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Enquiries To Matt Grantham

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Your reference F/22/94242

Date 1 February 2023

Email eastleighdc@hants.gov.uk

Dear Ms Altman,

Land adjacent to Boorley Park Primary School, Nairn Road, Botley, SO32 2SH

Erect single-storey children's nursery with off road car parking

In regard to application F/22/94242, whilst there would be no objection to the principle of development on the site, additional information and drawings would be requested prior to any positive recommendation being issued.

ACCESS:

In regard to access into the site, this is initially via the adjacent school access road with a left turn (as shown on submitted plans) taking you into the application site. However, drawings submitted to date (Proposed Site Plan and Location Plan) do not appear to join up in terms of entry angles between the two. As such, it would be requested that a revised drawing is produced which demonstrates exactly how the two link into each other.

Onwards, CAD AutoTrack drawings should be produced to show how vehicles can access the site with two-way movements, and also refuse vehicle turning as will be required.

In terms of pedestrian movements, again plans are not clear how external footways will be continued into the site, providing a safe and joined up provision to the entry doors of the nursery. Again drawings should be updated to demonstrate the links accordingly.

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Garry Westbrook

PARKING:

Whilst the parking quantum has not been assessed, as this is for EBC to deal with as Local Parking Authority, it is noted that 4 cycle parking spaces, and 12 vehicle parking spaces are proposed on site with what appears to be 7 staff car spaces, 2 disabled car spaces and 3 parent drop-off spaces proposed.

Whilst this level of parking may be acceptable, at the same time it does generate concern, in how the 3 drop-off spaces will be managed, and what happens if more than 3 parent vehicles turn up at any one time? Additionally, it would be requested that parent vehicle movements are restricted during the adjacent school drop-off and pick-up times for obvious safety reasons.

In this regard, it would be requested that a Drop-off/Pick-up and Servicing Management Plan is provided by the developer, prior to the opening of the site to users.

In this regard, it should also be noted that there will be additional parking available at the sports complex which is understood to double up as 'Park & Stride' during school drop-off and pick-up times. This can be utilised by parents of Nursery school children as an alternative to parking on-site.

In terms of layout, this has been assessed and is acceptable. Parking spaces are adequately sized (minimum 2.4 x 4.8m) and the aisle widths to allow for easy turning in and out of spaces is the required 6.0m (minimum). It would however be recommended that the two spaces at each end of the run of 10 spaces are afforded an additional 0.3m step-out strip given they are located against landscaping. This will allow for easy car door access and entry without having to step on the landscaping which will inevitably turn to mud during wet weather periods.

TRIP GENERATION:

In terms of trip generation, the nursery use was included within the assessment of the overall Boorley Green Masterplan outline application (O/12/71514), as as such it has already been demonstrated that capacity would exist within the local highway network with highway improvements and mitigation measures that are planned and being implemented.

Additionally, it is noted that a use such as this will largely be made up of pass-by and linked trip, associated with either travelling to work and passing the site, or linking it in with a school journey for an older sibling.

Given this, there are no highway concerns in regard to level of additional trips that the nursery may bring.

TRANSPORT CONTRIBUTIONS:

It is understood that highway contributions have already been agreed in regard to the

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wider Boorley Green development site, and as such no further contributions are required for this site.

CONDITIONS:

PARKING PROVISION

Before use of the development is commenced provision for parking shall have been made within the site in accordance with the approved plans and shall be retained thereafter.

Reason - To ensure adequate on-site car parking provision for the approved development.

DROP OFF AND SERVICING MANAGEMENT PLAN

Before use of the development is commenced, restrictions on site access should be outlined in a drop off and delivery management plan, restricting access during peak school drop off and pick up times, to be agreed with the Local Planning Authority in consultation with the Highway Authority.

Reason - 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

Director of Hampshire 2050
Gary Westbrook