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Date	23 September 2026	Email	eastleighdc@hants.gov.uk

For attention of Ms Hei-Tung-Hoh

Dear Sirs

**Re: F/26/102072 At 232 LEIGH ROAD, CHANDLER'S FORD, EASTLEIGH,
SO53 3AW**

**Change of use of dwellinghouse (Use Class C3) to an 11-person house in
multiple occupation (sui generis), with provision of secure cycle storage**

In regard to application F/26/102072, having reviewed the information contained within the application pack, it is understood that the proposals are for an 11-bed HMO conversion to replace the existing dwelling. Highway comments are as follows:

ACCESS:

Access in and out of the site is unchanged by the proposals, however due to the intensification of use that an 11-bed HMO will have when compared to a single residential house, highway safety concerns would be raised.

The access is single width, and as such only capable of facilitating the movement of one vehicle at a time. Given the site is accessed from one of the major roads in the area, the A335 Leigh Road, with its high level of traffic, there are concerns that should an accessing vehicle have to stop on the highway to wait for a vehicle to exit the site, or indeed reverse onto the highway to facilitate the same movement, this could result in an unexpected blockage of the highway and potentially rear end shunt.

As such, it would be requested that the access is widened to a minimum of 4.8m to enable two-way vehicle movements, and this should be shown on updated plans.

Director of Universal Services
Patrick Blogg

Additionally, these plans should be accompanied by a vehicle tracking drawing that demonstrates how the required vehicle movements will be undertaken utilising the designated drop kerb, and indeed demonstrate if any widening of the drop kerb is required to facilitate this movement. This could be problematical, given the location of a Post Box which would need to be relocated, and also a substantial Highway tree and its root formation.

With regard to the tree, due to the intensification of vehicle use at the site that the proposals will bring, it would also be key to ensure that the appropriate highway visibility splays are achievable, and that the tree does not obscure these in the primary direction (west) looking up Leigh Road into nearside oncoming traffic. A visibility splay drawing will be required to demonstrate this, utilising measured speeds with surveys undertaken at positions located for an assumed 30mph speed limit (2.4 x 43.0m left and right). The appropriate visibility splay requirements should then be shown on plans utilising the HCC Visibility Splay calculator available at the HCC TG3 -

<https://www.hants.gov.uk/transport/developers/technical-guidance>

Finally, it is noted that a vehicle access gate is currently located close to the boundary with the highway facing Leigh Road. This is not positioned at the correct minimum setback of 6.0m from the back edge of footway required to ensure the highway is not obstructed, and plans should be updated to (a) show this accordingly, or (b) remove it completely, which would be preferred given the intensification of use.

ON-SITE LAYOUT & PARKING:

Whilst not to be put forward for highway adoption, the on-site layout has undergone an initial assessment and is considered acceptable with parking spaces laid out in a suitable manner to enable easy manoeuvres, and onwards forward gear access and egress onto the highway.

Whilst the parking quantum has not been assessed, as this is a function for EBC, ensuring that their Parking Standards are being fully adhered to, it is noted that 11 vehicle parking spaces are proposed in addition to rear garden cycle parking.

It is understood that the EBC Parking Standards would require 11 vehicle spaces (1 per unit) plus an uplift of 0.2 per unit for visitors. As such, there appears to be a shortfall, and given that parking on the A335 Leigh Road is restricted through Traffic Regulation Orders, it would be anticipated that any parking shortfall would likely head towards Ford Avenue, which already has reports of parking issues. As such it would be requested that the Case Officer ensures that the full parking standards are applied for the development.

With the cycle store, whilst this is shown to be sufficient for 12 cycles, it is noted that it is located in the rear garden, accessed through circulating the building and then negotiating some steps. Steps being on the route is far from ideal, and it is recommended that alternative locations are investigated.

Given the above, a holding objection would be made at this point from a highway perspective, due to highway safety concerns with the vehicle access.

If updated drawings negating the concerns can be provided, a further review from a highway perspective can be undertaken accordingly.

Yours faithfully,

Gemma McCart
Team Leader - Highway Development Planning
Universal Services