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Date 6 November 2023

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Dear Ms Sharpe,

17 SWAYTHLING ROAD, WEST END, SOUTHAMPTON, SO30 3AG

Erection of 4.no flats

In regard to application F/23/95533, following on from the original HCC Highway consultation response dated 02 August 2023, it is noted that updated plans have been received in regard to the vehicle tracking (drawing A110), and proposed site layout (drawing A102).

These have been reviewed and the following comments are made.

ACCESS:

Access into the site is unchanged, utilising the existing vehicle crossover that previously served as access to parking associated to a commercial property adjacent at No. 17, which is understood to have now been converted into a residential accommodation.

The continued use of this access for the proposed development would be acceptable.

PARKING QUANTUM:

Whilst the quantum of parking is for EBC to assess in their role as Local Parking Authority, where the number of parking spaces should be in accordance to the EBC Parking Standards, it is noted that revised drawings now propose 6 parking spaces on site. This would accord with the minimum EBC Parking Standards utilising the unallocated parking ratio of 1 space per 1-bed dwelling, plus a 20% uplift for visitor parking (5 spaces), with 1 space left over.

Director of Hampshire 2050
Garry Westbrook

However, it is understood that under the (17 Swaythling Road) provides accommodation for two 2-bedroom flats, the parking for which is also contained within the proposed parking area for the flats proposed under this application.

In line with the EBC Parking Standards, the 2-bed flats would require the provision of 1.5 unallocated spaces per unit, equating to a further 3 vehicle parking spaces being required on-site.

Therefore, the overall provision would be:

- Existing requirements - 3 parking spaces (1.5 unallocated spaces per 2-bed flat)
- Proposed requirements - 4 parking spaces (1.0 unallocated spaces per 1-bed flat)
- Visitor parking - 2/3 parking spaces (20% uplift of the 7 residential spaces required)

As such, it is understood that a minimum of 9 parking spaces would be required in line with the EBC Parking standards, though this would be for the Case Officer to review.

Clearly however, given the location of the site, it is unclear where the additional 3 parking spaces would be accommodated within the local area without loss of amenity or potential obstruction for existing residents and users of the area.

It would therefore be recommended that the Case Officer requests details of where this off-road parking will be relocated to ensure that the EBC Parking Standards continue to be adhered to.

Additionally, whilst a cycle store is shown, details of how many bikes this will store, and what security measures are contained with which to securely lock bikes to (i.e. internal Sheffield Stands) should be provided.

PARKING LAYOUT:

In terms of the layout of the proposed parking, updated drawings show this as being 3 spaces to the southern edge of the parking area, and 3 spaces to the western edge of the parking area. Centrally, an area of approximately 7.0 x 7.2 metres is retained in order to provide an appropriate turning area (minimum requirements are 6.0 x 6.0m). These movements are shown on vehicle tracking drawings, though it is noted that the size of vehicle utilised is not shown, and appears to be a small vehicle such as a mini. Regardless of this however, adequate turning space appears to be available for an average family type car.

Whilst it is acknowledged that several of the spaces are close to the Swaythling Road access, it is however acknowledged that this is an existing situation, and compared to the historical commercial / retail use, vehicle flows are anticipated to be lower level and so an improvement on the historical situation.

Director of Hampshire 2050
Gary Westbrook

With regard to the parking bays, plans appear to show adequately sized bays at 2.4 x 4.8m (minimum), however it would be recommended that an additional 0.3m width should be provided for any space located adjacent to a vertical obstruction (i.e. a wall) to enable users to fully open doors. At least one space does not appear to have this provision.

SERVICING:

Bin storage is shown on the updated proposed site layout plan, however this appears to be in the rear garden, with no details of paths along which the bins will be pulled to a designated pick up point. This detail should be added to plans.

Onwards, details of the bin collection point should also be provided, given the potential for a combined site requirement of 6 bins being collected at any one point is a reality. Clearly this number of bins has the potential to be obstructive if left out on the footway, or could result in the loss of a parking space if left on site close to the road. Plans should again be updated to clearly show where bins will be collected from in a non-obstructive location.

RECOMMENDATION:

Given the above, a holding objection would be made to the application at this time, from a highway perspective, subject to clarification of the points made above, and the submission of updated plans. Once received, a re-assessment can be undertaken and an updated consultation response issued accordingly.

Yours sincerely,

Matt Grantham

Director of Hampshire 2050
Gary Westbrook