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Date	17 March 2025	Email	eastleighdc@hants.gov.uk

For attention of Mrs Martin

Dear Sirs

**Re: F/25/98967 At STROUDWOOD NURSERY, STROUDWOOD LANE,
LOWER UPHAM**

**Erection of 1no. industrial storage building and associated yard (Use
Class B8), following demolition of existing barn.**

In regard to application F/25/98967, having reviewed the information contained within the application pack, there would be a holding objection to the proposals from a highway perspective.

ACCESS:

It is proposed that the existing site access will be updated in line with that approved under application PN/24/98380, inclusive of elements such as the site gate being set back a suitable distance into the site to allow for a vehicle to pull off the highway in order to open the gate without obstructing other road users.

However, there does not appear to be a commitment to ensure that vehicles arrive and depart from the south only (B3037 Mortimers Lane) only in order to avoid the largely restrictive bends and road narrowing's that occur to the north. Such a commitment would be required via a formal access management condition.

TRIP RATES:

Whilst the previous site application (PN/25/98380) was of a suitable scale that impacts on Stroudwood Lane could be accommodated with appropriate passing places, there would be highway concerns in regard to the increased

Deputy Chief Executive and Director of Hampshire 2050
Gary Westbrook

area now being proposed by this application, which with an open B8 use could result in a significant uplift in vehicle movements.

More information on realistic trip rates; passing places inclusive of tracking diagrams; and vehicle types and/or restrictions to use would be required in order for HCC as Local Highway Authority to be confident that resulting issues were not severe in terms of impacts on both the structural integrity of the lane, and other road users.

The trip rate information provided will also be utilised in order to calculate any associated highway contributions that may be required to mitigate against the impacts (accumulative) on the local highway network as a result of local development.

SITE LAYOUT:

Due to the increased trip rates anticipated on site, there would also a requirement vehicle tracking drawings to be provided for all vehicles anticipated to access the site, with parked vehicles in place in formal parking bays. This tracking should demonstrate how vehicles can access and egress the site in a forward gear.

If additional information can be provided, then a re-assessment can be undertaken accordingly.

Yours faithfully,

Matt Grantham
Principal Transport Planner - Highway Development Planning
Hampshire 2050