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Date 25 August 2023

My reference 050674

Your reference APP/23/00588

Email havantdc@hants.gov.uk

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 consultation on the above full planning application. To support this application, a Transport Statement (hereafter, TS) has been submitted, which the Highway Authority have reviewed and have the following comments to make.

Policy Status

The TS provides a summary of the relevant transport planning policies.

Previous Planning Consent

Planning consent was previously provided for the construction of 3 dwellings and alterations to the Public House (planning reference APP/17/01189). It is however noted that as part of this planning consent the layout for the Public House has been altered reducing the available parking on site. This is discussed further within this response.

Site Location

The proposed development is located on land currently occupied by a Public House. The site is in a residential area.

Sustainable Access

Walking and Cycling:

Footways flank both sides of the carriageway along Jessie Road varying between 1.5m and 2.0m in width. Along Ernest Road and St Michaels Road, footways fluctuate in

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width however are present on both sides of the carriageway. Junction crossing points are equipped with dropped kerbs, however, lack tactile paving. No formal crossing facilities are present within the vicinity of the proposed site.

Regarding cycling, National Cycle Network (NCN) Route 22 runs circa 2.0km east of the proposed development site providing connections to Portsmouth and the wider cycle network.

Pedestrian and cycle access into the Public House will be via Jessie Road/St Michaels Road and Jessie Road/Ernest Road for the proposed dwellings.

Buses:

The closest bus stops are located along the B2140 Hulbert Road, circa 200m west from the site, however these are only served by school services 654, SD4 and SD5 at typical school pick up and drop off times.

Bus service 21 runs from stops circa 250m east of the site along Park Lane providing frequent connections to Havant and Portsmouth. Alternatively, bus route 20 and 37 can be accessed from bus stops along Purbrook Way circa 600m north providing connections to Waterlooville, Clanfield and Petersfield.

Rail:

The site is located circa 1.1km north of Bedhampton railway station which provides services to Havant, Portsmouth, Southampton, Brighton, and London.

Personal Injury Accidents (PIA)

The applicant has provided PIA data using the Crashmap database for a period between 2017-2021. The use of Crashmap data is unacceptable and PIA data should be obtained from Hampshire Constabulary records for the most recent 5-year period. The data submitted is also nearly 2 years out of date which is also unacceptable.

Notwithstanding the above, the Highway Authority have undertaken their own internal review of accident data for the most recent 5-year period from May 2018-April 2023 and are content that no alternative conclusions are to be made. Therefore, the applicant is not required to obtain any further data sets.

Within the study period a total of 5 accidents have occurred, 4 'slight' and 1 'serious', with 2 of these 'slight' accidents occurring within 200m of the proposed site. The Highway Authority is content that these are all isolated accidents with no particular trend that is unlikely to be exacerbated by the quantum of development.

Local Facilities

The TS provides a summary of local facilities and services within the vicinity of the proposed development site, with the majority located within the acceptable walking and cycling distance.

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Site Access

Public House:

Access into the public house is to remain in the southeastern corner of the site via Jessie Road/St Michaels Road. The secondary existing access via Jessie Road/Ernest Road is to be closed and the dropped kerb to be reinstated with full height kerbs. The applicant should be made aware that they will require a S171/184 license to undertake these reinstatement works on the highway. Further information can be found at the following link: [Apply for a vehicular access | Hampshire County Council \(hants.gov.uk\)](https://hants.gov.uk/apply-for-a-vehicular-access)

Dwellings:

Two vehicular accesses are proposed, one along Jessie Road and the other via Ernest Road in the form of a vehicle crossover. The width of both vehicle crossovers should be confirmed. The distance from the junction should be confirmed for the access along Jessie Road. Additionally, should the dropped kerb along Ernest Road be an extension of an existing vehicular access, the full length should be confirmed.

Dropped kerbs should be no greater than 10.0m in length to be undertaken via a S171/184 license, otherwise it is likely that a minor S278 agreement would be required to facilitate these access points.

The applicant should be made aware that subject to any planning permission being granted by the Local Planning Authority, a subsequent agreement will need to be granted by HCC as Highway Authority to undertake the drop kerb works on the Highway. Details of this procedure can be found via the following link: [Apply for a vehicular access | Hampshire County Council \(hants.gov.uk\)](https://hants.gov.uk/apply-for-a-vehicular-access).

The TS states that visibility splays have been provided within appendix C to support these access arrangements in accordance with Manual for Streets Guidance. This drawing does not appear to be submitted, and in the absence of visibility splays, the Highway Authority are unable to confirm whether the access(es) are suitable. Visibility splays should be drawn in accordance with HCC TG3 and pedestrian intervisibility splays should also be submitted for consideration.

Parking Provision

Vehicular parking:

The dimensions of parking spaces should be confirmed to ensure compliance with HBC's standards.

Dwellings:

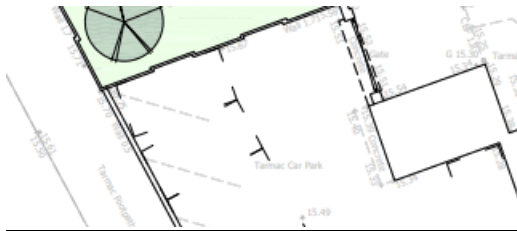
6 parking spaces (2 per dwelling) are proposed for the proposed dwellings in accordance with Havant Borough Council's Parking SPD. For those parking spaces being accessed via Jessie Road, the aisle width should be confirmed to ensure that there is appropriate space for vehicles to manoeuvre and access the allocated parking spaces. This should also be supported by tracking for a private car at a minimum speed of 10mph.

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Public House:

The construction of the dwellings leads to a reduction of 10 parking spaces at the public house, with 12 parking spaces and 2 disabled parking spaces now proposed. This parking provision is a reduction to that previously approved under planning reference (APP/17/01189). Whilst parking is a matter for Havant Borough Council to comment on as the Local Parking Authority, the Highway Authority need to be satisfied that appropriate parking is provided on site to accommodate demand so that no overspill parking on the highway occurs. The applicant is therefore required to carry out a parking survey to review the occupancy rate at different times of the day, to assess the parking demand and justify the reduction in parking.

The parking layout is constrained in the northeastern corner of the site (as shown below) and appears challenging for vehicles to access and egress these spaces. Tracking should be provided or a private car to ensure that these spaces can be accessed in an appropriate manner. The aisle width should also be confirmed for consideration.



Cycle parking:

No commentary has been provided within the TS regarding cycle parking provision and this should be provided in accordance with Havant Borough Council's parking SPD.

Deliveries, Refuse Storage and Collection

Public House:

The TS states that deliveries to the public house are to remain as existing. Reference is made to swept path analysis being submitted for a 10m long brewer's dray accessing and egressing the site to ensure that these movements can be accommodated appropriately following the alterations to the parking layout. A drawing has not been provided within the appendices of the TS and it is requested that this is submitted for consideration. Tracking should be undertaken at a minimum speed of 10mph and annotated appropriately on the drawing.

Refuse arrangements are to remain as existing however these should be confirmed for consideration. Should refuse collection be undertaken internally than tracking should be provided for an 11.20m 'super large' refuse vehicle at a minimum speed of 10mph.

Dwellings:

Refuse collection for the proposed dwellings is to occur along the public highway as per

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the arrangements for the existing dwellings. The applicant should confirm that drag and carry distances for refuse accord with the distances laid out within Manual for Streets.

Fire tender arrangements should also be confirmed for both the Public House and proposed dwellings with distances according with Manual for Streets.

Trip Generation

The TS lays out the proposed trip generation for the dwellings utilising the TRICS database. The proposed trip generation is as follows:

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			12-hour
	Arr.	Dept.	Two-way	Arr.	Dept.	Two-way	
Trip Rate	0.326	0.465	0.791	0.403	0.236	0.639	5.832
Trip Generation (3 dwellings)	1	1	2	1	1	2	18

The Highway Authority have undertaken their own TRICS assessment and are satisfied with the proposed trip generation for the site.

Recommendations

The Highway Authority require the further information requested before a formal recommendation can be made.

Yours sincerely,

Sophie Osborne
Transport Planner – Highways Development Planning
Hampshire 2050

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