

Eastleigh Borough Council  
Eastleigh House  
Upper Market Street  
Eastleigh  
SO50 9YN

Hampshire 2050  
The Castle  
Winchester, Hampshire SO23 8UD

Telephone: 0300 555 1375  
Fax: 01962 847055

[www.hants.gov.uk](http://www.hants.gov.uk)

Enquiries To Matt Grantham

My reference 051284

Direct Line

Your reference F/23/96224

Date 26 October 2023

Email [eastleighdc@hants.gov.uk](mailto:eastleighdc@hants.gov.uk)

Dear Ms Altman,

**32A QUEENS VIEW, NETLEY ABBEY, SOUTHAMPTON, SO31 5EA**

**Construction of part 3-storey, part 2-storey building to provide 18 flats and a ground floor retail unit, following demolition of existing building, to include vehicle access, parking, landscaping and footpath access to recreation ground**

In regard to application F/23/96224, having reviewed the information contained within the application pack, whilst there would be no objection in principle to the proposals from a highway perspective, additional information and drawings are required prior to a formal no objection recommendation being made from a highway perspective.

The issues at present are outlined below.

Onwards, it is requested that if the Case Officer is inclined to permit the application 'as is' despite concerns, then the conditions as outlined below, should be applied.

**ACCESS:**

Access in and out of the site is proposed via two points, being via the existing Queens View / Castle Road access and a new access to be taken from Queens View to the north of the existing.

**1. Queens View / Castle Lane access.**

Vehicle access in and out of the site is proposed to continue via the existing Queens View / Castle Road priority junction, and this is acceptable given its appropriate geometries and visibility splays.

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Once onto Castle Road, the application looks to significantly change the layout associated with the site, and the frontal area to the south where the entrance to Robin Place can be accessed. The large area of parking and turning space with the landscaped roundabout layout is removed completely, with the access road into Robin Place being more clearly defined, and a built structure and associated landscaping is placed upon the former roundabout area to the south east.

To the north western side of Castle Road, a parking area is proposed to be formed for 6 vehicles with a 90 degree angle of entry. Whilst this is a layout previously reviewed at a pre-application stage (17 February 2023), it is noted that the development proposals have been updated since this time, with the introduction of a retail unit now proposed. This will of course bring with it additional vehicle and pedestrian flows, as well as a requirement for delivery vehicles to service the shop.

In terms of the additional vehicle and pedestrian flows, this raises questions in regard to the proposed layout of the 6 parking spaces, given the pedestrian footway runs to the rear of the vehicle between the parking space and Castle Road. With more movements anticipated, this now raises safety concerns and as such it would be requested that the layout is amended to place the footway to the north of the parking space as opposed to the south. Plans should be updated accordingly.

Onwards, the delivery vehicle requirements associated with the now proposed retail unit also raises questions as to where the vehicle will turn on-site to enable the required forward gear access and egress onto Queens View. Again, at pre-application, the development was for residential only and as such just required large vehicle movement consideration for refuse vehicles. These collections would have been combined with those of Robin Place, and as such the use of the turning area contained within Robin Place could justifiably be utilised. However, Robin Place is a private road, and as such non-required movements such as turning movements for delivery vehicles would not be permitted.

For this reason, additional vehicle tracking drawings demonstrating the movement and turning movements within the proposed Castle Road confines is required, showing how the delivery and refuse vehicle can access and egress Castle Road in the required forward gear.

In terms of pedestrian movements made via the Queens View / Castle Road access, bar the issue outlined above, the proposals are acceptable. It may have been advantageous for a cycle link to be provided into the adjacent recreation ground, but given the link is relatively short, and there is also a 90 degree bend circulating the proposed built structure, which could be a safety issue for cycle / pedestrian conflict, a footway only provision is accepted.

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In addition to the comments above, and as outlined at the pre-panning stage, it is noted that the changes in layout on Castle Road result in both private parking, and an area of the building structure being located on ground that is currently public highway. As such, in addition to the requirements of a S278 being entered into for areas where works are required but on land that is to remain public highway, there will be an onwards need to both purchase land and apply for appropriate stopping up orders prior to any works being undertaken. Details of these processes can be found via the following web addresses:

<https://www.hants.gov.uk/transport/developers/section-278>

<https://www.hants.gov.uk/transport/searchesrightscharges/highwayrights>

## 2. Queens Road / New access.

A second vehicle access is also proposed to the west of the site via a vehicle crossover from Queens View, which provides an area for 16 vehicle parking spaces, 10 cycle parking spaces, and a bin store for 8 bins.

This is acceptable, given that the parking is associated with residential parking only and when combined with potential pedestrian movement, overall conflict would be anticipated to be relatively low and will importantly be undertaken in a forward gear only movement. Visibility from the proposed access is also acceptable and indeed the internal layout allows for easy movement into parking bays with available space to turn and enable forward gear access and egress.

The only minor amendment would be that parking space 12 is afforded a 0.3m step out strip as it is located adjacent to an area of landscaping that will otherwise be stepped on turning it to mud, and parking space 14 is also afforded an additional 0.3m step out strip as it is located adjacent to the wall of the cycle store and as such will not have adequate room to open its adjacent car door.

Applicants should again be made aware that prior to any access works being undertaken, permission will be required from HCC given that these will be directly onto the public highway and cross a public footway. There is potential for this vehicle crossover to be undertaken via a simple drop kerb application, however given the S278 required, it may be prudent to simply include the works within this. Details of both processes can be found via the following web addresses:

<https://www.hants.gov.uk/transport/licencesandpermits/roadopening/section171>

<https://www.hants.gov.uk/transport/developers/section-278>

## INTERNAL SITE LAYOUT:

Whilst the internal site layout is not being put forward for adoption, given it is for private car parking areas and private footways linking into the public highway, a review has been undertaken regardless.

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As outlined above the car court accessed from Queens View is acceptable, but additional information and a minor layout change is required to the proposed Castle Road layout with footways onwards linking into the adjacent recreation ground.

In terms of the internal footways linking the retail and residential units to the wider highway network, these are acceptable with a good and connected provision being made, inclusive of continued access into Robin Place. Direct links are also made from the retail unit to Queens Views, with links clearly being defined in order to reduce the potential for users to choose to cross the car park area (accessed from Queens View) as an alternative shortcut which is welcomed. The positioning of the cycle parking is also acceptable, being in a visual area close to the access retail access doors.

#### TRIP GENERATION:

It is understood that the existing development consists of 2 x Flats and 2 x retail / commercial units, and the proposals are for 18 x flats and 1 x retail unit.

Whilst trip generation is discussed within the Transport Assessment submitted as part of this application pack, unfortunately this is based on the pre-application scenario of residential units only. For 'robustness' this calculated that 41 additional vehicle trips would be anticipated over a 12 hour period, removing any details of retail generated trips given that would likely be passby / linked, and the consultants wanted to demonstrate a worst case scenario.

However, given that a retail element has been introduced for the formal planning application now being considered, it would be requested that this information is updated accordingly to fully demonstrate trips associated with the existing development and that being proposed, being:

Existing:  
2 x 2-Bed Flats  
180sqm of A1 retail

Proposed:  
8 x 1-bed flats  
10 x 2-bed flats  
64sqm of A1 retail

This information will not only inform on potential trip generation (or indeed reduction once passby / linked trips are taken into account), but also any requirements for highway related developer contributions.

#### PARKING:

In regard to parking, the layout of this has been discussed above, and outlined is generally acceptable but requires some updates in terms of footway position (Castle

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Road) and step-out strips (Queens View).

In terms of the quantum of parking, this is for EBC to consider as Local Parking Authority, where their existing Residential Parking Standards SPD should be fully adhered to, with consideration also given for their emerging combined Residential and Commercial combined Parking Standards.

Details of off site parking availability in non-obstructive locations have been provided by the applicant within the associated Transport Assessment, however whether the Case Officer wishes to consider this, particularly for the residential parking, is an EBC decision given the Parking Standard requirement for new development parking to be catered for on-site.

#### **SERVICING:**

As outlined above, in terms of refuse collections for the residential units, this is proposed to be roadside from Queens View, and this is acceptable.

However servicing for the retail unit is an unknown at present, having been introduced after the associated Transport Assessment appears to have been written. As such, details of the retail bin store and tracking for both refuse and delivery vehicles is required, with the knowledge that this should not use Robins Place, given this is a private road.

#### **CONDITIONS:**

Whilst there are elements of the development proposal that require clarification and update prior to a recommendation to approve from HCC as Local Highway Authority, it is requested that the following condition are applied should the Case Officer wish to permit the development.

#### **ACCESS CONSTRUCTION**

No development shall start on site until the access works into the site from Castle Road have been fully implemented in accordance with:

- (a) S278 approval being applied for and approved; and
- (b) Appropriate Stopping Up Orders applied for and approved.

Reason - To ensure that the roads and footpaths are constructed to a satisfactory standard.

#### **ACCESS CONSTRUCTION PROVISION**

No development shall start on site until the access into site from Queens View, including the footway and/or verge crossing shall be constructed and lines of sight of 2.4 metres by 43.0 metres provided in accordance with the approved plans. The lines of sight splays shown on the approved plans shall be kept free of any obstruction exceeding 1 metre in height above the adjacent carriageway and shall be subsequently

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maintained so thereafter.

Reason - To provide satisfactory access and in the interests of highway safety.

#### PARKING PROVISION

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

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

#### CONSTRUCTION METHOD STATEMENT REQUIRED

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

- (a) A programme of and phasing of demolition (if any) and construction work;
- (b) The provision of long term facilities for contractor parking;
- (c) The arrangements for deliveries associated with all construction works;
- (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

*Director of Hampshire 2050*  
**Gary Westbrook**