
Project Name : Land at Nightingale Avenue, Eastleigh

Job No : 21-138

Note Title : Access Statement

Author : ESH

Checked : RJH

Approved : ESH

Date : April 2023

1.0 INTRODUCTION

1.1 *Preamble*

1.1.1 This Access Statement (AS) has been prepared by Odyssey on behalf of Doswell Projects Ltd. It sets out the access arrangements of the development proposal which would see the provision of four maisonettes (two two-bedroom, and two one-bedroom units) with off-street parking at the Land at Nightingale Avenue, Eastleigh. The red line boundary of the site, together with the existing and proposed site plans is presented in **Appendix A**.

1.1.2 The site is located within the Local Planning Authority of Eastleigh Borough Council (EBC), with Hampshire County Council (HCC) being the Local Highway Authority.

1.1.3 A previous application (reference no.F/22/92348) at the site for a similar proposal has been refused planning permission for five reasons, with Reasons For Refusal 2 (RfR2) and 3 (RfR3), citing car parking. RfR2 and RfR3 are extracted below for ease of reference:

RfR2: The proposal development would be deficient in on site car parking and external amenity space and there is insufficient room on the site to meet these requirements. As such the proposal would amount to an overdevelopment of the site to the detriment of future occupiers of the development. The development is therefore contrary to Policies DM1 & DM14 of the Eastleigh Borough Local Plan (2016-2036), The National Planning Policy Framework and the Council's Quality Places & Residential Parking Standards Supplementary Planning Documents.



RfR3: The proposal development would be deficient in on site car parking and would therefore encourage the parking of vehicles on the service road and surrounding residential area and so interrupt the free flow of traffic and cause a hazard to existing road users. The development is therefore contrary to Policies DM13 & DM14 of the Eastleigh Borough Local Plan (2016-2036), The National Planning Policy Framework and the Council's Residential Parking Standards Supplementary Planning Document.

1.1.4 It is noted that the previous application was refused at planning committee. However, in the report to committee, which can be found at **Appendix B**, it is acknowledged that the parking provision would be below the prescribed parking standards, but conversely the site is located in a sustainable location with access to regular bus services and with local destinations that could be reasonably cycled to. It is highlighted that in sustainable locations the parking standards allow for some flexibility, such that in this instance a reasonable argument can be made for the provision of parking lower than the recommended standards.

1.1.5 Accordingly, this AS sets out the suitability of the proposed development regarding the sustainable location of the site, together with reviewing the proposed access arrangements and parking provision. This AS is structured as follows:

- **Section 2.0** outlines the sustainable location of the site.
- **Section 3.0** describes the development proposals and access arrangements.
- **Section 4.0** summarises and concludes the report.

2.0 SUSTAINABLE LOCATION

2.1 Proximity to Local Amenities and Services

2.1.1 The site is located to the rear of the local parade of shops fronting Nightingale Avenue, including a hairdressers, café, pet store, convenience store / newsagent / off-licence, and an Indian and Bangladeshi take-away. The site is therefore well placed for local amenities.

2.1.2 To the west of the site, within a 1.2 to 2km walk or cycle of the site is Tollgate Business Park and Chestnut Avenue Retail Park, providing employment opportunities, as well as access to shops including Aldi and Asda supermarkets. These services can also be accessed via the Bluestar 5 bus service in proximity to the site, noting that the journey without waiting time is typically only five minutes, whilst it would also only be a seven minute cycle ride.

2.1.3 Eastleigh High Street and the Swan Shopping Centre are located 2km to the east of the site, accessible by cycle and public transport.



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2.1.4 The site is also very well located with respect to local schools and education, with Nightingale Primary School being located within a 650m (seven minute walk) to the west of the site, and Barton Peveril College located a 750m (eight minute walk) to the east of the site.

2.1.5 The local amenities and services in proximity to the site are presented in **Extract 2.1**, as sourced from Open Street Map (with the site's location indicated by the black star).

Extract 2.1: Local Amenities and Services



2.1.6 The site is therefore very well placed to make use of local services and amenities on-foot and by bicycle.

2.2 Access to Public Transport

2.2.1 The closest set of bus stops are located within a 200m walk to the east of the site on Nightingale Avenue ('Nightingale Bridge' bus stops). These bus stops are serviced by 'Bluestar' routes 2 and 5. The Bluestar 2 operates at 20 minute intervals between Southampton and Fair Oak via Eastleigh town centre, with the Bluestar 5 operating on an hourly basis between Boyatt Wood and Romsey, again via Eastleigh town centre. **Appendix C** contains the network map for the Bluestar Services, together with the timetables for the 2 and 5 services.

2.2.2 To the east of the site within a 350m walk of the site is a further pair of bus stops on Passfield Avenue ('Cedar Road' bus stops) which provide access to Bluestar 5 with an additional three bus services: X4, 407 and 408. The X4 provides hourly services to Eastleigh and Hedge End town



centres, with the 407 and 408 providing school bus services to and from Barton Peveril College. The bus route map of Eastleigh is presented in **Appendix C**.

2.2.3 The site is therefore very well placed for future residents to make use of existing public bus services, which in turn provide connections to rail services at Eastleigh as well as other stations such as Southampton Central.

3.0 DEVELOPMENT PROPOSALS

3.1 *Proposed Development*

3.1.1 The proposed development would see the provision of four maisonettes (two two-bedroom, and two one-bedroom units) provided with six off-street parking spaces. Refer to **Appendix A** for the proposed site plans.

3.2 *Site Access Arrangement*

3.2.1 The site would be accessed from Nightingale Avenue via the rear access road between Falcon Square and Magpie Lane. The general arrangement of the site is presented in **Drawing 21-138-100E**, together with swept path analysis of the proposed parking arrangement confirming that all the parking spaces are accessible. The parking spaces will be provided with electric vehicle charging in accordance with Building Regulations Document S.

3.2.2 Refuse collection is proposed to occur in line with the existing refuse collections for the flats to the north east of the site, with a refuse vehicle reversing from Nightingale Avenue towards the site. The proposed refuse collection arrangement is presented in **Drawing 21-138-101C**.

3.2.3 Swept path analysis of a pumping appliance has been conducted; refer to **Drawing 21-138-103B**. As can be seen, suitable access for a fire tender in accordance with Building Regulations Approved Document B can be achieved on site.

3.3 *Parking Provision*

Car Parking Provision

3.3.1 EBC's Parking Standards are detailed within the 'Residential Parking Standards Supplementary Planning Document (SPD)' (January 2009), prescribing that one to three bedroom dwellings should be provided with two parking spaces, and that four or more bedroom dwellings



ACCESS STATEMENT

should be provided with three parking spaces. In addition visitor parking should be provided at a ratio of 0.2 spaces per dwelling.

3.3.2 It is however noted in Section 8 of the SPD that sites which have a high level of accessibility, with regards to public transport services and local facilities, a lower residential parking standard can be applied if circumstances permit and / or there are incentives for lower car ownership.

3.3.3 As per the previous application at the site, refer to **Appendix B**, it has been accepted by EBC that the site is located within a sustainable area, such that the reduced provision of parking compared to the standards would be acceptable. The proposed development is being provided with a total of six parking spaces, comprising of one allocated parking space per unit, together with one unallocated parking space and one visitor parking space.

3.3.4 Reviewing local car ownership census data the sustainable location of the site is evidenced, as the area local to the site (the Middle Super Output Area) has a lower car ownership compared to the whole borough, refer to **Table 3.1** (data as sourced from the Office for National Statistics):

Table 3.1: Car Ownership Data Review

Number of Cars Per Household	Car Ownership	
	Eastleigh Borough	Middle Super Output Area - Eastleigh 006
0	13%	24%
1	41%	44%
2	35%	25%
3	8%	5%
4 or more	3%	2%

Source: Office for National Statistics

3.3.5 Based upon the car ownership within the Middle Super Output Area it is forecast that the development proposal could generate a parking demand for five vehicles. The proposed provision of six parking spaces would therefore accommodate the expected parking demand, with an additional space available for visitor parking.

3.3.6 Consideration of the intended tenure of the dwellings, which are anticipated to be for affordable rent, should also be taken into consideration. Reviewing car ownership census data for the Borough taking into account accommodation type and tenure, as presented in **Table 3.2** it can be seen that flats have an overall lower car ownership compared to houses, and that rented dwellings have a lower car ownership overall compared to privately owned dwellings, refer to **Table 3.2**:

**Table 3.2: Car Ownership By Accommodation Type By Tenure – Eastleigh**

Number of Cars Per Household	1-3 Bedroom Households in Eastleigh			
	Houses		Flats	
	Owned	Rented	Owned	Rented
0	15%	32%	28%	44%
1	61%	52%	56%	47%
2	21%	15%	14%	8%
3	4%	2%	2%	1%

Source: Office for National Statistics

3.3.7 It is therefore considered that the proposed application of the parking standards which apply to all dwelling types and tenure is not directly applicable in this instance, and that owing to the proposed tenure of the dwellings, as well as taking into account the site's sustainable location, that a reduced parking provision is appropriate. The proposed provision of six spaces is therefore considered to meet the development's required parking demand, without overspill onto the local highway.

3.3.8 It is further noted that the provision of parking, above the needs of developments, can result in high car ownership as driving a car is made a more attractive option owing to its perceived convenience (overly easy access to multiple parking spaces). The proposed restricted approach to parking provision is therefore in line with the sustainable policy of EBC, seeking to promote travel by active and public modes of transport, noting that the site has excellent access to regular bus services.

Cycle Parking Provision

3.3.9 The Residential Parking Standards SPD requires that dwellings are provided with one cycle parking space per dwelling if provided in a communal store, alternatively one cycle parking space should be provided for one bedroom dwellings, and two cycle parking spaces for two or more bedroom dwellings if individual storage is provided.

3.3.10 As presented in **Appendix A**, the development is being provided with individual stores within the garden of each unit. Cycle parking is therefore being provided in accordance with the prescribed standards.



4.0 SUMMARY AND CONCLUSION

4.1 *Summary*

4.1.1 This Access Statement (AS) has been prepared by Odyssey on behalf of Doswell Projects Limited. It sets out the access arrangements of the proposed development which would see the provision of four maisonettes, together with six off-street parking spaces at Nightingale Avenue, Eastleigh.

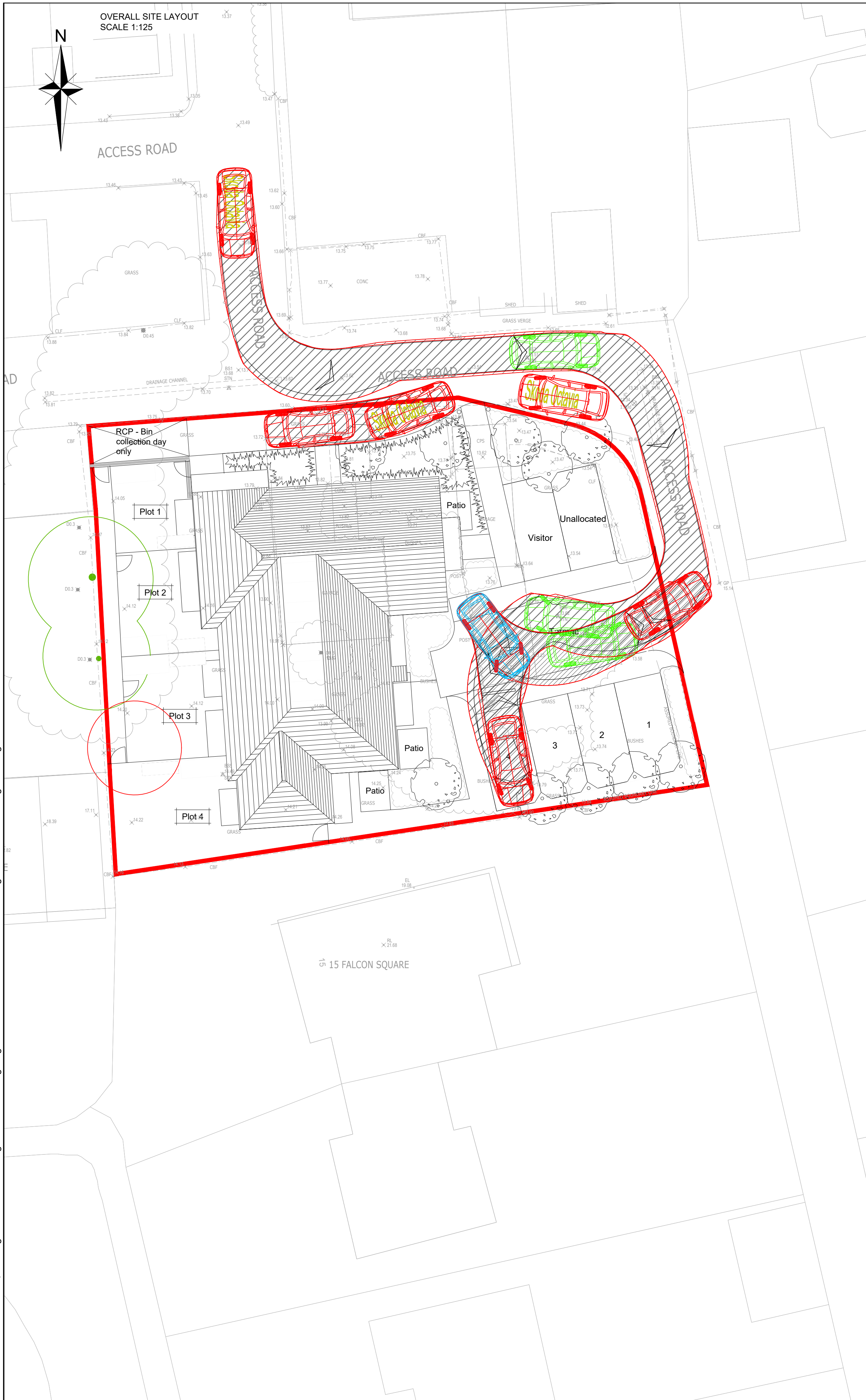
4.1.2 It has been demonstrated that the site is located within a sustainable location, being within a short walk of local amenities and numerous bus services. The proposed provision of six parking spaces is considered to be acceptable as it will accommodate the proposed forecast parking requirements, and supports the sustainable location of the site by not providing unfettered parking.

4.1.3 A review of the proposed site layout has been undertaken which demonstrates that suitable access can be achieved, and that suitable cycle parking provision is being provided.

4.2 *Conclusion*

4.2.1 The development is therefore considered acceptable from a highways perspective, situated in a sustainable location, being provided with a suitable level of car and cycle parking, and being provided with suitable access and servicing arrangements. The proposal is therefore considered to be acceptable on highway grounds, as per the National Planning Policy Framework which prescribes that developments should only be refused on highways and transport grounds if the impact is 'severe'.

DRAWINGS



NOTES

- DO NOT SCALE FROM THIS DRAWING.
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- THE SITE LAYOUT HAS BEEN PROVIDED BY DOSWELL PROJECTS. ODYSSEY CANNOT TAKE ANY RESPONSIBILITY FOR THE ACCURACY OF THIS INFORMATION

LEGEND

PROPOSED SITE BOUNDARY

4.572

0.951 2.578

Skoda Octavia
Overall Length 4.572m
Overall Width 1.769m
Overall Body Height 1.488m
Min Body Ground Clearance 0.249m
Max Track Width 1.713m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.100m

E	SITE LAYOUT UPDATED	SD	ESH	ESH	12/04/23
D	SITE LAYOUT UPDATED	SD	ESH	ESH	05/04/23
C	SITE LAYOUT UPDATED	MS	ESH	ESH	21/01/22
B	SITE LAYOUT UPDATED	MS	ESH	ESH	19/01/22
A	SITE LAYOUT UPDATED	MS	ESH	ESH	13/01/22
Rev	Amendments	Dm	Chk	App	Date

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Job Title

**NIGHTINGALE AVENUE,
EASTLEIGH**

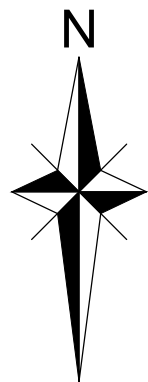
Drawing Title

**GENERAL ARRANGEMENT & CAR PARK
SWEEP PATHS - NIGHTINGALE AVENUE**

Client

DOSWELL PROJECTS

Scale	Date	Designed
1:100 @A1	OCT 21	MS
Drawn	Checked	Approved
MS	ESH	RJH
Job No	Drawing No	Rev
21-138	21-138-100	E

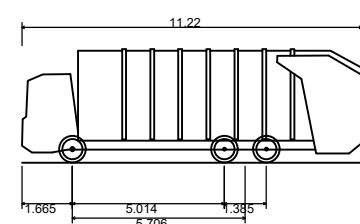


- NOTES**
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LEGEND

— PROPOSED SITE BOUNDARY

- - - OPERATIVE DRAG DISTANCE



Phoenix 2 Duo Recycler (P2-15W with Elite 6x4 chassis)

Overall Length	11.220m
Overall Width	2.530m
Overall Body Height	3.759m
Min Body Ground Clearance	0.309m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	11.550m

C	LAYOUT UPDATED	SD	ESHESH	12/04/23	
B	LAYOUT UPDATED	SD	ESHESH	05/04/23	
A	LAYOUT UPDATED	MS	ESHESH	19/01/22	
Rev	Amendments	Drm	Chk	App	Date

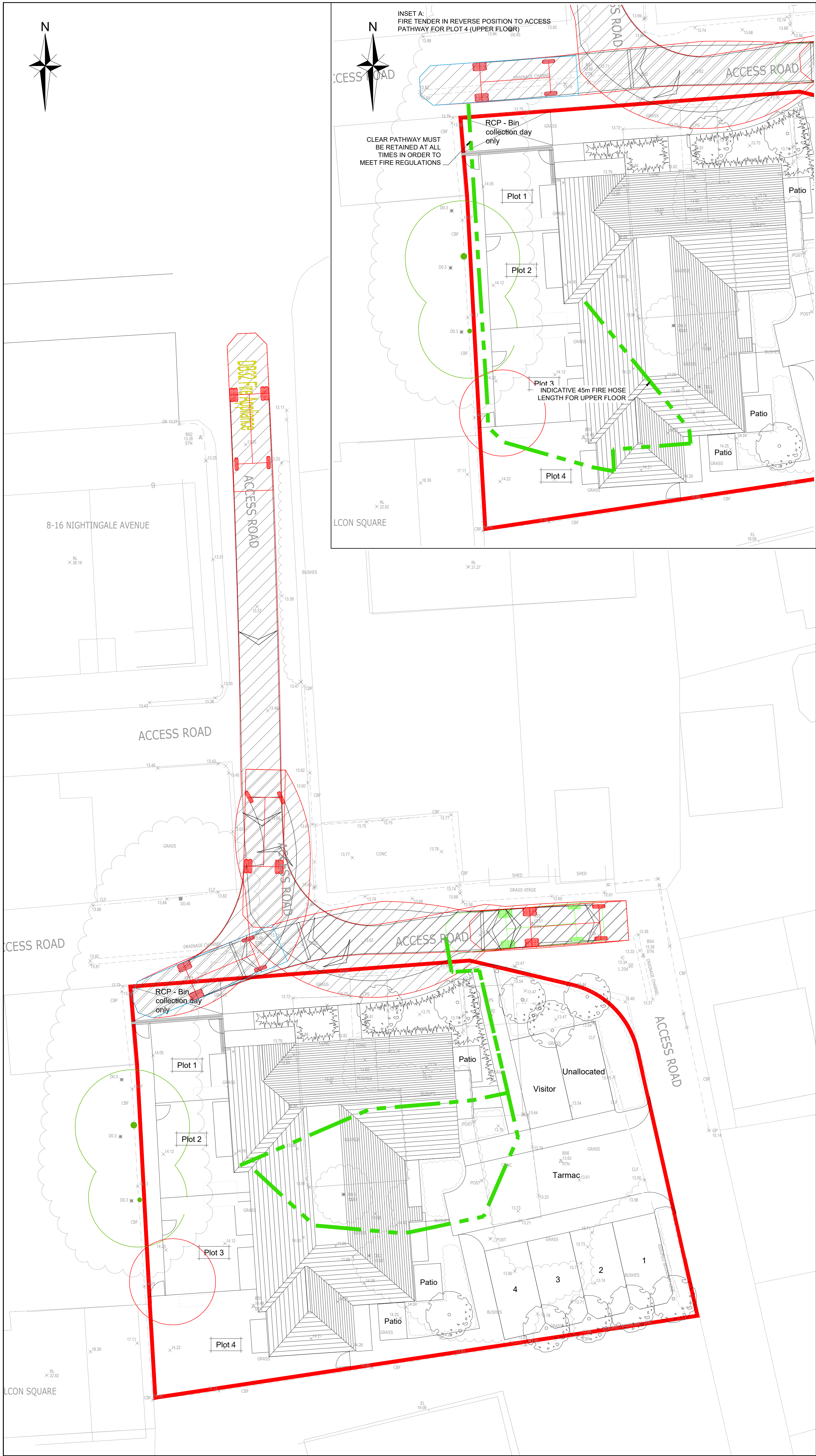


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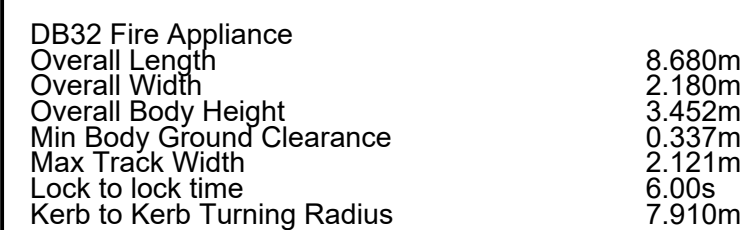
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Job Title			
NIGHTINGALE AVENUE, EASTLEIGH			
Drawing Title			
REFUSE VEHICLE SWEEP PATH ANALYSIS - NIGHTINGALE AVENUE			
Client			
DOSWELL PROJECTS			
Scale	Date	Designed	MS
1:100 @A1	OCT 21		
Drawn	Checked	Approved	RJH
MS	ESH		
Job No	Drawing No	Rev	
21-130	21-138/101	C	



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 PROPOSED SITE BOUNDARY
 45m MAXIMUM FIRE HOSE LENGTH



B	LAYOUT UPDATED	SD	ESH	ESH	12/04/2
A	LAYOUT UPDATED	SD	ESH	ESH	05/04/2
Rev	Amendments	Des	Chk	App	Date



Job Title

NIGHTINGALE AVENUE,
EASTLEIGH

Drawing Title

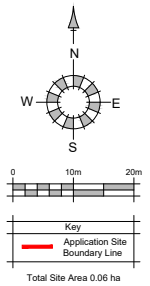
FIRE TENDER SWEEP PATH
ANALYSIS - NIGHTINGALE AVENUE

Client **DOSWELL PROJECTS**

Scale 1:100 @A1	Date OCT 21	Designed MS	
Drawn MS	Checked ESH	Approved RJH	
Job No 21-130	Drawing No 21-138/103		Rev B

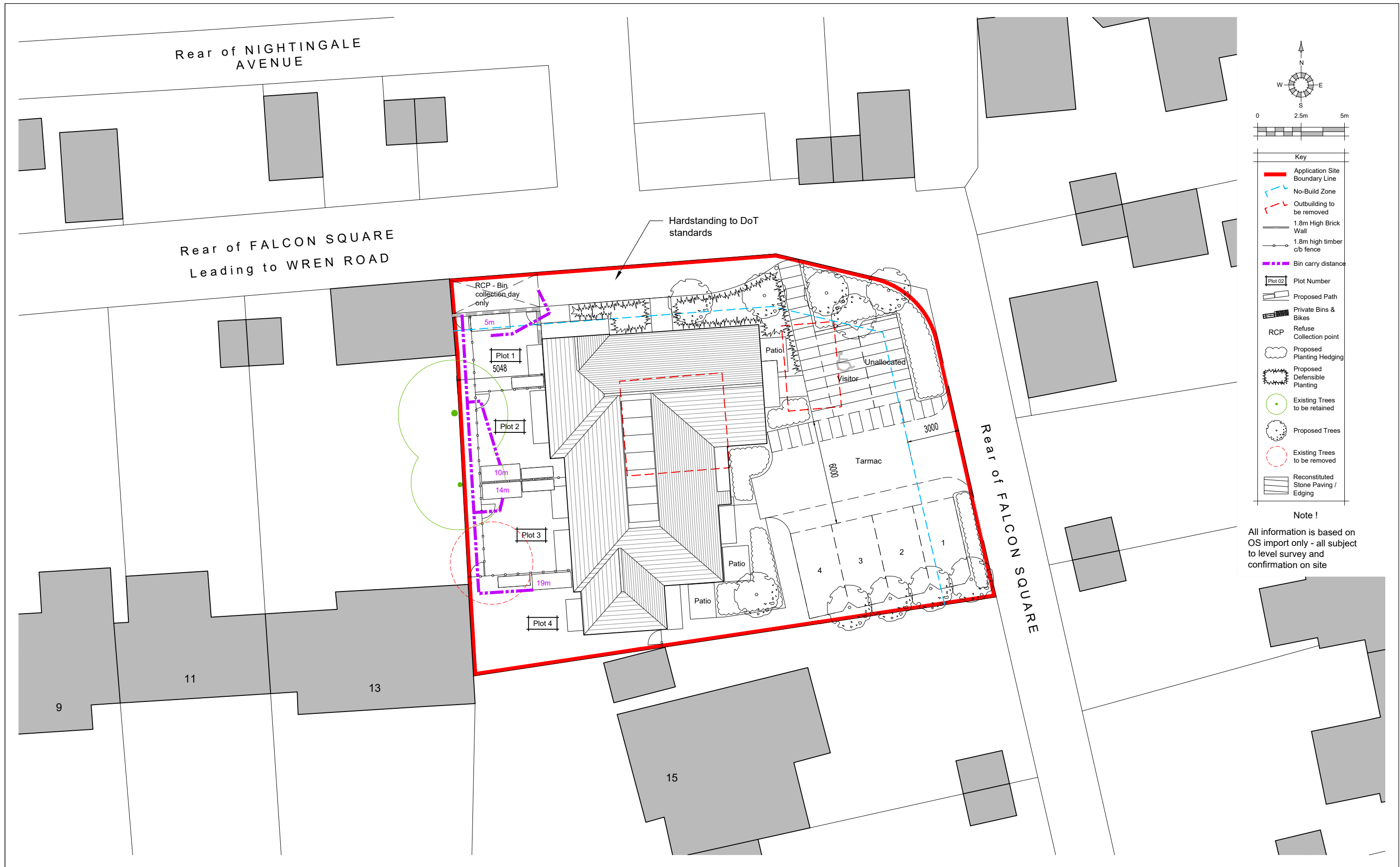
APPENDIX A

Existing and Proposed Site Plans



Preliminary

REV.	DATE	REVISIONS	BY	STATUS	CLIENT:	PROJECT:	 Broadmeade House, Farnham Business Park, Weydon Lane, Farnham, Surrey GU9 8QT. info@osparchitecture.com www.osparchitecture.com Tel: 01252 267878	
					Doswell Projects	Nightingale Avenue Eastleigh SO50 9JA		
					SCALE: 1:1250 (A4 ORIGINAL)	DRAWING: Site Location Plan		
					DRAWN: a/jg DATE: 23/03/23	22206	S01	—



REV. A	DATE 11/04/22	REVISIONS: Updates following fire tender swept path analysis.	BY XX	STATUS: Preliminary	CLIENT: Doswell Projects	PROJECT: Nightingale Avenue Eastleigh SO50 9JA	 architecture planning masterplanning Broadmede House, Farnham Business Park, Weydon Lane, Farnham, Surrey GU9 8QT. info@osparchitecture.com www.osparchitecture.com Tel: 01252 267878 ©Osprey Scotland Limited Company Registration No. 28798991
					SCALE: 1:200 (A3 ORIGINAL)	DRAWING: Proposed Site Plan Roof Layout	
					DRAWN: ajg DATE: 23/03/23	22206 P02 A	
© COPYRIGHT EXISTS ON THE DESIGNS AND INFORMATION SHOWN ON THIS DRAWING				This drawing may be scaled or cross referenced to the scale bar for planning application purposes only. Do not scale for any other purpose, use figured dimensions only. Subject to site survey and all necessary consents. All dimensions to be checked by user and any discrepancies, errors or omissions to be reported to the Architect before work commences. This drawing is to be read in conjunction with all other relevant materials. OS Licence No. 100007327			

APPENDIX B

Application F/22/92348 Report to Committee

ELAC – Eastleigh Local Area Committee Tuesday 15 November 2022.

Application Number: F/22/92348
Case Officer: Clare Martin
Received Date: Friday 28 January 2022
Site Address: Land to the South of Nightingale Avenue, Eastleigh
Applicant: Vivid Homes
Proposal: Erection of two and a half storey building consisting of 2no. one-bedroom and 3no. two-bedroom apartments with associated car parking, bin/ cycle store, landscaping and access off rear service road.

Recommendation: **Subject to:**

- i) **Securing contributions towards the Solent Recreation Mitigation Strategy and New Forest Recreational Strategy.**

To Delegate back to the Executive Head of Planning and Economy in conjunction with The Chair and Vice Chair to GRANT PLANNING PERMISSION with the following conditions:

CONDITIONS AND REASONS:

- 1 The development hereby permitted shall be implemented in accordance with the following plans referenced: 21.048.001 Rev B, 21.048.003 Rev A, 21.048.010 Rev D, 21.048.020 Rev D, 21.048.030 Rev B, 21.048.031 Rev B, 21.048.032 Rev C, 21.048.033 Rev B, 21.048.034 Rev B, 21.048.035 Rev B, 21.048.040 Rev B & DD550L02 Rev A.
Reason: For the avoidance of doubt and in the interests of proper planning.
- 2 The development hereby permitted shall start no later than three years from the date of this decision.
Reason: To comply with Section 91 of the Town and Country Planning Act 1990.
- 3 The development must accord with the arboricultural report reference J256.04. No excavation, demolition or development related works shall commence until the approved tree protection measures have been installed as per the tree protection plan contained within the report. Once installed, no access by vehicles or placement of goods, chemicals, fuels, soil or other materials shall take place within the protected area. Tree protection measures shall be retained in their approved form for the duration of the work and may only be modified subject to written agreement from the Local Planning Authority.
Reason: To retain and protect the existing trees which form an important part of the amenity of the locality.
- 4 No demolition or construction works shall start until a Method Statement has been submitted to, and approved in writing by, the Local Planning Authority.

- a) location of temporary site buildings, compounds, construction material and plant storage areas used during demolition and construction;
- b) The arrangements for deliveries associated with all construction works;
- c) the parking of vehicles of site operatives and visitors;
- d) Details of the methodology for ensuring mud and 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.
- e) a scheme for controlling noise from demolition and construction activities ;
- f) provision for storage, collection, and disposal of rubbish from the development during construction period;

Reason: To limit the impact the development has on the amenity of the locality

- 5 Notwithstanding the submitted details, no construction work shall start on site until the following has been submitted to, and approved in writing by the Local Planning Authority:
- a) A site investigation report documenting the ground conditions of the site and incorporating chemical and gas analysis identified as appropriate by the desk study in accordance with BS10175:2001+A2:2017, and, unless otherwise agreed with the Local Planning Authority;
- b) A detailed scheme for remedial works and measures to be undertaken to avoid the risk from contaminants and/or gases when the site is developed and proposals for future maintenance and monitoring. Such a scheme shall include nomination of a competent person to oversee the implementation of the works. Site investigations are to be undertaken by a competent person and in accordance with best practice as outlined in BS10175:2011+A2:2017 and LCRM. Any gas monitoring deemed appropriate is to be in accordance with best practice as outlined in such documents as BS8576:2013, BS 8485:2015+A1:2019, Claire RB17 and CIRIA C665.
- Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off site receptors
- 6 The development hereby permitted shall not be commenced for a period of at least 21 days from the date of the decision
- Reason: To comply with Section 28(6) of the Wildlife and Countryside Act 1981 (as amended) as this permission is being granted otherwise than in accordance with the advice of Natural England.
- 7 No development above dpc level shall start until details and samples of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.
- Reason: To ensure a satisfactory visual appearance in the interest of the

amenities of the area.

- 8 Notwithstanding the submitted details, no development above dpc level shall start until a revised ecological enhancement plan has been submitted to and approved in writing by the Local Planning Authority. The development shall then accord with the approved details and unless otherwise stated all measures shall be in place before the end of the first planting season following occupation of the development.
Reason: In the interests of biodiversity.
- 9 Unless otherwise agreed in writing by the Local Planning Authority, no development shall commence above dpc level until evidence that the dwelling meets all of the following standards has been submitted to and approved in writing by the Local Planning Authority:
 - a) at least 80% of the dwellings meet Part M4(2) standard for accessible and adaptable dwellings of the current building regulations
 - b) 100% of the dwellings meet Part M4(1) standard for visitable dwellings of the current building regulations
 - c) A predicted mains water consumption of no more than 110 litres/person/day.Reason: To provide adaptable and sustainable dwellings.
- 10 No part of the development shall be occupied until a land contamination verification report (for the work approved under condition 5) demonstrating the effectiveness of the remediation works carried out and a remediation completion certificate confirming that the approved remediation scheme has been implemented in full have been submitted to and approved in writing by the Local Planning Authority. The verification report and remediation completion certificate shall be submitted in accordance with the approved scheme and undertaken by a competent person in accordance with Defra and the Environment Agency's LCRM.
Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off site receptors
- 11 No part of the development shall be occupied until external lighting details has been submitted to and approved in writing by the Local Planning Authority and installed on the site. The scheme shall include lighting on the northern elevation to provide a safe access to the site after dark.
Reason: In the interests of security and ecological protection.
- 12 The development shall be carried out in accordance with the approved drainage strategy technical note, by Odyssey, dated January 2022. No part of the development shall be occupied until management and maintenance details for the drainage system have been submitted to and approved in writing by the Local Planning Authority.
Reason: To provide a sustainable drainage system.
- 13 No part of the development shall be occupied until evidence showing

that mitigation is in place to offset the impact of increased nitrates and phosphates from the development on the River Itchen SPA has been submitted to and approved in writing by the Local Planning Authority. A vesting certificate is acceptable evidence for the Eastleigh Borough Council nitrate and phosphates mitigation schemes.

Reason: To accord with the Conservation of Habitats and Species Regulations 2017 (as amended).

- 14 Notwithstanding the submitted details, the development hereby approved shall not be occupied until the following details have been submitted to and approved in writing by the Local Planning Authority:

- a) a landscaping strategy plan (including hard & soft landscaping, tree planting, boundary treatment and seating in the south western corner);
- b) full soft landscaping specifications;
- c) planting details and
- d) and a schedule of landscape management and maintenance.

The approved hard landscaping and boundary treatments shall be installed before the development is occupied. The approved soft landscaping and tree planting shall be provided by the end of the first planting season following completion of the development. The works shall be carried out in accordance with the approved plans and to the appropriate British Standard.

Reason: In the interests of the visual and residential amenity.

- 15 For a period of no less than 5 years after planting, any trees or plants which are removed, die or become seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of the same species, size and number as originally approved in the landscaping scheme.

Reason: In the interests of the visual amenities of the locality.

- 16 The development hereby permitted shall not be occupied until the bin/ cycle store, site access and car parking spaces have been provided in accordance with the approved plans and thereafter retained. The car parking spaces shall only be used for the purpose of accommodating private motor vehicles incidental to the enjoyment of the residential development.

Reason: To make provision for off street parking for the purpose of highway safety.

- 17 The second floor lounge/ living room and bathroom windows on the eastern elevation shall be obscure glazed to Pilkingtons level 3 or equivalent and shall be top-hung opening only. Once installed the windows shall be permanently maintained in that condition.

Reason: To protect the amenity and privacy of the adjoining residential properties.

- 18 No construction, demolition or deliveries to the site shall take place during the construction period except between the hours of 0800 to 1800 Mondays to Fridays or 0900 to 1300 on Saturdays and not at all on Sundays or Bank Holidays.

Reason: To protect the amenities of the occupiers of nearby dwellings.

Note to Applicant: In accordance with paragraph 38 of the National Planning Policy Framework (July 2021), Eastleigh Borough Council takes a positive approach to the handling of development proposals so as to achieve, whenever possible, a positive outcome and to ensure all proposals are dealt with in a timely manner.

Report:

This application has been referred to Committee as Eastleigh Borough Council owns the application site.

Description of Application

1. The planning application is for the erection of a two and a half storey building consisting of 2no. one-bedroom and 3no. two-bedroom apartments. The site is accessed off the rear service road, which runs behind the properties on Falcon Square and Magpie Lane.
2. The building is positioned on the eastern half of the site with a smaller single storey section on the northern side, which accommodates bin and cycle storage. The development has one car parking space in front of the building (on the eastern side) and the remaining seven spaces are located within a rear car parking area (on the western side). The proposal also includes three electric car charging points.
3. The application is accompanied by the following reports and technical assessments:
 - Planning statement
 - Design and access statement
 - Transport statement
 - Drainage strategy
 - Phase 1 ecological survey
 - Site investigation report into contaminated land
 - Landscape plan
 - Tree report

Site Characteristics and Character of the Locality

4. The site is a rectangular piece of land, of approximately 615m², which sits on the north-eastern corner of the rear service alley connecting Nightingale Avenue, Wren Road and Falcon Square. It is a level site that is mostly enclosed by a mixture of fencing and is covered in overgrown scrub. There are a handful of trees within the site and surrounding properties, which are not covered by Tree Preservation Orders.
5. The site is nestled between the two storey semi detached dwellings at 13 and 15 Falcon Square. While the area is predominantly characterised by

two storey semi detached interwar housing, there are examples of three storey buildings within the vicinity including the shopping parade along Nightingale Avenue to the north and Nightingale Court to the west.

Relevant Planning History

6. None

Representations Received

7. Fifteen letters of objection and one comment letter have been received, which raise the following points:

8. Amount of Development

- Overdevelopment of housing in the locality.
- Two or three bed houses would be more appropriate for the site and there are longer waiting lists for these types of properties than smaller flats.
- Proposal squeezes a flat into the roof space, which would have poor daylight and cramped accommodation.
- Development has no amenity space.

9. Character and Appearance

- The two and a half storey flatted development is out of keeping with other family houses in the locality.
- Bin store and blank side of the building do not create a sense of arrival from Nightingale Avenue.
- Proposed block of flats is taller than family dwellings in the locality.

10. Access and Car Parking

- Insufficient on-site car parking, which will exacerbate existing parking problems in the locality.
- The one visitor car parking space at the front of the building will encourage more traffic along this section of the service alley and could end up being used by other properties. All visitor parking needs to be incorporated into main car parking area.
- Car parking area should incorporate electric car charging points.
- Site is accessed off a single lane rear service alley, which is difficult for delivery or construction vehicles to get to.
- Refuse lorries cannot service the development so wheely bins will end up blocking the access road behind the Nightingale Avenue shops.

11. Residential Amenity

- Overlooking (especially from proposed balconies).
- Building would be overbearing, visually intrusive and restrict light into neighbouring gardens.
- Loss of a view
- Noise and dirt during construction period.

- Noise, fumes and accidental damaged caused by vehicles using the parking area next to the garden of 13 Falcon Square. Recommend car parking area is set in from boundary and the existing fence is replaced with a wall.

12. Infrastructure

- Development will result in increased demand at local schools, dentists and doctors.
- Impact on sewerage system, which has existing problems.
- Potential flooding from proposed soakaways.

13. Other

- Loss of on-site habitat for wildlife.
- Recommend that the development includes multiple Swift bricks, which will provide much-needed breeding spaces for declining species of birds.
- Car park construction could harm neighbouring trees.
- Developer should contribute to improving the condition of the access road.
- Low level lighting needs to be incorporated into the development.

Response to Representations Received

14. The material considerations raised will be considered in the assessment section. However, the council would like to respond to the following points raised:

- The car parking area has been amended to include electric charging points (as shown on the proposed site plan).
- Amended plans have been received, removing the full balconies and replacing these with juliet balconies.
- Loss of a private view is not a material planning consideration and so cannot be assessed as part of the application.
- A construction environmental management plan can be conditioned to limit the impact on neighbouring residents during the building process.
- Unfortunately, it is not possible to have a wall alongside the car park boundary with the garden of 13 Falcon Square as its footings would be in the root protection area of the neighbours trees.
- The five unit residential development will have a negligible impact on local services and is below the limit required to contribute towards education and health services.

Consultation Responses

Hampshire Highways - Comment

Vehicular Access

15. Access to the site is via a rear service road from Nightingale Avenue that currently accommodates various rear parking for the flats above the shops,

Falcon Square and Magpie Lane. This is acceptable, with the increase in trip rates from the additional five units not anticipated to cause significant impact.

16. A Minor Works S278 agreement will be required for the proposed site access and front visitor parking space off the rear service alley.

Pedestrian Access

17. Footways are provided for most of the route between the junction with Nightingale Avenue and the site and there are no known existing issues. vehicle speeds relatively low at this point and pedestrian safety is acceptable.

Parking

18. Eight parking spaces are proposed for the 5 flats, and the layout is acceptable with access gained via an undercroft. However, the number of car parking spaces needs to accord with the 'minimum' standards, given the historical parking issues within the local area. Any shortfall in parking is likely to exacerbate the issue, with overflow likely.
19. Historical restricting of parking numbers within the borough, in the hope that it restricts parking numbers has had limited success, and results in obstructive parking and post-development conversion of green spaces.

Servicing

20. Servicing of the site is achievable via the rear service roads as existing, and it is noted that the Council's Direct Services Team have raised no concerns.

Urban Design Officer - Comment

21. Various schemes have been put forward to redevelop this site over the years, with this general layout proving to be the most suitable given the access constraints and trying to minimise adverse impact upon the amenity of existing neighbouring properties in terms of loss of light, outlook and privacy.
22. In terms of materials, the use of red brick is supported, and the roof materials have been amended so that it is finished with plain clay tiles, rather than slate, to reflect surrounding development.
23. The scheme is dominated by the parking area, which should be reduced to provide one parking space per flat. This will enable additional soft landscape to create a more attractive courtyard within the development. Likewise, the visitor space at the front of the site is a significant element in the public realm that erodes soft landscape. It would be preferable for this

space to be replaced with soft landscape and private amenity areas expanded.

24. The development needs to provide a safe route to the site and the pedestrian access from Nightingale Avenue should be well-lit after dark.

25. Advice provided on incorporating sustainability measures into scheme.

Ecology Officer – No Objection

Protected Species

26. There are records of at least three species of bats, hedgehogs, swifts, slow worms and common toads near this site. The recommendations in the Protected Species Walkover Survey report and the Ecological Enhancement Plan report are sound and can be conditioned. These include precautionary clearance methods for breeding birds, hedgehogs and reptiles, which are further expanded upon within the Ecology Officer's response.

Biodiversity Net Gain

27. Biodiversity enhancement is required and shown as part of the Ecological Enhancement Plan. The Ecology Officer's response provides advice on how improve upon this further by using a long flowering mix of plants for pollinators and having continuous corridors of vegetation along the western boundary. Further enhancements could include climbing flowering plants on the bin and cycle store, swift and bat bricks and hedgehog gaps in fencing. The final biodiversity enhancements should be conditioned.

28. Bat bricks should be installed within the development, but kept away from areas illuminated by exterior lights. Lighting should follow the guidance given on the Bat Conservation Trust website and a lighting plan should be conditioned.

Surface Water Drainage

29. The surface water drainage proposal is acceptable, and a drainage maintenance plan should be conditioned.

Tree Officer – No objection

30. There are no significant trees within the site and none of these trees are subject to Tree Preservation Orders. However, there are several trees on the neighbouring site, with their stems immediately adjacent to the site boundary. The proposal includes an arboricultural report and tree protection plan, which are acceptable. The approved tree protection measures will need to be installed on site before work begins.

Southern Water - Comment

Foul Sewage

31. Our initial investigations indicate that Southern Water can provide foul sewage disposal to service the proposed development. Southern Water requires a formal application for a connection to the public foul sewer to be made by the applicant or developer.
32. It is possible that a sewer now deemed to be public could be crossing the development site. Therefore, should any sewer be found during construction works, an investigation of the sewer will be required to ascertain its ownership before any further works commence on site.

Drainage

33. Under certain circumstances SuDS will be adopted by Southern Water should this be requested by the developer. Where SuDS form part of a continuous sewer system, and are not an isolated end of pipe SuDS component, Where SuDS rely upon facilities which are not adoptable by sewerage undertakers the applicant will need to ensure that arrangements exist for the long-term maintenance of the SuDS facilities.

Environmental Health (contamination) - Comment

34. The preliminary risk assessment identified a number of potential onsite sources of contamination, possible asbestos within the existing buildings, Made Ground, vehicles storage and areas of ash and clinker. As such conditions to deal with ground contamination (including asbestos) and verification of remedial works will be required.

Direct Services – No objection

Natural England – Objection

35. Natural England consider that the proposal will have adverse effect on the integrity of the River Itchen Special Area of Conservation (SAC) and the New Forest SAC, Special Protection Area (SPA) and Ramsar site, in terms of recreational disturbance and water quality.

Policy Context and Designations Applicable to Site

- Within Built-up Area Boundary
- Within Established Residential Area
- Within Aviary Estate Special Policy Area

Development Plan

Eastleigh Borough Local Plan 2016-2036

36. Strategic Policies

- S1 (Sustainable Development);
- S2 (Promotion of New Development);
- S3 (Housing Locations).

37. Development Management Policies

- DM1 (General Development Criteria);
- DM2 (Environmentally Sustainable Development);
- DM3 (Adapting to Climate Change);
- DM6 (Sustainable Surface Water Management and Watercourse Management);
- DM8 (Pollution);
- DM10 (Water and Waste Water);
- DM11 (Nature Conservation);
- DM13 (Transport);
- DM14 (Car Parking);
- DM23 (Residential Development in Urban Areas);
- DM29 (Dwellings with Higher Access Standards);
- DM30 (Internal Space Standards).

38. Area Specific Policies

- E10 (Aviary Estate)

Supplementary Planning Documents

- Trees and Development (April 2022)
- Quality Places (November 2011);
- Residential Parking Standards (January 2009);
- Environmentally Sustainable Development (March 2009);
- Biodiversity (December 2009);

National Planning Policy Framework

39. At national level, the National Planning Policy Framework (the 'NPPF' or the 'Framework') is a material consideration of significant weight in the determination of planning applications. The National Planning Policy Framework (the 'NPPF' or the 'Framework') states that (as required by statute) applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise and sets out a general presumption in favour of sustainable development unless material considerations indicate otherwise. A deliverable 5 year supply of housing within each local authority area is required, and if this is not demonstrated a tilted balance in favour of the development applies.

40. Three dimensions of sustainability are to be sought jointly: economic (supporting economy and ensuring land availability); social (providing

housing, creating high quality environment with accessible local services); and environmental (contributing to, protecting and enhancing natural, built and historic environment) whilst local circumstances should also be taken into account, so that development responds to the different opportunities for achieving sustainable development in different areas.

National Planning Practice Guidance

41. Where material, the Planning Practice Guidance which supports the provisions and policies of the NPPF should be afforded weight in the consideration and determination of planning applications.

Assessment of Proposal: Development Plan and / or Legislative Background

42. Section 70(2) of the Town and Country Planning Act 1990 and Section 38(6) of the Planning and Compulsory Purchase Act 2004 require a Local Planning Authority determining an application to do so in accordance with the Development Plan unless material considerations indicate otherwise. The Development Plan comprises the Eastleigh Borough Local Plan 2016-2036 and the Hampshire Minerals and Waste Plan 2013 (which is not applicable in this case). The NPPF and the Planning Practice Guidance constitute material considerations of significant weight.

Principle of development:

43. The site is within the urban edge, located behind a collection of existing residential properties within the Aviary Estate. The site comprises an overgrown and neglected parcel of land, which due to its condition detracts from the appearance of its immediate surroundings. As such the principle of new residential development on the site is acceptable and a well designed scheme has the potential to improve the quality of the built environment.
44. Policy DM1 requires development to make efficient use of sites, with Policy DM23 looking for residential developments to achieve a minimum density of 40 dwellings per hectare, unless site constraints or local character justify a lower density. The policy goes on to state that in areas with good access to public transport and other services and amenities, higher densities should be sought.
45. The proposal is for 5 no. one and two bed flats which the Applicant has indicated would be provided as affordable housing. The development has a residential density of 81 dwellings per hectare, which as a two and a half storey apartment block would be naturally higher than the surrounding predominantly two storey semi-detached houses that characterise the Aviary Estate.

46. However, there are some examples of three storey buildings close to the site including the mixed commercial/ residential building at 6-16 Nightingale Avenue to the north; the residential development at 1 to 34 Nightingale Court (on the corner of Magpie Lane and Nightingale Avenue); and a smaller housing development on the corner of Nightingale Avenue and Wren Road. On this basis the density and scale of the development is not considered to be out of keeping with the locality.
47. Furthermore, the site is within a sustainable location close to local facilities, leisure activities, recreational spaces and within walking distance of Eastleigh Town Centre. As such the site is within an area where higher densities are encouraged, unless material considerations indicate otherwise.

Character and Appearance

48. Policy E10 looks to protect the special character of the Aviary Estate by requiring new development to closely reflect the size, scale, architectural style, materials and detailing of the locality.
49. In terms of size, the two and a half storey building is approximately 2.5m higher than the neighbouring two storey houses, but is comparable to the three storey commercial/ residential terraced building to the north. The bulk of the proposed building's roofline has been minimised using a fully pitched roofline and, given the surrounding development, the size of the building is considered acceptable.
50. The apartment building is of a pleasant design with a fully pitched roofline and all the buildings windows line up and are in proportion to each other. The building also has an active frontage on its northern elevation where it is accessed from Nightingale Avenue. The buildings northern elevation has two rows of windows which allow natural surveillance. The pitched roof single storey bin/ cycle provides further visual interest on the buildings approach while hiding away the rear parking area.
51. The building's design contains some elements of the surrounding houses, such as its external materials, and overall its design is considered acceptable. Particularly as the site is tucked away along the rear service alley where the building is not prominently viewed from the main residential roads. The only visibility being from the corner of Falcon Square and even then the building is positioned at the far side of the site.

52. While the external space around the building is limited, the landscaping includes three new ornamental trees in the small green space in front of the building and an additional tree in the corner of the car park. The proposal also includes a low hedgerow around the patio areas to the front of the building (eastern side), which provide some privacy for the ground floor flats. Although the size of the landscaped areas is relatively modest, they still provide a setting for the building and rear parking courtyard.
53. In conclusion, the proposed two and a half storey building is considered to be an appropriate development which reflects the character of the locality and would be a visual improvement over the current neglected site.

Living Accommodation

54. Policy DM30 requires all new dwellings to meet the Nationally Described Space Standards, including a minimum gross internal floor space of at least 50m² for one bed two person dwellings, 61m² for two bed three person dwellings, and 70m² for two bed four person dwellings. The dwellings should also be designed with a minimum ceiling height of 2.3m for at least 75% of the floor space.
55. The proposed five flats are able to meet the required internal floor space standards, with the ground and first floor of the building accommodating 2no. one bed apartments of 50m² each and 2no. two bed three-person apartments each around 70m².
56. While the space available within the second-floor apartment is restricted by the roof slope, the apartment has been redesigned to accommodate three rather than four people. The second-floor apartment is able to meet the internal space standards providing a floor area of 64m² and a head height of 2.3m for 82% of its floor space.
57. In terms of outdoor amenity space, all flats should have access to either a communal garden of at least 25m² per flat or a private amenity space of 3m² per flat or 2m² per bedroom (as set out within the Council's Quality Places Supplementary Planning Document).
58. The application site does not have sufficient space to accommodate a communal garden without losing car parking, although it might be possible to create a small siting out area in the landscaping section at the corner of the car park.

59. The proposal includes private external amenity spaces for the two ground floor flats in the form of small patios enclosed by dwarf hedges. However, there is not an option to provide private external space for the first and second floor flats in the form of full balconies as these would result in significant levels of overlooking into the neighbouring gardens. Instead, juliet balconies have been provided for the first floor flats.
60. While the scheme is not able to meet the Council's external amenity space standards, the site benefits from being within easy walking distance of a large recreational ground (sited 120m to the north). On balance it is considered that the presence of this park, along with the creation of a small seating area in the corner of the parking area, can go some way to meeting the outdoor space needs of the new residents.

Residential Amenity

61. Policy DM1 requires new development to not have an unacceptable impact upon the amenity of existing residents and further guidance is provided within the Council's Quality Places Supplementary Planning Document.
62. While the proposed two and a half storey building would be positioned closest to the house at 15 Falcon Square, the proposal it is not considered to be unacceptably obtrusive given the relationship between the properties and the proposed building having its shorter elevation on the southern side. The building is also located to the north of no.15 and so this property should continue to receive a reasonable level of light and outlook from its main rear windows and garden, although there will be some impact on their first floor bedroom window and the other secondary windows along this elevation. No facing windows are proposed on the building's southern elevation.
63. The building is 15m away from the property at 13 Falcon Square with the proposed car parking area positioned next to their garden boundary. While this will inevitably create a degree of additional disturbance (through car noise and fumes), the number of vehicle movements will be limited given it is a seven space car park and these types of arrangements do exist within residential areas. It is also noted that some screening is provided by the existing high close boarded fencing along the western boundary and trees within the garden of no.13.
64. In terms of overlooking, the buildings main windows are on the front (east), side (north) and rear (west) elevations. However, the proposed first floor windows are at least 22m away from the facing first floor windows in the rear of 38 & 40 Magpie Lane and 4 Nightingale Avenue,

thus accord with the separation distance standards set out within Quality Places SPD. Furthermore, the original full balconies on the front elevation have been replaced by juliet balconies, which has significantly reduced the level of overlooking into neighbouring properties.

65. For second floor windows, Quality Places SPD recommends separation distances be increased to 27m. However, in this case only 24m to 25m separation distance is provided between the three dormer windows in the eastern elevation of the new building and the existing rear bedroom windows in 38 & 40 Magpie Lane. In order to reduce overlooking it would be reasonable to obscure glaze two of the three dormer windows. This would be the bathroom window (middle dormer) and the main living area (southern most dormer) as the main living area is dual aspect and its corresponding western dormer would continue to provide an outlook over the car parking area with a more distant view over the row of gardens at 9-13 Falcon Square.
66. One compromise is the northern most dormer, which it is recommended stays clear glazed as this is the only window to the bedroom. However, as bedrooms are typically not used as much during the day as main living areas there is likely to be less opportunity for overlooking.
67. In conclusion, the proposal is for five new dwellings, which would make the most efficient use of the existing sustainable urban site. However, being within an existing residential area the proposal will have an impact on the amenity of existing residents, most notably 13 & 15 Falcon Square and 38 & 40 Magpie Lane. As such a reasonable balance needs to be found between maximising development within this sustainable location while not materially impacting the amenity of neighbouring residents. The reduced private amenity space and slight compromise to overlooking distances at second floor level are considered acceptable in this instance when weighting up the positive benefits associated with the use and redevelopment of the land.

Access and Car Parking

68. Policy DM13 requires a safe and convenient access to be provided for the development. In this case, vehicular access is provided via the existing 40m long single lane service alley that connects directly to Nightingale Avenue. The proposal is accompanied by vehicle tracking information, which demonstrates that it is possible for a refuse vehicle to use the service alley and collect rubbish directly from the bin store on the northern side of the site. The information has been reviewed by the Council's Direct Services Team and no objection has been raised.
69. Furthermore, a condition requiring external lighting to be installed on the building's northern elevation could be imposed to ensure a safe pedestrian access for the development is provided at night.

70. The development should also provide twelve on site car parking (two for each flat and a further 20 percent uplift for visitor parking) in order to meet the requirements of Policy DM14 and the Council's Residential Parking Standards Supplementary Planning Document.
71. However, the site only has enough room to provide eight on site car parking space, seven spaces within the main car park and an additional space at the front of the building. The car parking spaces have been set out with one space allocated to each property and three shared visitor spaces, which allows some flexibility. Alternatively, the car parking area could be fully allocated with two spaces for the two bed dwellings and one space for the one bed dwellings, although this would result in no visitor parking. Either way the on site car parking spaces would be less than that usually required under the Council's planning policies.
72. The site is accessed via a single lane service alley and any overflow parking along the alley could block access for other residents who use the lane to access car parking spaces behind their houses. Alternatively, vehicles may spill onto surrounding resident roads which appear to already have a significant level of on road car parking. An issue that has been raised by the Council's Highway Officer as well as local residents.
73. However, the site is within a sustainable location, close to several bus stops providing a regular bus service. The site is also within cycling distance of Eastleigh Town Centre and includes provision for ten cycles within a dedicated lockable bike store. Due to the sustainable location, section 8.1 of the Council's residential parking standards allows for some flexibility in the amount of on site car parking provision for Eastleigh Town Centre and the surrounding area, and indeed this approach has been taken for other developments within Eastleigh.
74. Furthermore, an access statement has been provided which includes national statistics on car ownership data. This data shows that an average household within this type of area has 1.03 vehicles compared to 1.47 vehicles within Eastleigh Borough as a whole. Also flatted developments tend to have a lower number of cars than houses, with average flatted developments having 0.77 vehicles per flat compared to 1.05 for the average 1 to 3 bedroomed house. While the number of cars owned by the new residents cannot be controlled, there is evidence that most residents may only require one space and any additional cars could be accommodated for within the three shared spaces.
75. Given the sustainable location, and lower car ownership data, a reasonable argument can be made to accept a lower parking standard for the proposed flatted development within this area.

Ecology

76. A protected species walkover survey has been submitted, which identified a negligible potential for bats, although there is potential for nesting birds, hedgehogs and other mammals due to the dense scrub and small trees present on the site. The report went on to provide precautionary measures for protecting these species from the development, such as checking for nesting birds and carrying out site clearance outside of the bird nesting period (March to August).
77. The development is also accompanied by an ecological enhancement plan and this could be further improved by using a long flowering mix of plants for pollinators within some of the landscaping area on the south western corner and providing bat and swift boxes. On this basis no objection has been raised by the ecology officer.

Trees

78. There are no significant trees within the application site, although there is a row of trees within the garden of 13 Falcon Square alongside the car park boundary. In order to prevent damage to these trees a cellular confinement system would be used to support the weight of the adjacent car park. A full arboricultural impact assessment has been provided with the planning application, which has been reviewed by the tree officer and no objection has been raised subject to conditions.

Drainage

79. Policy DM6 requires new housing development to incorporate a sustainable drainage system. A surface water drainage strategy has been submitted for the development, which confirms that the ground conditions are not suitable for infiltration and there is no water course close to the site for drainage. Instead, the surface water will be drained into two buried cellular storage tanks, which have been designed to accommodate 1 in 100 year storm plus 40% rainfall to account for climate change. As these storage tanks fill up they would slowly be discharged into the existing surface water sewer at two separate points.
80. In terms of foul sewage, no objection has been raised by Southern Water to the residential development. Southern Water has a duty to improve its network to cater for proposed developments, which is funded via their own charges to developers for connecting to the network. This duty falls outside

of the planning system and any offsite improvement works would need to be undertaken by Southern Water.

Impact on the Special Policy Area

Nitrates

81. Natural England have advised that the increase in wastewater from new housing developments within the borough is having a detrimental effect on the quality of water entering the Itchen and Solent catchment area through nitrification. As such all development for additional housing are required to reach nutrient neutrality (ensuring that development does not add to existing nutrient burdens), in order to meet the requirements of the Conservation of Habitats and Species Regulations 2017 (as amended).
82. The application site will use the Chickenhall Lane waste water treatment works, which discharges into the River Itchen. As such the proposed development is required to achieve nutrient neutrality for both nitrogen and phosphorus. To mitigate for the increase in nutrients The developer intends to purchase credits from the Eastleigh Borough Council scheme, which takes land out of agricultural uses and creates recreational spaces thus reducing the nutrient output of the land. The developer will need to provide evidence of this mitigation via a pre-occupation condition.

Recreational Disturbance

83. The site is within both the 5.6km catchment area for the Solent Special Protection Area and Ramsar Site and the 13.8km catchment area for the New Forest Special Protection Area. It is recognised that new housing developments within these catchment areas are likely to result in additional visitors to these protected sites. In order to mitigation for this impact the developer has agreed to pay a contribution towards the Solent Recreation Mitigation Strategy (which manages visitors to the coastline) and the Council's New Forest Mitigation Strategy (which provides Suitable Alternative Natural Green Spaces within the borough). No contribution have been received to date, and these will need to be paid upfront if the Council intends to permit the development.
84. A habitat regulations assessment has been undertaken by the Local Planning Authority for the proposed development, which outlines the likely impacts on the special protection areas and proposed mitigation. This has been reviewed by Natural England and an objection raised as Natural England have not approved the Council's phosphorus or New Forest Mitigation Strategies. A dialog is continuing between the two organisations, however the Local Planning Authority, as competent authority, consider that these schemes provide sufficient mitigation.

85. Should the application be approved, with Natural England's objection, then the Council will need to advise Natural England of its decision and a 21-day notification period given before development starts on the site, as required by Section 28(6) of the Wildlife and Countryside Act (1981).

The Council's Five-Year Housing Land Supply:

86. Also of note is the latest position on the Government- required 5 year housing land supply. The published figure for August 2022 confirms that the Council currently has a 5.1 year supply. The addition of urban windfall sites, such as the proposal, makes a small but important contribution to the council's housing land supply.

Other material considerations

Sustainability Measures and Climate Change:

87. In July 2019, the Council declared a Climate Change and Environmental Emergency. In doing so it agreed, among other things, to: (a) put in place measures to ensure the Council's own operations and functions achieve carbon neutrality by 2025; (b) work with partners to aim for all projects and services delivered in the Borough to achieve carbon neutrality by 2030; (c) ensure that the Council's procurement policy recognises carbon neutrality as one of its primary considerations; and (d) recognise the urgency of action to mitigate and adapt to climate change in every decision taken by the Council. This is underpinned by the Climate and Environment Emergency Strategy 2020–2030 and the supporting Climate and Environmental Emergency Action Plan – Update June 2020.
88. The declaration of the Climate Change and Environmental Emergency demonstrates a strong commitment from the Council to achieve net zero. The NPPF, development plan and adopted local plan policy do not set this as a specific target, but it is a material consideration to be considered alongside all other material considerations. In any case addressing climate change is a core part of the NPPF and local plan policy.
89. The NPPF aims for the need for housing to be met, and policy S2 of the Local Plan sets a target for 14,580 dwellings to be provided by 2036. The NPPF, Policies S1, DM2 and DM3 of the Local Plan and energy and water elements of the adopted Environmentally Sustainable Development SPD require development to be sustainable in terms of resource use, climate change and energy use.
90. When considering the impact of climate change, the proposed development would be expected to be resilient to the potential effects of climate change and is expected to reduce/limit impacts on climate emissions as a result of the development or its use. For the proposed development, a location on top of the bin/ cycle store roof has been

identified for photovoltaic panels to provide a renewable energy source. Electric car charging points would be available within the main car park and cycle storage is provided to encourage the use of sustainable transport methods.

Equalities Implications:

91. Section 149 of the Equalities Act 2010 created the public sector equality duty. Section 149 states:-
- a. A public authority must, in the exercise of its functions, have due regard to the need to:
 - i. eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
 - ii. advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
 - iii. foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
92. When making policy decisions, the Council must take account of the equality duty and in particular any potential impact on protected groups. It is considered that this application does not raise any equality implications.

Conclusion

93. The application site lies inside the urban edge in an accessible and sustainable location not far from Eastleigh town centre. The site consists of an under used parcel of land within an existing residential area and therefore is considered suitable for residential development.
94. In terms of the scheme's specifics, a balance has to be struck between delivering a viable housing development that makes the most efficient use of urban land and conforming to the various planning requirements.
95. The proposed development is for a two and a half storey building containing five flats. The scale and design of the proposal is considered to be in keeping with other developments within the residential area and the scheme has been amended to reduce the buildings impact on the amenities of the neighbouring dwellings.
96. The proposed one and two bed flats are able to provide reasonable living accommodation, which meets the Nationally Described Internal Space Standards. However, due to the limited size of the site the proposal is only able to provide eight out of the required twelve car parking spaces and just the ground floor flats have access to their own outdoor private amenity spaces.
97. However, there is a case for accepting lower parking and outdoor amenity space provision in this instance, as the site is well served by sustainable transport and within easy walking distance of a large park, shops and local

services. Therefore, on balance, the proposed development is recommended for permission.



APPENDIX C

Bus Maps and Timetables



Your Travel Information for the Borough of Eastleigh

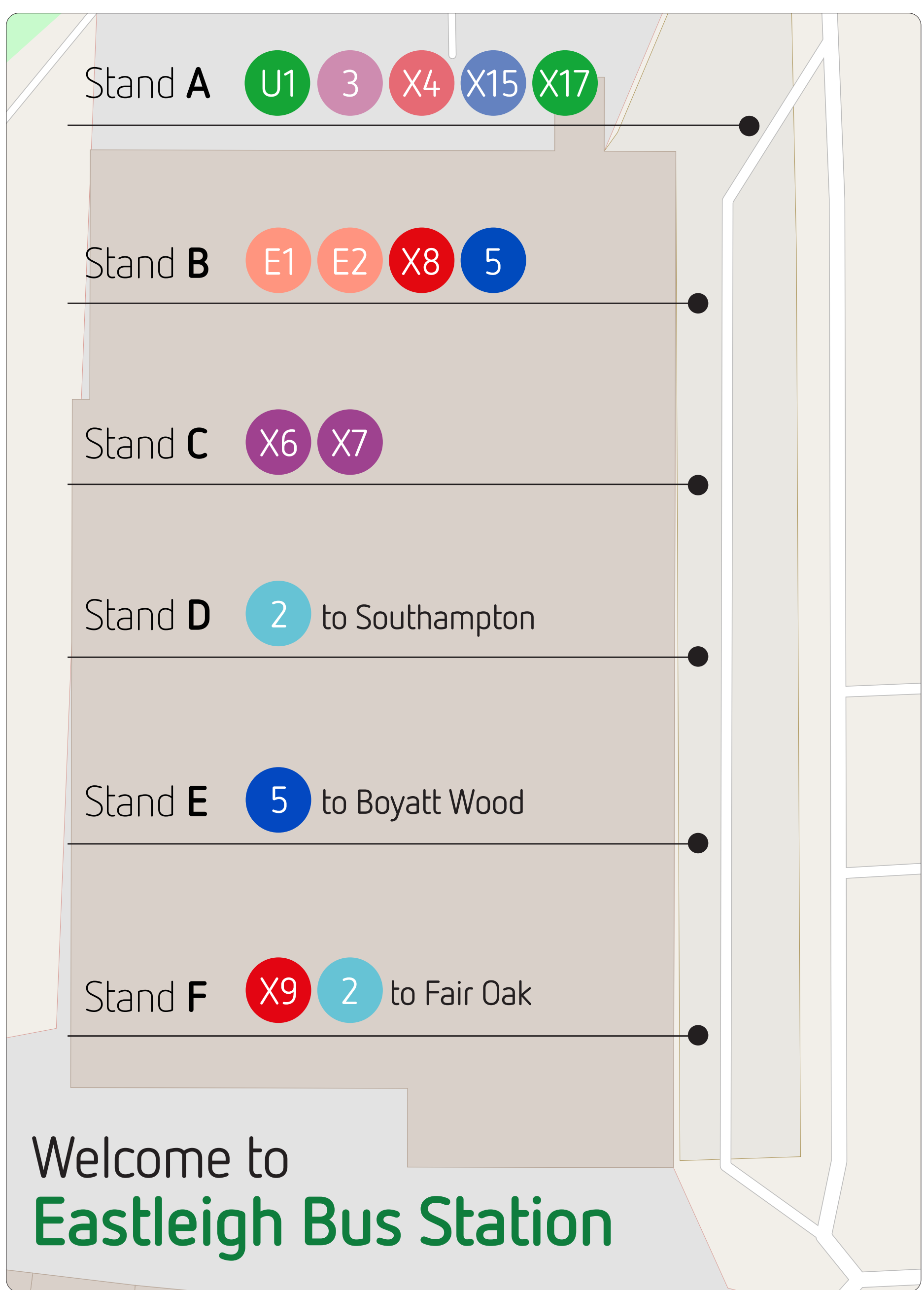


www.eastleigh.gov.uk

List of services

Bus No.	Bus Route	Monday to Friday	Saturdays	Sundays & Public Holidays
1	Winchester Chandlers Ford Southampton	Every 15 minutes	Every 15 minutes	Every 30 mins
E1	Eastleigh Colden Common Winchester	Six Journeys	Four Journeys	NO SERVICE
U1	Eastleigh University Southampton	Six early departures	One early departure	Four early departures
2	Fair Oak Eastleigh Southampton	Every 15 mins	Every 15 mins	Every 30 mins
E2	Eastleigh Otterbourne Winchester	Three Journeys	Three Journeys	NO SERVICE
3	Eastleigh Hedge End Southampton	Every 60 mins	Every 60 mins	Six Journeys
X4	Eastleigh West End Hedge End	Every 60 mins	Every 120 mins	Every 120 mins
X4	Southampton Bursledon Portsmouth	Every 30 mins	Every 60 mins	Every 60 mins
5	Eastleigh Boyatt Wood	Every 30 mins	Every 30 mins	NO SERVICE
5	Eastleigh Romsey	Every 60 mins	Every 120 mins	NO SERVICE
X5	Southampton Bursledon Gosport	Every 30 mins	Every 60 mins	Every 60 mins
6	Southampton Netley Hamble	Every 30 mins	Every 60 mins	Every 60 mins
X6	Eastleigh Chandlers Ford Hiltingbury	Every 60 mins	NO SERVICE	NO SERVICE
X7	Eastleigh Chandlers Ford Hiltingbury	Every 60 mins	NO SERVICE	NO SERVICE
X7	Eastleigh Chandlers Ford	Every 60 mins	Every 60 mins	Four Journeys
8	Hedge End Station West End Southampton	Every 30 mins	Every 60 mins	Every 60 mins
X8	Eastleigh Boyatt Wood	NO SERVICE	NO SERVICE	Every 120 mins
X9	Eastleigh Colden Common Bishops Waltham	Every 60 mins	Every 120 mins	NO SERVICE
X10	Bishops Waltham West End Southampton	Every 60 mins	Every 120 mins	NO SERVICE
X15	Eastleigh Hedge End Hamble	Two Journeys	NO SERVICE	NO SERVICE
X17	Eastleigh Bishops Waltham Petersfield	1 Journey (Weds)	NO SERVICE	NO SERVICE
46	Winchester Hiltingbury Baddesley	2 Journeys	NO SERVICE	NO SERVICE
69	Winchester Colden Common Fareham	Every 60 mins	Every 60 mins	Six Journeys

Which bus stand to use



Who to contact

web: www.bluestarbus.co.uk
Email: talk2us@bluestarbus.co.uk
Tel: 023 8023 1950
Twitter: @bluestarhq
Facebook: www.facebook.com/bluestarbus

web: www.cityredbus.co.uk or www.firstbus.co.uk/portsmouth
Tel: 0345 646 0707
Twitter: @FirstShampton @FirstPortsmouth
Facebook: www.facebook.com/FirstSouthampton or FirstSolent

web: www.xelabus.info
Email: admin@xelabus.info
Tel: 023 8064 4715

web: www.stagecoachbus.com
Email: south.enquiries@stagecoachbus.com
Tel: 0345 121 0190
Twitter: @StagecoachWinch

web: www.unilinkbus.co.uk
Email: talk2us@unilinkbus.co.uk
Tel: 023 8059 5974
Twitter: @unilinkbus

My Journey is a campaign which aims to help Hampshire & Southampton residents find new healthier and cheaper ways of travelling. For more information, visit: www.myjourneyhampshire.com

For timetables, journey planning and enquiries:
web: www.travelinesw.com
Tel: 0871 200 22 33

web: www.hants.gov.uk/transport/publictransport
Email: ptgenquiries@hants.gov.uk
Tel: 0300 555 1375

getting around
Southampton
by bus

bluestar unilink
February 2023



- 6 to Totton, Lyndhurst, Brockenhurst & Lymington
- 8 to Marchwood, Applemore, & Hythe
- 9 to Applemore, Hythe, Langley, Fawley & Calshot
- 11 to Totton & West Totton
- 12 to Totton & Calmore
- X7 to Paultons Park & Salisbury
- X7R to Paultons Park, Romsey & Salisbury



quayconnect



infrequent routes

bus stops in
Woolston



Southampton • Portswood • Eastleigh • Fair Oak



Mondays to Fridays except public holidays

Southampton Hanover Buildings	0530 0610 0640	0700 0720 0740 0750 0755 0825	0710 0730 0750 0810 0835 0855	10 25 40 55	1510 1525 1540 1600 1620
Portswood Broadway	0542 0622 0652	0712 0735 0755 0805 0810 0840	0722 0742 0802 0822 0850 0910	25 40 55 10	1525 1542 1557 1617 1637
Swaythling McDonald's	0548 0628 0658	0719 0743 0803 0813 0818 0848	0728 0749 0809 0829 0857 0917	32 47 02 17	1532 1549 1604 1625 1645
North Stoneham Robin Square	0555 0635 0706	0729 0755 0815 0825 0830 0900	0736 0757 0817 0837 0905 0925	40 55 10 25	1540 1558 1614 1635 1655
Nightingale Bridge	0557 0637 0709	0732 0758 0818 0828 0833 0903	0738 0759 0819 0839 0907 0928	43 58 13 28	1543 1601 1617 1638 1658
Eastleigh Bus Station	0607 0647 0722	0745 0814 0834 0840 0851 0921	0750 0814 0834 0851 0921 0941	56 11 26 41	1556 1615 1635 1655 1715
Bishopstoke Spring Lane Post Office	0611 0651 0728	0751 0820 0840 0857 0927	0755 0820 0840 0857 0927 0947	02 17 32 47	1602 1621 1641 1701 1721
Stoke Park Road Drake Road	0614 0654 0732	0756 0823 0843 0900 0930	0758 0823 0843 0900 0930 0950	05 20 35 50	1605 1624 1644 1704 1724
Fair Oak Road Welcome Inn	0618 0658 0737	0802 0828 0848 0905 0935	0803 0828 0848 0905 0935 0955	10 25 40 55	1610 1629 1649 1709 1729
Sandy Lane Victena Road	0622 0702 0742	0808 0835 0855 0910 0940	0808 0835 0855 0910 0940 1000	15 30 45 00	1615 1635 1655 1715 1735
Fair Oak Square	0626 0706 0747	0813 0840 0900 0915 0945	0813 0840 0900 0915 0945 1004	19 34 49 04	1619 1639 1659 1719 1739

school days only

school holidays only

continues below

Mondays to Fridays except public holidays

Southampton Hanover Buildings	1640 1700 1720 1740 1800 1820 1850 1920 1950 2020 2050 2120 2220 2320 0030
Portswood Broadway	1657 1717 1737 1756 1816 1835 1905 1935 2003 2033 2103 2133 2232 2332 0040
Swaythling McDonald's	1705 1725 1745 1804 1823 1841 1911 1941 2009 2039 2109 2139 2237 2337 0044
North Stoneham Robin Square	1715 1735 1755 1813 1832 1849 1919 1949 2016 2046 2116 2146 2243 2343 0049
Nightingale Bridge	1718 1738 1758 1816 1834 1851 1921 1951 2018 2048 2118 2148 2245 2345 0051
Eastleigh Bus Station	1735 1755 1815 1830 1845 1900 1930 2000 2025 2057 2125 2157 2253 2353 0057
Bishopstoke Spring Lane Post Office	1741 1801 1821 1835 1849 1904 1934 2004 2101 2201 2256 2356 0100
Stoke Park Road Drake Road	1744 1804 1824 1838 1852 1907 1937 2007 2104 2204 2258 2358 0103
Fair Oak Road Welcome Inn	1749 1809 1829 1843 1856 1911 1941 2011 2108 2208 2301 0001 0106
Sandy Lane Victena Road	1755 1814 1835 1847 1900 1916 1945 2016 2112 2212 2304 0004 0109
Fair Oak Square	1759 1818 1839 1851 1904 1919 1948 2019 2115 2215 2307 0007 0112

Saturdays and Good Friday

Southampton Hanover Buildings	0700 0750 0830 0900 0920 0940	00 20 40	1720 1740 1800 1820 1850 1920 1950 2020 2050
Portswood Broadway	0710 0802 0842 0915 0935 0955	15 35 55	1735 1755 1815 1835 1905 1933 2003 2033 2103
Swaythling McDonald's	0715 0808 0848 0922 0942 1002	22 42 02	1742 1802 1822 1842 1912 1939 2009 2039 2109
North Stoneham Robin Square	0721 0751 0815 0855 0930 0950 1010	30 50 10	1750 1810 1830 1850 1920 1946 2016 2046 2116
Nightingale Bridge	0723 0753 0817 0857 0933 0953 1013	33 53 13	1753 1813 1833 1853 1922 1948 2018 2048 2118
Eastleigh Bus Station	0633 0731 0801 0828 0908 0946 1006 1026	46 06 26	1806 1826 1846 1906 1932 1957 2025 2057 2125
Bishopstoke Spring Lane Post Office	0636 0735 0805 0832 0912 0952 1012 1032	52 12 32	1812 1832 1852 1912 1936 2001 2101
Stoke Park Road Drake Road	0639 0738 0808 0835 0915 0955 1015 1035	55 15 35	1815 1835 1855 1915 1939 2004 2104
Fair Oak Road Welcome Inn	0643 0743 0813 0840 0920 1000 1020 1040	00 20 40	1820 1840 1900 1920 1943 2008 2108
Sandy Lane Victena Road	0647 0747 0817 0845 0925 1005 1025 1045	05 25 45	1825 1844 1906 1924 1947 2012 2112
Fair Oak Square	0650 0750 0820 0849 0929 1009 1029 1049	09 29 49	1829 1848 1910 1928 1950 2015 2115

continues below

Saturdays and Good Friday

Southampton Hanover Buildings	2120 2220 2320 0030
Portswood Broadway	2133 2232 2332 0040
Swaythling McDonald's	2139 2237 2337 0044
North Stoneham Robin Square	2146 2243 2343 0049
Nightingale Bridge	2148 2245 2345 0051
Eastleigh Bus Station	2157 2253 2353 0057
Bishopstoke Spring Lane Post Office	2201 2256 2356 0100
Stoke Park Road Drake Road	2204 2258 2358 0103
Fair Oak Road Welcome Inn	2208 2301 0001 0106
Sandy Lane Victena Road	2212 2304 0004 0109
Fair Oak Square	2215 2307 0007 0112



from 4 September 2022

Southampton • Portswood • Eastleigh • Fair Oak



Sundays and Bank Holiday Mondays

Southampton Hanover Buildings	0820	0920	0950	1020	1050	20 50	1720	1750	1835	1935	2035	2135	2235	2345
Portswood Broadway	0832	0932	1002	1034	1105	35 05	1735	1804	1847	1947	2047	2147	2245	2355
Swaythling McDonald's	0838	0938	1008	1040	1112	42 12	1742	1810	1853	1953	2053	2153	2250	2359
North Stoneham Robin Square	0844	0944	1014	1047	1120	50 20	1750	1818	1900	2000	2100	2200	2256	0004
Nightingale Bridge	0846	0946	1016	1049	1123	53 23	1753	1820	1902	2002	2102	2202	2258	0006
Eastleigh Bus Station	0856	0956	1026	1100	1134	04 34	1804	1830	1911	2011	2111	2210	2306	0011
Bishopstoke Spring Lane Post Office	0900	1000	1030	1105	1139	09 39	1809	1833	1915	2015	2115	2213	2309	
Stoke Park Road Drake Road	0903	1003	1033	1108	1142	12 42	1812	1836	1918	2018	2118	2216	2312	
Fair Oak Road Welcome Inn	0908	1008	1038	1113	1147	17 47	1817	1840	1922	2022	2122	2220	2316	
Sandy Lane Victena Road	0912	1012	1042	1117	1151	21 51	1821	1843	1927	2027	2127	2225	2319	
Fair Oak Square	0915	1015	1045	1120	1154	24 54	1824	1846	1930	2030	2130	2228	2322	

Mondays to Fridays except public holidays

Sandy Lane Victena Road		0542	0602	0622	0642	0702	0722	0742		0808	0835	0855	0910	0925	0940	1000	15	30	45	00
Fair Oak Square		0546	0606	0626	0646	0706	0727	0749		0817	0842	0902	0917	0932	0947	1007	22	37	52	07
Fair Oak Road Welcome Inn		0551	0611	0631	0651	0712	0733	0755		0823	0847	0907	0922	0937	0952	1012	27	42	57	12
Stoke Park Road Drake Road		0555	0615	0635	0655	0717	0739	0801		0829	0852	0912	0927	0942	0957	1017	32	47	02	17
Bishopstoke Riverside		0558	0618	0638	0658	0721	0745	0807		0834	0857	0917	0932	0947	1002	1021	36	51	06	21
Eastleigh Bus Station	0456	0534	0604	0624	0644	0707	0730	0759	0822	0837	0852	0909	0926	0941	0956	1011	46	01	16	31
Nightingale Bridge	0502	0541	0611	0631	0651	0715	0739	0809	0832	0847	0902	0918	0935	0950	1005	1020	55	10	25	40
North Stoneham Robin Square	0504	0543	0613	0633	0653	0717	0742	0812	0835	0850	0905	0921	0937	0952	1007	1022	57	12	27	42
Swaythling McDonald's	0511	0551	0621	0641	0702	0728	0755	0825	0846	0901	0916	0932	0948	1003	1018	1033	08	23	38	53
Portswood Broadway	0516	0556	0626	0646	0707	0735	0803	0833	0853	0908	0923	0939	0955	1010	1025	1040	15	30	45	00
Southampton Hanover Buildings	0527	0607	0637	0657	0720	0750	0820	0850	0910	0925	0940	0955	1010	1025	1040	1055	30	45	00	15

then every 15 mins at

until
continues below

Mondays to Fridays except public holidays

Sandy Lane Victena Road	1445	1500	1515	1530	1600	1615	1530	1600	1615	1635	1655	1715	1735	1755	1835	1916	2016	2112	2212	2304
Fair Oak Square	1452	1510	1525	1540	1610	1625	1540	1610	1625	1645	1705	1725	1745	1805	1840	1922	2022	2118	2218	2309
Fair Oak Road Welcome Inn	1457	1515	1530	1545	1615	1630	1545	1615	1630	1650	1710	1730	1750	1810	1844	1926	2026	2122	2222	2312
Stoke Park Road Drake Road	1502	1520	1535	1550	1620	1635	1550	1620	1635	1655	1715	1735	1755	1815	1848	1930	2030	2126	2226	2315
Bishopstoke Riverside	1506	1524	1539	1554	1624	1639	1554	1624	1639	1659	1719	1739	1759	1819	1852	1934	2034	2129	2229	2318
Eastleigh Bus Station	1516	1534	1549	1605	1635	1650	1605	1635	1650	1710	1730	1750	1810	1830	1900	1940	2040	2137	2237	2321
Nightingale Bridge	1525	1544	1559	1619	1645	1700	1614	1644	1659	1720	1740	1800	1819	1839	1909	1947	2047	2143	2243	
North Stoneham Robin Square	1527	1547	1602	1622	1648	1703	1616	1646	1701	1723	1743	1803	1822	1841	1911	1949	2049	2145	2245	
Swaythling McDonald's	1538	1558	1613	1635	1700	1715	1627	1657	1712	1735	1755	1815	1832	1849	1919	1957	2057	2153	2253	
Portswood Broadway	1545	1605	1620	1643	1708	1723	1635	1705	1720	1743	1803	1823	1840	1855	1925	2002	2102	2158	2258	
Southampton Hanover Buildings	1600	1620	1635	1700	1725	1740	1650	1720	1735	1800	1820	1840	1855	1910	1940	2015	2115	2210	2310	

school days only school holidays only

Saturdays and Good Friday

Sandy Lane Victena Road		0647	0717	0747		0817		0845		05	25	45		1725	1745	1805	1825	1906	2012	2112	2212	2304
Fair Oak Square		0650	0720	0750		0820		0852		12	32	52		1732	1756	1816	1840	1917	2018	2118	2218	2309
Fair Oak Road Welcome Inn		0655	0725	0755		0825		0857		17	37	57		1737	1801	1821	1844	1921	2022	2122	2222	2312
Stoke Park Road Drake Road		0659	0729	0759		0830		0902		22	42	02		1742	1806	1826	1848	1925	2026	2126	2226	2315
Bishopstoke Riverside		0702	0732	0802		0834		0906		26	46	06		1746	1810	1830	1852	1929	2029	2129	2229	2318
Eastleigh Bus Station	0625	0710	0740	0810	0830	0845	0901	0916		36	56	16		1756	1817	1837	1902	1935	2037	2137	2237	2321
Nightingale Bridge	0632	0717	0747	0817	0837	0853	0910	0925		45	05	25		1805	1824	1844	1909	1942	2043	2143	2243	
North Stoneham Robin Square	0634	0719	0749	0819	0839	0855	0912	0927		47	07	27		1807	1826	1846	1911	1944	2045	2145	2245	
Swaythling McDonald's	0641	0726	0756	0826	0846	0904	0923	0938		58	18	38		1818	1834	1854	1919	1952	2053	2153	2253	
Portswood Broadway	0646	0732	0802	0832	0852	0911	0930	0945		05	25	45		1825	1840	1900	1925	1957	2058	2158	2258	
Southampton Hanover Buildings	0657	0745	0815	0845	0905	0925	0945	1000		20	40	00		1840	1855	1915	1940	2010	2110	2210	2310	

then every 20 mins at

until

Sundays and Bank Holiday Mondays

Sandy Lane Victena Road				0812		0912	0942	1012	1042	1117	1151	then every 30 mins at	21	51	until	1621	1721	1821	1927	2027	2127	2225	2319
Fair Oak Square				0816		0916	0946	1016	1046	1121	1156		26	56		1626	1725	1825	1932	2032	2132	2230	2322
Fair Oak Road Welcome Inn				0821		0921	0951	1021	1051	1126	1201		31	01		1631	1729	1829	1935	2035	2135	2233	2325
Stoke Park Road Drake Road				0825		0925	0956	1026	1056	1131	1206		36	06		1636	1733	1833	1939	2039	2139	2237	2328
Bishopstoke Riverside				0828		0928	1000	1030	1100	1135	1210		40	10		1640	1737	1837	1943	2043	2143	2241	2331
Eastleigh Bus Station	0650	0745	0836	0906	0936	1008	1038	1108	1143	1218			48	18		1648	1741	1841	1949	2049	2149	2246	2334
Nightingale Bridge	0657	0752	0844	0914	0944	1016	1046	1116	1151	1226			56	26		1656	1748	1848	1956	2056	2156	2253	
North Stoneham Robin Square	0659	0754	0846	0916	0946	1018	1048	1118	1153	1228			58	28		1658	1750	1850	1958	2058	2158	2255	
Swaythling McDonald's	0706	0801	0854	0924	0954	1027	1057	1127	1202	1237			07	37		1707	1758	1858	2005	2105	2205	2302	
Portswood Broadway	0712	0807	0901	0931	1001	1035	1105	1135	1210	1245		15	45	1715	1805	1905	2010	2110	2210	2306			
Southampton Hanover Buildings	0722	0818	0915	0945	1015	1050	1120	1150	1225	1300		30	00	1730	1820	1920	2020	2120	2220	2315			

then every 30 mins at

until

Boyatt Wood • Eastleigh • North Baddesley • Romsey

5

Mondays to Fridays except public holidays

Boyatt Wood Arundel Road	0833	0903	0933	1013	1033	1113	1133	1213	1233	1313	1333	1413	1433	1513
Shakespeare Road The Arrow	0837	0907	0937	1017	1037	1117	1137	1217	1237	1317	1337	1417	1437	1517
Eastleigh Bus Station arrive	0845	0912	0942	1022	1042	1122	1142	1222	1242	1322	1342	1422	1442	1522
Eastleigh Bus Station depart	0620	0705	0830	0945	1045	1145	1245	1345	1415	1440				
Chestnut Avenue Barton Peveril College	0624	0710	0836	0951	1051	1151	1251	1351	1421	1446				
Nightingale Bridge	0625	0712	0838	0953	1053	1153	1253	1353	1423	1448				
Chestnut Avenue Asda	0628	0716	0843	0957	1057	1157	1257	1357	1427	1452				
Templars Way Castle Lane	0630	0719	0846	1000	1100	1200	1300	1400	1430	1455				
North Baddesley Boots Pharmacy	0634	0723	0852	1005	1105	1205	1305	1405	1435	1500				
North Baddesley The Bedes Lea	0637	0726	0856	1008	1108	1208	1308	1408	1438	1503				
Luzborough Roundabout	0640	0729	0859	1011	1111	1211	1311	1411	1441	1506				
Romsey Bus Station	0647	0737	0907	1020	1120	1220	1320	1420	1450	1515				

runs on Barton Peveril College term days only

runs 5 minutes later during Barton Peveril College holidays

continues below

Mondays to Fridays except public holidays

Boyatt Wood Arundel Road	1543	1818
Shakespeare Road The Arrow	1547	1821
Eastleigh Bus Station arrive	1552	1825
Eastleigh Bus Station depart	1600	1605
Chestnut Avenue Barton Peveril College	1606	1617
Nightingale Bridge	1608	1622
Chestnut Avenue Asda	1612	1627
Templars Way Castle Lane	1615	1631
North Baddesley Boots Pharmacy	1620	1637
North Baddesley The Bedes Lea	1623	1641
Luzborough Roundabout	1626	1645
Romsey Bus Station	1635	1655

runs on Barton Peveril College term days only

continues beyond Eastleigh on Barton Peveril College holidays only

Saturdays and Good Friday

Boyatt Wood Arundel Road	0833	0903	0933	1013	1033	1113	1133	1213	1233	1313	1333	1413	1433	1513	1533	1613	1633	1703	1723
Shakespeare Road The Arrow	0837	0907	0937	1017	1037	1117	1137	1217	1237	1317	1337	1417	1437	1517	1537	1617	1637	1707	1727
Eastleigh Bus Station arrive	0842	0912	0942	1022	1042	1122	1142	1222	1242	1322	1342	1422	1442	1522	1542	1622	1642	1712	1732
Eastleigh Bus Station depart	0630	0845		1045				1245				1445							1735
Chestnut Avenue Barton Peveril College	0634	0851		1051				1251				1451							1741
Nightingale Bridge	0635	0853		1053				1253				1453							1743
Chestnut Avenue Asda	0638	0857		1057				1257				1457							1747
Templars Way Castle Lane	0640	0900		1100				1300				1500							1750
North Baddesley Boots Pharmacy	0644	0905		1105				1305				1505							1755
North Baddesley The Bedes Lea	0647	0908		1108				1308				1508							1758
Luzborough Roundabout	0650	0911		1111				1311				1511							1801
Romsey Bus Station	0657	0920		1120				1320				1520							1810

no buses on Sundays or Bank Holidays

Romsey • North Baddesley • Eastleigh • Boyatt Wood

5

Mondays to Fridays except public holidays

Romsey Bus Station	0740	0745			0845	0930		1025	1125	1225	1325	1425						
Luzborough Roundabout	0748	0752			0852	0937		1032	1132	1232	1332	1432						
North Baddesley The Bedes Lea	0752	0755			0855	0940		1035	1135	1235	1335	1435						
North Baddesley School	0802	0800			0900	0945		1040	1140	1240	1340	1440						
Templars Way Castle Lane	0806	0804			0904	0949		1044	1144	1244	1344	1444						
Chestnut Avenue Asda	0809	0807			0907	0952		1047	1147	1247	1347	1447						
Nightingale Bridge	0813	0811			0911	0956		1051	1151	1251	1351	1451						
Chestnut Avenue Barton Peveril College	0815	0813			0913	0958		1053	1153	1253	1353	1453						
Eastleigh Bus Station arrive	0822	0820			0920	1005		1100	1200	1300	1400	1500						
Eastleigh Bus Station depart				0825	0855	0925	1005	1025	1105	1125	1205	1225	1305	1325	1405	1425	1505	1535
Shakespeare Road The Arrow				0829	0859	0929	1009	1029	1109	1129	1209	1229	1309	1329	1409	1429	1509	1539
Boyatt Wood Arundel Road				0832	0902	0932	1012	1032	1112	1132	1212	1232	1312	1332	1412	1432	1512	1542

runs on Barton Peveril College holidays only

runs on Barton Peveril College term days only

continues below

Mondays to Fridays except public holidays

Romsey Bus Station	1520	1730	1820	2010	0010	
Luzborough Roundabout	1529	1737	1827	2016	0015	
North Baddesley The Bedes Lea	1533	1740	1830	2018	0017	
North Baddesley School	1538	1745	1834	2021	0019	
Templars Way Castle Lane	1542	1714	1749	1838	2024	0022
Chestnut Avenue Asda	1545	1718	1752	1840	2026	0024
Nightingale Bridge	1550	1723	1756	1844	2029	0027
Chestnut Avenue Barton Peveril College	1552	1725	1758	1845	2030	0028
Eastleigh Bus Station arrive	1600	1735	1805	1850	2035	0033
Eastleigh Bus Station depart			1810			
Shakespeare Road The Arrow			1814			
Boyatt Wood Arundel Road			1817			

departs from Romsey 5 minutes later during school holidays

bluestar

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from 5 September 2022

Romsey • North Baddesley • Eastleigh • Boyatt Wood

5

Saturdays and Good Friday

Romsey Bus Station	0925	1125	1325	1525															
Luzborough Roundabout	0932	1132	1332	1532															
North Baddesley The Bedes Lea	0935	1135	1335	1535															
North Baddesley School	0940	1140	1340	1540															
Templars Way Castle Lane	0944	1144	1344	1544															
Chestnut Avenue Asda	0947	1147	1347	1547															
Nightingale Bridge	0951	1151	1351	1551															
Chestnut Avenue Barton Peveril College	0953	1153	1353	1553															
Eastleigh Bus Station <i>arrive</i>	1000	1200	1400	1600															
Eastleigh Bus Station <i>depart</i>	0825	0855	0925	1005	1025	1105	1125	1205	1225	1305	1325	1405	1425	1505	1525	1605	1625	1655	1715
Shakespeare Road The Arrow	0829	0859	0929	1009	1029	1109	1129	1209	1229	1309	1329	1409	1429	1509	1529	1609	1629	1659	1719
Boyatt Wood Arundel Road	0832	0902	0932	1012	1032	1112	1132	1212	1232	1312	1332	1412	1432	1512	1532	1612	1632	1702	1722

continues below

Saturdays and Good Friday

Romsey Bus Station	1815	2010	0010
Luzborough Roundabout	1822	2016	0015
North Baddesley The Bedes Lea	1825	2018	0017
North Baddesley School	1830	2021	0019
Templars Way Castle Lane	1834	2024	0022
Chestnut Avenue Asda	1837	2026	0024
Nightingale Bridge	1841	2029	0027
Chestnut Avenue Barton Peveril College	1843	2030	0028
Eastleigh Bus Station <i>arrive</i>	1850	2035	0033
Eastleigh Bus Station <i>depart</i>			
Shakespeare Road The Arrow			
Boyatt Wood Arundel Road			

no buses on Sundays or Bank Holidays

from Boorley Green | Botley | Grange Park & West End

route401

College days only			
	T-F	M-F	
Boorley Green, Boorley Park	0715	0915	
Boorley Green, Pear Tree Inn	0717	0917	
Botley School	0720	0920	
Navigators Way	0725	0925	
Grange Park, Drummond Rd	0726	0926	
Maunsell Way/Stroudly Way	0729	0929	
Maunsell Way/Peppercorn	0731	0931	
Dowds Farm, Tollbar Way	0733	0933	
Moorgreen Hospital	0736	0936	
West End, Tesco Express	0739	0939	
Mansbridge, Octavia Rd	0747	0947	
BARTON PEVERIL College arr	0800	1000	
BARTON PEVERIL College dep	1620	1620	

from Chandlers Ford | Hiltingbury | Valley Park & Velmore

route402

College days only			
	T-F	M	
Chandlers Ford Precinct	0746	0918	
Toynbee School	0749	0921	
Fryern Arcade, Waitrose	0752	0925	
Park Rd/Merdon Ave	0756	0930	
Ashdown Rd, Hiltingbury	0800	0935	
Valley Park, Katrine Crescent	0805	0940	
Valley Park, Cleveland Bay P/H	0810	0945	
Bournemouth Rd	0815	0950	
Velmore Shops	0820	0955	
BARTON PEVERIL College arr	0827	1000	
BARTON PEVERIL College dep	1608	1608	

M - Mondays only
T-F - Tuesday to Fridays only

from Thornhill | Bitterne & Bitterne Park

route404

College days only			
	T-F	M	
Warburton Rd Shops	0720	0915	
Hinkler Rd, Ellis Rd	0722	0917	
Hinkler Rd, Fairfax Court	0724	0919	
Thornhill Pk Rd, Surgery	0727	0924	
Bitterne Leisure Centre	0732	0931	
Bitterne Rd West, Maple Rd	0735	0936	
Bitterne Park Triangle	0742	0943	
St Deny's Rd, Priory Rd	0744	0945	
BARTON PEVERIL College arr	0800	1000	
BARTON PEVERIL College dep	1610	1610	
Students please note earlier departures			

from Hamble | Weston & Sholing

route405

College days only			
	T-F	M	
Hamble Square	0705	0905	
Ingleside, Yaverlands	0712	0912	
Weston Lane, Wrights Hill	0717	0917	
Weston Lane, Wallace Road	0719	0919	
Archery Road, Bevan Close	0721	0921	
Archery Road, Swift Road	0722	0922	
Woolston, Portsmouth Rd	0726	0926	
Kathleen Rd, St Marys Ch	0732	0932	
Butts Rd, Tesco Express	0735	0935	
Orpen Rd	0738	0938	
BARTON PEVERIL College arr	0800	1000	
BARTON PEVERIL College dep	1610	1610	

M - Mondays only
T-F - Tuesday to Fridays only

from Bursledon (Tesco), Hamble | Weston | Sholing
Thornhill | Bitterne & Bitterne Park

route406

College days only			
	T-F	M	
BARTON PEVERIL College 3 dep	-	-	
Bursledon TESCO	0855	1100	
Hamble Square	0904	1109	
Ingleside, Yaverlands	0911	1116	
Weston Lane, Wrights Hill	0916	1121	
Weston Lane, Wallace Rd	0918	1123	
Archery Rd, Bevan Close	0920	1125	
Archery Rd, Swift Rd	0921	1126	
Woolston, Portsmouth Rd	0925	1130	
Kathleen Rd, St Mary's Ch	0930	1135	
Butts Rd, Tesco Express	0933	1138	
Orpen Road	0936	1141	
Warburton Rd Shops	0939	1144	
Hinkler Rd, Ellis Rd	0941	1146	
Hinkler Rd, Fairfax Court	0942	1147	
Thornhill Pk Rd, Surgery	0945	1150	
Bitterne Leisure Centre	0949	1154	
Bitterne Rd West, Maple Rd	0953	1158	
Bitterne Park Triangle	0958	1203	
BARTON PEVERIL College arr	1010	1215	
BARTON PEVERIL College 3 dep	1215	-	

from Knowle | Wickham | Waltham Chase | Swanmore
Bishops Waltham | Lower Upham & Fair Oak

route407

College days only			
	T-F	M-F	
KNOWLE VILLAGE	0710	0905	
Wickham Square	0720	0914	
Waltham Chase, Forest Road	0730	0922	
Swanmore School	0732	0924	
Swanmore Church	0734	0926	
Cricklemede	0738	0930	
Bishops Waltham Square	0740	0932	
Ashton Corner	0744	0934	
Lower Upham	0746	0936	
Fair Oak Square	0751	0941	
BARTON PEVERIL College arr	0820	1000	
BARTON PEVERIL College dep	1610	1610	

M - Mondays only
T-F - Tuesday to Fridays only

from Meonstoke | Droxford | Soberton | Shirrell Heath
Durley | Horton Heath | Colden Common & Allbrook

route408

College days only			
	T-F	M	
MEONSTOKE, Bus Stop	0715	0900	
Droxford Square	0718	0903	
Soberton Heath (Bold Forester)	0723	0908	
Gravel Hill Cross Roads	0733	0918	
Shirrell Heath, Upper Church Rd,	0736	0921	
Winters Hill	0750	0935	
Durley Robin Hood PH	0752	0937	
Denhams Corner	0757	0942	
Horton Heath Crossroads	0800	0945	
Colden Common, Vears Lane	0810	0955	
Colden Common, Tees Farm Road	0812	0957	
BARTON PEVERIL College arr	0825	1010	
BARTON PEVERIL College dep	1610	1610	

M - Mondays only
T-F - Tuesday to Fridays only



Hampshire's Greenest bus company

EASTLEIGH Bus Station to Hedge End

via Parkway | Mansbridge | West End | Hedge End Superstores



Mondays to Saturday (Except Public Holidays)

EASTLEIGH Bus Station Stand A	0700 0830 0910	10
Barton Peveril College	0838 0918	18
Parkway Airport	0707 0842 0922	22
Mansbridge, Octavia Road	0710 0845 0925	25
West End, Tesco Express	0717 0852 0932	32
Hedge End Superstores	0724 0859 0939	39
Hedge End, Freegrounds arrive	0730 0905 0945	45

Hedge End, Freegrounds depart	0640 0730 0905 0945	45
Heath House Lane	0642 0732 0907 0947	47
Oaklands, Sovereign Drive	0645 0735 0910 0950	50
Hedge End, Barleycorn PH	0650 0742 0917 0956	56
Hedge End Superstores	0655 0748 0924 1002	02
West End, Tesco Express	0702 0755 0932 1009	09
Mansbridge, Octavia Road	0707 0803 0940 1016	16
Parkway Airport	0711 0810 0945 1020	20
Barton Peveril College	0715 0815 0948 1023	23
EASTLEIGH Bus Station Stand A	0725 0830 1000 1035	35

Sch NSch

1410	1410	1510	1610	1710	1810
1420	1420	1520	1620	1720	1820
1424	1424	1526	1626	1726	1826
1427	1425	1531	1631	1731	1831
1433	1432	1540	1640	1740	1840
1439	1439	1548	1648	1748	1848
1445	1445	1555	1655	1755	1855

Sch NSch

1447	1445	1555	1655	1755	1855
1449	1447	1557	1657	1757	1857
1452	1450	1600	1700	1800	1900
1458	1456	1606	1706	1806	1906
1512	1502	1612	1712	1812	1912
1519	1509	1619	1719	1819	1919
1526	1516	1626	1726	1826	1926
1530	1520	1630	1730	1830	1930
1533	1523	1633	1733	1833	1933
1545	1535	1645	1745	1845	1945

W - Calls via Wildern School at 1508

Sch - Schooldays only

NSch - Non Schooldays

EASTLEIGH Bus Station to Velmore

via Leigh Road



Mondays to Saturday (Except Public Holidays)

EASTLEIGH Bus Station Stand C	0945 1045 1145 1245 1345 1445 1540
VELMORE Shops arr	0955 1055 1155 1255 1355 1455 1550
VELMORE Shops dep	0955 1055 1155 1255 1355 1455 **
EASTLEIGH Bus Station Stand C	1010 1110 1210 1310 1410 1510

** - Terminates at Velmore Shops

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