

Eastleigh Borough Council
Eastleigh House
Upper Market Street
Eastleigh
SO50 9YN

Hampshire 2050
The Castle
Winchester, Hampshire SO23 8UL
Telephone 0300 555 1375
Fax 01962 847055
www.hants.gov.uk

Enquiries to	Matt Grantham	My reference	059143
Direct Line	N/A	Your reference	F/25/100632
Date	26 January 2026	Email	eastleighdc@hants.gov.uk

For attention of Mr Osmond

Dear Sirs

**Re: F/25/100632 At OLD OAK FARM, WINCHESTER ROAD, FAIR OAK,
EASTLEIGH, SO50 7HD**

Replacement of two lawful dwellings with two self-build dwellings

In regard to application F/25/100632, having reviewed the information contained within the application pack, there would be **no objection** to the proposals, subject to conditions being applied.

The application is for the replacement of 2 existing dwellings on site, by 2 proposed dwellings, and as such vehicle trip rates in and out of the site are anticipated to remain unchanged.

Despite this, the applicants are proposing to increase the available visibility splays at the vehicle access onto Winchester Road, through the cutting back of existing hedging to the north to enable 2.4 x 65.0m visibility splays to be achievable both to the north and south (see drawing SL01 Rev B).

Whilst this visibility splay is below that usually required for visibility on a 40mph stretch of highway such as this, as outlined above, it is noted that the development proposals are not increasing the quantum of development already located on site, and as such the increased visibility is a simple betterment of the existing situation, and is acceptable in this specific case.

Internally, the shared driveway leads to the proposed dwellings, where 4 vehicle parking spaces are proposed, conforming to the EBC Parking Standards. The layout of thee is also accepted on this private site, with

adequate space provided to enable the turning of vehicles to allow for forward gear access and egress.

CONDITIONS:

ACCESS CONSTRUCTION PROVISION

No occupation of the development shall start on site until the first 6.0m of the site access road has been constructed of a hard surfaced, non-migratory material in order to prevent the spread of loose materials from the private driveway reaching the highway.

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

VISIBILITY SPLAY PROVISION

No development shall start on site until sight lines of 2.4 metres by 65.0 metres have been provided in accordance with the approved plans. The lines of sight splays shown on the approved plans shall be kept free of any obstruction exceeding 0.6 metre in height above the adjacent carriageway and shall be subsequently maintained so thereafter.

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

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.

GATES SET BACK PROVISION

Any gates provided shall be set back a distance of 6.0m from the edge of the carriageway of the adjoining highway.

Reason - In the interests of highway safety.

Yours faithfully,

Matt Grantham
Principal Transport Planner - Highway Development Planning
Hampshire 2050