

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

Hampshire 2050
The Castle
Winchester, Hampshire SO23 8UL
Telephone 0300 555 1375
Fax 01962 847055
www.hants.gov.uk

Enquiries to	Matt Grantham	My reference	055315
Direct Line	N/A	Your reference	PN/24/98596
Date	13 January 2025	Email	eastleighdc@hants.gov.uk

For attention of Ms Altman

Dear Sirs

Re: PN/24/98596 At Cockpit Farm Barn, Knowle Lane, Horton Heath

Application for Prior Approval under Class R of the General Permitted Development Order, for conversion of part of existing building to storage use - Class B8.

In regard to application PN/24/98596, having reviewed the information contained within the application pack, along with additional information received from the applicant (via email dated 10.01.2025 concerning trip data) whilst there would be no objection in principle to the proposals, additional information is required prior to a formal no objection being issued from a highway perspective. Conditions will also need to be applied.

ACCESS:

Vehicle access is proposed to be taken from Knowle Lane, and is outlined within the supporting Highways Technical Note that this is to be located in a position previously agreed by HCC as Local Highway Authority, with achievable visibility splays of 2.4 x 43.0m. Whilst this would be acceptable in principle, a drawing showing this would need to be submitted as part of this application, in order for it to be referenced within an appropriately worded condition.

Additionally, vehicle tracking diagrams are required to show how two-way access and egress can be achieved through the access by the vehicles anticipated to utilise the site, thereby ensuring that a vehicle is not required to wait on the highway whilst another exits site.

In terms of pedestrian access, it is noted that no pedestrian routes will be provided. It would be suggested that options are investigated in order to make the site sustainable for modes other than the car.

INTERNAL SITE:

Internally, the site layout looks tight for internal vehicle movements, given the proposed parking layout. Whilst the parking bays are set out in a workable layout with adequately sized bays and a 6.0m turning aisle available within turning areas, the spaces look like they could restrict movement for vehicles the size of those anticipated to be utilised for B8 (i.e. LGV / HGV's).

As such vehicle tracking drawings for appropriate vehicle types will need to be provided to demonstrate how movements can be accommodated on site and through the access junction.

PARKING:

Whilst the quantum of parking is for the Case Officer to assess, ensuring that parking accords to the EBC Parking Standards, it is noted that 6 vehicle parking bays are proposed. However, no larger parking spaces are indicated for LGV / HGV's that would be anticipated to access the site. This would likely result in obstructive parking occurring on site which could end up with vehicles not being able to access or egress easily, or vehicles having to wait on the highway until the internal areas were cleared.

As such, suitable parking areas should be provided for all vehicle types and onwards assessed for quantum, whilst ensuring that internal through routes are preserved for the adjacent permitted uses on site.

TRIP GENERATION:

In terms of the trip generation associated with this specific element of development on site, the applicants have outlined that a daily total of 14 vehicle trips would be anticipated throughout the day, which when combined with other approved on-site applications would equate to a total of 64 vehicle trips per day.

However, it should also be noted that permitted application PN/24/98597 for 8 residential dwellings would be anticipated to generate 25 vehicle movements per day. Considering that this permission would not be able to be built out should this current application be permitted, there is potential for the overall daily trip rate to be reduced by 11 vehicle trips per day. As such the current application could be beneficial to the highway in terms of a reduced trip rate.

There could of course be a future application for the remainder of the permitted residential approval, however this would be assessed as part of an associated future application.

DEVELOPER CONTRIBUTIONS:

A developer contribution of £12K would be requested in order to implement Traffic Regulation Orders in the vicinity of the site to prevent obstructive parking, for example on Knowle Lane or within the access junction which could be obstructive and a road safety issue.

CONDITIONS:**CLOSURE OF EXISTING ACCESS PROVISION**

Before occupation of the development is commenced the existing southern access from the site to Knowle Lane shall be permanently stopped up and effectively closed with the verge reinstated, in accordance with details which have been submitted to and approved by the Planning Authority.

Reason - In the interests of highway safety.

ACCESS CONSTRUCTION PROVISION

No development shall start on site until the access shall be constructed and lines of sight of 2.4 metres by 43.0 metres 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.

COMMERCIAL VEHICLE ACCESS PLAN:

Prior to first use of the development hereby permitted, a Commercial Vehicle Access Plan shall be submitted to and approved in writing by the Local Planning Authority, in conjunction with Hampshire County Council Highway Authority. The plan must include:

- An HGV and commercial vehicle routing plan in and out of the site;
- Agreement that HGV's and commercial vehicles will not access the site from the northern end of Knowle Lane; and
- Agreement that HGV's and commercial vehicles will not egress the site in the direction of the Northern end of Knowle Lane.

Reason: In the interest of highway safety and amenity of residents to the south of the site, in accordance with Policy DM13 of the Eastleigh Borough Local Plan (2016-2036).

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 faithfully,

Matt Grantham
Principal Transport Planner - Highway Development Planning
Hampshire 2050