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Enquiries To Matt Grantham

My reference 053905

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Your reference F/24/97730

Date 5 August 2024

Email eastleighdc@hants.gov.uk

Dear Mr Osmond,

107 LEIGH ROAD, EASTLEIGH

Conversion of offices (Class E) to form 2.No HMO's each for 7 unrelated persons (sui generis), single storey side/rear extension to No 107, amenity space, parking, new dropped kerb to Leigh Road, and alterations to fenestration

In regard to application F/24/97730, having reviewed the information contained within the application pack, there would be no objection in principle to the proposals from a highway perspective, subject to consideration of the comments below.

ACCESS:

Access in and out of the site onto the highway is unchanged for pedestrians, and for the rear parking area accessed off of Nutbeem Road. This is acceptable with drop kerbs leading to vehicle parking and adjacent footways being in place.

In addition to this however, is a proposal for an additional parking space to be located at the front of the property, accessed via a new vehicle crossover on Leigh Road. Again this is acceptable, with the drop kerb located in excess of 10.0m from the junction with Nutbeem Road. Should the application be permitted however, applicants should be made aware that they will need a subsequent permission from HCC as Local Highway Authority to implement the works. Details of this proposal can be found via the following web address: <https://www.hants.gov.uk/transport/parking/droppedkerbs>

Visibility splays are achievable to the front with the low front wall in place, and to the rear, it is noted that the western perimeter wall is to be removed to the southern end to

Director of Hampshire 2050
Garry Westbrook

improve visibility splays onto Nutbeem Road from the rear service road which is welcomed.

VEHICLE PARKING:

In regard to the vehicle parking layout, this is acceptable in principle with 5 parking bays provided to the rear and 1 to the front of the property. In regard to the rear parking however, it is not clear from plans what aisle width is provided between the back edge of the parking spaces to the back edge of the rear service road. In order to access the spaces, an aisle width of 6.0m is required in order to turn and for the spaces to be useful. It is requested that plans are updated to demonstrate this.

The quantum of parking has not been considered, as this is a function for EBC whereby the EBC Parking Standards should be adhered to. There appears to be a significant shortfall to standard, however it is acknowledged that the dwellings are located within a short walk from Eastleigh Town Centre, and its sustainable transport facilities, retail and employment opportunities which obviously result in less result in less reliance upon the car.

It should also be noted that the site is located within the Eastleigh Controlled Parking Zone (CPZ), and so the potential for loss of amenity for existing residents is largely removed given residents of the proposed dwellings will not be able to join the CPZ scheme.

There are also significant parking restrictions in the local area that will prevent obstructive (physically or visually) parking in the local area.

CYCLE PARKING:

Cycle parking is shown on plans, and can be accessed via the western site of the property.

However, given the lack of vehicle parking on site, it would be anticipated that cycle ownership would be high. Given this, it would be recommended that the Case Officer ensures the full 16 cycle spaces required in accordance to the EBC Parking Standards are provided.

Plans show well below this provision with just 9 spaces provided, with no specific detail of internal cycle storage layout given, which should be provided.

Yours sincerely,

Matt Grantham

Director of Hampshire 2050
Gary Westbrook