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Enquiries To Matt Grantham

My reference 050527

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Your reference F/23/95527

Date 2 August 2023

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Dear Mr Osmond,

See Below , 2,4,6,8 Toynbee Road and 2,3,4,5 Romsey Close, Eastleigh, SO50 9DP

Redevelopment for retirement living accommodation for older people comprising 83 retirement apartments including communal facilities, access, car parking and landscaping

In regard to application F/23/95527, having reviewed the information contained within the application pack, there is no objection in principle to the application, subject to confirmation of points outlined below, and conditions being applied accordingly.

ACCESS:

At present, the overall site is accessed from both Toynbee Road and the unadopted private Romsey Close, with vehicle and pedestrian links available linking into the wider highway network and surrounding facilities.

As a result of the development proposals, the various private drive access points on Toynbee Road will be formally closed up with kerbs and footway re-instated, and a single dual width vehicle crossover provided to gain vehicle access into the proposed development site.

Within Romsey Close, again the individual driveways will be formally closed up with kerbs and footways re-instated with a newly positioned drop kerb vehicle crossover provided to gain access into the proposed car parking area from the east. This access will however be designated for emergency vehicles only.

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Whilst this is acceptable in principle, it is requested that more information is provided as to how this Emergency Vehicle Only access is enforced, be this through retractable bollards or similar. Onwards, details of proposed signage at the entrance to Romsey Close are requested, which will outline to wider road users that the route will not provide access to the site should also be provided.

The existing turning head area is to be retained as part of the development proposals, and this will allow for the continuation of existing refuse and delivery vehicle turning, given this will also be the route for refuse vehicles to collect bins from the site.

Given Romsey Close is a private unadopted close, Traffic Regulation Order's would not be enforceable, however it is recommended that the developer provide their own management of this area to ensure that parking does not occur as this would likely be obstructive to refuse and delivery vehicle movements.

Applicants should be made aware that a S278 will need to be entered into for the access and closure works on Toynbee Road, and it is recommended that they enter into this process at their earliest convenience. Details of this process can be found via the following web address - <https://www.hants.gov.uk/transport/developers/section-278>

In terms of pedestrian access, this will essentially remain unchanged, with access points exiting the site onto the existing pedestrian network. Footway provision in the local area is acceptable, and formal pedestrian crossing points allow for easy access into the town centre area and its various retail, medical and hospitality provision.

ON-SITE LAYOUT:

Internally, the layout for vehicles is generally acceptable, with access from Toynbee Road providing access into the designated parking area. The parking area is laid out in an acceptable format, with 6.0m aisle widths, and adequately sized bays (2.4 x 4.8m), however it is noted that no step out strips have been provided for spaces located against landscaping or vertical obstructions. Particularly given the general user group of the site, it would be recommended that these are added to ensure doors can be fully opened and user access achieved.

Vehicle tracking has also been provided, which demonstrates that two-way car movements are achievable throughout the majority of its length. It is questioned however why there is a pinch-point located so close to the site access, allowing space for only one vehicle at a time to utilise the subsequent stretch of internal road for approximately 18.0m.

This has the potential to cause a back up of vehicles onto Toynbee Road, which would not be acceptable, if two vehicles or more were to arrive at a similar time as two or more vehicles were looking to exit. With no highway benefit from such a design, it would appear that it is a forced issue due to trying to fit more building mass onto the

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site and should be reviewed.

Pedestrian links are also provided from the parking area into the foyer / main access point of the building, with additional pedestrian links provided to the east and west. Whilst this is generally acceptable, as with the vehicle access, it is questioned why an internal footway has not been provided adjacent to the access road, is this again due to trying to fit more building mass onto the site and should be reviewed.

Any pedestrians arriving from the north (which includes the Boyatt Wood area who will have used the rail bridge) will look to access the site at what clearly appears to be the main entrance route, and will be forced to share a surface with vehicles, which when considering that it has also been narrowed at this point, requires a review.

PARKING:

As outlined above, in terms of layout, the parking area proposed would be acceptable. The one point of issue would be that within the 30 spaces proposed, there are zero mobility issue spaces provided, and given the site use, this may be an oversight that should be investigated.

However, whilst the quantum of parking is for EBC to assess in their role as Local Parking Authority, whereby their Parking Standards should be adhered to, it is noted that 30 parking spaces are proposed for the 83 apartments. This would appear to be low, although evidence has been presented within the supporting Transport Statement that looks to justify the shortfall.

It should however be noted that from a highways perspective, whilst the potential for overspill parking (which can be obstructive) would normally be a concern, such parking is unlikely in the local area due to the presence of a Controlled Parking Zone (which future residents will not be able to join) and other parking enforcement measures (i.e. yellow lines).

For visitors, there are of course local town centre pay & display car parks which can be utilised as an alternative to on-site parking, and for residents who may wish to continue driving on an 'occasional' basis, there are community car club vehicles located within a short walk which may further reduce car ownership levels. The Case Officer may wish to consider such points within their parking quantum assessment.

SERVICING:

As previously outlined, servicing is to be undertaken from Romsey Close utilising the existing turning head, with the refuse bins positioned in close proximity for an easy pick up and empty. It is not clear from plans however whether there is a pedestrian drop kerb provided which will enable an easy drag/pull over the transition from footway to road without the need to bump bins up and down. This should be investigated and shown on plans.

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TRIP RATES:

In terms of trip rates, as demonstrated within the submitted Transport statement, given the use type proposed, vehicle trips are anticipated to be relatively low during the primary times of concern given the proximity to the primary school, the AM and PM peak hours.

The TRICS database has been utilised to gain trip robust rates, and these demonstrate that if the development were to proceed, it is anticipated that there would be an additional 7 vehicle trips generated in the AM peak (4 in / 3 out) and an additional 3 in the PM peak (1 in / 2 out), with an additional 114 trips generated across a 12 hour day as a whole.

Clearly such an uplift will not have a significant impact during the AM or PM peak periods.

DEVELOPER CONTRIBUTIONS:

Whilst the development proposals alone will not have a significant impact on the local highway network, accumulatively with other local development, an impact will result in terms of both mitigation requirements and the need to improve local highway infrastructure and facilities.

For this reason, a contribution request of £61,000 is made, with contributions going towards sustainable transport contributions within the local area.

CONDITIONS:

Should the Case Officer be minded to approve the application, the following conditions should be applied.

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 in consideration with school drop off and pick up times;
- (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

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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.

ACCESS CONSTRUCTION PROVISION

No occupation of the development is permitted until the access, including the footway and/or verge crossing shall be constructed in accordance with the approved plans.

Reason - To provide satisfactory access and in the interests of highway safety.

CLOSURE OF EXISTING ACCESS PROVISION

No occupation of the development is permitted until the existing access(es) from the site to both Twyford Road and Romsey Close 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.

Reason - In the interests of highway safety.

ACCESS PROVISION

No occupation of the development is permitted until the details of the access/ egress vehicle prevention methods onto Romsey Close have been provided, agreed by the Local Planning Authority in consultation with the Highway Authority, and installed in accordance with the approved plans.

Reason - To provide satisfactory access and in the interests of highway safety.

PARKING PROVISION

No occupation of the development is permitted until the 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.

Yours sincerely,

Matt Grantham

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