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|--------------|-----------------|----------------|------------------------------------------------------------------------|
| Enquiries to | Matt Grantham   | My reference   | 054874                                                                 |
| Direct Line  | N/A             | Your reference | RM/24/98388                                                            |
| Date         | 3 February 2025 | Email          | <a href="mailto:eastleighdc@hants.gov.uk">eastleighdc@hants.gov.uk</a> |

**For attention of Ms Altman**

Dear Sirs

**Re: RM/24/98388 At Land west of Allbrook Way, Allbrook, SO50 4LZ**

**Reserved matters relating to layout, scale, appearance and landscaping of the proposed development pursuant to outline permission O/19/86980 for the construction of 49.no residential dwellings.**

In regard to application RM/24/98388, following on from the previous HCC Highway consultation response dated 28th January 2025, additional information has been received from the applicant. This follows the request for clarification in regard to the internal site layout, which whilst not being adopted by HCC, still requires assessment under duty of care.

Clarification issues, and subsequent responses received are as follows:

**3. It would however be requested that refuse vehicle tracking diagrams are produced for the build out section of the access drive, given the narrow width of the highway at this point, in order to fully demonstrate that the manoeuvre can be easily undertaken.**

The drawing has now been received (Dwg: 50 Rev A), and whilst tight, it is acceptable from a highway perspective with adequate space being provided to enable the refuse vehicle to pass through the pinchpoint, and therefore remove any potential for the refuse to either have to reverse out onto the highway, or cause queues to form.

**4. Indeed given the widths of available highway throughout the development, it would be requested that combined car and refuse vehicle tracking is completed for the whole of the internal site in order to**

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Deputy Chief Executive and Director of Hampshire 2050  
**Gary Westbrook**

**identify any pinch points where the two vehicles are unable to pass each other. Not only would this identify any areas where localised widening may be required, but also identify areas where private parking restrictions may be required to ensure the free flow of the refuse vehicle through the site on collection days.**

The applicants have now provided an appropriate tracking drawing (Dwg: 51 Rev A) which demonstrates how the majority of the site roads are of a width sufficient to allow a car and refuse vehicle to pass.

There are areas that have now been identified where conflict could occur, however this will be managed in the main through simply giving way between vehicles. In some locations however, it may be prudent for on-site privately managed parking restrictions to be introduced by the developer to ensure adequate space is retained for the refuse vehicle to undertake their rounds.

There are also some areas where vehicle overhang occurs, primarily over landscaped areas. Again the developer may wish to consider this, in relation to any landscaping that they may have planned – i.e. opposite plot 12.

**9. Vehicle parking has been reviewed in terms of layout, which is in the main acceptable with adequately sized bays and turning aisle widths. One area of concern however is the pergolas associated with plots 43 to 46, given that the vertical supports will need to be designed in a manner which will not block the opening of car doors which could render them unusable. The Case Officer may wish to review designs to ensure this is not the case.**

It is noted that the applicant has agreed to the imposition of a condition for the pergola design which is welcomed.

#### **Recommendation:**

Given the above, there would be **no objection** to the application from a highway perspective, noting that (a) the site roads and footways are not to be adopted by HCC as local highway authority, and (b) that a condition will be applied to ensure sight of the final design for the pergola parking, to ensure that the parking is usable and onwards conforms to the EBC Parking Standards in terms of quantum available.

Yours faithfully,

Matt Grantham  
Principal Transport Planner - Highway Development Planning  
Hampshire 2050

