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.

Whilst it is noted that three parking spaces are to be provided for on-site, and there is potential to increase this number through tandem parking (detail from F/14/75187), details provided in association with the change of use are a cause for highway concern.

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

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.

It is quite feasible that as not necessarily from the localised area, that each of the 4 girls would be attending separate schools. Whilst there is potential for this situation to occur in a standard C3 dwelling, the occurance of (for instance) the associated 4 children being picked up by 4 separate taxi's / school mini-busses is (suggested(very unlikely in reality - rather parents would share these 'duties'.

If in the case of a C2 care home however, 4 separate taxi's / school mini busses were to arrive to transport the girls seperately, this could have significant impact on the existing residents of Pudbrooke Gardens. Whilst there 'may' be potential for up to 2 taxi's to park on-site off the highway, there would certainly not be available space for 4. Given the close proxmity to the Pudbrooke Gardens entrance pinch-point, any resulting highway parking would likely be obstructive, and could be considered a highway safety concern even if the situation only occurs for a few minutes each day. Given the complex behavioural issues of the potential residents however (i.e. phobias of school / distrust of adult males [taxi drivers?]), there is real potential that this normally quite quick pick-up could be elongated considerably.

As such, a holding objection is made, subject to clear clarification of:
- School travel mode arrangements;
- A a site plan indicating not only where the required 3 parking spaces are to be provided (associated with F/14/75187), but onwards additional space for the 4th member of staff and potentially 4 taxis / school mini busses.

In addition, an assessment will be required for a change of use in terms of any increase in multimodal trips to the site. This assessment will take account of the above information, but will also need detail of specific shift pattern rotas and delivery estimates per day.

If it is found that an increase in multimodal trips is anticipated (compared to a standard C3 use), then developer contributions will be requested accordingly.

Once this information has been provided a re-assessment can be undertaken accordingly.

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

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