ELECTRONIC MEMORANDUM

From: **HEAD OF TRANSPORTATION and ENGINEERING**

To: **HEAD OF DEVELOPMENT CONTROL**

FAO Case Officer: Eleanor Evans

Date: 08 August 2014

File Ref: E/DC/01/G

TE Ref: 6294 **Application No:** F/14/74903

Application Address: Plots 1A - 1F Riverside Caravan Park, Satchell Lane, Hamble-Le-Rice, Southampton, SO31 4HR

Application Summary: Alterations and improvements to access road and formation of new parking spaces (Phase 2)

CONSULTATION RESPONSES

Transport Policy Officer: Matt Grantham

TPol Comments: Holding objection.

It is understood that the existing units on site are residential, and as such they need to accord to the EBC Reasidential Parking standards of 2 vehicle spaces per unit when allocated as in this situation.

At present, plans show only one allocated space, and so should be ammended accordingly.

This requirement is very easliy achievable, by simply locating the parking spaces shown further into the individual plots to provide tandem parking. This would onwards allow for the 4 spacesto the east of the block to become visitor spaces, so greratly reducing the issue of obstruction on the new access road.

Taking a line across the frontages from the northern point of the 4 'visitor' spaces, driveway lengths need to be lengthend

and shown on plans to the approximate measurements below:

Unit 1A - additional drieway length of approximately 2.2m
Unit 1B - additional drieway length of approximately 1.8m
Unit 1C - additional drieway length of approximately 0.9m
Unit 1D - additional drieway length of approximately 0.6m
Unit 1E - additional drieway length of approximately 0.6m
Unit 1F - no change required.

These changes will result in minimal visual or loss of amenity issues.

In regard to the new location for the access road in, this is acceptable, given that it is of sufficient width to cater for the low level on-site vehicle movements (with pull-in spaces provided by the driveways) and is away well away from the highway junction with satchell Lane - approximately 24.0m

No DC's would be required as the units are in place - indeed there is actually a reduction.

DC Engineer: Eric Reed

DC Engineer Comments: Eric is currently on leave, but will add his comments on his return - 28/07/2014
(MG 23/07/2014)

As Matt comments on parking.

As regards surface water drainage , there is no information on how the new access road would be drained .
It is assumed that the access road will continue to have no kerbing which would channel water , so with no kerbs rain water can continue to flow over down the natural land slope as existing.
Suggest add condition D03 to clarify how surfcae water drainage will be dealt with.
(ER8/8/14)

Other Engineer: 0

Other Comments:

Transport Contribution Calculator

Year

No contribution required ☐

Contribution to be advised ☐

NB: All contributions subject to index linking

RESIDENTIAL

	No. of Properties			Contributions
	Exist	Prop	Diff	
1 bed	0	0	0	£0
2/3 bed	0	0	0	£0
4+ bed	0	0	0	£0

Total Residential Contribution £0

COMMERCIAL

	Size of Units (sqm)			Contributions
	Exist	Prop	Diff	
B1	0	0	0	£0
B2	0	0	0	£0
B8	0	0	0	£0

Total Commercial Contribution £0

Other Contribution £0.00

Other Contribution Reason

Total Sustainable Transport Contribution £0

Total Integrated Transport Contribution £0

Register Ref. 6294