

The Highway Authority is concerned that the proposal may lead to parking on the surrounding Highway and the use of the adjacent lay by for all-day parking.

The proposed application is on land adjacent to the main Northern entrance route to the MDA. This route will be used for residents, workers and visitors to the proposed industrial area and also for visitors to the Waterloo Recycling and Waste Disposal depot. At the moment access to the northern part of the MDA can also be taken from the Hambledon Road by means of Sickle Way but this will be closed in 2015. A percentage of the traffic using this route will have to use the northern entrance.

It is important that this junction and route is not compromised with indiscriminate parking.

The application shows 24 Parking spaces onsite and 6 off site at the nursing home.

The basis of this calculation is 13 parking spaces at 1 space per 4 residents and 17 spaces for staff servicing.

However the layout of 24 parking accessed by two access points does not allow for circulation and two of the central spaces should be removed to allow for a circulation system to ensure that emergency/servicing vehicles do not have to reverse onto the highway.

This layout would result in 22 spaces with 6 spaces on site for the staff. The schedule shows staff that on average six staff vehicles will be parked on site leaving 4 spaces for visiting care professionals either private or NHS according to the wish of the residents. I note that of the staff on site only two are carers who provide general two hour care per week per residents (there could be between 50 and 100 residents) so there will be a large number of visits by outside carers for more complex medical needs.

I note that the companion nursing home will not (and can not) be tied by 106 agreement to provide this extra care and it there will be difficulty in ensure that the allocated 6 spaces could be used by external carriers for the home.

My concern is the parking on the highway by these additional carers and I would suggest that the solution is that developer should agree to enter into a 106 Agreement to pay a sum of £5,000 for the implementation of TRO (parking restriction) if needed for a five year period