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Date	14 April 2025	Email	eastleighdc@hants.gov.uk

For attention of Ms Altman

Dear Sirs

**Re: F/25/99162 At LITTLEDEAN, BOTLEY ROAD, HORTON HEATH,
EASTLEIGH, SO50 7DN**

**Proposed erection of detached 3.no bedroom bungalow, following
removal of mobile home annexe (Resubmission of F/23/96539)**

In regard to application F/25/99162, having reviewed the information contained within the application pack, there would be no objection to the proposals from a highway perspective, subject to conditions as outlined below.

ACCESS:

Currently, the site is accessed from the highway via a triple width (approx.) drop kerb vehicle crossover from Botley Road. Plans show this access being narrowed down to a dual width, with hedging put in its place on site.

This is acceptable in principle, as the dual width drop kerb still allows for conflicting vehicle movements in and out of the site to occur, and therefore no need for a vehicle to wait on Botley Road whilst another exits the site.

There will however be a requirement for the redundant element of the drop kerb vehicle crossover to be reinstated with formal footway and full height kerbs. This will require a Minor Works S278 to be entered into.

Details of this process can be found via the following web address:

<https://www.hants.gov.uk/transport/developers/section-278>

Additionally, the hedge should be maintained at a maximum height of 1.0m in order to ensure appropriate visibility splays are maintained.

SERVICING:

It would be anticipated that servicing (i.e. bin collections) would be undertaken from the kerbside, and given this is the current situation, there would be no objection considering the proposal is only for one dwelling more. However, it may be prudent to add a bin collection point to plans to ensure that bins do not migrate out onto the footway, or partially block the shared driveway - both of which could be obstructive.

ON-SITE LAYOUT:

The on-site layout proposed is acceptable with an initial widened driveway allowing for two-way vehicle movements up to the point of the parking area for the existing dwelling. Beyond this point, the driveway turns to single width for the proposed single dwelling, with an adequately sized parking area at the end which allows for both parking and the turning of vehicles to enable forward gear access and egress.

CONDITIONS:

CLOSURE OF EXISTING ACCESS PROVISION

Before the development is occupied redundant sections of the existing access(es) from the site to Botley Road shall be permanently stopped up and effectively closed with the footway provided or 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 VISIBILITY PROVISION

To ensure adequate visibility is maintained at the site access with Botley Road, no landscaping or permanent structure higher than a maximum of 1.0 metres shall be placed within 1.0 metres of the site western boundary which abuts Botley Road. This shall be subsequently maintained so thereafter.

Reason - To provide satisfactory access visibility and in the interests of highway safety.

PARKING PROVISION

Before the development is occupied 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.

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