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Enquiries to	Matt Grantham	My reference	055071
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Date	15 November 2024	Email	

For attention of Mrs Harrison

Dear Sirs

Re: F/23/96629 At Land at Fieldfare Road, adjacent to the roundabout with Winchester Road

Erection of 70-bed C2 Care Home incorporating an ancillary Community Hub with new vehicular access to White Stork Road (AMENDED DESCRIPTION)

In regard to application F/23/96629, following on from the previous HCC Highway consultation response dated 05 August 2024, it is noted that an 'Additional Adendum Parking Note (020.0978/APN/2) has been submitted to support the quantum of parking being proposed on site for both the Care Home and ancillary Community Hub.

Whilst the quantum of parking is for EBC to assess, ensuring that the number of spaces proposed is in line with their Parking Standards SPD, the note has been reviewed.

It is understood that the overall parking area is to be shared between the two uses, and that whilst parking standards exist for the Care Home element, there is no such prescribed standard for a community hub.

Given this, the quantum of parking proposed has been informed via a mix of the EBC Parking Standards, reference sites of similar location and size, the TRICS database of trip survey sites, and Census Data.

For resident parking, which for this site would essential be for visitor parking, the equivalent of 12 parking spaces are proposed, and in addition to this 17 staff spaces are outlined. Whilst the staff parking is slightly below the Parking

Deputy Chief Executive and Director of Hampshire 2050
Gary Westbrook

Standard of 21 spaces, it is understood that this has been reduced due to the locations good level of accessibility, along with the promotion of sustainable travel and car share that will come with the sites Travel Plan. This appears reasonable, assuming that the EBC Parking Standards do not already include reductions in their Parking Standards calculations for such elements of travel.

Onwards, with regard to the Community Hub, 5 spaces are essentially proposed, with 1 being a dedicated bay. Figures are justified given that the facility is assumed to be targeted to locals, with alternative facilities in neighbouring areas capturing those resident.

As such, an overall parking provision of 34 spaces is proposed, generally falling in line with the reference sites of similar size and location – though it should be noted that at least one of these (Moorhill) has not yet been constructed and as such its success in terms of parking is really an unknown entity.

Given however that local parking restrictions could of course be implemented if obstructive off-site parking overspill were to occur, which could onwards affect the viability of the community hub use (i.e. if it became inconvenient to use due to lack of parking) or indeed the Care Home (i.e. should staff not be able to park on site for night shifts, visitors have nowhere to park), then it is obviously in the developers own interests to ensure that the on-site parking provision is to the required levels. For these reasons, the figures and justifications outlined above are seen as reasonable, robust, and acceptable from a highway perspective.

Yours faithfully,

Matt Grantham
Principal Transport Planner - Highway Development Planning
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