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Enquiries To **Matt Grantham**

Direct Line

Date **22 November 2023**

My reference **051625**

Your reference **APP/23/00702**

Email **havantdc@hants.gov.uk**

Dear Ms Sheath,

The Golden Lion, 54 Bedhampton Road, Havant, PO9 3EY

Retention of raised deck and seating area.

In regard to application APP/23/00702, having reviewed the information contained within the application pack, there would be no objection to the proposals from a highway perspective.

ACCESS:

Access in and out of the site remains unchanged, with both pedestrian and vehicle access taken from Bedhampton Road, as has historically been the case. No changes will be made in this regard as a result of the application.

PARKING:

The application form states that no changes will be / have been made as a result of the application proposals. Whilst this may be the case in recent times, given that the application is retrospective, it does appear from historic googlemap street views that the area now utilised for a deck and seating area has been used for parking in recent years.

Whilst no parking plan has been submitted, it would be estimated that the area could have accommodated in the region of 5 vehicles, plus the area to the front which is being retained as open and as such assumed as being available for parking.

Given this loss of parking, it may be prudent for the remaining parking area to be formally laid out in order to maximise the continued opportunity for parking, as at present this is potentially limited due to gaps and the various angles customers may wish to park. As such, it would be recommended that the Case Officer requests a

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parking layout drawing is produced accordingly, against which they can assess the parking quantum against the HDC Parking Standards, as Local Parking Authority.

In terms of any loss of parking, whilst this would likely result in migration out onto the highway, there are no concerns in this regard from a highway perspective, given the extent parking restrictions in the local vicinity (i.e. yellow lines) which will limit the potential for obstructive parking to occur. However, parking in local streets may remove an element of residential parking at times, causing a loss of amenity to existing residents who may rely upon this.

DELIVERIES:

No details of deliveries has been provided, however it would be assumed that this would take place on site. Whilst the area converted to deck and seating could well have been driven into in the past, it does not appear that the space would have been adequate for the turning of a large delivery vehicle, particularly if there was historic customer parking in the area. As such, a reverse movement on or off of the highway would have been required.

Looking at the frontage space to be retained for parking, this looks adequate in size to continue with this function, though this should be considered if a formal parking layout drawing is to be requested (i.e. can the delivery vehicle pull up in the aisle width). In terms of vehicle movement, whilst this would continue to require a reverse on or off of the highway (which isn't necessarily welcomed), it would appear that this were a continuation of the existing situation, and as such will not have been caused as a direct result of the proposals.

Yours sincerely,

Matt Grantham

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