ELECTRONIC MEMORANDUM

From: **HEAD OF TRANSPORTATION and ENGINEERING**

To: **HEAD OF DEVELOPMENT CONTROL**

FAO Case Officer: Gary Osmond

Date: 15 January 2014

File Ref: E/DC/01/D

TE Ref: 5995 **Application No:** J/13/73734

Application Address: 1st Floor Offices South West Block, The Mall, 120 Winchester Road, Chandler's Ford, Eastleigh, SO53 2QD

Application Summary: Change of Use from B1 office to 5 No. residential flats at first floor

CONSULTATION RESPONSES

Transport Policy Officer: Matt Grantham

TPol Comments: Given the likely impact on the highway - no objection (providing assumptions of 'J' applications outlined below is correct).

The application proposes the change of use from B1 office accomodation to 5 residential flats made up of 3 x 1-bed flats and 2 x 2-bed flats.

In line with the EBC Parking Standards, dependant on layout, there would be a need for between 6 (fully unallocated) and 10 (allocated) vehicle parking spaces required on-site. No information is given in regard to vehicle parking, or indeeed cycle parking, however it is understood that there is some on-site provision.

It is my understanding that with a 'J' application, a development can not be refused on parking grounds unless it will have a severe impact on the surrounding highway network. Clearly where the minimum requirement is for 6 vehicle parking spaces, any lack of parking can not be described as severe in

this case. Whilst this situation is totally unwelcomed, goes against the EBC Parking Standards, and has the potential loss of amenity for existing residents in the locality, in this specific case the parking can likely be accomodated within a reasonable walking distance.

There should however be conditions applied in regard to any on-site parking being kept as unallocated, and if there is such a condition, that future residents are informed of lack of parking (if there is one) prior to purchase.

In terms of transport developer contributions, it is again my understanding that these cannot be requested for a 'J' letter planning application, however, to clarify, in this instance there would be no contribution requested regardless. This would have been calculated in line with the HCC Transport Contributions Policy as follows:

Proposed Use:
* 3 x 1-bed flats @ 3.7 multimodal trips per unit = 11.1 multimodal trips per day; plus
* 2 x 2-bed flats @ 7.0 multimodal trips per unit = 14.0 multimodal trips per day.

Existing Use:
* approximately 405sqm @ 18.7 multimodal movements per 100sqm = 75.73 multimodal trips per day.

As such, there would actually be an anticipated reduction in multimodal trips when comparing the existing with the proposed situation, and as such no contributions would have been requested.

DC Engineer:	Eric Reed
DC Engineer Comments:	The change of use to residential would potentially generate less servicing requirements and movements than the use as offices when fully occupied , so no highway safety objection.

Other Engineer:	0
Other Comments:	

Transport Contribution Calculator

Year

No contribution required ☐

Contribution to be advised ☐

NB: All contributions subject to index linking

RESIDENTIAL

	No. of Properties			Contributions
	Exist	Prop	Diff	
1 bed	0	0	0	£0
2/3 bed	0	0	0	£0
4+ bed	0	0	0	£0

Total Residential Contribution £0

COMMERCIAL

	Size of Units (sqm)			Contributions
	Exist	Prop	Diff	
B1	0	0	0	£0
B2	0	0	0	£0
B8	0	0	0	£0

Total Commercial Contribution £0

Other Contribution £0.00

Other Contribution Reason

Total Sustainable Transport Contribution £0

Total Integrated Transport Contribution £0

Register Ref. 5995