

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	055815
Direct Line	N/A	Your reference	PN/24/98596
Date	17 February 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, following on from the previous HCC Highway consultation response dated 13 January 2025, additional information has been received from the developer in response to the previous points of clarification and issues raised.

This information has been reviewed and the following comments are made:

1. Visibility Splay Drawing – An appropriate visibility splay drawing (Access & Visibility Splays NJC-001) has been submitted and is acceptable, with adequate lines of sight from the midpoint 'egress only' from the site. The drawings should however be conditioned, to ensure any element of splay contained within the site boundary is kept clear of visual obstruction.
2. Access / Egress Vehicle Tracking – In the previously submitted site layout, access and egress was via a single access junction. It is noted that this has now been updated to show access via an existing northern junction and egress via a midpoint junction. A vehicle tracking drawing (Access & Parking NJC-001) has been produced for this showing a 7.5 tonne Panel Van, and these movements are accepted. It should however be noted that the request for vehicle tracking was that it was undertaken utilising the largest vehicle that will use the site..

3. Internal Layout / Parking – The internal layout is suitable for the maximum sized vehicle anticipated to use the site (7.5 tonne Panel Van), and parking spaces are proposed for 6 vehicles in non-obstructive locations. This is acceptable from a highway perspective, though the Case Officer may wish to review the proposed parking quantum against the EBC Parking Standards.

4. Developer Contributions – A contribution of £12K was requested in order to implement Traffic Regulation Orders in the vicinity of the site. This request remains, given the potential for a commercial site to at times have peaks and troughs of vehicle arrivals and departures, which at times have the potential to exceed on-site arrangements. Combined with the potential for a vehicle arriving at the site that exceeds the size of a 7.5 tonne Panel Van, and as such can't access the site, there is justified concerns that roadside parking could take place. Given this would obstruct visibility splays, and could also be located close to the bend, there are highway safety concerns for both existing road users and the proposed site users should roadside parking occur.

Recommendation:

Given the above comments, providing the following conditions can be applied, and the appropriate developer contribution be secured, there would be no objection to the proposals from a highway perspective.

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