

To: Gary Osmond, Case Officer, Eastleigh Borough Council

Planning Application Reference: F/26/100809

Site Address: The Orchard, 5 Westgate Mews, Kenilworth Gardens, Southampton SO30 3RE

Date: February 11th 2026

Subject: Formal Objection – Inadequate Access, Misleading Evidence, and Highway Safety Risks

Dear Gary Osmond

I am writing to formally object to the proposed development at 5 Westgate Mews. As a neighbour, I wish to highlight significant technical inaccuracies and safety risks within the applicant's proposal that make the site unsuitable for the proposed intensification of use.

1. Misleading Evidence regarding Road Capacity

The photographs and transport data submitted by the developer do not reflect the daily operational reality of Kenilworth Gardens and Westgate Mews

- **Essential Healthcare Access:** The entrance to Kenilworth Gardens is frequently occupied by vehicles belonging to **domiciliary carers** visiting service users. These essential visits occur daily, yet the developer's "clear road" photographs intentionally ignore this constant traffic pressure.
- **Event Displacement (Utilita Bowl):** During events at the **Utilita Bowl**, Kenilworth Gardens suffers from extreme overspill parking. During these periods, the road becomes virtually impassable for large vehicles - a factor completely absent from the developer's submission.
- **Selective Imagery:** The applicant's evidence appears to have been captured during off-peak windows. I urge the Planning Officer to conduct a site visit during evening hours or during a localised event to witness the true levels of congestion and pavement parking.

2. Physical Constraint: The 3.7m Bottleneck

The transition into the proposed site via Westgate Mews contains a critical physical constraint. Independent measurement of the pinch point between **2 and 3 Westgate Mews** confirms a width of only **4.31 meters**. The entrance from Kenilworth Gardens to Westgate Mews is **3.7 meters**

- **Sub-standard Width:** According to **Manual for Streets**, a minimum of **4.8m** is required for two cars to pass. At 4.31m, two-way flow is physically impossible, forcing vehicles to reverse into an area with no provision of passing places and therefore encroaching on private driveways of Westgate Mews residents.
- **Historical Context:** This access was constructed 32 years ago to service only **five dwellings**. It was never engineered to accommodate the "trip generation" of a larger development or the heavy plant machinery required for construction.

3. Absence of Safe Pedestrian Access

The proposal for family homes is fundamentally flawed due to the total lack of pedestrian infrastructure.

- Residents, including children and those with mobility aids, would be forced to share a 3.7m and 4.31m-wide bottleneck with vehicles.
- Because Kenilworth Gardens is already narrowed by parked cars, pedestrians are frequently pushed into the centre of the road.

4. Logistical and Emergency Risk

The Council's own **refuse collection lorries** already struggle to access Kenilworth Gardens and Westgate Mews due to pavement parking. Increasing housing density will lead to total logistical failure. Furthermore, this restricted access poses a severe risk to **Fire and Rescue appliances**, which may be unable to navigate the 4.31m pinch point if other vehicles are present.

Conclusion

The applicant has provided a sanitised view of the local highway network that ignores the reality of carers, event traffic, and physical road widths. The proposed access is technically inadequate and poses a clear danger to pedestrian safety. I strongly urge the Council to refuse this application.

Yours sincerely,

Russell Burtenshaw