

Altman, Rebecca

Subject: FW: Response To Application Number RM/24/98388 at Land west of Allbrook Way, Allbrook, SO50 4LZ

Attachments: 17_E_Tracking and Visibility Splays.pdf; 50_Refuse Tracking to Narrowing.pdf; 51_A_Refuse Tracking Around Site.pdf; 53_Site Access Narrowing.pdf

Sent: 31 January 2025 14:56

Subject: RE: Response To Application Number RM/24/98388 at Land west of Allbrook Way, Allbrook, SO50 4LZ

Hi Rebecca,

Thank you for sharing these earlier in the week. The Transport Planning Consultant has reviewed these comments and has provided the following response to the Highways Officer:

“Further to the letter date 28 January 2024 to the Planning Officer from Hampshire County Council Highways we note that Hampshire Highways have not objected to the Reserved Matters application. We also confirm that the estate roads are not to be offered for adoptions by Hampshire Highways and they have accepted this position, their comments should therefore be limited to the public highway and site access only.

As however the Highway Officer has raised some observations on the internal highway design, which appears to place doubt about the suitability of the design and access arrangements, we comment and clarify as follows:

The scheme has been designed with 5.5m wide main carriageways which complies with nation and local standards for highways allowing two LGVs to pass each other on straight sections and is perfectly normal. There is a proposed carriageway widening adjacent to plots 27/28 to allow a refuse / large goods vehicle to pass a car on this main access. There is also a narrowing on the main entrance to provide traffic calming which was adjusted to its current form following earlier comments and a request to change the priority direction by the Highways Officer.

This is a residential estate, the number of large goods vehicles attending the site is minimal, generally removal vehicles and the occasional large delivery. It is anticipated that refuse vehicles will also attend once per week to collect household waste and recycling. Vehicle tracking for the largest available refuse vehicle has been undertaken on the site layout and the vehicle can access all required areas of the site.

There are manoeuvres where the refuse vehicle will use most of the carriageway, to reverse into a collection point at a turning head or road junction for example, and the vehicle will need to wait for any traffic to pass. Given the low traffic nature of the proposed estate roads this does not cause any undue delay or highway safety issues and is entirely common practice within residential estates.

The parking space provision and sizing on site all accords with Eastleigh Borough Council Emerging Parking Standards. Plots 4 & 5 and 47 are all one bed dwellings and therefore only require one allocated parking space in accordance with Eastleigh Borough Council Parking Standards.

As previously confirmed by the Applicant, the Pergolas have been designed to allow car doors to fully open, otherwise, as the Highway Office notes, they would be unusable. The applicant is happy to accept a condition to provide the final pergola designs to Eastleigh Borough Council to ensure that the pergola support positions allow car doors to be opened.

I attach tracking and visibility splay drawings 17E, 50A, 51A and 53.

Drawing 17 E details refuse vehicle tracking around the site, turning and also details any walking distances to shared bin collection points where required.

Drawing 50 A detailed the refuse vehicle tracking around the pinch point, and the refuse vehicle waiting at the give way location and being passed by a car and a car waiting at the give way location and being passed by the refuse vehicle. With all manoeuvres easily achievable.

Drawing 51 A details the refuse vehicle access around the site together with passing cars on the main routes.

Drawing 53 details the achieved visibility at the pinch point (47m) together with the visibility splays of 43m, for 30mph, and 25m for the design speed of 20mph.

In summary the highway and parking layout of the site has been designed to accord with National and Local Standards, Eastleigh Borough Council parking space number and sizing requirements and vehicle tracking confirms the design is suitable for the intended use of the site.

We trust this adequately demonstrates that the 'Simple Observations' made by Hampshire Highways have been addressed but please do not hesitate to contact me if you receive and further queries or observations."

Kind regards,

Jordan
Jordan Wiseman

Senior Planner
Gillings Planning

