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Enquiries to	Matt Grantham	My reference	055075
Direct Line	N/A	Your reference	F/24/98318
Date	19 November 2024	Email	

For attention of Mrs Martin

Dear Sirs

Re: F/24/98318 At 143 PASSFIELD AVENUE, EASTLEIGH, SO50 9NH

Construction of a single storey building at rear (Use Class E(c)(iii) - commercial, business and services) containing 4no. additional treatment rooms with associated car parking.

In regard to application F/24/98318, having reviewed the information contained within the application pack, there would be no objection to the proposals from a highway perspective.

ACCESS:

Access in and out of the site is unchanged, this being taken from Passfield Avenue, and along between No's 141 and 143 utilising the existing private driveway to the rear.

Whilst the driveway itself is too narrow for 2 vehicles to pass when accessing / egressing the site, as would be expected to become more frequent if the proposals are permitted, there is off highway space to the front where an accessing vehicle could wait if one was already in the process of leaving. As such, this access is acceptable.

PARKING:

Whilst the quantum of parking is for EBC to assess, ensuring that their Parking Standards are adhered to, it is noted that the application form outlines that there will be no changes to vehicle parking. This is however contradicted by the existing and proposed site plans which have been submitted, with the existing plans showing 18 vehicle parking spaces (including 4 garages) and

Deputy Chief Executive and Director of Hampshire 2050
Gary Westbrook

the proposed showing 16 vehicle parking spaces (including 1 garage) – a loss of 2 on-site vehicle parking spaces.

Given that the proposals are likely to generate an additional parking need, a reduction could be of concern. However, it is noted that the layout shown in the 'existing site plan' is actually different from that permitted under the previous site application, in that the current site layout includes new parking spaces that have been formed in the rear garden of No. 143 (9 spaces including 1 garage).

As such, the parking quantum between the previously approved application (F/22/93663) and what is now proposed is actually an increase from 10 parking spaces (including 4 garages) to 16 vehicle parking spaces (including 1 garage) – an actual increase in parking of 6 spaces for the proposed development.

Given this uplift, the use of Traffic Regulation Orders in the vicinity, as well as an on road parking provision in close proximity on Passfield Avenue, it is not anticipated that any obstructive parking will occur on the highway as a result of the development proposals and as such is acceptable.

The layout is also acceptable, with adequately sized bays and 6.0m turning aisles. Whilst the position of the remaining garage believed to be associated to No. 143 looks awkward, its position does enable the space to manoeuvre in and out of it with a vehicle, and does not block the rear access drive as demonstrated previously through vehicle tracking drawings associated with application F/22/93663.

SERVICING:

It would be anticipated that deliveries would be undertaken via transit type vans given the use proposed, and space is afforded on-site for these to access and egress in a forward gear. If larger vehicles were required, then these would need to stop on the frontage as in the existing situation. However this would be acceptable given the distance to the proposed building.

Refuse collection is not shown on plans, however it would be anticipated that this would be kerbside as with the other units. However, the Case Officer may wish to check where bins will be stored to ensure they are not obstructive, and also liaise with the EBC Direct Services Team to ensure that they are in a position they are happy with in terms of collection and return.

Yours faithfully,

Matt Grantham
Principal Transport Planner - Highway Development Planning
Hampshire 2050