

Universal Services
The Castle
Winchester, Hampshire SO23 8UD

Telephone 0300 555 1375
Fax 01962 847055
www.hants.gov.uk

Eastleigh Borough Council
Eastleigh House
Upper Market Street
Eastleigh
SO50 9YN

Enquiries to	Matt Grantham	My reference	060553
Direct Line	N/A	Your reference	F/26/101367
Date	10 June 2026	Email	eastleighdc@hants.gov.uk

For attention of Mr Huckfield

Dear Sirs

**Re: F/26/101367 At 4 OAKWOOD ROAD, CHANDLER'S FORD,
EASTLEIGH, SO53 1LU**

Change of use / conversion of existing dwelling and associated garage (Use Class C3) to provide residential accommodation for up to six adults with learning disabilities and support needs, together with associated communal facilities, staff room/office and parking (Use Class C2).

In regard to application F/26/101367, having reviewed the information contained within the application pack, there would be **no objection** to the proposals from a highway perspective.

Access in and out of the site is unchanged by the proposals, with a simple vehicle crossover drop kerb from Oakwood Road leading onto the private driveway, which is suitable for a low-level trip generating use such as this proposed.

Despite the pre-existence of the access, visibility splay drawings have been produced and submitted within the associated Transport Note (May 2026), which show appropriate visibility splays are achievable for the vehicle access.

In terms of trips to and from the site, given the location and use, it would be anticipated that the majority of these would be taken by car, and the Transport Note outlines that Census data suggests 75% of staff will do this.

Given there will be opportunities to car share; walk or cycle to the site from surrounding residential areas; and also utilise the bus from Winchester Road (though this is a walk of 14 minutes, given the local bus stops quoted in the

Director of Universal Services
Patrick Blogg

Transport Note are for school / college use only and as such should be discarded) this 75% appears reasonable and robust.

As such, given there is an anticipation of 6 staff on site at any one time, the suggestion would be that a provision of 5 parking spaces would be required for staff use. These 5 vehicle parking spaces are shown on submitted plans in an appropriate layout.

Furthermore, whilst it is for EBC as Local Parking Authority to assess the parking quantum, ensuring that the on-site parking conforms to the EBC Parking Standards, it is noted that the provision of 5 vehicle parking spaces does indeed conform to these.

Onwards, given the full provision of parking is likely to be taken by staff, this does of course result in no further on-site parking provision being available for visitors.

It would however be reasonable to assume that there will only be 1 or 2 visitors at any one time, and given this, low-level short term roadside parking would be acceptable in this specific case, with parking restrictions (double yellow lines) at the junction of Oakwood Road / Hiltingbury Road to the north ensuring that this junction is not physically or visually compromised.

Site visits have also shown the road to be a relatively low traffic route with appropriate speeds, and as such in this specific case an element of roadside parking would not raise a justified a highway safety risk, with sporadic on-street parking already occurring along the length of Oakwood Road without known issue.

Yours faithfully,

Matt Grantham
Principal Transport Planner - Highway Development Planning
Universal Services