consultants within the submitted Transport Assessment (18/04/2024) to demonstrate that the existing quantum is acceptable for both existing plus anticipated use.

This is however based on average use, and does not appear to cover busy times such as during burial services, and does not take into account any future expansion of the cemetery in future years. As such, there may be times when capacity is exceeded, and the Case Officer may wish to consider this, particularly in terms of overspill parking into the residential areas outlined above.

Yours sincerely,

Matt Grantham

Director of Hampshire 2050
Gary Westbrook