

From: Jenna Lai (CPC)
Sent: 10 October 2023 12:26
To: Wells, Lesley
Cc: [Redacted text]
Subject: RE: Planning Application APP/23/00588 at The Swan, Jessie Road, Havant, PO9 3TH

CAUTION: This email came from outside of the council - only open links and attachments that you're expecting.

Hi Lesley

Thank you for your patience.

Please find attached a Technical Note responding to the Highway Authority comments, which are summarised and confirmed as follows.

In terms of the widths and lengths of the proposed crossovers, the widths of the two proposed crossovers on Jessie Road and Ernest Road are 5.0 m excluding transition kerbs. The proposed crossover on Jessie Road would be approximately 20 m from the junction with Ernest Road. The Ernest Road crossover would not be an extension of the existing crossover that serves the adjacent residential properties.

The proposed parking bays for the dwellings would be set out at 4.8 x 2.4 m in accordance with Havant Borough Council Supplementary Planning Guidance: Parking.

The visibility splay has been reproduced in the Appendix of the TN which confirms that it is provided in accordance with HCC TG3.

The tracking for a private car at a minimum speed of 10mph and swept path analysis for a 10m long brewer's dray entering and reversing within the car park have also been provided as requested.

The aisle width for the four residential parking spaces on the Jessie Road frontage is 6.0 m, which is a standard aisle width to allow access to perpendicular parking bays.

Regarding the drag and carry distance for residential refuse collection, the proposed dwelling with access taken from Jessie Road would require residents to carry their waste bins approximately 12 m to the edge of the highway. The single dwelling on Ernest Road would be located close to the edge of highway at circa 2.5 m. Therefore, the distance will be within the permitted range and fall comfortably within the 30m carry distance references in Manual for Streets.

For the fire tender arrangements, the existing western access to the Swan Inn will be retained, allowing a fire tender to pull up within 45 m of the building. The proximity of the proposed dwellings to the public highway (i.e. a maximum distance of 12 m) will allow access by fire fighters with a fire tender parked on the highway.

We have undertaken a 3-day parking survey from Friday to Sunday, which shows that parking provision is sufficient for Sunday's trading period but with a potential worst case overspill of 5 cars and 7 cars during short periods of peak occupancy on Fridays and Saturdays respectively. However, the parking stress survey confirms that there are plenty of on street parking spaces available on the surrounding streets within 200 metre walking distance from the site to comfortably cope with any overflow parking, without resulting in parking stress on nearby streets. It is therefore concluded that would be no adverse impact

on the roads in the vicinity of the site, given the limited size and duration of any parking overspill.

A 3-day parking survey is the standard for planning applications because, put simply, the weekend is the busiest trading period for public houses (a point I have confirmed with the operator of the Swan) and therefore provides an assessment of the worst case scenario. Regarding your suggestion of a 7-day survey, I note that your highway officer did not request one, and I would point out we have never undertaken a 7-day survey in support of an application. On the one occasion we were asked to do a 7-day survey, on a site in Fareham, the highway authority agreed with us that a weekend parking survey would be sufficient and acceptable. I have provided a link to the planning application below along with a snip of the Highway Authority's comments, so you can see how the discussion played out.

[Case Tracker \(fareham.gov.uk\)](https://fareham.gov.uk/case-tracker)

As stated within the previous Highway Authority response, the land proposed for development would result in the removal of 11 parking spaces associated with the pub car park and reduce the total number of spaces from 37 to 26.

The Highway Authority considered it appropriate for the applicant to carry out parking surveys outside of the traditional busy trading days and peak periods to provide a more robust assessment on the parking situation over a full working week. The applicant has not provided such information as part of this resubmission.

After further consideration and with regular on-site observations, the Highway Authority have reconsidered the previous request and consider the existing assessment appropriate in this instance. From the data it is clear that during the busiest trading periods (particularly during the Friday evening peak and Saturday lunch time peak) the reduction in the number of parking spaces will result in overspill on street parking on the local highway network within the vicinity of the site. The Highway Authority do not consider on-street parking as an entirely acceptable alternative, however, after consulting the PIA data submitted, it is clear there is no existing safety concern related to the presence of existing on-street parking that may be exacerbated by the slight increased possibility of further on-street parking. Therefore, the proposals that result in the removal of on-site parking are considered acceptable and are not to be of severe detriment to the safety and operation of the local highway network.

With regards to the above the Highway Authority recommend:

No objection (no conditions)

I trust the attached Technical Note resolves all the highway concerns.

Please find attached a revised Site Layout Plan which shows the updated parking layout for the Swan, to achieve a more practical and usable layout, as explain in the Technical Note.

Looking forward to your reply and updated Highway Authority comments.

Thank you.

Jenna Lai, BSc (Hons), MSc
Planner
CPC

M +44 (0) 7731 568331
T +44 (0) 1243 697707

www.cpcplanningconsultants.co.uk



CPC Ltd.

This email and any files transmitted with it are confidential and intended solely for the use of the individual or company to whom they are addressed. Please consider the environment - only print this email if absolutely necessary.