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Date	2 October 2026	Email	eastleighdc@hants.gov.uk

For attention of Mr Osmond

Dear Sirs

Re: F/26/102183 At 91B THE CRESCENT, EASTLEIGH, SO50 9BJ

Construction of 6No. three bedroom terrace dwellings with associated parking and landscaping following demolition of existing site structures (revised scheme to F/25/100154)

In regard to application F/26/102183, having reviewed the information contained within the application pack, there appears to be no change in the highway associated elements of the proposals when compared to application F/25/100154.

As such, there remains no objection to the proposals subject to conditions being applied as outlined below.

ACCESS:

Access in and out of the site for both pedestrians and vehicles is via the rear service roads, of which there are 4 access options, 2 from the south (Bellevue Road east and west ends) and 2 from the north (The Crescent east and west ends).

These have demonstrable use for such movements, with both the historic site use (commercial garage) and current rear garage / garden parking for some of the dwellings off the surrounding 4 streets utilising the same routes in and out of the site area.

Whilst it may be prudent to attempt to regulate the direction of movement in and out of the site, i.e. essentially formulate a one-way system, the level of

Director of Universal Services
Patrick Blogg

trips anticipated to be generated by the 6 proposed dwellings, over and above the existing and historical use levels would be reasonably low, and not anticipated to generate an increase in the level of vehicle trips to generate a highway safety risk should conflicts of movement occur.

As such, no access improvements are requested in this specific case, with the existing 'Keep Clear' markings ensuring access is retained.

PARKING:

Whilst the quantum of parking is for the Case Officer to assess, ensuring that the EBC Parking Standards are adhered to, it is noted that only 6 vehicle parking spaces are proposed for the 6 dwellings. Whilst the site location, being within a reasonable distance of the town centre and all its facilities, needs to be taken into account and may justify a reduced parking level, it should be noted that as a new development, future residents will not be eligible to join the Controlled Parking Zone (CPZ) and so on-street parking will be unavailable.

In terms of layout, this looks to be acceptable with adequately sized parking bays and aisle widths that will enable easy turning in and out of the parking bays. There are however slight concerns that any parking shortfall may look to utilise surrounding space which could become obstructive to either the rear garages / parking spaces of existing dwellings, or the rear access roads. Whilst not a highway issue as they are private, the owner of these (EBC?) may wish to look at some kind of private parking restriction to prevent this.

SERVICING:

A bin collection point shown on north eastern corner access road onto The Crescent, with bins lining the rear access road. Whilst with other access alternatives available, there is no objection in principle to this short term obstruction, it is noted that the same appears to happen for existing residents bins on the north western corner access road leading onto The Crescent.

As such, it would be recommended that the Case officer liaises with the EBC Direct services team, requesting their thoughts on the bin collection proposals, and the potential to combine the two collection points in order to minimise obstruction to the site / rear area.

CONDITIONS:

CONSTRUCTION SITE MANAGEMENT PLAN REQUIRED

No development shall start on site until a construction site management plan has been submitted to and approved in writing by the Planning Authority, which shall include:

- (a) A programme of and phasing of demolition (if any) and construction work;
- (b) The provision of long term facilities for contractor parking;

- (c) The arrangements for deliveries associated with all construction works;
- (d) Access and egress for plant and machinery;
- (e) Protection of pedestrian routes during construction;
- (f) Location of temporary site buildings, compounds, construction material, and plant storage areas;
- (g) Details of the methodology for ensuring dirt is not transferred onto the highway from the site (i.e. wheel washers), and onwards mitigation should this fail, such as the employment of mechanical road sweepers, and the subsequent refresh of street lining (as and when required) should this be damaged during the process.

Demolition and construction work shall only take place in accordance with the approved method statement.

Reason - In order that the Planning Authority can properly consider the effect of the works on the amenity of the locality.

Yours faithfully,

Matt Grantham
Principal Transport Planner - Highway Development Planning
Universal Services