

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

Hampshire 2050
The Castle
Winchester, Hampshire SO23 8UL

Telephone 0300 555 1375
Fax 01962 847055
www.hants.gov.uk

<i>Enquiries to</i>	Matt Grantham	<i>My reference</i>	056343
<i>Direct Line</i>	N/A	<i>Your reference</i>	F/25/99115
<i>Date</i>	7 April 2025	<i>Email</i>	eastleighdc@hants.gov.uk

For attention of Ms Altman

Dear Sirs

Re: F/25/99115 At 72 Hiltingbury Road, Chandler's Ford, SO53 5SS

Change of Use from Class E (retail) to a mixed use comprising Class B2 (tyre fitting/sales) and Sui Generis (vehicle sales) (retrospective)

In regard to application F/25/99115, having reviewed the information contained within the application pack, a holding objection would be made from a highways perspective, subject to further information being supplied as outlined below.

ACCESS:

It is understood that access in and out of the site is to remain unchanged, and this is acceptable in principle with adjacent footway links and an existing dual width vehicle crossover into the site from Hiltingbury Road.

SITE LAYOUT:

Whilst the sites vehicle access is acceptable in principle, there are however concerns as to how vehicles will access and egress the site given there is no internal layout plan available with which to assess how unobstructed the movements will be.

There should be adequate to enable two-way access and egress movements to occur, with adequate clear space within the site (6.0 x 6.0m turning area) should be retained in order for vehicles to turn on site and enable forward gear access and egress.

Given the above, it would be requested that an internal site layout plan is provided to clearly show the designated parking spaces for the tyre fitting / sales, as well as the designated space for the car sales area.

PARKING:

As outlined above, parking areas should be shown on plans, and the level of parking should be appropriate for staff and customers of the site.

Whilst the quantum of parking is for EBC to assess, as local parking authority, it is suggested that this should be informed by the business case for the site, outlining elements such as:

- Number of cars for sale to be located on the site;
- Anticipated number of customers per day for both car and tyre sales;
and
- Anticipated number of 'drop and go' customers who (for example) drop the car in the morning for a tyre fitting, and leave the car until a pick-up in the afternoon.

The levels of on-site parking should be sufficient to self-accommodate, without the need to park off site on the highway, which can already be extensively parked on due to neighbouring businesses, which can occasionally obstructive and become a loss of amenity to neighbouring residents.

If the above information can be supplied, a re-assessment of the application can be undertaken accordingly.

Yours faithfully,

Matt Grantham
Principal Transport Planner - Highway Development Planning
Hampshire 2050