ELECTRONIC MEMORANDUM

From: **HEAD OF TRANSPORTATION and ENGINEERING**

To: **HEAD OF DEVELOPMENT CONTROL**

FAO Case Officer: Gary Osmond

Date:

File Ref: E/DC/01/E

TE Ref: 7646 **Application No:** F/17/79842

Application Address: 1 Bishopstoke Road, Eastleigh, SO50 6AD

Application Summary: Change of use from mixed A1 and A3 to microbrewery (B1c) & bar (A4) with ancillary residential accomodation at first floor (C3), including minor external works

CONSULTATION RESPONSES

Transport Policy Officer: Matt Grantham

TPol Comments: No objection in principle.

ACCESS:
The site is well located within a reasonable walking distance of local bus stops / bus station / train station and various publilc car parks. These are reached by formal footways, and there are signalised pedestrian crossing points both adjacent to the site to cross Bishopstoke Road, and to the west to cross Southampton Road and gain access to the town centre. The site is also located adjacent to the local cycle network.

PARKING:
Dutton Lane is within a residents CPZ, and the business will not be eligible for permits. As such daytime users will not have an impact on the residents parking provision, and though site users could utilise on-street parking after 8pm, it would be anticipated that car use would be minimal given the destination purpose - Alcohol.

Given that 80% of the brewed products are for take away, there will be a need for some local parking given the anticipated weight of full barrells. Two spaces are provided to the side of the building for this purpose, however whilst there are parking space markings, no vehicle crossovers have been implemented. As such, if this parking is to be utilised, the applicant will need to arrange for this work to be undertaken accordingly - https://www.hants.gov.uk/transport/parking/droppedkerbs/

Cycle parking is also proposed, however this is not shown on plans. Given the location, it would be anticipated that cycle use could be relatively high, and therefore a decent provision will be required. The developer should investigate the placing of a cycle shelter in one of the adjacent two parking bays (depending on their anticipated use) or a space in the service yard to the rear if this is to be covered by CCTV / be well overlooked.

For those who do wish to access the site by car, public parking available at Chickenhall Lane and the Hubb, both within a 250m walk (approx) and onwards the town centre which is also within a reasonable distance. It is anticipated that these facilites will be adequate.

TRANSPORT DEVELOPER CONTRIBUTIONS:
In terms of highway imnpact of new development, this is assessed in accordance to the HCC Transport Contributions Policy, that requires appropriate developer contributions to mitigate against 'multimodal' trips to a development site over and above previous uses. Accumulatively, all development / change of uses has an impact on the local highway network that results in a requirement for mitigation / improvement.

Through reviewing the TRICS database, it has been found that the proposed pub (without restaurant) generates a slight increase in multimodal trips when compared to the restaurant / café data held on the database. However, it is onwards anticipated that the pub use would generate a higher level of passby / linked trips as users go on to other facilities in the area. With this adjustment included in the calculation, it has been found that a multimodal trip increase is unlikley to occur as a result of this change of use proposal.

As such, no highway DC's are required.

NB: This development is located within a resident's parking scheme and it is Council policy that residents of all new developments* will not be eligible for parking permits. (*development means the construction of new or replacement buildings or alterations to existing buildings that result in an increased demand for parking not catered for within the development).

DC Engineer: Eric Reed

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DC Engineer Comments:

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. 7646