

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	055531
Direct Line	N/A	Your reference	F/24/98678
Date	3 February 2025	Email	eastleighdc@hants.gov.uk

For attention of Ms Altman

Dear Sirs

Re: F/24/98678 At Land East of Chickenhall Lane,, Eastleigh, SO50 6AF

Construction of a 70-bed care home (Use Class C2), with associated parking, landscaping, access, drainage, and other associated works following demolition of existing structures.

In regard to application F/24/98678, having reviewed the information submitted as part of the application pack, there would be no objection to the proposals from a highway perspective, subject to confirmation from EBC as Local Planning Authority that they have no issues with potential land take from the site for highway improvement works, and the application of conditions as outlined below.

ACCESS:

Vehicle access into the site is proposed to be via a widening of the existing vehicle access junction that currently serves the site, widening it to the north to enable two-way vehicle movement and to also formulise it as a bell-mouth.

Vehicle tracking drawings have been provided in the supporting Transport Statement in order to demonstrate how two cars can pass each other through the access, and how both refuse vehicles and fire tenders can access and egress within the confines of the layout proposed and also on Chickehall Lane where formal public parking bays are located.

Visibility splay drawings are also provided, showing how the site access can achieve an acceptable level of visibility for vehicles egressing the site onto Chickenhall Lane, although it does appear that some of the adjacent bushes / self-seeded landscaping will need to be cut back, and retained as such. This

Deputy Chief Executive and Director of Hampshire 2050
Gary Westbrook

should be via a condition for any vegetation contained within the application site, as outlined below.

Whilst it would usually be preferable to have a drop kerb vehicle crossover for a development of this quantum, to enable pedestrian priority, it is noted that the footway stops to the south of the junction and as such priority is not required in this specific case.

The existing footway to the north of the access is also extended into the site for improved pedestrian access, and this is welcomed. This link will enable users of the site (primarily staff and visitors) to access facilities by foot, which include Eastleigh Town Centre, bus station and train station which are all located to the west of the application site. It also provides access to local bus stops, and cycle routes which can be found on Bishopstoke Road.

Applicants should however be made aware that subject to any planning permission that may be forthcoming from EBC as Local Planning Authority, as secondary permission will be required from HCC as Local Highway Authority to actually undertake the access improvement works, and this will need to be via a S278 agreement. Details of this process can be found via the following web address - <https://www.hants.gov.uk/transport/developers/section-278>

INTERNAL SITE LAYOUT:

Internally, the site layout is acceptable with a well laid out car park which has adequately sized parking bays and aisle widths within which to turn vehicles and enable forward gear access and egress. It would however be recommended that parking spaces located adjacent to landscaped areas are afforded an additional 0.3m step out strip to aid access and prevent the need to trample on the landscaping which will likely turn to mud in wet weather periods.

The internal turning head is also of sufficient size to enable the turning of refuse vehicles in a position adjacent to the bin stores, as well as fire tenders and of course delivery vehicles which will need to access the site.

Internal footpaths circulate the building, and link into the car parking area. Whilst a walk across the car park is required to reach vehicles and the external footway, this is acceptable given the low level of vehicle movements utilising the site.

PARKING:

As outlined above, the car parking layout is acceptable, though step out strips would be suggested for convenience.

In terms of numbers, this has not been assessed as this is a function for EBC, ensuring that their Parking Standards are fully adhered to. Any off site parking will however be largely controlled by by existing Traffic Regulation Orders (yellow lines),

TRIP GENERATION:

Trip generation is covered within the supporting Transport Statement, and the TRICS data utilised suggests that there are likely to be 9 vehicle movements in the AM Peak (6 in / 3 out), 10 movements in the PM Peak (3 in / 6 out rounded), and a total of 138 trips split between in and out journeys over a daily 12 hour period.

Considering the existing movements passing through the local highway junctions, primarily the Bishopstoke Road / Chickenhall Lane mini roundabout, and the Bishopstoke Road / Station Hill / Romsey Road / Twyford Road roundabout gyratory, it is not anticipated that the site specific trips will have a significant impact.

Accumulatively with other local development however, there will of course be highway impacts that need mitigating, as well as elements such as bus services which serve the site which require funding subsidies and infrastructure improvements.

As such, it would be requested that a developer contribution of £59,832 is secured as part of a S106 agreement. It is likely that this will primarily be allocated to the following:

- Local bus stop improvements to include Real Time Information;
- Local bus service funding / subsidies;
- Pedestrian and cycle improvements in the local area; and
- Highway junction improvements in the local area.

Onwards, it is noted that a Travel Plan has been submitted as part of the application. Whilst in this instance HCC would not wish to administer this, a commitment has been made by the applicant to self-administer the plan. This will likely result in vehicle trip reductions over time if promoted fully, assisting in sustainable transport aims.

IMPACT ON ADJACENT HIGHWAY SCHEME:

You may be aware that HCC as Local Highway Authority have aspirations to improve the Bishopstoke Road / Chickenhall Lane mini roundabout junction, signalling it to improve access for pedestrians, cyclist and bus prioritisation. This is a committed scheme that has gone through elements of Public Consultation, and is outlined in the applicants Transport Statement at section 3.15.

Whilst the designs for the junction are still being finalised at this stage, it is likely that an element of the application site will be required for the highway works, most notably along the northern edge and western corner, as well as a strip of land to the west to accommodate a maintenance vehicle.

Latest plans have been cross referenced against the plans submitted as part of the planning application, and it can be confirmed that no potentially required areas of the site are impacted upon by the built structure – be this the building, or the car parking facilities. The areas of site potentially required are contained within landscaped areas.

As such, there are no concerns raised from HCC in respect of impacts upon the potential for the junction improvement works, though it would be requested that the developer continues to liaise with HCC in terms of timescales for development as and when known, given this could have implications for the highway improvement works in terms of temporary (and permanent) land utilisation.

It would however be requested that the Case Officer reviews the potential loss of landscaping area, and if this could be an issue in terms of minimum external space requirements, then HCC Highways should be notified. Any issues with this land requirement could result in a change of recommendation from HCC as Local Highway Authority.

CONDITIONS:

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) Access and egress for plant and machinery;
- (e) Protection of pedestrian routes during construction;
- (f) Location of temporary site buildings, compounds, construction material, and plant storage areas;
- (g) 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.

ACCESS CONSTRUCTION PROVISION

No development shall start on site until the access, including the footway 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 1.0 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.

PARKING PROVISION

Before use of the development is commenced provision for parking shall have been made within the site in accordance with the approved plans and shall be retained thereafter.

Reason - To ensure adequate on-site car parking provision for the approved development.

Yours faithfully,

Matt Grantham
Principal Transport Planner - Highway Development Planning
Hampshire 2050