ELECTRONIC MEMORANDUM

From: **HEAD OF TRANSPORTATION and ENGINEERING**

To: **HEAD OF DEVELOPMENT CONTROL**

FAO Case Officer: Kitty Budden

Date: 15 March 2014

File Ref: E/DC/01/E

TE Ref: 6061 **Application No:** F/13/73826

Application Address: Knight & Polson, 18 Romsey Road, Eastleigh, SO5O 9ZH

Application Summary: Partial change of use of ground floor to D1 (Adult substance services)

CONSULTATION RESPONSES

Transport Policy Officer: Matt Grantham

TPol Comments: No objection subject to disabled parking and contributions.

There are no highway alterations proposed in connection with the change of use, and though on-site parking is low, the site is ideally placed for an employment facility, being within a close proximity of bus and rail services, a CPZ (no parking on-street available) and with opportunities for parking in the town centre car parks for those who need to drive.

The only issue I have, is in regard to the use of the on-site parking. Whilst the site layout plan shows the availability of 7 spaces (4 front / 3 rear), the design and access statement only make mention of the 4 spaces to the front, these being for staff only. What are the rear spaces for?

Onwards from the staff only issue, mention is also made of adjustments to building to cater for disabled users. As such, it can be assumed disabled users will access the site and therefore it it requested that at least two front of site parking

may is dedicated to disabled parking to cater for these users - increased on-site if necessary once opened. Without an on-site bay, there is potential for disabled visitors to park on yellow lines in surrounding streets would not be welcomed as a first option.

Confirmation of what the remaining 3 rear spaces are for would also be helpful.

Additionally, in regard to transport developer contributions, these will be required in line with the HCC Transport Contributions Policy for a change of use that will bring additional multimodal trips to the highway network. This would be calculated as follows, given a mix of estimated information and information supplied as part of the application pack:

Proposed Use:
20 staff per day - 40 multimodal trips (in/out with lunch on-site) - outlined on the application form
80 patients per day - 160 multimodal trips (in / out) - estimated figure
Total Daily multimodal trips - 200
Employment trip cost - £230 per trip
DC requirement = £46,000, less

Existing Use:
190sqm of B1 @ standard HCC fee of £4,301 per 100sqm (as per application form / HCC TCP)
DC requirement = £8,171.90

Total transport developer contribution = £37,828.10 (+ indexation)

These funds would be allocated to schemes in the local vicinity which are either of benefit to the residents of the proposed development, or go to mitigate against issues caused by the develepment. Full details of identified transport schemes can be provided if required, and can be seen in the Eastleigh Borough Transport Statement http://www3.hants.gov.uk/eastleigh-transport-statement-final-2012.pdf

In regard to the staff trips, further clarification is required as to whether these staff remain on site all day, or are required to be in and out of the office to cover home visits, etc. If home visitrs, etc. are required, then this would add to the associated trip increase accordingly, and require additional developer contributions.

Developers may also wish to suppy further information on the exact number of patients anticipated per day, if the estimate of 80 is inaccurate.

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Additional information received 09.04.2014.

DISABLED PARKING:
It has been confirmed that disabled parking will be located at the front of the property. This should be implemented by condition to ensure it occurs, and reduce potential for obstructive disabled parking to occur on the highway. Condition E06 would cover this, but requires an updated plan that actually shows a minimum of 2 frontage disabled spaces.

DEVELOPER CONTRIBUTIONS:
As outlined above, in regard to transport developer contributions, these will be required in line with the HCC Transport Contributions Policy for a change of use that will bring additional multimodal trips to the highway network. This have been calculated as follows:

Proposed Use:
20 staff per day - 40 multimodal trips (in/out with lunch on-site) - outlined within the application form
25 patients per day - 50 multimodal trips (in / out) - figure provided by developer
Total Daily multimodal trips - 90
Employment trip cost - £230 per trip
DC requirement = £20,700.

However, given that the site is located adjacent to the town centre, it would be anticipated that an element of trips to site would be combined with a linked shopping trip for example. With no informationa available upon which this could be assessed, I would suggest a notional 33% reduction to accommodate this, that reduces the proposed use figure to £13,869.

Existing Use:
190sqm of B1 @ standard HCC fee of £4,301 per 100sqm (as per application form / HCC TCP)
DC requirement = £8,171.90

Total transport developer contribution (proposed less existing) = £5,697 (+ indexation)

These funds would be allocated to schemes in the local vicinity which are either of benefit to the residents of the proposed development, or go to mitigate against issues caused by the develepment. Full details of identified transport schemes can be provided if required, and can be seen in the Eastleigh Borough Transport Statement http://www3.hants.gov.uk/eastleigh-transport-statement-final-2012.pdf

(MG 11.04.2014)

DC Engineer:	Eric Reed
DC Engineer Comments:	As Matt comments , it is assumed cycle parking and bin storage could be accommodated within the space available.

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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