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Enquiries To Matt Grantham

My reference 047993

Direct Line

Your reference F/22/94034

Date 26 November 2022

Email eastleighdc@hants.gov.uk

Dear Ms Sharpe,

MOORHILL, MOORHILL ROAD, WEST END, SOUTHAMPTON, SO30 3AY

Proposed 70-bed care home (Use Class C2); associated access, parking, landscaping, sustainable drainage, electricity sub-station, other structures and works; following demolition and clearance of the existing site

In regard to application F/22/94034, having reviewed the information contained within the application pack, there would be no objection in principle to the proposed development, subject to consideration of elements as outlined below, along with the provision of planning conditions should the application be permitted.

ACCESS:

In terms of vehicle access, there are currently two access points available from Moorhill Road, one to the north and one to the south of the western edge of the site. The proposals are to formally close up the southern access, returning it to grass verge with raised kerbs, and to provide adjustments to the northern access with a slight relocation, widening, and footway works being undertaken.

Drawings have demonstrated that from a planning perspective these proposals are acceptable, with adequate visibility splays being achievable and CAD autotrack drawings showing how the various types of vehicle accessing the site can do so without issue.

Director of Economy, Transport and Environment
Stuart Jarvis BSc DipTP FCIHT MRTPI

In terms of pedestrian access, a section of footway is proposed on Moorhill Road, with tactile paving indicating a safe and visible position for pedestrians to cross in and out of site and onwards reach wider facilities. It is however noted that this footway shows as starting very close to the junction point of the site and Moorhill Road, and as such pedestrians will need to walk in the bellmouth junction before accessing it. It would be recommended that the developer increases the length of footway, bringing it further into site where it can be reached away from traffic movements. Given the age group primarily involved in the development (the elderly) who are likely to have slower mobility, this could be beneficial.

The developer should however be made aware that a subsequent to any planning permission that may be granted by EBC as Local Planning Authority, a S278 approval will onwards be required from HCC as Local Highway Authority prior to implementation of any works. This will require additional information such as formal engineering drawings to be submitted, and may result in updates being required which could affect the approved layout, and as such early engagement with the S278 team would be advised. Details of the S278 process can be found via the following link:

<https://www.hants.gov.uk/transport/developers/constructionstandards>

INTERNAL SITE LAYOUT:

Given the nature of the development proposals, the roads and footways relating to this application are not being offered for adoption by the developer. As such, HCC would not in principle object to the proposals. However, it would be advisable that the developer ensures that the internal roads and footways are designed to minimum industry standards and / or Hampshire County Council's best practice as set out in <https://www.hants.gov.uk/transport/developers/constructionstandards>, and that an appropriate Private Management Plan is put in place to deal with any future issues. Having reviewed plans however, the following comments are made:

1. The parking layout looks acceptable with adequately sized parking bays (uplifted appropriately for parallel bays) and adequate aisle widths to allow for easy on site turning. However, it would be recommended that 0.3m hard surfaced step out strips are added to the sides of parking spaces located against landscaping. Without this, landscaping will be stepped upon and likely turn to mud in wet weather, and the usefulness of parking spaces may be affected particularly for those with mobility issues.

In terms of parking quantum, this is for EBC to consider in their role as Local Parking Authority.

2. As outlined above, the provision of an internal footway which onwards links into the proposed external footway on Moorhill Road should be investigated. This will negate the need for pedestrians to walk within the proposed bellmouth area when arriving or leaving the site by foot.

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SERVICING:

CAD Autotrack drawings have been supplied which demonstrate adequate space is afforded for service vehicles (i.e. refuse trucks) to access the site, turn and reverse into service bays, and onwards leave in a forward gear which is acceptable.

TRIP GENERATION:

In terms of trip generation, as outlined in the supporting Transport Statement, an additional 112 vehicle trips on the local highway network would be anticipated as result of the development proposals. In terms of peak hour impacts however, it is anticipated that given the development proposed 10 of these would be anticipated in the AM Peak (7 in / 4 out, less one existing trip) and 11 in the PM peak (3 in / 7 out, plus rounding).

Whilst overall, cumulative with other development proposals, there will be impacts on the local highway network, and infrastructure that requires upgrading, in terms of PM impacts, this would be negligible, particularly when considered against existing flow rates.

DEVELOPER CONTRIBUTIONS:

For the above reasons, whilst there would be no objection to the proposals from a highway impact perspective, a Highways Developer Contribution would be requested. This would be for an initial £26,000 and would likely be allocated to:

1. Real Time Information at local bus stops;
2. Bus shelter improvements such as drop down seating at local bus stops; and
3. Pedestrian improvements such as the provision of missing drop kerbs and tactile paving.

Additionally, it would be requested that a further contribution of £6,000 is secured in order to implement Traffic Regulation Orders required as a result of the development proposals. These would primarily be parking restrictions within the bellmouth access junction area to prevent obstructive parking that may affect movement and visibility. Onwards, there would need to be updates to the existing TRO in the form of amendments to the 'to be closed' access and the continuation of the existing parking restrictions across this.

CONDITIONS:

Should the Case Officer be minded to permit the application, it would be requested that the following conditions are applied:

CLOSURE OF EXISTING ACCESS PROVISION

Before use of the development is commenced the existing access(es) from the site to Moorhill Road shall be permanently stopped up and effectively closed with the footway provided or verge reinstated, in accordance with details which have been submitted to and approved by the Planning Authority.

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Reason - In the interests of highway safety.

ACCESS CONSTRUCTION PROVISION

No development shall start on site until the access, including the footway and/or verge crossing shall be constructed and lines of sight provided in accordance with approved plans. The lines of sight splays shown on the approved plans 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.

CONSTRUCTION METHOD STATEMENT REQUIRED

No development shall start on site until a construction method statement 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) Methods and phasing of construction works;
- (e) Access and egress for plant and machinery;
- (f) Protection of pedestrian routes during construction;
- (g) Location of temporary site buildings, compounds, construction material, and plant storage areas;
- (h) 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 sincerely,

Matt Grantham

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