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Date	15 May 2025	Email	eastleighdc@hants.gov.uk

For attention of Mr Huckfield

Dear Sirs

Re: F/25/99291 At 91 LEIGH ROAD, EASTLEIGH, SO50 9DQ

Change of use from offices (Class E(g)(i)), to 8-bedroom house in multiple occupation (sui generis use), with associated refuse and cycle storage, boundary fencing, and parking.

In regard to application F/25/99291, having reviewed the information contained within the application pack, there would be **no objection** to the proposals from a highway perspective.

Access in and out of the site is unchanged by the proposals, with pedestrian access from the north via Leigh Road, and pedestrian, cycle and vehicle access to the south via the rear service road which runs between Chamberlayne Road and Cranbury Road. Again this is acceptable from a highway perspective.

However it is noted that two markings are evident, located on the Leigh Road frontage on the plan titled 'Location and Block Plan' (Drawing PG.9067.24-03-C) on the EBC Planning Portal. It is not clear what these are, but for clarification if they are indicating a future drop kerb, such a facility would not be permitted by HCC as Local Highway Authority. It is however presumed these marks have been retained in error from a previous application.

In terms of vehicle parking, the layout is acceptable, with adequately sized bays and a suitably sized aisle width for turning. The quantum has not been assessed as this is a function for EBC, ensuring their parking standards are adhered to. However it is noted that a reduced level of parking would likely be acceptable given:

Deputy Chief Executive and Director of Hampshire 2050
Gary Westbrook

- (i) The low reliance on a vehicle given the location of the site, close to retail and employment facilities, as well as the bus and train station; and
- (ii) The fact that the site is situated within a Controlled Parking Zone, membership of which future residents will not be permitted given the proposals are a redevelopment of the site.

It is also noted that cycle parking and bin locations are identified, both of which are acceptable.

Yours faithfully,

Matt Grantham
Principal Transport Planner - Highway Development Planning
Hampshire 2050