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Enquiries to	Matt Grantham	My reference	052571
Direct Line	N/A	Your reference	F/23/96606
Date	1 May 2025	Email	

For attention of Ms Altman

Dear Sirs

Re: F/23/96606 At Land rear of 12 Sydney Avenue, Hamble le Rice, SO31 4JP

Construction of 6 no. bungalows with associated parking and landscaping, and vehicle access from Sydney Avenue (amended description).

In regard to application F/23/966606, following on from previous HCC Highway consultations responses, it is noted that additional information has been received from the developer in the form of an updated Site and Location Plan, and an updated Transport Technical Note (TTN) – both dated 25 March 2025 on the EBC Planning Portal.

These documents outline various changes, and there is now **no objection** to the proposals from a highway perspective, **subject to conditions being applied** as outlined below.

ACCESS:

Access into the site is proposed to be via a dual width drop kerb, which will serve as both pedestrian access to the proposed dwelling, and access to the vehicle parking spaces for both the proposed dwellings and the existing No's. 12 and 14 which sit either side of the shared access drive.

This is acceptable, but applicants should be made aware that subsequent to any planning permission that may be issued by EBC as Local Planning Authority, a secondary permission to implement the drop kerb will be required from HCC as Local Highway Authority. Details of this process can be found

Deputy Chief Executive and Director of Hampshire 2050
Gary Westbrook

via the following web address -

<https://www.hants.gov.uk/transport/parking/droppedkerbs>

Onwards, it is also noted that a telegraph pole currently sits in the middle (approximately) of the shared access drive, and arrangements will also need to be made to have this relocated prior to start of works.

PARKING:

In terms of the parking quantum, this has not been assessed as it is for EBC to ensure that their Parking Standards SPD is fully adhered to. It is however noted that 8 shared spaces are proposed for the 6 dwellings, which equates to 1.33 spaces per dwelling. In addition, there are 2 spaces provided for each of the existing dwellings on site.

In terms of layout however, this has been assessed and is acceptable with adequately sized parking bays and aisle width providing a suitable space within which to turn and enable forward gear access and egress.

SERVICING:

The application pack outlines that refuse collections will be undertaken internally, with a refuse vehicle of an appropriate size accessing the site via a reverse movement in, and forward gear out to achieve this. Refuse vehicle tracking has been undertaken to demonstrate this and is shown on drawing NJC-001 Rev A appropriately.

This type of movement would not normally be encouraged, however in this specific case it would be acceptable given the low levels of vehicles and speeds that utilise Sydney Avenue, combined with the low frequency of the refuse vehicle.

It would however be recommended that the Case Officer Liaises with the EBC Direct Services Team to ensure they are happy to undertake this manoeuvre. Depending on their comments, it may be prudent to relocate the bin collection point to a position closer to Sydney Avenue for a kerbside collection, which could also assist with any obstruction issues that may occur due to any inconveniently located vehicle parking that could affect access / egress onto the site for the refuse vehicle.

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) 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.

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.

ACCESS CONSTRUCTION PROVISION

No development shall start on site until the access, including the footway and/or verge crossing shall be constructed, and the telegraph pole relocated in accordance with the approved plans.

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

Yours faithfully,

Matt Grantham
Principal Transport Planner - Highway Development Planning
Hampshire 2050