

Our Ref: 19.5134

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Dear Clare,

Re: Application Ref. F/20/88655

Boundary Lakes Golf Course, Botley Road, Southampton

Thank you for forwarding the consultee comments received to date in respect of application Ref. F/20/88655. We now provide a number of additional / revised plans and drawings for consideration. These respond to the comments raised and should be read in conjunction with the explanation provided in this letter, as well as those accompanying it.

Document / Drawing	Prepared by
Proposed Site Plan Ref. 2020-050 006 K	DLA Architecture
Proposed GA Plan Ground Floor Plan 2020-050 010 F	DLA Architecture
Proposed GA Plan Roof Plan Ref. 2020-50 011 E	DLA Architecture
Proposed GA Elevations Ref. 2020-50 202 G	DLA Architecture
Proposed GA Sections Ref. 2020-050 030 D	DLA Architecture
Proposed Entrance Signage Ref. 2020-050 035	DLA Architecture
Proposed Landscape Layout Plan Ref. 2020-050 901 E	DLA Architecture
Design and Access Statement Rev D	DLA Architecture
Landscape Soft Details Ref. 020-050/902	DLA Landscape
Letter for the Attention of Mark Ellison	DLA Landscape
Letter concerning Rhododendron	Matt-Johns Associates
Technical Note; Reptile Surveys	Matt-Johns Associates
Drainage Strategy Ref. 19320 D-01 D	Andy Clay Consulting

Architect's Comments:

Clubhouse

The revised drawings include a series of minor changes, which have been incorporated to make the area outside the stewards flat more welcoming. The flat has been re-planned internally so the front door is located further away from the kitchen/bar service door. The 'service area' has also been reduced through the inclusion of a raised planter, which also serves to improve the environment for the flat.

Additionally, a small bathroom window has also been added as requested. The full height window in the corridor leading the changing rooms has been changed to a glazed door, in order to create better connectivity between the flat and the main clubhouse, as well as to provide natural surveillance. A small set of steps has also been introduced to this area to improve connectivity to the course from the southern side of the building.

It is relevant that the steward's flat will be occupied by the on-site manager, whose role includes locking-up and securing the building. They are likely to be the last person working on-site and will therefore not be disturbed by the adjoining bar / restaurant. The situation is not dissimilar to that of a manager / landlord living above a public house, except that the clubhouse would not generally be open as late into the evening.

Planting

Proposed new tree boundary planting along the northern boundary has been moved to line the northern side of the access road. This was requested by the owner of the neighbouring residential property and acts to enhance the setting of the proposed car parking area.

The trees located in the car park will be planted in structural soil cells to protect their roots. Six specimens are proposed within the car park and the site is already bound by mature trees. In conjunction with the additional planting along the access road, it is considered that no further tree planting is necessary.

The large planter to the front of the external terrace has been lowered and the shape slightly amended, in order to reduce the overall height and mass of the retaining wall across the north elevation and create a more stepped/staggered feel.

A small area of additional green roof has been added along the overhanging roof outside the changing rooms. The Roof Plan (Ref. 2020-50 011 D) shows the green roof, which has been added to the Landscape Layout Plan (Ref. 2020-050 901 B).

Other Minor Changes;

- Roadside signage has been added to either side of the site entrance to provide better wayfinding off Moorhill Road (also note additional drawing 2020-050_035).
- 2 No Sheffield cycle stands (providing 4 No cycles spaces) have been added under the roof overhang outside the men's changing room.

- View looking across from the neighbouring residential property added to Design and Access Statement.
- An area highlighted on relevant plans and elevations for up to 56sqm of potential photovoltaics.
- Note added to site plan showing 'mast to be removed' following client confirmation of removal in meeting on 19/10/20.

Transport Comments:

In response to the Urban Design Officer's comments, the appointed Transport Consultant (WSP) advises the following:

Access Radii

Consideration was given to reducing the radii of the access junction onto Moorhill Road. Unfortunately, due to the requirement for a central island to enforce the banned right turn from the junction onto Moorhill Road, the large radii is required to accommodate large vehicles (such as refuse vehicles) turning into the site. Similarly, large vehicles exiting the site make use of the large radii to ensure they do not overhang the oncoming lane of Moorhill Road. As such, it is not possible to reduce the radii of the access junction without creating other highways issues.

However, it is acknowledged that the current arrangement allows for vehicles to enter the site at high speed. To address this, the Local Highway Authority has suggested a condition that, with regards to the banned right turn movement out of the site, *"the applicant should monitor the situation, and provide remedial measures should these movements not be adhered to"*. It is suggested that the condition could be amended to read *"the applicant should monitor the situation, for both vehicle speeds and illegal right turn manoeuvres, and provide remedial measures should these movements not be adhered to and vehicle speeds cause safety concerns"*. Such remedial measures could include informal 'Slow' signs.

Cycle Parking

With regards to cycle parking, four covered and secure Sheffield cycle stands have been added to the site layout, allowing space for eight cyclists to safely lock up their cycle. As per the Transport Statement, it is unlikely that visitors to the site will cycle due to travelling with bulky golf clubs, but it is reasonable for staff to cycle to the site. With less than 10 staff on site, it is anticipated that space for eight cycles is considered to be sufficient.

Drainage Comments

Consultee Comment:

"Eastleigh Borough Council requires that surface water be subject to three above ground naturalised forms of filtration before being discharged at greenfield rates. The Flood Risk Assessment by Andy Clay Consulting (August 2020) outlines several options. Pervious paving with a geocellular grid filled with gravel is proposed for the car park however it is not clear from the drainage diagrams how the water collected by this method will be conveyed to the detention basin. Section 6.25 states that

“Ground levels across the car park surface would either be graded towards the detention basin or include a perforated pipe connection.” Above ground filtration is preferred to a pipe.”

Response:

The car park has been fitted with a pervious surface which will allow rainfall to permeate directly to ground, rather than contributing runoff to the below-ground drainage system. There's no connection proposed from the pervious paving to the detention basin. The FRA suggests grading the car park ground levels towards the basin to encourage subsurface flows in this direction.

Consultee Comment

“A sedum roof is proposed in the DAS. This can also help to filter surface water and should be incorporated into the drainage plan. Raised landscaping planters are proposed as a bio-retention system for filtering rainwater from the roof. The flow of surface water from the downpipes should be shown moving through these planters before being discharged into the detention basin.”

Response:

The green roof extent is now indicated on the updated Drainage Strategy.

Consultee Comment:

A swale is preferred over pipes for channelling water into and out of the detention basin. A hydrobrake control is shown at the exit of the pond to control the outfall rates with the option of outfall to a swale with natural check dams. An updated drainage plan is requested to reflect these options.

Response:

The pipe and hydrobrake is the proposed option. Given the topography in this area, it wouldn't be possible to use a swale for the discharge that could restrict flows to 2l/s. The FRA advises that a pipe would be used, but that a swale could be used. However, this would require an outfall further away and a longer connection in order to allow a shallower gradient in the swale.

Landscape and Ecology Comments

Please see accompanying letters. To this I would add that an LVIA has been commissioned and is being prepared.

Should you require any additional information or wish to discuss, please do not hesitate to contact me on the details overleaf.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'C. Roberts', with a long, sweeping underline.

Christopher Roberts

Principal Planner

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