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Date	23 December 2024	Email	eastleighdc@hants.gov.uk

For attention of Ms Altman

Dear Sirs

Re: PN/24/98597 At Cockpit Farm Barn, Knowle Lane, Horton Heath

Application for Prior Approval for the change of use of the existing barn to form 8 dwellings (Use Class C3), under Class Q of the General Permitted Development Order.

In regard to application PN/24/98597, having reviewed the information contained within the application pack, 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, 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 a pedestrian route will be provided to the northern end of the site, linking into the public footpath

Deputy Chief Executive and Director of Hampshire 2050
Gary Westbrook

network. Whilst this will be beneficial to residents, its use could be limited during wet weather periods dependant on surfacing. As such, previous site applications have also provided a formally surfaced footway link to the south, linking into the existing footway network on Knowle Lane in the proximity of Goodwood Court. It is requested that this link is added to plans accordingly, for delivery by the developer in order to provide a pedestrian link that can be utilised year round, and so assist in ensuring that the site is sustainable and suitable for modes other than the car.

INTERNAL SITE:

Internally, the site layout looks to be acceptable with adequately sized internal roads to allow for the movement of two-way vehicle traffic. Parking bays are set out in a workable layout with adequately sized bays and a 6.0m turning aisle for the main parking area, and turning head stubs for the two smaller parking areas.

It is however noted that Bin Collection Points are provided internally, and as such vehicle tracking for an appropriate refuse vehicle 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 2 allocated parking bays are supplied per dwelling. This therefore assumes that each dwelling is 3-bed maximum, and this is what is shown on the submitted plans.

Additionally, it is noted that 4 visitor parking bays are to be provided which is welcomed.

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.

PEDESTRIAN ACCESS CONSTRUCTION PROVISION

No development shall start on site until the pedestrian access shall be constructed in accordance with the approved plans.

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

Yours faithfully,

Matt Grantham
Principal Transport Planner - Highway Development Planning
Hampshire 2050