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Date 9 September 2024

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Dear Mrs Harrison,

**LAND ADJACENT TO OAK COTTAGE, WINCHESTER ROAD, BOORLEY GREEN,
SO32 2DH**

Erection of 52 retirement living apartments with associated communal facilities and car parking; the erection of a pair of detached dwellings; improved vehicular access and new pedestrian access to Winchester Road.

Having reviewed the information contained within the application pack, whilst there would be no objection in principle to the proposals as outlined above, clarification on elements of the application are requested, along with updates to plans and conditions as outlined below.

ACCESS:

Vehicle access is proposed to be via a simple bell-mouth priority junction from Winchester Road, which has adequate visibility as shown in PBA Drawing 034.0171-0002 Rev P03. Onwards, vehicle tracking drawings have been produced which demonstrate that two way vehicle access can be achieved for personal sized vehicles, and whilst crossing of lanes is required for refuse and emergency vehicles this is acceptable given both the frequencies of these movement, and also the intervisibility of the access given the site layout in this specific case.

Pedestrian access is also catered for to the north and west of the site via footway links into the existing footway on Winchester Road, as well as into the adjacent housing estate (Boorley Gardens) via Chaffinch Gardens.

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Garry Westbrook*

Both these links are welcomed in order to provide permeability for the site and to also give access to local shops and facilities, along with Hedge End Rail station to the north west which will be useful in achieving sustainable travel to the site for (primarily) staff and visitors.

The pedestrian link into Chaffinch Gardens is stepped however, and considering the user group that the development will attract, investigation into making this ramped should be undertaken.

A link directly out of the site to the north should also be investigated, leading onto the public footpath.

It is also noted that no link to the south of the site is provided, instead requiring a walk out of the northern end of the site, a cross of the road, and then a return movement passed the access junction. This is not ideal, particularly in terms of encouraging sustainable travel to and from the site, considering the local north and south bound bus stops are located south adjacent to the Pear Tree Public House.

This will add approximately 200m to a walking journey from the southern units on site, and encourage either car use, or a walk through the access junction for improved convenience. Given the access junction has no footways, this would be concerning from a highway safety perspective and should be investigated at this stage by the developer.

Whilst the associated Transport Assessment outlines that a previous site application (F/21/89989) had no highway related issues raised, it should be noted that the previous application actually provided footways at and adjacent to the access junction along with a pedestrian refuge just to the north to overcome these concerns.

INTERNAL SITE LAYOUT:

Whilst the internal site would not be put forward for adoption by HCC as Local Highway Authority, a review has been undertaken regardless.

Through the vehicle tracking drawings provided, it has been demonstrated that the site is suitable for two-way vehicle tracking for private cars, and adequate space is also afforded for the movement and turning of emergency vehicles and a refuse vehicle, enabling the required forward gear access and egress. The movement for refuse and emergency vehicles would however be constrained should any vehicles park in non-designated parking bays, and as such an on-site parking management plan would be recommended to ensure obstructive parking does not occur.

In terms of vehicle parking, again the layout is acceptable with adequately sized parking bays, and aisle widths of 6.0m which allows for easy maneuvering in and out of the parking spaces. It is also noted that hardstanding step out strips have been added to

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all end spaces which is welcomed and will assist with user access when entering / exiting the actual vehicles.

The quantum of parking provided is 43 parking spaces (inclusive of 4 disabled spaces) plus 2 drop-off spaces, and whilst this has not been assessed for appropriateness given this is a function for the Case Officer, ensuring the EBC Parking Standards are adhered to, it is noted that the issue is covered within Sections 3.3 to 3.10 and Appendix G of the associated Transport Assessment.

This outlines that the EBC Parking Standards would require a minimum of 26 parking spaces to be provided, and with 43 parking spaces proposed, it is not envisaged that parking issues would occur, certainly not issues that would be anticipated to spill out onto the highway and become a highway safety issue.

Cycle parking will also need to be assessed, with 2 spaces being proposed for staff, residents and visitors which appears low. These are located within the Mobility Store located on the ground floor.

TRIP RATES:

As outlined within the Transport Assessment, 97 additional vehicle trips would be anticipated over a daytime 12 hour period (87 Active Elderly vehicle trips, plus approximately 10 additional vehicle trips associated with the 2 standard detached dwellings) as a result of development, which breaks down to be 4 in and 4 out movements in the AM Peak and 4 in and 3 out in the PM Peak (TRICS Database).

Whilst as an individual site, this level of additional vehicle trips would not be anticipated to have a severe impact on the local highway network, particularly when reviewed as an increased percentage increase over and above existing flows on Winchester Road, there will of course be impacts and requirements to cater for additional need for associated residents, staff and visitors.

As such, a highways developer contribution of £51,895 would be requested, to be paid towards:

- Bus service subsidy and improvements in the local area;
- Bus infrastructure in the local area to include Real time Information, raised kerbs and shelters; and
- Cycle and pedestrian improvements in the local area.

It would also be requested that an additional £12,000 be paid towards the implementation of Traffic regulation Orders (TROs) as required by the site, anticipated as being parking restrictions at the site access junction and on Winchester Road.

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Whilst as outlined above, there are some issues to be resolved prior to a formal no objection being issued by HCC as Local Highway Authority, it would be requested that should the Case Officer be inclined to permit the development, the following conditions would 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;
- (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 with lines of sight in accordance with the approved plans. The lines of sight splays shown on the approved plans shall be kept free of any obstruction exceeding 1 metre in height above the adjacent carriageway and shall be subsequently maintained so thereafter.

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 Winchester 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 occupation 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

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thereafter.

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

Yours sincerely,

Matt Grantham

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