ELECTRONIC MEMORANDUM

From: **HEAD OF TRANSPORTATION and ENGINEERING**

To: **HEAD OF DEVELOPMENT CONTROL**

FAO Case Officer: Gary Osmond

Date: 18 February 2016

File Ref: E/DC/01/H

TE Ref: 7157 **Application No:** F/15/77732

Application Address: 1 Pudbrooke Gardens, Hedge End, Southampton, SO30 4RA

Application Summary: Change of use from domestic dwelling (C3) to residential care home (C2)

CONSULTATION RESPONSES

Transport Policy Officer: Matt Grantham

TPol Comments: Holding objection - subject to confirmation on parking / school-run details.

Whilst as part of a previous application for the development site (F/14/75187) outlined that 3 parking spaces would be provided on-site, and essentially this quantum could double-up through tandem parking, there does not appear to be a parking plan submitted with this current application.

With up to 4 staff are outlined as being on-site at any one time, it is reasonable to assume that due to elements such as shift times, all 4 could be travelling to work via a vehicle.

Whilst there is potential to accommodate these 4 cars, if onwards up to 4 taxi's arrived to take residents to school (understood that this is likely due to 'home' addresses not necessarily being local), there could be an overspill onto the highway that could cause delay and inconvenience to other residents as their passage could be blocked by a parked

vehicle unless they were parked up on the footway which would not be welcomed.

As such, it is requested that a parking plan is provided that clearly demonstrates how many cars can be located on-site at any one time (preferably 8 if achievable) which can onwards have Condition E04 applied to it to ensure minimal inconvenience to neighbours is experienced in regard to highways.

Without this re-assurance, there is concern that with only 3 on-site parking spaces shown on the previous application, there is a reasonable potential for up to 5 vehicles to be parked on street, which clearly isn't acceptable in the case of Pudbrooke Gardens.

If however, school-run issues will not exist to the extent as outlined above - i.e. all residents are taken to school in one vehicle - then if confirmation of this can be given the parking issues can be re-assessed accordingly. Developers will need to supply this information.

Whilst it is not anticipated that any of the (maximum) 4 girls would own their own vehicle (maximum age is 21) due to their issues, and they would not be receiving family visits (both elements outlined in the application pack), there is mention of travel to school being required. It is not clear from the information supplied how this may take place, and so additional information is requested.

Dependant on the number of trips outlined in this information, there may onwards be the need for transport developer contributions, if the proposed use is shown to generate more multimodal trips than the existing 4+ bed dwelling. These contributions will go towards mitigating the (accumulative) impact of the development, as well as improve conditions for the residents themselves.

DC Engineer: Eric Reed

DC Engineer Comments: Eric is currently unavailable, however from his perspective it is not anticipated there would be engineering or drainage issues as a result of the proposals.

Other Engineer: 0

Other Comments:

Transport Contribution Calculator

Year

No contribution required ☐

Contribution to be advised ☐

NB: All contributions subject to index linking

RESIDENTIAL

	No. of Properties			Contributions
	Exist	Prop	Diff	
1 bed	0	0	0	£0
2/3 bed	0	0	0	£0
4+ bed	0	0	0	£0

Total Residential Contribution £0

COMMERCIAL

	Size of Units (sqm)			Contributions
	Exist	Prop	Diff	
B1	0	0	0	£0
B2	0	0	0	£0
B8	0	0	0	£0

Total Commercial Contribution £0

Other Contribution £0.00

Other Contribution Reason

Total Sustainable Transport Contribution £0

Total Integrated Transport Contribution £0

Register Ref. 7157