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Enquiries To Matt Grantham

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Your reference F/23/95574

Date 31 July 2023

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Dear Ms Altman,

237 Chamberlayne Road and 5b Derby Road, Eastleigh, SO50 5HX

Construction of 12no. dwellings comprising of 9no. apartments and 3no. houses, with associated landscaping, parking, and access from Derby Road.

In regard to application F/23/95574, having reviewed the information contained within the application pack, there would be no objection to the proposals from a highways perspective, subject to conditions being applied as outlined below.

ACCESS:

Due to the layout of the access into the rear parking court, which only allows for right turn out and left turn in, vehicle access is from Derby Road, onto the rear service road running between Chamberlayne Road and Hardy Road, and then into the parking area.

This access is an existing highway access, and currently serves refuse collection movements, as well as access to the multiple rear garden parking areas and garages that serve the dwellings of the adjacent roads.

Given the minor increase in vehicle movements anticipated from the sites 12 units, along with these movements being directed to the north which will remove impact on the longer stretch of the rear service road, there would be no objection to this proposal.

Vehicles exiting the car park can hold and wait for a passing car heading south on the rear service road due to good visibility levels, particularly when considered against anticipated vehicle speeds at this point. Onwards, whilst tight, there would also appear

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to be adequate space to allow for a vehicle exiting off Derby Road to wait offline of the main carriageway whilst another vehicle exited the rear service road, should this situation arise.

In terms of pedestrian movement, the site will be directly linked to existing footways which safely link into the wider footway network heading to schools/colleges, retail and employment opportunities, as well as to bus stops and (within a reasonable walking distance) both Eastleigh and Southampton Airport Parkway train stations for destinations further afield.

Surrounding roads are also designated 'quieter streets' suitable for cycling, with links to formal cycle routes on both Southampton Road and Passfield Avenue which link into the wider cycle network.

As such, opportunities for non-car travel are fully promoted and accessible from the site which helps assist with sustainable travel.

INTERNAL LAYOUT AND PARKING:

Internally, the site is a simple design as anticipated for a development of this size. Internal footways link from the main entrances of the proposed dwellings onto the public footways, and a rear parking court allows for parking of both vehicles and cycles, as well as the positioning of a bin storage and collection point.

The parking layout has been reviewed, and is acceptable, with adequately sized parking bays (with additional step out strips when adjacent to landscaping or vertical obstruction), and a widened space that could be converted to disabled use if required. Additionally the aisle width is the required minimum of 6.0m which allows for on-site turning and forward gear access and egress.

In terms of the parking quantum, this is for EBC to review, in their role as Local Parking Authority. However, it is noted that the 11 spaces for the 12 units proposed is below that normally required by the EBC Parking Standards. The standards do however allow for a reduction in sustainable town centre locations such as this (the town centre is within a reasonable walking distance), so the Case Officer may wish to consider this.

In regard to highway impacts as a result of any parking shortfall, this would not be a concern given the level of parking restrictions within the local area preventing obstructive (physically and visually) from occurring. The applicants should however be made aware that as new development, future residents will not be permitted to join the CPZ and gain on-street parking permits. This is to prevent future over-subscription of the scheme, and future residents should be made fully aware of this prior to purchase or rental contracts being signed. They should also be made aware that parking is to be unallocated, as this could exacerbate any shortfall in parking should a resident choose to own and park multiple vehicles.

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TRIP RATES:

Given the existing / previous site use, it would be anticipated that a reduction in multimodal trips to and from the site would result if the development comes forward. As such, no mitigation or developer contributions are required.

CONDITIONS:**CLOSURE OF EXISTING ACCESS PROVISION**

Before use of the development is commenced the existing access(es) from the site to Chamberlayne Road shall be permanently stopped up and effectively closed with the footway provided or verge reinstated, in accordance with details which have been submitted to and approved by the Planning Authority.

Reason - In the interests of highway safety.

PARKING PROVISION

Before use of the development is commenced provision for parking shall have been made within the site in accordance with the approved plans and shall be retained thereafter.

Reason - To ensure adequate on-site car parking provision for the approved development.

CONSTRUCTION METHOD STATEMENT REQUIRED

No development shall start on site until a construction method statement has been submitted to and approved in writing by the Planning Authority, which shall include:

- (a) A programme of and phasing of demolition (if any) and construction work;
- (b) The provision of long term facilities for contractor parking;
- (c) The arrangements for deliveries associated with all construction works;
- (d) Methods and phasing of construction works;
- (e) Access and egress for plant and machinery;
- (f) Protection of pedestrian routes during construction;
- (g) Location of temporary site buildings, compounds, construction material, and plant storage areas;
- (h) Details of the methodology for ensuring dirt is not transferred onto the highway from the site (i.e. wheel washers), and onwards mitigation should this fail, such as the employment of mechanical road sweepers, and the subsequent refresh of street lining (as and when required) should this be damaged during the process.

Demolition and construction work shall only take place in accordance with the approved method statement.

Reason - In order that the Planning Authority can properly consider the effect of the works on the amenity of the locality.

Yours sincerely,

Matt Grantham

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