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Date 21 August 2024

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Dear Mr Huckfield,

Land adjacent to Pear Tree PH, Winchester Road, Southampton, SO32 2DH

Erection of 6 dwellings with associated parking and landscaping and creation of new access from Winchester Road

In regard to application F/24/97934, having reviewed the information contained within the application pack, whilst there would be no objection in principle to the proposals, this would be subject to some amendments and additions to the plans provided, and conditions being applied as outlined below.

ACCESS:

It is proposed that the site will be accessed from Winchester Road via a simple vehicle crossover. Whilst this type of access would be acceptable in principle, there are concerns with its proximity to the priority junction of Maddoxford Lane and Winchester Road.

As a minimum, the two should be separated by 15.0m given the road classification, and the separation proposed appears to be approximately 7.0m from nearest kerb edge.

It is therefore requested that movement of the access is investigated to ensure appropriate distances are provided, with a suggestion that the access is simply moved to outside of plots 5 and 6, essentially replicating the layout of the access but adjusting it northwards.

Whilst vehicle tracking diagrams would need to be updated, there looks to remain

*Director of Hampshire 2050
Garry Westbrook*

adequate space for the turning of not only residential cars, but also the delivery vehicles. Emergency vehicle tracking is also required.

Visibility splays look to remain achievable at this point, though there may be a need for vegetation to be cut back for this to be retained. Updated visibility splays will of course be required however, measured from the updated access location.

With regard to pedestrian access, it is proposed that the site is linked into the surrounding pedestrian network through a short stretch of footway leading out from the southern end of the site through to the existing footway link close to the Pear Tree PH. This would be acceptable, but would need to be undertaken via a S278 and would need to be in place prior to occupation.

Whilst the vehicle access could be implemented via a S171 <https://www.hants.gov.uk/transport/licencesandpermits/roadopening>, it should be noted that the footway will need to be implemented as part of a S278 <https://www.hants.gov.uk/transport/developers/section-278>. It would be prudent to combine both works as a single S278.

INTERNAL SITE LAYOUT & SERVICING:

Internally, the site appears to be acceptable with adequately sized aisle widths and parking bays to enable easy use and forward gear access and egress. It would however be requested that additional vehicle tracking is supplied to show the movements of cars entering and exiting plots 1 and 6, as these look very tight due to the landscaping features (front gardens).

Servicing by delivery vehicles is acceptable (subject to updates as outlined above should the access position change), however it is noted that refuse collections will be undertaken roadside.

Whilst this is acceptable in principle, a formal collection point to the northern end of the site would be recommended (in consultation with EBC Direct Services) to formalise the pick up point, reduce potential for bins to be obstructive, and also move well away from the junction with Maddoxford Lane where there could be highway safety issues if the collections were undertaken too close.

DEVELOPER CONTRIBUTIONS:

Given the quantum of development, developer contributions to improve the local highway network in the vicinity of the site are not requested in this specific instance.

However, it is noted that the access is located in what appears to be an informal layby, which whilst not appearing to be utilised, could become an issue if cars were to park within it and obstruct visibility. As such a contribution of £12K is requested in order for a Traffic Regulation Order to be implemented should this be an issue once the

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development is occupied.

CONDITIONS:

ACCESS CONSTRUCTION PROVISION

No occupation of the development shall start on site until the access, including the footway and verge crossing shall be constructed and lines of sight provided in accordance with the approved plans. The lines of sight splays shown on the approved plans shall be kept free of any obstruction exceeding 1 metre in height above the adjacent carriageway and shall be subsequently maintained so thereafter.

Reason - To provide satisfactory access and in the interests of highway safety.

CONSTRUCTION METHOD STATEMENT REQUIRED

No development shall start on site until a construction method statement has been submitted to and approved in writing by the Planning Authority, which shall include:

- (a) A programme of and phasing of demolition (if any) and construction work;
- (b) The provision of long term facilities for contractor parking;
- (c) The arrangements for deliveries associated with all construction works;
- (d) Methods and phasing of construction works;
- (e) Access and egress for plant and machinery;
- (f) Protection of pedestrian routes during construction;
- (g) Location of temporary site buildings, compounds, construction material, and plant storage areas;
- (h) Details of the methodology for ensuring dirt is not transferred onto the highway from the site (i.e. wheel washers), and onwards mitigation should this fail, such as the employment of mechanical road sweepers, and the subsequent refresh of street lining (as and when required) should this be damaged during the process.

Demolition and construction work shall only take place in accordance with the approved method statement.

Reason - In order that the Planning Authority can properly consider the effect of the works on the amenity of the locality.

Yours sincerely,

Matt Grantham

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