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Date	16 February 2026	Email	eastleighDC@hants.gov.uk

For attention of Ms Lasham

Dear Sirs

**Re: F/26/100728 At APPLE TREE COTTAGE, WINCHESTER ROAD,
BOTLEY, SOUTHAMPTON, SO32 2DH**

**Construction of 3no. 2-bedroom dwellings with parking, landscaping and
access from Winchester Road**

In regard to application F/26/100728, having reviewed the information contained within the application pack, there would be no objection to the proposals from a highway perspective, subject to the conditions outlined below being applied.

Access into the site is proposed via a widening to the existing vehicle crossover that serves Apple Tree Cottage, and then essentially separating it into two access points of a minimum 5.0m each, which is achievable between the constraints of a telegraph pole and a street light column which abut either side.

This is acceptable, with adequate visibility and space afforded to access in a vehicle, however the works should be implemented prior to the start of any on site construction. This should be covered via a condition accordingly.

Onwards, the access will also provide a shared surface pedestrian access, which is acceptable given the quantum of development in this specific case, which will link into the existing footway network located on the opposite side of Winchester Road, with a formal hard surface footway though the hedge with appropriate drop kerbing. Again, this should be implemented prior to

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construction works on site starting, and this should be covered via a condition accordingly.

It should however be noted that given the footway will require a S278 Minor Works agreement to be entered into, it may be prudent to include both the footway and vehicle access works to be submitted under this format, rather than a separate vehicle crossover application for the vehicle access. Details of this process can be found via the following web link -

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

On-site, whilst this will not be put forward for highway adoption, an initial review has been undertaken, and the layout would appear tight with parking spaces provided being below the 2.5 x 5.0m required by the EBC Parking standards (approx. 2.4 x 4.8m) and aisle widths below the standard 6.0m which will enables easy on-site turning for forward gear access and egress. Whilst this would not cause a specific highway issue as movements would be contained on-site, the Case Officer may wish to consider this given some overhang of internal landscaped areas appears to be required.

In terms of the parking quantum, whilst this has not been fully assessed as this is a function for EBC as Local Parking Authority, parking appears sufficient for residents, though no visitor spaces are available. Again, the Case Officer may wish to consider this requirement in accordance to the EBC Parking Standards.

Conditions:

ACCESS CONSTRUCTION PROVISION

No development shall start on site until the access, including the footway and/or verge crossing shall be constructed and lines of sight of 2.4 metres by 43.0 metres 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 1 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.

PEDESTRIAN ACCESS CONSTRUCTION PROVISION

No development shall start on site until the pedestrian access, including the footway and/or verge crossing shall be constructed and lines of sight of 2.4 metres by 43.0 metres 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 1 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.

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.

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 - Highway Development Planning
Universal Services