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**Variation of Condition 12 of Planning Consent F/21/90008
Artificial Grass Multi-Use Games Area (MUGA) Including Fencing Enclosure and Tarmac Footpath
The King's School, Lakesmere House, Eastleigh, SO50 7DB**

Introduction

This Highway Technical Note has been commissioned by the Kings School in support of a planning application submission to Eastleigh Borough Council as Local Planning Authority (LPA) to vary Condition 12 of planning consent F/21/90008 at the Kings School, Lakesmere House, Eastleigh. The location of the site is shown below.



The King's School is an independent Christian faith primary and senior school and is situated on the south-east side of Allington Lane between the culs-de-sac of Davidson Drive and Clementine Way in Fair Oak.

Davidson Drive forms a priority junction with Allington Lane to the north and continues to where it becomes St Swithun Wells Way. This is a recently improved access road that serves a residential development with a road width of circa 5.5m and pedestrian footways on both sides of the road. St Swithun Wells Road terminates at the application site access, although to the south it becomes Owen Drive, a newly constructed residential cul de sac.

Allington Lane runs north to south from the Allington Lane / Fair Oak Road priority junction in the north to the Allington Lane / Swaythling Road (A27) / Townhill Way roundabout in the south. Allington Lane is subject to a 40mph speed limit for its majority (except the northern 450m section, where the Davidson Drive junction is located, which is subject to a 30mph speed limit) as well as a 6'-6" width restriction (except for access). The speed limit changes to the south of this junction where the road becomes subject to a 40mph limit. Allington Lane has undergone a number of improvements recently through the provision of the recent residents development in the area. These improvements include road widening, tactile paving

and dropped footway crossings at junctions. A shared pedestrian footway / cycleway is also present on the southern (development) side of the road.

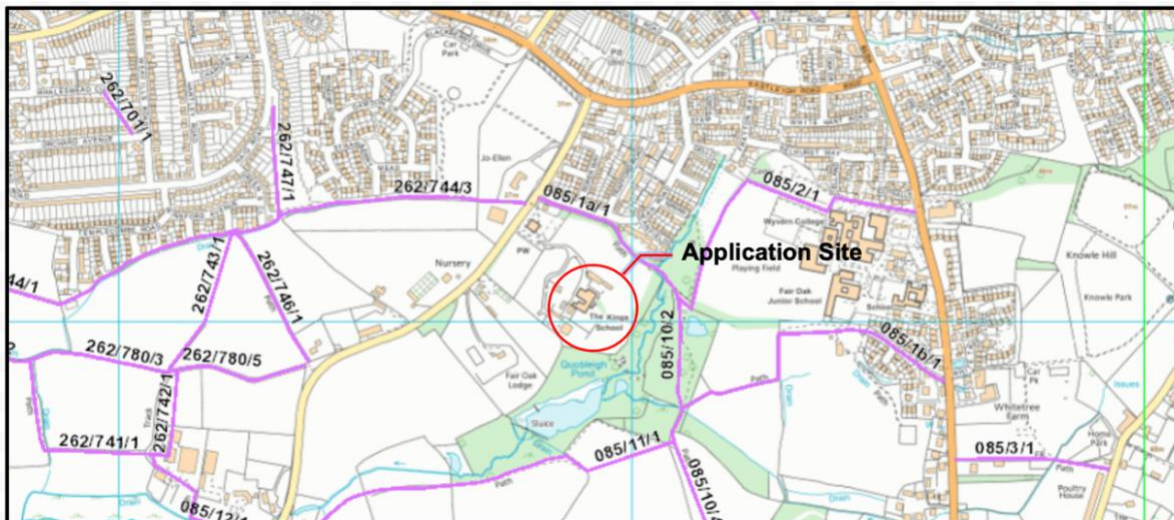
The nature of Allington Lane is also changing as a result of a roundabout recently constructed under the extant consents associated with the One Horton Heath development which realigns Allington Lane south of the site which will connect to a link road between Burnetts Lane and Bubb Lane.

To the north the B3037 runs east to west connecting Fair Oak and Horton Heath to Eastleigh Town Centre. The carriageway width along the B3037 varies in width as well as speed limits between 30mph and 40mph. Strong and continuous pedestrian and cyclist provision is provided along the B3037 route which includes a shared footway / cycleway as well as on road cycle lanes which at places are separated from the main carriageway by grass verges. In addition there are several crossing points including signalised crossing to facilitate pedestrians crossing.

Site Accessibility

Pedestrian Accessibility - The application site is located within a new residential area within Fair Oak, approximately 4.5km east of Eastleigh Town Centre, 1km south of Fair Oak Village Centre and 2.5km from the settlement of Horton Heath. The site is situated within a 600m walk of several local amenities including a public house, bus stop, community centre, Stokewood Surgery and Church.

The site is located some 200m south of a dropped kerb, tactile paving and bollard crossing across Allington Lane which connects Bishopstoke Footpath Route 262/744/4 and the Fair Oak and Horton Heath Footpath 1a along Dean Road which offer connections to further Public Rights of Way routes. A map demonstrating the site location of the proposed site in relation to the local Public Rights of Way network is provided below.



Cycle Accessibility - As aforementioned, Allington Lane is equipped with a shared footway / cycleway on the eastern side of the carriageway to the north of the proposed access up to Fair Oak Road with an extension south being delivered under the One Horton Heath development.

Fair Oak Road which becomes Bishopstoke Road to the west also provides shared use facilities as well on carriageway cycle lanes which provides an attractive cycle route towards Eastleigh and therefore the proposed development is well located to support cycling journeys.

Public Transport Provision – Bus - The closest bus stops to the site are located to the north on the B3037 on Fair Oak Road, both to the east and west of the junction with Allington Lane. The bus stops

to the west are provided with more facilities including a seated shelter, flag and timetable as well as on carriageway stops. A summary of the services from both sets of bus stops to the east and west are outlined in the table below.

Fair Oak Road Bus Services			
Service	Operator	Route	Frequency Monday – Friday
Bluestar 2	Bluestar	Southampton – Fair Oak via Eastleigh	Every 15 minutes
Bluestar 3	Bluestar	Southampton – Eastleigh via Hedge End	Hourly
502	Xelabus	Bishopstoke – Wyvern College	2 Services day
X15	Xelabus	Hambledon – Hedge End – Eastleigh	2 Services day
X17	Xelabus	Eastleigh – Bishops Waltham – Petersfield	2 Services (Wednesday only)

A review of the local bus services confirmed that a range of destinations are offered by the nearby bus stops which present a reasonable opportunity to promote sustainable travel.

Planning History

Planning Application F/21/90008 was submitted for an artificial grass multi-use games area (MUGA) including fencing enclosure and tarmac footpath. At that time the LPA consulted Hampshire County Council as Local Highway Authority (LHA) who when considering the highway implications of the proposal said:

Due to the proposed development not affecting the existing access, the Highway Authority has no objections. However, a condition should be put in place to make sure that the MUGA is used only by the school and not the general public.

A revised Design and Access Statement was submitted and under the heading Use, the Statement said:

The MUGA will be used by the school and will not be used by the general public. It is intended that the MUGA will be used during daylight hours and no floodlights are associated with this proposal.

Following this, the LHA updated their response when they said:

In regard to application F/21/90008, additional information has been received from the applicants since the original HCC Highways consultation comments were issued on 13 May 2021.

This additional information has been reviewed, and it is noted that within the Planning Statement, confirmation of the MUGA use is given at 3.13, stating 'The MUGA will be for school use only and not be rented out to outside users'.

As such, as previously outlined, due to the proposed development not affecting the existing access, the Highway Authority has no objections. However, a condition should be put in place to make sure that the MUGA is used only by the school and not the general public.

Planning consent was subsequently granted and condition 12 was attached which read:

The development hereby permitted shall only be used in conjunction with the The King's School and shall not, at any time, be used by the general public, for business or commercial purposes.

Reason: To protect the amenity of nearby residents.

It is interesting to note that the reason given for restricting the use to the School was to protect the Amenity of nearby residents.

Proposed Development

This application seeks to vary this condition so as to read:

- 12 *The development hereby permitted shall only be used in conjunction with The King's School or by organisations providing educational, childcare, or youth-related activities (including after-school and holiday clubs). It shall not, at any time, be used by the general public for unrelated business or commercial purposes.*

Reason: To protect the amenity of nearby residents.

The Kings School would like to allow the MUGA to be available for use by after school club and holiday clubs through childcare and educational activity providers, which may be considered a business under the terminology of the condition. The after school club would be available to pupils of The Kings School only however the School would like to offer the holiday club provision to children outside of the School.

The planning consent granted under F/21/90008 did not restrict the hours of use or the number of pupils able to use the MUGA at any one time. Therefore, the MUGA could still be used during school holidays and after school hours by current pupils at The Kings School. The implementation of this 'fall back' is considered a 'real prospect' and is therefore a material consideration.

Whilst the LHA requested a condition be imposed restricting the use to the School and not by the general public, in terms of highway impacts, the use would still be controlled and would only be offered through an educational provider. It is therefore considered that there would be minimal impact on the existing access and the intensity of use would be comparable to if the MUGA were used by the School only, as it would mainly be used by pupils of the School and with a small proportion of children from the surrounding area.

As has been identified above, the surrounding highway network provides ample opportunities for active travel including walking and cycling, although it is anticipated that the use during term time would be mainly associated with the School and during school holiday periods, it is likely that the majority of children attending would be from the immediate expanding locality.

Precedent

Application 25/02160/FUL has been submitted to Winchester City Council for an artificial 3G pitch at the Kings School in Winchester. The proposal includes an additional 41 parking spaces accessed from Sarum Road, a narrow rural lane with limited passing places and limited pedestrian footways.

The transport statement submitted to support the application gives a forecast as to the likely increase in traffic on this rural road and in considering this information the LHA have said:

A car occupancy rate of two persons per vehicle has been used, which may at times be optimistic, but the forecast peak of 56 two-way vehicle movements per hour remains a reasonable estimate. This peak would occur during evening and weekend periods, outside school drop-off and pick-up times, and is unlikely to add to existing congestion.

It is evident that despite a large increase in vehicular traffic onto a rural access road, the LHA recognise that the peak use of such a facility would occur outside school drop-off and pick-up times and would therefore be unlikely to add to congestion. This facility will largely be used by Adults however who will be car borne, as opposed to the MUGA which will be used by Children

This can be related to the variation of Condition 12 however in so far as any additional impact would occur outside of the school drop-off and pick-up times and during school holidays when the School is closed. The variation of the Condition will therefore not result in any material traffic impact or add to existing congestion.

Summary and Conclusion

This Highway Technical Note supports a planning application to vary a condition restricting the use of an existing MUGA at The Kings School, Eastleigh.

The variation of the Condition seeks to allow the MUGA's use by organisations providing educational childcare, or youth-related activities (including after-school and holiday clubs). It will not, at any time be used by the general public for unrelated business or commercial purposes.

The variation of the Condition will allow the School greater flexibility on how the MUGA is used but will not result in any material increase in traffic over and above the existing fall-back situation that exists.

The variation of the Condition is therefore considered to be acceptable from a highway point of view.

Nick Culhane December 2025