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Enquiries To Sophie Osborne

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Date 19 September 2024

My reference 054352

Your reference APP/24/00652

Email havantdc@hants.gov.uk

Dear Ms Wells,

Littlefold Family Resource Centre, Linnet Close, Waterloo, PO8 9UY

Prior Approval for development consisting of a change of use of a building and any land within its curtilage from Class E (commercial, business and service) to 10 No. flats (Class C3 dwellinghouses).

Thank you for your consultation on the above prior approval planning application. To support this planning application, the applicant has submitted a Transport Statement dated July 2024 which the Highway Authority have reviewed and have the following comments to make.

Site Location

The application site can be accessed via Linnet Close which runs to the west of the site and provides vehicular access to a number of residential properties. The site is bound by residential dwellings to the north and south with a PRoW running to the east.

Sustainable Access

Walking and Cycling:

The TS provides a summary of the walking and cycling infrastructure within the vicinity of the site. Footways flank both sides of Linnet Close and measure between 1.5m-2.0m. It is noted that deviations from a 2.0m footway width are substandard in accordance with HCC TG10. Pedestrian footways are also present further afield along both sides of Eagle Avenue providing connections to local facilities and bus stops available to site. No dedicated cycle infrastructure is present with cyclists expected to cycle in carriageway.

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In terms of the PRoW network, footpath 107/7/2 abuts the eastern boundary of the site. To the north of the site, footpath 107/7/2 connects into bridleway 108/1a/3 providing access to Woodcroft Primary School.

Access into the building is proposed to the opposite side of the car park location. The access into the site should be relocated to the north or alternative footway arrangements within the red-line boundary that accord with desire lines should be provided. The current alignment may encourage errant parking along Linnet Close and within the turning heads outside of the designated parking area due to residents parking in locations which are more convenient and closer to the access into the building. Errant parking within the turning heads and along Linnet Close itself is already evidenced on Google Maps and the current internal design of the site may further contribute to this issue. This is a requirement to be resolved at the planning stage in the interest of highways safety and to ensure that the refuse and emergency vehicles are able to access the site appropriately.

A summary of the local facilities available to the development is also provided within Table 2 of the TS. In accordance with the facilities identified by Active Travel England (ATE) that should be within an 800m walking distance from a development site, a park or green space, indoor meeting place and primary School fall within this recommended distance. Of those facilities that do not fall within the recommended 800m walking distances, a food shop which sell s fresh fruit, and vegetables and GP surgery fall within the preferred maximum 1.2km walking distance within the 'elsewhere' category of the CIHT (2000) 'Providing for Journeys on Foot' guidance. Facilities that fall outside of the ATE and CIHT guidance is a post office or bank and GP surgery

Given the quantum of development proposed, the distance of the site to local facilities and services does provide some opportunities for sustainable travel and is therefore unlikely to create significant harm on the highway network. Therefore, the Highway Authority would not provide any objections on sustainability grounds in this instance.

Buses:

The closest bus stops to the site are located along Eagle Avenue c. 110m and 300m to the south for eastbound and westbound services respectively. The Highway Authority do not agree with the distance to the southbound stop and consider this to be c. 380m. It is however acknowledged that the distance of the bus stop from the site falls within the recommended 400m distance as outlined by Active Travel England. Both stops are equipped with shelters, seating and timetable information. The bus stop infrastructure itself would benefit from improvements along with the provision of RTI information.

Bus services 7 and 39 run from these stops with c. 4 services an hour Monday-Friday from both services providing connections to Portsmouth, Waterloo and Havant. A weekend service is also present for bus route 7 providing 3 services an hour. School service 652 also runs from these stops providing services during typical school pick up and drop off periods.

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Rail:

The TS outlines that Bedhampton railway station is the closest to the site. Given the identified distance, it is unlikely that occupants of the site will choose to utilise this mode of transport unless they also travel via private car.

Personal Injury Accidents (PIA)

The applicant has provided PIA data for a 5-year period from 01 January 2019-31 December 2023 utilising data from Hampshire Constabulary records. The study area is laid out within Appendix B of the TS and is deemed appropriate to the scale of development. It is noted that the review of accident data is nearly a year out of date and therefore an internal review of accident data has been undertaken to establish if more recent accidents have been recorded within the study area.

For a revised time-period of 01 May 2019 to 30 April 2024, the conclusions drawn by the applicant remain unchanged. In total 1 accident has occurred within the study area (1 'serious'). No accidents have occurred along Linnet Close itself or at the Linnet Close/Eagle Avenue junction. The Highway Authority are content that this is an isolated accident that is unlikely to be exacerbated by the quantum of development.

Site Access

The TS outlines that the access proposals into the parking area, which comprises of a 7.0m wide access road and gate for the development to the site are to remain unchanged. Access into the site is from a privately owned parking court from Linnet Close and therefore does not fall under the jurisdiction of the Highway Authority.

Visibility:

As the access arrangement is to remain unchanged, the applicant has not provided any visibility splays. Given that the existing arrangement is a continuation of an existing car parking area this is considered acceptable.

Refuse and Servicing Arrangements

It is understood that the refuse and servicing arrangements for the site are to remain as per the existing. This involves kerbside collection along Linnet Close which is consistent with the refuse collection for existing residential dwellings. The TS confirms that the drag and carry distances for refuse are compliant with Manual for Streets. The applicant has also confirmed that the fire appliance is able to access the building inline with Manual for Streets requirements.

Parking Provision

Vehicular:

In total the applicant is proposing 14 unallocated parking spaces (including 2 visitor parking spaces) for the development. It is understood that the 12 unallocated parking spaces for residents accords with Havant Borough Council's Parking SPD, however the provision of 2 visitor spaces falls 0.4 short of the provision. Havant Borough Council in their capacity as the local parking authority should confirm whether the reduction in

Director of Hampshire 2050
Gary Westbrook

visitor parking is considered acceptable for this proposed development given the already errant parking situation along Linnet Close.

Parking space dimensions have not been confirmed and these should be provided to confirm compliance with the minimum standards as set out within the parking SPD.

No commentary has been provided on EV charging provision, however this will be for Havant Borough Council in their capacity as the local parking authority to comment on this. Additional space for the parking spaces may be considered necessary for any associated EV charging infrastructure.

Cycle:

16 secure long-stay spaces, and 4 short-stay cycle parking spaces are proposed for this development. It is understood that this complies with the standards as set out within Havant Borough Council's Parking SPD.

Trip Generation

Extant Trip Generation:

As the site is no longer operational, surveys have not been undertaken to survey the existing use (which would be the preferred approach of the Highway Authority). A TRICS assessment has therefore been undertaken to establish the quantum of trips typically generated by a children's centre.

The associated vehicular trip generation is as follows:

	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Daily
	Arr.	Dept.	Arr.	Dept.	
Trip Rate	0.354	0.221	0.133	0.133	3.236
Trip Generation (20 pupils)	7	3	3	3	65

Proposed Trip Generation:

The applicant suggests the use of a net impact assessment for the proposed development trips compared to those existing. This approach is considered acceptable. Again, the TRICS database has been utilised to established the associated vehicular trip generation for a flatted development.

The associated vehicular trip generation is as follows:

Director of Hampshire 2050
Gary Westbrook

	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Daily
	Arr.	Dept.	Arr.	Dept.	
Trip Rate	0.017	0.103	0.190	0.08	2.497
Trip Generation (10 units)	0	1	2	1	25

The above trip generation assessment suggests a net reduction in trips on the network both within the network AM and PM peak periods (11 and 3 respectively) and 40 over a daily period.

It is noted that both TRICS outputs contain dates which were surveyed during the Covid-19 pandemic and periods of lockdown restrictions. The Highway Authority have undertaken their own TRICS assessment removing those sites surveyed during the pandemic and are content that the change of use continues to lead to a net reduction in trips on the network within the AM and PM peak periods (10 and 9 respectively) and 36 over a daily period.

Recommendations

Having regard to the above, the Highway Authority are unable to recommend approval for this application until alterations are regarding access to the car parking provision for future residents to reduce the risk of any overspill parking occurring on the highway network to the detriment of highway safety.

Yours sincerely,

Sophie Osborne
Senior Transport Planner – Highways Development Planning
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