



ttp consulting
transport planning specialists

Great Glen Estates

**105-115 Winchester Road,
Chandlers Ford**

**Transport Statement – Additional 5
Apartments at 2nd Floor**

June 2024

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Introduction

1. TTP Consulting is retained to provide highways and transport advice in relation to the proposals for 105-115 Winchester Road (the Site) in Chandlers Ford. The first floor benefits from consent to be converted from office to residential as illustrated on the plans in **Appendix A**. This report has been prepared to support an application to construct a further 5 apartments on a new 2nd floor as illustrated on the plans at **Appendix B**.

Figure 1: Location Plan



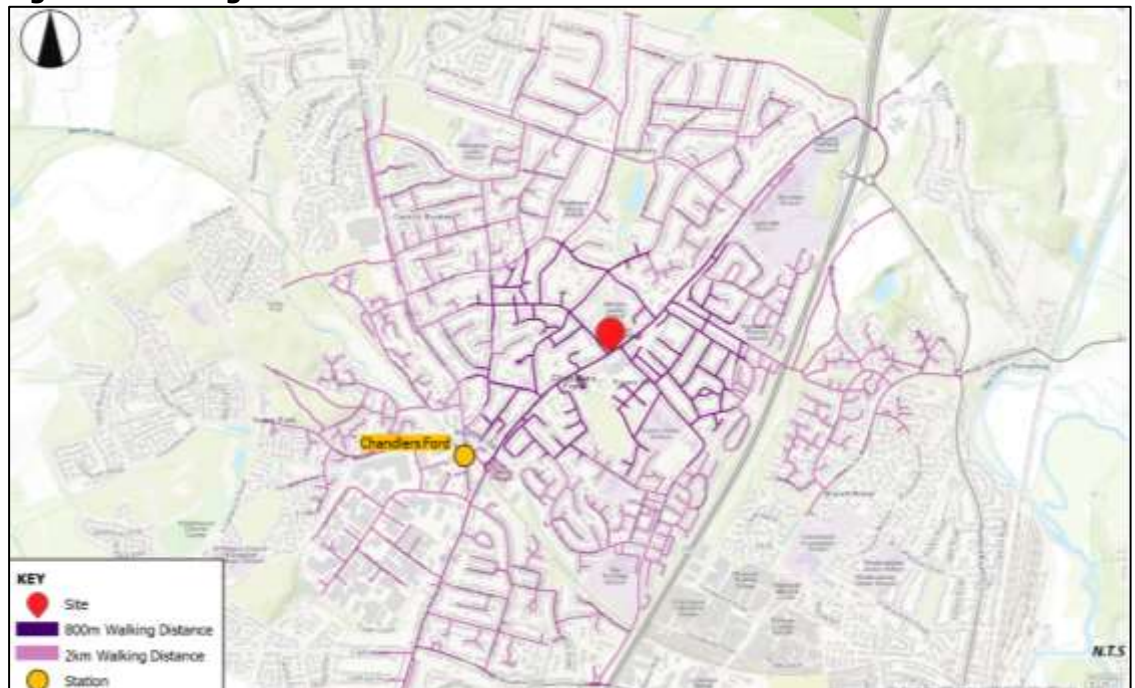
The Site and Surrounding Area

2. The Site currently comprises a Coop Convenience Store at ground floor along with office accommodation above, with 39 parking spaces to the rear, including 4 reserved for Blue Badge holders and 3 for parents with small children, and 5 private spaces; prior approval has been obtained to convert the first floor office to residential use. It is located on the corner of Brownhill Road and Winchester Road, within a short distance of a number of retail and commercial units and circa 1km northeast of Chandlers Ford Station. Pedestrian and vehicular access is taken from Brownhill Road. All associated vehicle activity is undertaken on-site.
3. There is a mix of uses in the immediate vicinity of the Site which includes predominantly residential and commercial properties along Winchester Road. The wider surrounding area is mainly residential with a variety of dwelling types; Fryern Recreation Ground is also located to the south providing open green space near the Site.

Access on Foot

4. Walking is considered to represent a suitable mode to replace short car and public transport journeys for up to 2km, with factors such as health and access to car/van along with journey purpose all influencing a person's choice to walk. **Figure 2** illustrates the 800m and 2km walk distances from the Site.
 - There are a number of retail and employment area within 800m that can be accessed on foot, including a Co-op, Waitrose, service station, Halfway Inn (pub) and Dominoes.
 - Furthermore, the map shows that Hiltingbury Lakes and Chandlers Ford Town are within 2km, as well as a Chandlers Ford Station.

Figure 2: Walking Isochrone

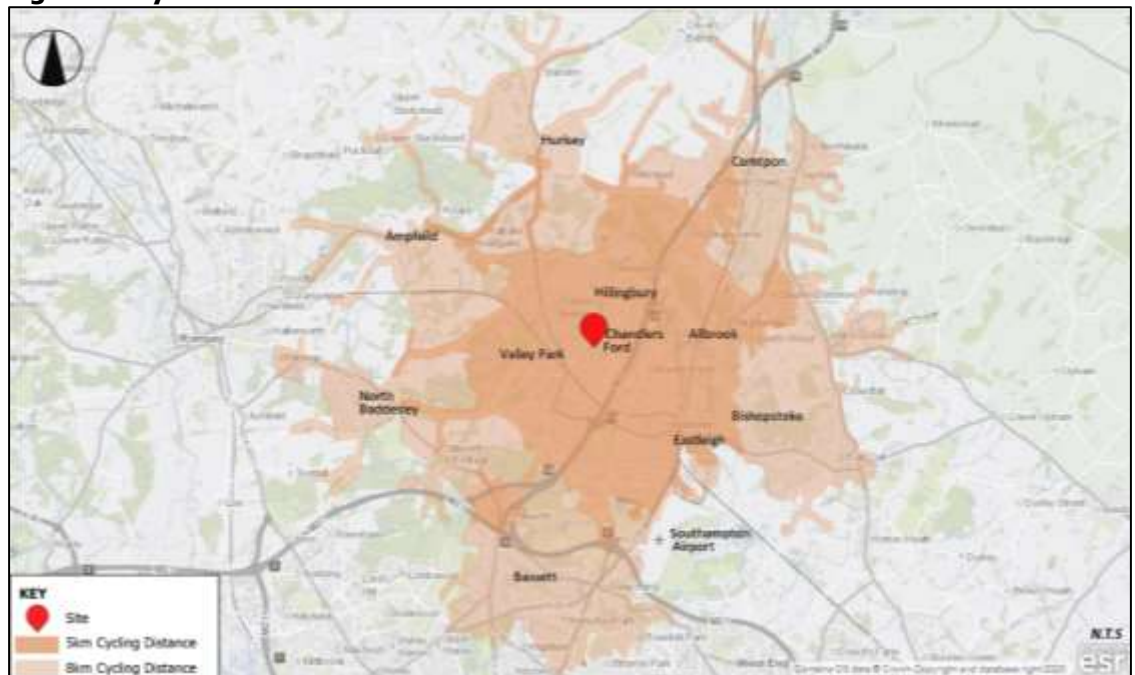


5. There are footways along both sides of all roads in the immediate vicinity of the Site. The nearest signalised crossing facilities are located in front of the Site on Winchester Road which includes dropped kerbs and tactile paving.

Access by Bicycle

6. Cycling is considered to represent a suitable mode to replace car and public transport journeys for distances up to 8km, with factors such as health, weather, and access to a car/van along with journey purpose all influencing a person's choice to cycle. **Figure 3** illustrates the 5km and 8km cycle distances from the Site.
7. The map shows that areas such as Chandlers Ford, Valley Park, Hillingbury, Allbrook and Eastleigh are within 5km of the Site, whilst Bishopsgate, Bassett, North Baddesley, Ampfield, Hurlsey, Compton and Southampton Airport are within the 8km catchment area.

Figure 3: Cycle Isochrone



Access by Public Transport

8. The closest bus stop which is located on Winchester Road approximately 50m from the Site is served by northeast-bound services on Routes 1 and 402, with westbound services available from the stop on the southern side of the road approximately 80m to the west. Further bus services are available from stops on Oakmount Road (Stops Fryern Hill), a distance of circa 130m walk from the Site.
 - Buses on Route 1 operate between Southampton and Winchester on a circa 20min frequency.
 - Buses on Route 402 operate between Eastleigh Bus station and Southampton City Centre on a circa 1hr frequency.

9. Chandlers Ford is circa 1km to the southwest and accessible on foot in 12 – 13 minutes, or using buses on routes 1, 402, or C. The station is served by trains operated by Southwestern Railway with services running towards Southampton Central, Portsmouth, Basingstoke, Bournemouth and London Waterloo, with trains every 40 minutes.

Parking Survey

10. Parking beat surveys were undertaken on Thursday 22nd and Saturday 24th June within the Co-op car park and the adjacent Fryern Shopping Centre Car Park to understand existing levels of parking demand in the vicinity of the Site. **Table 1** provides a summary of the results with a copy of the survey data is included at **Appendix C**.

Table 1: Summary of Parking Beats								
	The Site*				Fryern Centre			
	Thursday		Saturday		Thursday		Saturday	
	Occ.	Free	Occ.	Free	Occ.	Free	Occ.	Free
07:00	3	31	2	32	24	77	14	87
07:30	5	29	4	30	27	74	15	86
08:00	3	31	4	30	23	78	17	84
08:30	7	27	5	29	34	67	27	74
09:00	13	21	12	22	56	45	51	50
09:30	17	17	16	18	67	34	60	41
10:00	15	19	19	15	73	28	74	27
10:30	15	19	23	11	74	27	88	13
11:00	15	19	23	11	85	16	94	7
11:30	15	19	27	7	83	18	87	14
12:00	15	19	22	12	81	20	87	14
12:30	20	14	23	11	83	18	81	20
13:00	28	6	21	13	88	13	61	40
13:30	25	9	15	19	85	16	65	36
14:00	22	12	11	23	73	28	69	32
14:30	21	13	13	21	72	29	68	33
15:00	18	16	13	21	69	32	60	41
15:30	16	18	11	23	65	36	64	37
16:00	15	19	14	20	68	33	62	39
16:30	20	14	11	23	67	34	40	61
17:00	18	16	8	26	56	45	43	58

*excluding the 5 private spaces

11. The results indicate that the highest occupancy of 28 spaces (83%) occurred in the Coop Car Park at 1300 on the Thursday, and marginally lower at 1130 on the Saturday, and that generally overall the car park operated well within capacity. Likewise, the adjacent Fryern car park operated well within capacity for the majority of the time, other than for a short period of time at 1100 on the Saturday.

Car Ownership

12. Data has been obtained from the 2011 Census for the local area (E00115412) in which the Site is located which suggests that 28% of households do not have access to a car, and that the average car ownership is 1.1 vehicles per household.
13. The local data does not however distinguish between houses and apartments, nor size of dwelling; as such, we have reviewed data from the Hiltingbury East Ward (E36003124) which demonstrates that typically apartments have a lower car ownership level than houses, with smaller apartments having the lowest car ownership levels as summarised in **Table 2**. Whereas the overall average car ownership is quoted at 1.62 per household, average car ownership is quoted at 0.48 per household for 1 – 3 room apartments.

Table 2: Summary of Census Data (Hiltingbury East Ward - E36003124)					
	No cars or vans	1 car or van	2 cars or vans	3 + cars or vans	Cars per HH
Overall (Houses and Apartments)	8%	36%	42%	14%	1.62
Overall (Houses)	6%	35%	44%	14%	1.66
Overall (Apartments)	27%	53%	18%	2%	0.94
1 – 3 Room Apartments	55%	42%	3%	-	0.48

Effects of the Proposals

14. The proposal associated with this application includes the construction of an additional 5 apartments with 4 Studios and 1 One bedroom 2 person apartment as illustrated on the plans in **Appendix B**. This would result in a total of 16 apartments when compared to the former office use with 8 Studios and 8 One bedroom 2 person apartments overall.

Trip Generation

15. It is anticipated that the proposed additional 5 apartments could accommodate between 5 and 6 people, and the overall residential (16 apartments) could accommodate between 16 and 24 people which compares to a potential minimum of between 15 and 20 for the former office accommodation; it is expected that the residential occupancy would be closer to a maximum of 20 - 22 people. As such, although there would be trips in different directions, i.e. with the office typically inbound in the morning and outbound in the evening, with the opposite direction for the proposed residential.
16. However, notwithstanding this, the proposed residential would generate fewer trips during the peak periods and across the day when compared to the existing office accommodation.

Car Parking

17. Car ownership data for the local area (E00115412) suggests that the proposed additional 5 residential apartments could generate a demand for between 4 and 6 parking spaces, based on 72% of households having access to a car or 1.1 cars per household.
18. However, as noted above, the local data does not take into account the size and type of dwelling, with data from the slightly wider area suggesting that there would be a demand for no more than 2 – 3 spaces based on 0.48 cars per 1 – 3 room dwelling. Overall, the resultant 16 apartments are expected to generate a demand for no more than 7 – 9 spaces based on census data.
19. The proposals include allocating 4 spaces for the new apartments which equates to 0.8 spaces per apartment which exceeds the anticipated demand based on the census data; these are in addition to the 9 spaces for the consented 11 apartments.

Cycle Parking

20. Parking will be provided for 5 bicycles in a dedicated cycle store within the car park to the rear of the building.

Deliveries and Refuse Collection

21. The overall residential (16 apartments) would receive on average 3 – 4 deliveries per day (total) which would typically involve post and couriers associated with on-line purchases in a similar manner to the existing office use. It is also anticipated that the majority of the deliveries to the proposed residential would be linked to a delivery to existing nearby residential.
22. The proposals include two by 1,100ltr Eurobins in the car park. Residents would be responsible for placing waste and recycling in the bins, with the bins collected by the council at the same time as other apartments in the local area.

Summary and Conclusion

23. Prior approval has been obtained to convert the first floor at 105-115 Winchester Road from office to residential use to create 11 apartments with 4 studios and 7 one bedroom apartments; it is now proposed to construct a further 5 apartments thereby increasing the overall number to 16 apartments with 8 Studios and 8 one bedroom flats. Overall, parking is provided for 16 bicycles in secure stores to the rear of the building, with parking for 13 cars also made available which is sufficient based on data from the 2011 Census taking into account the size and type of dwelling.
24. Overall, it can be concluded that the proposals to construct a further 5 apartments are acceptable in highways and transport terms.

Appendix A

(Consented Scheme)

Appendix B

(Application Plans)

Appendix C

(Survey Data)

Appendix D

(Census Data)