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|              |               |                |                                                                        |
|--------------|---------------|----------------|------------------------------------------------------------------------|
| Enquiries to | Matt Grantham | My reference   | 059908                                                                 |
| Direct Line  | N/A           | Your reference | F/26/101013                                                            |
| Date         | 27 March 2026 | Email          | <a href="mailto:eastleighdc@hants.gov.uk">eastleighdc@hants.gov.uk</a> |

**For attention of Mrs Harrison**

Dear Sirs

**Re: F/26/101013 At OAK COTTAGE, WINCHESTER ROAD, BOTLEY,  
SOUTHAMPTON, SO32 2DH**

**Erection of part two, part three storey retirement living building with 50 apartments, associated communal lounge, house manager's office, external enclosed refuse and electric scooter/cycle stores and sub-station; erection of a pair of detached dwellings; improved vehicular access and new pedestrian access to Winchester Road, internal roads, car parking and hard and soft landscaping.**

In regard to application F/26/101013, having reviewed the information contained within the application pack, there would be **no objection** to the proposals from a highway perspective, subject to the receipt of appropriate developer contributions, and conditions being applied as outlined below.

**ACCESS:**

Access in and out of the site replicates that of the previous site application (F/24/97945) which received no objections on highway grounds.

The vehicle access is taken from Winchester Road, via a bell-mouth junction into the site, which provide adequate visibility splays, as well as accommodate two-way family sized vehicle flows, as well as refuse and emergency vehicle access. This is shown through appropriate drawings located in the appendices (B, C and D) of the submitted Transport Statement dated February 2026.

Director of Universal Services  
**Patrick Blogg**

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With regard to pedestrian access, this is made available via a stepped link to the western edge of the site, leading through to Chaffinch Gardens, which is part of the Boorley Gardens residential site adjacent; and through a level surfaced link to the north which leads onto the existing foot/cycle link which runs to the north, and well as westwards onto the public footpath.

As outlined in the Transport Statement, these pedestrian links provide access to various facilities to the north which can be reached within a reasonable distance, such as bus stops, and the local retail area in Boorley Park which itself can be accessed via drop kerb crossings at a mid-point between the site and the roundabout access to Boorley Gardens, approximately 25.0m from the site, as well as central refuge crossings located at the roundabout itself, approximately 75.0m from the site.

Whilst it is acknowledged that a more formal signalised pedestrian (and cycle) crossing may well be beneficial for the users, at the present time a full assessment of crossing criteria cannot be undertaken as the appropriate developments (the application site as well as flows between Boorley Gardens and Boorley Park) are yet to be fully built out and occupied.

It would however be requested that developer contributions (as set out below) could be allocated to highway improvement measures such as this, for potential future implementation along with other developer contributions secured in the local area.

Applicants should however be made aware that subsequent to any planning permission that may be forthcoming from EBC as Local Planning Authority, a secondary permission will be required to implement the access and footway link works on the highway. These will require a S278, which in itself is likely to require more detailed information inclusive of levels, and site specific speed data to fully justify the appropriate visibility splays are provided. Details of this process can be found via the following web address:

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

## **TRIP GENERATION:**

As outlined within the Transport Statement, it would be anticipated that the development proposals of 50 apartments and associated residents, staff and visitors would be expected to generate approximately 84 vehicle trips on the local highway network on a typical day, utilising the TRICS database.

This can be further broken down to AM and PM peaks, where the data anticipates the development will produce 6 trips in the 0800-0900 AM peak (3 in / 3 out) and 4 trips in the 1700-1800 PM peak (2 in / 2 out).

Clearly this will have minimal impact on the local highway network, particularly if it were to be calculated as a percentage flow increase on Winchester Road itself, which is a primary road link in the local area.

Despite this however, in terms of providing infrastructure to accommodate the development, and improve the sustainable access in the local area primarily through pedestrian, cycle and bus infrastructure and service improvements, a developer contribution of £50,000 would be requested (plus indexation at the appropriate time of a S106 being agreed). This essentially replicates the previous Highway Contribution request for the previous application, which was for £52,000 for 52 units.

It would be requested that this contribution is allocated in the first instance to:

- Bus service subsidy and improvements in the local area;
- Bus infrastructure in the local area to include Real time Information, raised kerbs and shelters; and
- Cycle and pedestrian improvements in the local area, inclusive of signalised crossing facilities.

Again, as requested for the previous site application, it would also be requested that an additional £12,000 (plus indexation) be paid towards the implementation of Traffic regulation Orders (TROs) as required by the site, anticipated as being parking restrictions at the site access junction and on Winchester Road.

### **ON-SITE LAYOUT & PARKING:**

Whilst the internal sites road and footways will not be put forward for adoption by HCC, and will remain private, an initial assessment has been undertaken regardless.

Submitted plans demonstrate a good layout with permeable pedestrian links and a workable access. Movement around the site is achieved for two-way family car movements as well as refuse and emergency vehicles, and turning heads are provided to ensure forward gear access and egress onto Winchester Road.

Whilst the parking quantum is for EBC to assess, in line with their Parking Standards, it is noted that 35 car parking spaces are provided, along with a motorised buggy store. The location of these is acceptable with 6.0m aisle widths for the vehicle parking spaces, and adequately sized parking spaces.

It may however be beneficial if parking spaces located adjacent to landscaping are afforded an additional 0.3m width, so that vehicles can easily be accessed without needing to open the doors out over, and subsequently step onto, landscaped areas.

It is also noted that cycle parking is to be provided within the motorised buggy store, however it is not clear what the numbers for this will be from plans. It looks to potentially be for 4 spaces (indicated as spaces 2, 3, 7 and ), however

the Case Officer may wish to clarify this to ensure that the provision is in line with the EBC Parking Standards, to provide sustainable travel options to and from the site for staff and visitors.

### **CONDITIONS:**

#### **(1) 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) Access and egress for plant and machinery;
- (e) Protection of pedestrian routes during construction;
- (f) Location of temporary site buildings, compounds, construction material, and plant storage areas;
- (g) 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.

#### **(2) ACCESS CONSTRUCTION PROVISION**

No development shall start on site until the access, including the footway and/or verge crossing shall be constructed with lines of sight 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.

(3) CLOSURE OF EXISTING ACCESS PROVISION

No development shall start on site until the existing access(es) from the site to Winchester 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.

(4) PEDESTRIAN ACCESS PROVISION

Before use of the development is commenced the two proposed pedestrian access links onto (a) Winchester Road and (b) Chaffinch Gardens, shall be provided as shown on approved plans, and retained for future use and maintained thereafter.

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

(5) PARKING PROVISION

Before occupation 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.

Yours faithfully,

Matt Grantham  
Principal Transport Planner - Highway Development Planning  
Universal Services