

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

Hampshire 2050
The Castle
Winchester, Hampshire SO23 8UD

Telephone: 0300 555 1375
Fax: 01962 847055

www.hants.gov.uk

Enquiries To Matt Grantham

My reference 052246

Direct Line

Your reference PN/23/96620

Date 27 January 2024

Email eastleighdc@hants.gov.uk

Dear Ms Altman,

111 WINCHESTER ROAD, CHANDLER'S FORD, EASTLEIGH, SO53 2GH

Application for Prior Approval for the change of use of the rear first floor from Class E (commercial) to 6 flats (Use Class C3), under Class MA of the Town and Country Planning (General Permitted Development) Order.

In regard to application PN/23/96620, having reviewed the information contained within the application pack, there would be no objection to the proposals from a highway perspective.

However, it would be requested that the Case Officer fully reviews the parking quantum proposed, ensuring that it is in line with the EBC Parking Standards SPD, and that onwards:

- i) clarification is sought as to the exact quantum of parking being proposed for the flats; and
- ii) If applicable to Prior Approval applications, a condition is put in place to ensure spaces are reserved and managed via an on site management company accordingly.

ACCESS:

Access in and out of the proposed development from the highway is unchanged, with one site entry off Winchester Road, one site exit onto Winchester Road, and a dual entry / exit onto Brownhill Road for both vehicles and pedestrians via adjacent footways. This provision is acceptable.

Director of Hampshire 2050
Garry Westbrook

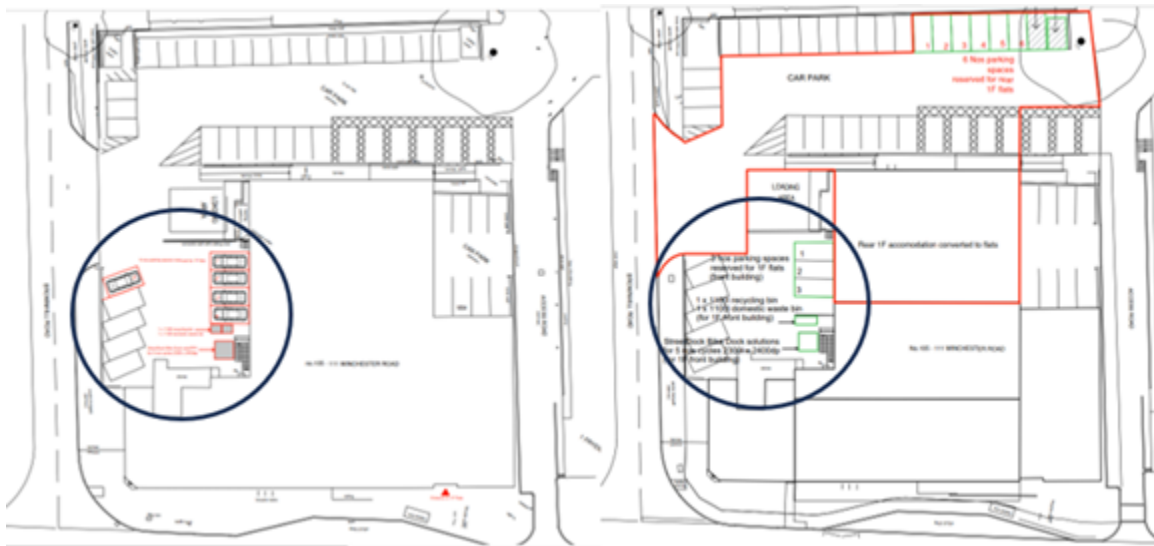
INTERNAL SITE LAYOUT:

Again no updates to the internal site layout, and this is acceptable with adequately sized parking bays, aisle widths of sufficient geometry to allow for easy access and turns, and space afforded for the onsite movement of all vehicle types anticipated to require access to the site as can be demonstrated currently.

PARKING:

It is proposed that the 6 flats will be afforded 6no. parking spaces (equivalent of 1 space per flat unallocated), along with 6 cycle parking spaces in a lockable store located adjacent to the parking.

However, it is also noted that within the supporting Transport Statement, and also shown on the submitted 'Location & Block Plans 1F Rear Conversion' (Drawing 23.1371/401 Rev C) that only 3 parking spaces have been supplied for the linked site application PN/23/95595 when 5 were proposed on the permitted plans.



5 Car Parking Spaces Shown

Reduced 3 Car Parking Spaces Shown

This of course means that whilst overall 11 spaces should be outlined for the combined site quantum of 11 flats, there appears to actually only be 9 - less that 1 unallocated parking space per flat. The Case Officer may wish to review these figures to ensure that they conform to the EBC Parking Standards.

Onwards, whilst the parking (if provided) associated with application PN/23/95595 is located in positions where it is essentially separated from the wider customer parking area to avoid confusion, it is noted that the 6 spaces proposed for application PN/23/96620 are simply located within the wider customer parking area. As such the Case Officer may wish to ascertain details as to how this parking will reserved for residents only, and what if any enforcement measures will be in place given the existing

Director of Hampshire 2050
Gary Westbrook

'1 hour no return' parking restrictions in place.

In terms of spare capacity, within the supporting Transport Statement, the applicants show the results of Parking Stress Tests undertaken on Thursday 22 June 2023 and Saturday 24 June 2023 between the hours of 0700 to 1700 (peak period at the site) at 30 minute intervals.

The results show that of the combined 33 parking spaces located to the rear of the Co-Op building (The Site) and the 101 spaces available in the directly adjacent and linked 'Fryern Centre' car park, spare capacity exists at all times.

The lowest point of spare capacity is reported at 1300 on Thursday 22 June, when a combined 19 spaces are recorded as being available, and on the Saturday, the lowest combined spare capacity is 18 spaces free.

This suggests that even post development, when 6 of the parking spaces on 'The Site' are proposed to be removed for residential parking only, spare capacity will remain, although this will be low and potentially further impacted by the provision of Blue Badge parking, the update of which isn't specifically identified. The above are the peak times however, with more spare capacity reported at other times throughout the day, and it would be anticipated that given the nature of the majority of the adjacent shops and businesses, parking times will be short and turnover relatively high.

As such, there are no concerns in regard to overspill parking on the highway given the parking quantum on the overall site.

TRIP RATES:

It is noted that the current use of the area within the building proposed to be utilised for the flats is Class E (Commercial). As such, it would be anticipated that the change of use will actually result in a reduction in trip rates to and from the site which would be beneficial to the local highway network.

Yours sincerely,

Matt Grantham

Director of Hampshire 2050
Gary Westbrook