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Date	16 February 2026	Email	eastleighdc@hants.gov.uk

For attention of Mr Osmond

Dear Sirs

Re: F/26/100809 At The Orchard, 5 Westgate Mews, Kenilworth Gardens, Southampton, SO30 3RE

Construction of 8No. detached dwellings with associated amenity space, parking and landscaping

In regard to application F/26/100809, having reviewed the information contained within the application pack, whilst there would be no objection in principle to the application from a highway perspective (subject to conditions), additional information is required prior to a formal response being issued.

ACCESS:

Access into the site from the highway is taken from Kenilworth Gardens, which onwards links into the private Westgate Mews via an existing drop kerb, which gives access to 4 dwellings. It is proposed that access into the development will be achieved through an extension to this and as such will remain private and not under the control of HCC as Local Highway Authority. No changes to the highway are proposed.

This access is therefore acceptable in principle, however it would be requested that additional vehicle tracking drawings are provided which show two-way family car movements through the access point between Kenilworth Gardens and Westgate Mews as this looks tight.

Whilst it may be an existing situation, only 4 dwellings currently utilise the access and as such there is little chance of conflicting movements requiring a vehicle to reverse onto the highway to allow another to exit Westgate Mews.

Director of Universal Services
Patrick Blogg

With the increased dwelling numbers however, the potential for such instances would be expected to rise accordingly which would not be welcomed.

INTERNAL SITE LAYOUT:

Internally, considered to be from the very start of Westgate Mews, the site will remain private and as such of no specific concern to HCC Highways as it falls outside of our jurisdiction.

However, an initial review of the internal layout has been undertaken and the following points are made which the Case Officer may wish to consider.

- Two-way family vehicle movements look to be achievable throughout the site (bar the section outlined above), though it is tight and there may be need for resident give and take at points;
- Refuse and emergency vehicle tracking has been supplied, which shows that the single vehicle movement around site is achievable. However, it does look tight, and any conflict such as an oncoming vehicle or a vehicle parked outside of a designated parking bay is likely to cause obstruction. This could prevent such vehicles from achieving full access resulting in missed bin collections, or potentially not being able to turn at the designated turning head.

As such, it would be recommended that the EBC Direct Services Team and Hampshire Fire and Rescue are consulted if they have not been already.

Onwards, it would be recommended that an on-site Management Plan is also set up to prevent such parking from occurring through private parking restrictions informed via the vehicle tracking drawings.

- Pedestrian and cycle movements will be catered for via shared surfaces, and this is acceptable in this case were vehicle flows and speeds would be anticipated to be relatively low.
- In terms of parking, the layout would appear acceptable, as would the quantum for resident parking specifically. However, for visitor parking only 1 space is proposed which appears potentially low for 8 dwellings, particularly given the lack of informal non-obstructive parking locations which could affect refuse and emergency vehicle movements as outlined above. The Case Officer may wish to consider this against the EBC Parking Standards.

If the additional information can be provided, then a review can be undertaken accordingly, and a formal recommendation provided.

CONDITIONS:**CONSTRUCTION SITE MANAGEMENT PLAN REQUIRED**

No development shall start on site until a construction site management plan 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.

Yours faithfully,

Matt Grantham
Principal Transport Planner - Highway Development Planning
Universal Services