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Date	18 November 2024	Email	eastleighdc@hants.gov.uk

For attention of Ms Morris

Dear Sirs

**Re: PN/24/98468 At BARCLAYS BANK, 20-24 UPPER MARKET STREET,
EASTLEIGH, SO50 9FD**

Application for Prior Approval for change of use from Offices/Services (Class E) to 22 Dwellings (Use Class C3), under Class MA of the Town and Country Planning (General Permitted Development) Order (re-submission from PN/24/97939 to include a mezzanine level at ground floor for additional bedrooms).

In regard to application PN/24/98468, having reviewed the information contained within the application pack, there would be no objection in principle to the proposals, subject to consideration of the below comments.

Access in and out of the site is to remain unchanged by the proposals, and this is acceptable with existing vehicle, pedestrian and cycle links directly adjacent to the site leading to the town centre as well as the rail and bus stations which are both within very close proximity.

In terms of car parking, the layout is acceptable, and in terms of numbers it is noted that 14 vehicle parking spaces are to be provided. Whilst the quantum of parking is for EBC to assess, in line with the EBC Parking Standards, this of course is less than one parking space per flat proposed. This would likely be acceptable given the sustainable location of the site, with less reliance on the car, however it would be suggested that the spaces are managed through a permit system or similar to ensure residents know if they have a space or not prior to moving in.

Given the site is within a Controlled Parking Zone, membership of which future

Deputy Chief Executive and Director of Hampshire 2050
Gary Westbrook

residents will not be entitled as new / converted development, any parking requirements over the number stipulated could obviously be problematic for residents.

With regard to cycle parking, it is noted that 28 spaces are to be provided in a secure area within the building accessed through the internal hallway with door access to the western side of the building. Whilst a bit elongated, this is acceptable, though obviously the flooring to and from the store should be considered, given the passing over with wet / muddy tyres at times.

Refuse stores are also shown on plans, located adjacent to the proposed car parking areas. Whilst approximately 45.0 metres from the highway, it is understood that this largely replicates the existing situation for bin collection which works without known issue. The Case Officer may however wish to liaise with the EBC Direct Services Team in this regard, to ensure that this is the case.

Yours faithfully,

Matt Grantham
Principal Transport Planner - Highway Development Planning
Hampshire 2050