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Date	20 April 2026	Email	eastleighdc@hants.gov.uk

For attention of Mr Huckfield

Dear Sirs

**Re: F/26/101233 At 237 Chamberlayne Road and 5b Derby Road,
Chamberlayne 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/26/101233, having reviewed the information contained within the application pack, there would be **no objection** to the proposals from a highway perspective, subject to minor amendments being made to the vehicle access, and conditions being applied as outlined below.

ACCESS:

It is proposed that vehicle access in and out of the site will be taken from Derby Road, utilising the rear service road which runs between Derby Road and Cherbourg Road.

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, this would be generally acceptable, however given that the service road is single width, it would be preferable to guide vehicles associate with the development to the nearest exit point, being Derby Road, to avoid conflict as much as possible.

Director of Universal Services
Patrick Blogg

Within the supporting Transport Statement (March 2026) at section 4.4, it outlines how this will be managed, whereby 'the southern radii will not be in the form of a traditional bell-mouth radii and will curve to the north (as shown within Appendix A) to ensure vehicles are only able to turn left into the development and right out of the development and so reduce the length of the service road along which development traffic may travel'.

This would be an acceptable and welcomed measure, however it is noted from the submitted 'Site Plan' drawing (25-073 CRE MHAXX XX DR AR 004 Rev C02) at Appendix A, that the curve to the north of the southern radii does not curve north as described, it is a simple right angle that can easily be driven in and out of from and to a southern direction. As such, it would be requested that the drawing is amended accordingly. For example:



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In terms of vehicles exiting the car park, these 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 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 Desborough Road, 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 the parking of both vehicles and the collection of bins from the rear bin storage 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 on three out of the four parking spaces, 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.

Cycle parking is catered for via an internal shared cycle store accessed via an opening off the Derby Road footway for the flats, and cycle sheds for the 3 houses.

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 10 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.

Vehicle parking spaces are however unallocated, and with such a limited quantum not necessarily allowing for turnover of spaces that you would anticipate for a larger development, it may be better to allocate spaces and have car free units in order to better manage parking conflicts.

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 if the parking is to remain unallocated, as this could exacerbate any shortfall in parking should a resident choose to own and park multiple vehicles.

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.

S278 WORKS:

Whilst no highway works are directly proposed as part of the development, with the existing rear service road and footways remaining as are, there are proposals to remove existing highway bollards which prevent vehicle movements between Derby Road and Chamberlayne Road.

It is proposed that these are replaced by retractable bollards which will enable easier emergency vehicle access and egress to the closed off section of Chamberlayne Road.

This is acceptable in principle, however the applicants should be made aware that subsequent to any planning permission that may be forthcoming from EBC as Local Planning Authority, a secondary S278 permission will need to be gained from HCC as Local Highway Authority to undertake these works. Details of this procedure can be found via the following web address –

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

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 faithfully,

Matt Grantham
Principal Transport Planner - Highway Development Planning
Universal Services