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Date	24 April 2025	Email	eastleighdc@hants.gov.uk

For attention of Mr Osmond

Dear Sirs

Re: F/25/99188 At Willow Mead, Wildern Lane, Hedge End, SO30 4RB

Construction of 2No. semi-detached two bedroom retirement bungalows

In regard to application F/25/99188, having reviewed the information contained within the application pack, there would be no objection to the proposals from a highway perspective, subject to the application of the condition outlined below.

ACCESS:

Access into the site is proposed to be via the existing priority junction access from Wildern Lane, which already serves the existing 35 retirement flats on site. The additional 2 two-bed dwellings are not anticipated to produce a significant impact upon traffic flows and as such there are no concerns in this regard.

SERVICING:

Servicing arrangements are anticipated to remain the same, with a refuse vehicle collecting from the site via an internal movement which is existing and unaffected by these proposals. This is acceptable.

PARKING:

Whilst the parking quantum has not been assessed as this is a function of EBC as Local Parking Authority, where the EBC Parking Standards must be adhered to. However, it is noted in the Design & Access Statement that a parking assessment has been undertaken which shows that for the existing 35 units, 29 unallocated car parking spaces are provided. It outlines that the EBC parking standard requires 0.5 spaces per unit, which equates to a need for 15 spaces rounded up. As such, this would suggest an over provision of 14 spaces which could easily

accommodate the extra 2 dwellings on site, even if the parking for these was to be allocated (2 spaces per unit).

It should however be noted that no plan of the overall parking has been provided, and as such the 29 parking space figure has not been verified.

In terms of layout, a parking plan for the area of site to be affected by the development proposals has been provided and would be acceptable with adequately sized bays and 6.0m aisle widths within which an easy turn can be achieved. It may however be beneficial if end spaces were afforded an additional 0.3m hardstanding width to make it easy to step out of vehicles without standing on landscaping, and also to assist in future conversion to disabled bays should this ever be required.

CONDITION:

Given the layout of the site, and also the need to consider local schools, it would be requested that a Construction Method Statement is conditioned as follows:

CONSTRUCTION SITE MANAGEMENT PLAN REQUIRED

No development shall start on site until a construction site management plan 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.

Yours faithfully,

Matt Grantham
Principal Transport Planner - Highway Development Planning
Hampshire 2050