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Enquiries to	Matt Grantham	My reference	054970
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Date	12 November 2024	Email	

For attention of Mrs Martin

Dear Sirs

Re: F/24/98392 At 59 LEIGH ROAD, EASTLEIGH, SO50 9DF

Change of use from Office/ Salon (Use Class E) to Community Centre on ground floor (Use Class F1 & F2) and 1no. one bed flat on first floor with associated external alterations, car parking, cycle and bin storage. Partial retention of offices on first floor.

In regard to application F/24/98392, 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 points outlined below, an updated site layout plan being provided, and conditions being applied.

ACCESS:

Access in and out of the site from the local highway network is unchanged by the proposals, and being a town centre site with good road, pedestrian and cycle links, this is acceptable.

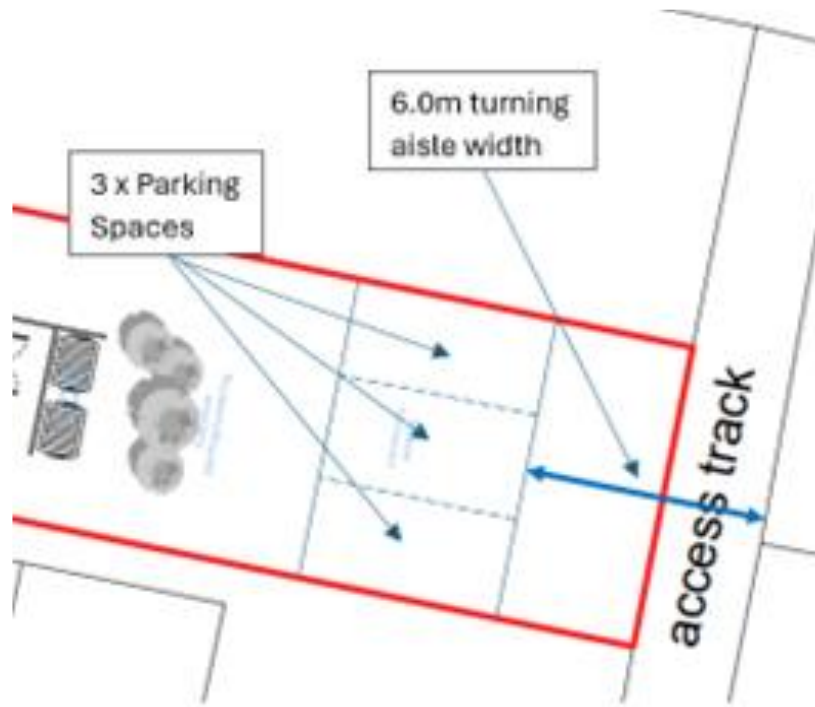
PARKING:

The application outlines that there will be 6 on site parking spaces, consisting of 3 at the front (Leigh Road) and 3 at the rear accessed via the service road which links Desborough Road and Cranbury Road. This is assumed to be 2 spaces for the flat, and 4 for the community use, and should be reflected on plans accordingly.

The frontal spaces are acceptable, being formally laid out, however the rear spaces are just showing as an open area on plans. Due to the constrained

Deputy Chief Executive and Director of Hampshire 2050
Gary Westbrook

width of the rear service road, rear parking should also be formally laid out, allowing not only for the 3 spaces, but also for a 6.0m aisle width between the rear of the parking space and the rear of the service road. An example of this is as follows:



Plans should be updated to reflect this accordingly to ensure (a) the parking spaces are usable and (b) no obstruction is caused to the rear service road.

Additionally, as outlined in the supporting text, the site sits within a Controlled Parking Zone (CPZ) which allows for resident parking (noting the residential element of this application will not be eligible for permits as new development), but restricts other uses such as this proposed. Whilst the supporting text outlines that the CPZ allows for free 2 hour parking, it should be noted this is not the CPZ as a whole, just individual spaces that are advertised as such.

There are however several public car parks in the locality that can be utilised by those accessing the site without any other option to car travel.

For those arriving by cycle, which should be promoted, it is noted that only 2 cycle spaces are proposed, and these are assumed to be for the residential flat as required by the EBC Parking Standards. It would therefore be recommended that the Case Officer requests an additional provision be provided for the public users of the site in line with the EBC Parking Standards. If they are forthcoming, again they should be added to plans.

CONDITIONS:

PARKING PROVISION

Before use of the development is commenced provision for parking shall have been made within the site in accordance with the approved plans and shall be retained thereafter.

Reason - To ensure adequate on-site car parking provision for the approved development.

CYCLE STORE - DETAILS REQUIRED

No development shall start on site until plans and particulars showing details of the provisions of cycle storage within the site have been submitted and approved in writing by the Planning Authority. The development shall be carried out in accordance with the approved details before the use of the development is commenced and shall be retained thereafter.

Reason - To ensure adequate provision within the site.

Yours faithfully,

Matt Grantham
Principal Transport Planner - Highway Development Planning
Hampshire 2050