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Enquiries To Matt Grantham

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Your reference F/23/96224

Date 9 January 2024

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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, subsequent to the original HCC Highways consultation response dated 26 October 2023, it is noted that an updated Transport Statement has been submitted (05.12.2023 on the EBC portal) along with an updated site plan (19-067-EBC-MHA-XX-XX-DR-AR-0019 Rev A03) which takes into consideration comments previously made.

Having reviewed the updated information there would be no objection in principle to the proposals from a highway perspective, subject to:

1. Confirmation of the refuse vehicle tracking and building overhang height;
2. Note and adherence to the comments and procedures outlined below; and
3. The conditions listed being applied.

ACCESS:

As outlined in the previous consultation response, 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.

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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.

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. Previously, concerns were raised in regard to the footway being to the south of the parking bays, and with the increased level of movements that a retail element will bring as vehicles manoeuvre in and out of the spaces.

It is noted however that the updated site plan has taken this into account, relocating the footway to the north of the parking, where it is now safely located between the spaces and the retail unit for all other than those actually accessing the vehicles.

Onwards, the delivery bay was also highlighted as having issues. Whilst it was accepted that due to the infrequency of delivery and refuse vehicles, utilisation of the shared space was acceptable, there were questions raised in regard to the turning movements of these vehicles. Specifically, how will they turn in and out of the delivery bay without the need to utilise Robin Place, which is of course a private road and could be gated off to prevent access at any point.

Updated vehicle tracking drawings have been provided (Drawing 151.0013-0004 Rev P02), but unfortunately this continues to show movement into Robin Place by both a delivery vehicle and a refuse vehicle (which is noted to be undersized, but as a private collection is acceptable as this can be stipulated in the contract agreement).

It is not clear who the overall land owner of Robin Place is, but to secure future turning of vehicles is achievable, the Case Officer may wish to ensure a legal agreement is in place between the landowner and the applicant, or that a revised layout / tracking exercise is undertaken.

Additionally, to exacerbate the situation, it is noted from the updated site plan that there is a building overhang between ground and first floor which only shows as a dotted line of the tracking drawings. It is not clear what this overhang height is, but it appears to be approximately 2.0m. It is noted that on the tracking drawings, both the delivery and refuse vehicle is required to go under this, and given both vehicles exceed 2.0m in

Director of Hampshire 2050
Gary Westbrook

height, this clearly will not be achievable.

As such, it would be requested that this is reviewed, given Robin Place is a private road, and as such non-required movements such as turning movements for delivery vehicles would not be permitted.

In addition to the comments above, and as outlined previously and noted in the updated Transport Statement, 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 (dependant on the legal owners) 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.

As previously outlined, 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.

It is also noted that as requested, all parking spaces adjacent to a vertical obstruction or landscaping are now afforded an additional 0.3m step out strip to enable adequate room to open adjacent car doors.

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:

The internal layout of the site is acceptable now that the minor footway alteration to the

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south of the retail parking has been undertaken.

TRIP GENERATION:

As requested, updated trip generation information has been provided, which demonstrates the additional peak hour trips anticipated as a result of the development proposals.

Once adjustments such as pass-by and linked trips have been taken into account, it has been demonstrated that additional trips will be minimal and as such unlikely to have a negative impact on the local highway network.

PARKING:

The parking layout has been discussed above and is accepted from a highway perspective.

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.

However, details of off site parking availability in non-obstructive locations have been provided by the applicant within the associated updated Transport Statement, for both week days and a weekend day when the local playing fields were being utilised.

This information demonstrates that when consideration is given to all non-obstructive parking opportunities in the local vicinity of the site, at most only 37% of all the parking is occupied which suggests an element of overspill parking, should a parking shortfall be identified on site, can be easily accommodated without loss of amenity to existing residents and users.

The Case Officer may wish to consider this information, particularly for the residential parking, when assessing the site against the EBC Parking Standards.

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 requires further consideration as outlined above, in order to ensure that deliveries and refuse collections can be achieved.

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Gary Westbrook

CONDITIONS:

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 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.

Director of Hampshire 2050
Gary Westbrook

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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