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Date 15 December 2023

My reference 051720

Your reference APP/23/00588

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Dear Ms Wells,

The Swan, Jessie Road, Havant, PO9 3TH

Erection of 3 two-bed dwellings (Use Class C3) on the land adjacent to the public house, utilising new vehicular access, with associated parking and landscaping, including reconfiguration of beer garden and car park of the public house.

Thank you for your re-consultation on the above planning application. In response to previous comments raised by the Highway Authority dated 25 August 2023 the applicant has submitted a revised Technical Note (ref. 1710-46/TN/01), additional parking surveys (ref. 1710-46/TN/03) and supporting drawings which the Highway Authority have reviewed and have the following comments to make.

Access to Dwellings

The width of both vehicle crossovers providing access to the dwellings are 5.0m. The proposed access on Jessie Road is c. 20m from the junction with Ernest Road. It has been confirmed that the access onto Ernest Road is a new access and not an extension of the existing. This is noted. Both accesses can therefore be constructed via a S171/184 license.

Visibility:

2.4m X 43m visibility splays in accordance with HCC TG3 for both proposed vehicular accesses on Jessie Road and Ernest Road are shown within drawing 1710-46-VS01. It is agreed that appropriate visibility can be achieved from both access points. 2.0m X 2.0m pedestrian visibility splays in accordance with HCC TG3 are also shown on the drawing and are agreed.

Director of Hampshire 2050
Gary Westbrook

Parking Provision

Vehicular Parking:

The applicant has confirmed that the proposed parking bays are to be 2.4m X 4.8m in accordance with Havant Borough Councils Parking Standards. This is noted. EV charging space requirements should be confirmed with the Planning Authority as this may need additional space to accommodate the charging infrastructure and for safe operation.

Dwellings:

The aisle width for those parking spaces to be accessed via Jessie Road is to be 6.0m. This is agreed to be an appropriate width to manoeuvre into spaces.

Public House:

The proposed car parking arrangement is shown within drawing 1710-46-PL01 Rev A.

Parking Occupancy Survey

In response to previous concerns raised by the Highway Authority the applicant has undertaken a parking occupancy survey of The Swan Inn Monday-Sunday between 12:00-00:00, based on 30-minute beats.

The results of the survey suggest that at peak demand on a Friday and Saturday, the proposed parking provision leads to a deficit of 5 and 7 spaces respectively encouraging overspill parking on the wider highway network. On a Sunday, the peak demand is only slightly lower than the proposed parking provision. The Highway Authority are aware that regular events are also held at the public house where the parking would not be able to be accommodated within the proposed provision. Appropriate parking should be provided to accommodate the peak parking demands at the very minimum to minimise any overspill parking on the highway network occurring.

Parking Stress Survey

The applicant has undertaken a survey to assess the parking stress of nearby residential roads over a period of Monday-Sunday. The survey suggests that the greatest parking stress occurs on a Saturday and Sunday with a maximum parking stress of 69% recorded along Jessie Road within the direct vicinity of the site. This coincides with the peak parking demand of the Public House as identified within the parking occupancy survey as laid out above. The Highway Authority are concerned that the deficit of parking at the Public House will lead to an overspill of parking on the highway network leading to a potential highway safety issue particularly during periods where parking stress is greatest.

Cycle Parking:

The applicant confirms that cycle parking for the proposed dwellings is to be provided in accordance with Havant Borough Council's Parking SPD. This is agreed.

Director of Hampshire 2050
Gary Westbrook

Deliveries, Refuse Storage and Collection

Public House:

Swept path analysis for a rigid vehicle accessing and egressing the site is shown within drawing 1710-46-SP06 Rev A. The Highway Authority is satisfied that there is appropriate space within the parking layout to accommodate these movements.

The RTN states that refuse collection is undertaken by a private contract. The applicant should ensure that the dimensions of the refuse vehicle undertaken via the private contract can track within the car parking layout. Should this encroach on spaces then refuse and service should be undertaken out of hours allow for the refuse to manoeuvre appropriately. The applicant should be made aware that servicing from the highway for the Public House is not acceptable and should only be undertaken internally.

Dwellings:

The applicant has confirmed that the dwellings comply with the darg and carry distances for refuse as laid out within Manual for Streets. The fire tender is also able to access dwellings in line with the required distances. This is agreed.

Recommendation

Having regard to the above, the Highway Authority recommend refusal to this application for the following reason:

LACK OF ONSITE PARKING

The proposed development fails to provide adequate provision for on-site parking which would encourage the parking of vehicles on the public highway and so interrupt the free flow of traffic and cause a hazard to road users and a loss of amenity for existing residents and/or users of any formal on road parking.

Reason: In the interests of public amenity and safe operation of the highway.

Yours sincerely,

Sophie Osborne
Transport Planner – Highways Development Planning
Hampshire 2050

Director of Hampshire 2050
Gary Westbrook