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Enquiries To Matt Grantham

My reference 029888

Direct Line

Your reference F/20/88749

Date 13 October 2020

Email eastleighdc@hants.gov.uk

Dear Mr Morrison,

Carpark and Land to the rear of 67a to 83 New Road, Netley, SO31 5BN

Erection of 2no. 3 bed town houses and 6no. 2 & 3 bed bungalows with access from New Road.

In regard to application F/20/88749, there is no objection to the development proposals from a highway perspective, subject to conditions being applied as outlined below.

ACCESS:

The proposed access has been assessed, taking into account submitted plans and associated information such as vehicle tracking, and there are no objections in principle from a highway perspective. However, the developer should be made aware that a subsequent S278 approval will be required prior to implementation, and this will require additional information such as formal engineering drawings to be submitted. This may result in updates being required which could affect the approved layout, and as such early engagement with the S278 team would be advised. Details of the S278 process can be found via the following link:

<https://www.hants.gov.uk/transport/developers/constructionstandards>

Onwards, it is also recommended that given the quantum of development involved, and the subsequent level of vehicle movements passing through the site, that the utilisation of a simple widened and repositioned vehicle crossover is investigated. This will retain

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pedestrian priority in the vicinity, close to the local retail areas.

Also, it is noted that a telegraph pole will require relocation as part of the site access works. Given this is not shown on plans, applicants should be made aware as obviously it will have cost implications.

INTERNAL SITE LAYOUT:

It is understood that the roads and footways relating to this application are not being offered for adoption by the developer. As such, HCC would not object to the proposals. However, it would be advisable that the developer ensures that the roads and footways are designed to minimum industry standards and / or Hampshire County Council's best practice as set out in <https://www.hants.gov.uk/transport/developers/constructionstandards>, and that an appropriate Private Management Plan is put in place to deal with any future issues. Having reviewed plans however, the following comments are made:

1. Internal vehicle tracking has been undertaken for a refuse vehicle of adequate size. However, this looks very tight and offers little movement for driver error. It is therefore suggested that the EBC Direct Services Team are consulted to ensure that they are content the vehicle movements are achievable.
2. The parking quantum has not been fully assessed as this is a function of EBC as Local Parking Authority, however a quick review of the proposed residential parking suggests that the EBC Parking Standards SPD is being adhered to inclusive of a visitor parking provision.

Onwards, developers should also be made aware of the Advanced Payment Code (APC) that will be required by the Highway Authority. Details of this can be found via the following link -

<http://documents.hants.gov.uk/transport/APCProcess-Guidancedocumentforwebsitev22018-04-02.pdf>

PARKING:

In terms of external concerns, this primarily involves parking, where it is noted that the proposals will result in the loss of 24 marked bays associated with the Netley Central Club. It is suggested within the application pack that these parking spaces are no longer required, a theory which is backed by the fact that for some time the 24 spaces have actually been made available for non-club users.

Whilst this alternative use is informal, and is unlikely to be a reason on its own for a refusal of development (i.e. the club could stop non-club use at any time simply resulting in an area of redundant space), a lunchtime assessment of where parking could be relocated in a local non-obstructive to the highway has been undertaken. This

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shows that within a 200m distance of the site, up to 51 vacant and viable parking spaces could be available.

Subsequently, it is noted that an additional Friday night survey (anticipated to be a busy period) was undertaken to provide representation of evening conditions. This demonstrated that at its peak, 17 vehicles were parked on site utilising the club. Given 15 dedicated club parking spaces are proposed, this shortfall would be anticipated to be acceptable with alternative parking in the local area likely to be achievable, and certainly not resulting in a severe highway impact.

DEVELOPER CONTRIBUTIONS:

No transport developer contributions are requested toward physical highway works, however it is requested that a contribution of £6K is secured towards the implementation of Traffic regulation Order's (TROs), primarily at the proposed access junction.

CONDITIONS:

ACCESS CONSTRUCTION PROVISION

No residential occupation 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.

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 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;

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- (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) Methods of ensuring dirt is not transferred from the site onto the local highway network, and onwards methods of clearing this (road sweepers) should these measures fail.

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 sincerely,

Matt Grantham

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