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Enquiries To Matt Grantham

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Your reference F/23/96629

Date 18 January 2024

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Dear Mrs Harrison,

Land at Fieldfare Road, adjacent to the roundabout with Winchester Road

Erection of 70-bed C2 Care Home with new vehicular access to Fieldfare Road

In regard to application F/23/96629, having reviewed the information contained within the application pack submitted, the following comments would be made:

ACCESS:

Access into the site is proposed to be taken from Fieldfare Road which is the main vehicle entry into the wider Boorley Gardens residential development. It is proposed that the access will be in the form of a simple priority bellmouth with footways either side which extend both into the site, and also onto the wider footway network.

Vehicle tracking has been provided that demonstrates that the junction is adequate for the movement of vehicle traffic in a one way single movement for various vehicles that would be anticipated to require access to the site, however there is no demonstration as to how two vehicles will be able to access and egress the site at the same time making opposing movements. Demonstration of this is required to ensure that no entering vehicle is required to wait on the highway whilst another vehicle is exiting. It should onwards be noted that these movements would be done within designated lanes, and updated tracking will be required for all vehicle movement scenario's.

Additionally, whilst the footway provided links the internal site to the external footway network, the footway access is narrowed significantly by 'Brick Wing Walls with Signage' (Drawing (9-)2 Rev I). This would impact movements, particularly those with

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mobility issues, and travelling in mobility scooters for example. It would be requested that the footway is therefore amended to provide the full width access.

INTERNAL SITE LAYOUT:

Whilst the internal site is to remain private, and not be put forward for adoption, the internal layout has been reviewed regardless.

In terms of vehicle movements, aisle widths are of sufficient width to allow for two way vehicle movements, and various tracking drawings also demonstrate sufficient space for refuse vehicles and delivery lorries to access and enter site in a forward gear with a suitable turning space provided.

It is noted however that the refuse vehicle utilised is not the standard required for areas which are to be adopted. A reduced size vehicle of 6.623 x 2.2m (classed as small) is used and as such if a refuse vehicle of a larger size was to be required, then this could have onwards impacts at both the access junction (tracking would be of the wrong sized vehicle) and also with internal movements and turning.

Given the site is commercial, and will require a private refuse contract to be in place, stipulation of the smaller vehicle could of course be made. However if this is the case, it would be requested that the size of the refuse vehicle is covered via an appropriate condition.

Alternatively, and preferably, it would be requested that the tracking is re-done utilising the HCC required 11.2 x 2.53m refuse vehicle as utilised in the EBC refuse vehicle fleet.

With regard to internal footways, as outlined above, a link between the external and internal elements of the site is provided (albeit in need of amendment). Once inside the site, the footway extends around the whole building, giving excellent access to all entry points, the garden area, and the parking facilities.

It is noted however that no mobility scooter parking is provided either within the building, or within very close proximity to the access points. The Case Officer may wish to clarify where mobility scooters are to be stored, as individual room sizes may not be sufficient for such a purpose.

PARKING:

Vehicle parking is provided to the front of the proposed development, accessed directly off of the priority junction into the site.

Whilst the quantum of parking has not been assessed, as this is a function of EBC as Local Parking Authority, the layout of the parking has been reviewed and is generally acceptable with what appear to be adequately sized parking bays, and aisle widths

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(6.0m minimum) suitable for the turning of vehicles.

It would be suggested however, that where spaces abut either landscaping, an additional 0.3m step out strip is afforded in order to provide adequate space within which to open a door and exit without the need to stand on landscaped areas. Example spaces would be 4, 5, 22, 23, 28 and 29.

The Case Officer may also wish to request the implementation of some Electric Vehicle Charging points.

With regard to cycle parking, a provision is provided through a cycle store. However no internal details of this are provided in order to assess how many cycles can be secured, and this information should be provided. The parking quantum should be in line with the EBC Parking Standards.

TRIP RATES:

As alluded to within the supporting Transport Statement, the area of the site where the proposed development would be situated was included on the original Boorley Gardens application for 'small mixed use area to compliment Boorley Fields (subsequently Park) Local Centre'.

As such, in terms of trip rates and onwards trip generation, the site would have been included within the original highway assessment criteria, but as a higher trip generator than that now proposed. As such, there is no objection to the proposals in this regard.

RECOMMENDATION:

Given the above comments, whilst there would be no objection to the principle of the development proposals, prior to any formal no objection being issued, additional information and some minor alterations would be required to the plans as outlined.

Additionally, should the Case Officer be minded to approve the application, then it would be requested that the conditions outlined below are applied.

CONDITIONS:

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;

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- (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.

ACCESS CONSTRUCTION PROVISION

No development shall start on site until the access, including the footway and/or verge crossing shall be constructed in line with a S278 agreement with Hampshire County Council

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

CLOSURE OF EXISTING ACCESS PROVISION

Before use of the development is commenced the existing access(es) from the site to Fieldfare 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.

Reason - In the interests of highway safety.

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.

REFUSE COLLECTION MANAGEMENT PLAN

Before use of the development is commenced, a Refuse Collection Management Plan should be provided, stipulating the maximum size of the refuse vehicle to be contracted to collect refuse internally from the site. This vehicle must be no larger than that specified within the approved refuse vehicle tracking drawings.

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

Yours sincerely,

Matt Grantham

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