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Your reference F/23/95982

Date 20 December 2023

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Dear Mr Osmond,

WILLOW MEAD, WILDERN LANE, HEDGE END

Construction of 4 new 1no Bedroom retirement flats and associated parking.

In regard to application F/23/95982, having reviewed the information contained within the application pack, there would be no objection to the proposals from a highway perspective, subject to the application of the condition outlined below, should the Case Officer be minded to approve the application.

ACCESS:

Access into the site is proposed to be via the existing priority junction access from Wildern Lane, which already serves the existing 35 retirement flats on site. The additional 4 one-bed dwellings are not anticipated to produce a significant impact upon traffic flows, with approximately 8 two-way trips anticipated per day (4 in / 4 out) utilising the TRICS generated traffic flows outlined in the supporting Highway Technical Note - HTN - (noting that figures quoted differ to those shown in the Traffic Impact section due to calculation errors and the use of 6 flats rather than the 4 proposed).

SERVICING:

Servicing arrangements are anticipated to remain the same, with a refuse vehicle collecting from the site via an internal movement which is existing and unaffected by these proposals, given the retention of the central turning allowing for forward gear access and egress onto the highway.

It is noted however that no details of bin stores or bin collection points are shown on plans, and the Case Officer may wish to clarify these details.

Director of Hampshire 2050
Garry Westbrook

PARKING:

Whilst the parking quantum has not been assessed as this is a function of EBC as Local Parking Authority, where the EBC Parking Standards must be adhered to. However, it is noted in the HTN that a parking assessment has been undertaken which shows that for the existing 35 units, plus the 4 proposed dwellings will benefit from 29 unallocated car parking spaces - a ratio of 0.75 spaces per dwelling, which the Case Officer may wish to consider.

It should however be noted that no plan of the overall parking has been provided, and as such the 29 parking space figure has not been verified.

In terms of layout, a parking plan for the area of site to be affected by the development proposals has been provided and would be acceptable with adequately sized bays and 6.0m aisle widths within which an easy turn can be achieved. It may however be beneficial if end spaces were afforded an additional 0.3m hardstanding width to make it easy to step out of vehicles without standing on landscaping, and also to assist in future conversion to disabled bays should this ever be required.

CONDITIONS:

Given the layout of the site, and also the need to consider local schools, it would be requested that a Construction Method Statement is conditioned as follows:

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, making sure these do not conflict with local 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 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