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Enquiries To Matt Grantham

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Your reference F/23/96629

Date 5 August 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 incorporating an ancillary Community Hub with new vehicular access to Knot Road (AMENDED DESCRIPTION)

In regard to application F/23/96629, following on from the initial HCC Highway consultation response dated 18 January 2024, it is noted that updated information has been received in the form of new site layout plans and also a Transport Statement.

This information has been reviewed and the following comments would be made:

ACCESS:

Access into the site remains in the same location as previously, taken from Fieldfare Road which is the main vehicle entry into the wider Boorley Gardens residential development (Drawing (9-)2 Rev W - Amended Site Layout Plan). 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.

The access itself has been widened from its previous iteration and updated Vehicle tracking has also been provided within the Transport Statement that demonstrates that the junction is adequate for the movement of vehicle traffic in a two-way movement (access and egress) for standard vehicles, and a one way single movement with an adequately located waiting space for a refuse vehicle and car, which is acceptable given the anticipated frequency of this movement.

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It is however noted that a 'Small' refuse vehicle is utilised for site assessment purposes, and as such a condition will need to be put in place to ensure that these private arrangements utilise a vehicle of a maximum dimension of 2.0 x 6.623m to ensure access is achievable, unless the applicants wish to revise plans and utilise a standard 2.53 x 11.2m refuse as utilised in the EBC area.

Additionally, the footway provided continues to link the internal site to the external footway network, but the 'Brick Wing Walls with Signage' (Drawing (9-)2 Rev I) have been relocated outside of the footway area 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 (Drawing (9-)2 Rev W) has been reviewed regardless.

Generally this remains the same layout as previously accepted, where 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.

Again it is noted that the refuse vehicle utilised is not the standard required for areas which are to be adopted (not applicable in this case), with a reduced size vehicle of 6.623 x 2.2m (classed as small) being used. 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, as outlined above, it would be requested that the size of the refuse vehicle is covered via an appropriate condition.

With regard to internal footways, as outlined above, a link between the external and internal elements of the site is provided, and 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.

Onwards a formal 'private' zebra crossing link has been added to plans linking the building access to footways to the west of the site which will be beneficial

It is noted however that no mobility scooter parking is provided either within the building, or within very close proximity to the access points, however it is outlined in section 3.10 of the Transport Statement that mobility scooters are unlikely to be required given patients are largely bed bound. However, the Case Officer may wish to clarify if this is the case, and if not, where mobility scooters are to be stored, as individual room sizes

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

It is also noted that where spaces abut landscaping, an additional 0.3m step out strip is afforded in order to provide adequate space within which to open a door and exit, and that Electric Vehicle Charging points have also been added which will be beneficial for site users.

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.

It should be noted that in this regard, no additional highway related developer contributions are being requested, as these have already been secured under the Boorley Gardens application. These contributions have been secured for various highway infrastructure in the local area, and potentially could be further utilised for elements such as pedestrian crossing improvements (i.e. signalised crossing which have been raised as a potential issue on Winchester Road) if required by future residents. However, given residents of the proposed development are largely noted as bed bound (section 3.10 of the Transport Statement) the requirement for these would require justification at the present time.

RECOMMENDATION:

Given the above comments, there would be no objection to the development proposals, subject to conditions listed below being applied should the Case Officer be

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minded to approve the application.

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;
- (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.

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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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