

Application Number: H/25/100267
Case Officer: Charlie Vallis
Received Date: Thursday 16 October 2025
Site Address: 48, 50 & 52 GRANGE ROAD, NETLEY ABBEY,
SOUTHAMPTON, SO31 5FE
Applicant: Edwards
Proposal: Proposed vehicular access from Grange Road for
Existing Dwellings 48, 50 and 52 Grange Road together
with gates and piers.
Recommendation: PERMIT subject to conditions

CONDITIONS AND REASONS

1. The development hereby permitted shall be implemented in accordance with the following plans: 1008/10/100a, 1008/10/101a and 1008/10/102

Reason: For the avoidance of doubt and in the interests of proper planning.

2. The development hereby permitted shall start no later than three years from the date of this decision.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990.

3. The materials to be used in the construction of the brick piers of the development hereby permitted shall match in type, colour and texture those used on the dwellinghouse to which each access relates.

Reason: To ensure a satisfactory visual relationship of the new development to the existing.

4. No use of the proposed vehicle access points shall start on site until the access, including the footway and/or verge crossing have been constructed and lines of sight of 2.0 metres by 43.0 metres are provided in accordance with the approved plans. The lines of sight splays shown on the approved plan numbered '1008/10/102' 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.

5. Any gates provided shall be set back a distance of 6.0m from the edge of the carriageway of the adjoining highway.

Reason: In the interests of highway safety.

6. Prior to first use of the proposed accesses a final detailed ecological mitigation and enhancement plan, landscape management plan and

maintenance schedule, must be submitted to and approved in writing by the local planning authority. These documents shall provide details of timings for all landscaping as well as future maintenance and management provisions including details of management responsibilities. The works shall thereafter be carried out in accordance with the approved details and to the appropriate British Standard.

Reason: In the interests of the visual amenity of the locality, biodiversity and to safeguard the amenities of neighbouring residents.

Note to Applicant: The applicant is reminded that, under the Conservation of Habitats and Species Regulations 2017 (as amended) and the Wildlife and Countryside Act 1981 (as amended), it is an offence to (amongst other things): deliberately capture, disturb, injure, or kill great crested newts; damage or destroy a breeding or resting place; intentionally or recklessly obstruct access to a resting or sheltering place. Planning permission for a development does not provide a defence against prosecution under this legislation. Should great crested newts be found at any stage of the development works, then all works should cease, and a professional and/or suitably qualified and experienced ecologist (or Natural England) should be contacted for advice on any special precautions before continuing, including the need for a licence

Note to Applicant: In accordance with paragraph 39 of the National Planning Policy Framework (December 2024), Eastleigh Borough Council takes a positive approach to the handling of development proposals so as to achieve, whenever possible, a positive outcome and to ensure all proposals are dealt with in a timely manner.

Report:

1. This application has been referred to Committee by Cllr Tonia Craig, Cllr Alison Holland, Cllr Steve Holes and Cllr Malcolm Cross.

Site characteristics and character of the locality:

2. The application site is located on the eastern side of Grange Road containing 3no. dwellings which share a single access from Grange Road with 3no. other properties. Previously their frontage was part of an unbroken stretch of hedge running from the bus stop near Edwards Avenue up to the current shared access of the application properties. However, following the refusal of a previous application for an identical proposal (ref. H/25/99756), two sections of hedgerow have been removed, altering the previously green, enclosed feel of this part of Grange Road.
3. Opposite the application site is a new build estate with an open access onto Grange Road. Approaching the application site from the south, a mixture of fairly

open frontages and more enclosed verdant frontages are present. Low brick walls and brick piers are also a fairly common feature within the locality.

Description of application:

4. The application proposes to install additional vehicular accesses from Grange Road to each of the 3no. application properties. This includes a single width access serving no.48 Grange Road and a dual width access serving the semi-detached pair at no.50 and no.52 Grange Road. Also proposed is the planting of native hedgerow, with brick piers and timber vehicular and pedestrian gates for each of the application dwellings. Vehicular gates would be set back by approximately 6 metres from the highway edge.
5. The application documents can be viewed [here](#).

Relevant planning history:

- **H/25/99756** – Proposed vehicular access from Grange Road for existing dwellings 48, 50 and 52 Grange Road together with gates and piers (Refused – Sep 2025)
- **F/15/77343 (50 Grange Road)** – Two storey side extension with first floor side window and single storey side and rear extensions to include garage and ancillary salon (Approved – Nov 2015)
- **F/06/58583 (52 Grange Road)** – Two storey side extension and single storey rear extensions following demolition of existing garage & conservatory (Approved – Jan 2007)
- **Z/40283/001 (48 Grange Road)** – Erection of rear conservatory (Approved – Nov 2003)

Representations received:

6. One letter of objection and letter of comment were received from neighbours at no.1 and no.9 The Paddock respectively. Their points are summarised below:
- Intensifying existing highway related issues and risk to road users, pedestrians and residents, due to:
 - Current difficulty entering onto Grange Road from The Paddock due to restricted sightlines, with the proposed access point directly opposite adding to this difficulty and increasing risk of accidents.
 - Location near a narrow section of Grange Road, where buses cannot pass without mounting the pavement, and vehicles frequently mount the verge on both sides of the exit road from The Paddock.
 - Road already busy with frequent issues caused by poor parking and on occasion speeding vehicles.

- The latter representation also commented on to the consultation response received from the Local Highway Authority (LHA):
 - In relation to the LHA's comment about car parking opposite The Paddock, the neighbour outlined that this occurs only on rare occasions, recalling it happening twice in their time living there.
 - Commented that the bell-shaped exit from The Paddock is such because of the dangerous and difficult egress from The Paddock – due to the mature oak trees limiting visibility, necessitating that vehicles cautiously exit in quite a wide arc on to Grange Road, and the narrow width of the road there. They therefore believe that the regulation requiring that new dropped kerbs are not within 10m of a junction should apply.

Consultation responses:

7. **Parish Council:** No objections.
8. **Hampshire Highways:** No objection from a highway perspective subject to conditions related to access construction, lines of sight and set-back of gates.

It is understood that there are issues with the existing shared site access, in that the geometries of the access make it difficult for two vehicles to pass each other when one is entering as another exits. Therefore, at times a vehicle has to wait on the highway, potentially unexpectedly as a vehicle exits the site, and with it serving 6 dwellings, occurrences can be relatively frequent.

Additionally, roadside parking has been reported across the highway fronting the development site, blocking visibility for the existing egress utilised by the dwellings, and likely restricting turning movement for dwellings opposite.

Given the above, it could be argued that there could be a highway safety benefit from introducing the 3 independent access points, whereby such issues of conflict at the access would no longer occur. Additionally, due to the need for vehicle access drop kerbs to be kept clear, parking on the highway at this location could no longer occur, or would at least be restricted further than at the present time without the need to implement Traffic Regulation Order's which is again beneficial from a highway perspective.

Finally, whilst as noted in the previous HCC Highway response, an application within 10.0m of a highway access (15.0m on a classified road) will automatically be rejected though the 'Core Pre-Conditions' process, it is understood that the access opposite the site to The Paddocks only serves 9 dwellings. Such development quantum would typically come forward with a shared dual width driveway access given the relative infrequency of movements, rather than a formal bell-mouth as provided due to visibility issues from the site. This should be taken into account. As such, it would be recommended that this be outlined in the future application to HCC for the specific drop kerb vehicle crossovers requested, should this planning application to EBC be granted permission, given that trip rates through the junction will be less than typically anticipated for such a design.

9. **Tree Officer:** Given that the vegetation has already been removed, we have no arboricultural objection to the proposed access points.
10. **NatureSpace:** There is a low risk that great crested newts (GCN) may be present at the application site. However, the application site lies within an amber impact zone as per the modelled district licence map, which indicates that there is highly suitable habitat for GCN within the area surrounding the application site. Therefore, there is no objection to the proposals subject to the following informative be attached to planning consent.
11. **Ecology:** I have reviewed the additional Ecology notes added to the Planning Statement on the Proposed Site Plan. The planting of additional native hedgerow, amphibian and insect hotels, bat boxes and swift nest boxes are all enhancements which will help to increase biodiversity on site. Since the existing vegetation has already been removed, these enhancements will have to be acceptable. After establishment, the new hedgerows must be managed on a three-year rotation with top and alternate sides cut in successive years to maintain a continuous supply of flowers fruits and seeds available to wildlife. The management of the hedgerow must not allow it to obstruct the public roadway. No further objections.
12. **Southern Water:** No objections. It is possible that a sewer now deemed to be public could be crossing the development site. Therefore, should any sewer be found during construction works, an investigation of the sewer will be required to ascertain its ownership before any further works commence on site.

Policy context designations applicable to the site:

- Within the urban edge

Development Plan Local Plan Policies:

Eastleigh Borough Local Plan 2016-2036

The most relevant policies are:

- S1 (Delivering sustainable development)
- S2 (Approach to new development)
- DM1 (General criteria for new development)
- DM11 (Nature Conservation)
- DM13 (General development criteria – transport)
- DM14 (Parking)

Supplementary Planning Documents:

- Quality Places (November 2011)
- Parking Standards (January 2025)
- Trees and Development (April 2022)
- Bursledon, Hamble-le-Rice and Hound Character Area Appraisals (BHH 1) (January 2008)

National Planning Policy Framework:

13. At national level, the National Planning Policy Framework (the 'NPPF' or the 'Framework') is a material consideration of significant weight in the determination of planning applications. The National Planning Policy Framework (the 'NPPF' or the 'Framework') states that (as required by statute) applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise and sets out a general presumption in favour of sustainable development.

National Planning Practice Guidance:

14. Where material, the Planning Practice Guidance which supports the provisions and policies of the NPPF should be afforded weight in the consideration and determination of planning applications.

Assessment of proposal: Development Plan and / or Legislative Background:

15. Section 70(2) of the Town and Country Planning Act 1990 and Section 38(6) of the Planning and Compulsory Purchase Act 2004 require a Local Planning Authority determining an application to do so in accordance with the Development Plan unless material considerations indicate otherwise. Plan comprises the Policies of the Eastleigh Borough Local Plan Review 2016-2036 and the Hampshire Minerals and Waste Plan 2013 (which is not applicable in this case). The NPPF and the Planning Practice Guidance constitute material considerations of significant weight.

Policy and Principle:

16. The application site sits within the urban edge where the basic principle of development is acceptable, with any formal approval being based on the exact nature, design, and impact of that being proposed being considered acceptable and in accordance with the relevant policies within the adopted local plan and supplementary planning guidance.

Highway safety and parking:

17. In their response to the current and previous applications at this site the Local Highway Authority (LHA) have maintained that there would be no objection to the proposed new accesses. Adequate sightlines would be achieved, whilst gates would be sufficiently set-back to allow them to be opened whilst a vehicle parks off highway. As such, the accesses are not likely to pose an elevated risk to highway or pedestrian safety. The conditions proposed by the LHA are considered acceptable and have been recommended to ensure that sightlines and gate setback are secured.
18. As noted in the response from the LHA, the proposed accesses would improve pedestrian and vehicular access to the application dwellings, decreasing

pressure and potential conflict at the existing shared access serving 6no. properties (no.'s 44 to 52 Grange Road). The proposed parking arrangements also appear suitable for the application dwellings, with the proposed site plan showing at least 2no. car parking spaces for each dwellinghouse, in line with the requirements under the Parking Standards SPD for a three-bedroom property. As such the proposed accesses are not likely to contribute to local parking issues or result in increased risk to highway safety.

19. During a site visit, on-street parking along the eastern side of Grange Road was noted. Although this was not directly in front of the proposed accesses, this illustrates parking issues within the locality and appears to support comments from the LHA, that the proposals may represent an improvement in highway safety by discouraging parking in front of the application site which may affect users of the existing shared access and users of junctions and accesses opposite the application site.
20. Given the above, the proposals are considered to accord with policies DM13 and DM14 in that they provide safe and convenient access to the highway network for vehicles and pedestrians for the application dwelling, whilst not increasing danger to road users and providing sufficient on-site car parking.

Impact on character, appearance and nature conservation:

21. It is noted that the removal of parts of the existing hedgerow/vegetation as carried out did not require planning or tree consent. The effect of this removal on the verdant character of the immediate area was one of the objections raised previously under H/25/99756. However, as the hedgerow was removed prior to submission of this application and did not require any formal consent, it has to be accepted that the current appearance of the hedgerow is the established position to assess the current access proposals.
22. The application site now appears more open and mixed, retaining some green character. Construction of the proposed access would not result in further detriment to the character and visual amenity of this stretch of Grange Road, with brick piers and timber gates likely to sit comfortably within the locality. The planting of native hedgerow, although not replacing the connectivity of the previous unbroken hedgerow, would enhance the green character of the locality, in line with policy DM1.
23. In consultation with the Council's ecologist, biodiversity enhancements in the form of native hedgerow, amphibian and insect holes, as well as bat and swift boxes on the application dwellings are considered acceptable and in line with policy DM11. A condition requiring further details of biodiversity enhancements and the composition and management of the new hedgerow has been recommended to ensure that they contribute positively to local biodiversity and the appearance of this section of Grange Road.

Impact on residential amenity:

24. With no significant structures proposed, the development accords with guidance relating to residential amenity set out in the 'Quality Places' SPD. There will be no unacceptable impact on the amenity of the neighbouring properties in terms of loss of privacy, light or outlook. The proposal is also unlikely to result in additional disturbance to neighbouring residents associated with vehicle movements, given its residential context and existing use as a driveway.

Sustainability measures and Climate Change:

25. In July 2019, the Council declared a Climate Change and Environmental Emergency. In doing so it agreed, among other things, to: (a) put in place measures to ensure the Council's own operations and functions achieve carbon neutrality; (b) work with partners to aim for all projects and services delivered in the Borough to achieve carbon neutrality by 2030; (c) ensure that the Council's procurement policy recognises carbon neutrality as one of its primary considerations; and (d) recognise the urgency of action to mitigate and adapt to climate change in every decision taken by the Council. This is underpinned by the Climate and Environment Emergency Strategy 2020–2030 and the supporting Climate and Environmental Emergency Action Plan – Update June 2020.
26. The declaration of the Climate Change and Environmental Emergency demonstrates a strong commitment from the Council to achieve net zero. The NPPF, development plan and adopted local plan policy do not set this as a specific target, but it is a material consideration to be considered alongside all other material considerations. In any case addressing climate change is a core part of the NPPF and local plan policy. The need to support the economy is part of the Strategic Environmental Assessment for the adopted local plan, as is an assessment of climate impacts.
27. The NPPF, Policies S1, DM2 and DM3 of the Local Plan and energy and water elements of the adopted Environmentally Sustainable Development SPD require development to be sustainable in terms of resource use, climate change and energy use. When considering the impact of climate change, the proposed development is expected to be resilient to the potential effects of climate change.

Equalities implications:

28. Section 149 of the Equalities Act 2010 created the public sector equality duty. Section 149 states:-
- a. A public authority must, in the exercise of its functions, have due regard to the need to:
 - i. eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
 - ii. advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
 - iii. foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

29. When making policy decisions, the Council must take account of the equality duty and in particular any potential impact on protected groups. It is considered that this application does not raise any equality implications.

Conclusion:

30. In conclusion, the proposed accesses are considered to provide benefits to highway safety in the area by providing additional access points to serve the existing dwellings and avoiding on-street parking and the associated risks to highway safety. The removal of parts of the hedgerow and vegetation to allow for the access improvements have altered the established verdant character of the immediate area but this took place without any need for planning or tree consents.
31. The improvements to the access arrangements and additional planting are considered acceptable, resulting in no material harm to the character or appearance of the area. The recommendation is therefore to Permit, subject to conditions.

