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Date 26 April 2023

My reference 049321
Your reference APP/23/00193
Email havantdc@hants.gov.uk

Dear Madam,

Land rear of and 15A-15c South Street, Havant

Part demolition and part redevelopment of existing buildings and change of use from Class A2, B1(c) and B8 to C3 use with the construction of 7 town house dwellings and 10 apartments at land to the rear of 11, 13 and 15 South Street, Havant

Thank you for consulting the Highway Authority on the above planning application.

The applicant has submitted a Transport Statement (TS) to address the highway implications of the proposed development. Following a review of this document and the associated plans, the Highway Authority wish to make the following comments.

Existing Conditions

The proposed development is bordered to the west by South Street and the south by Twittens Way and is located to the south of Havant town centre.

The site is currently subject to different land uses, including a car garage, offices, and a number of other employment buildings. These buildings are currently accessed via a dropped kerb onto South Street and it is noted that there is also an access onto Twittens Way, albeit the dropped kerb has not recently been in use.

Policy Context

The TS refers to a number of relevant local and national policies against which the development is assessed; however, it is noted that Havant's adopted parking SPD has also been referred to, with specific reference to development consisting of a hotel and

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café and the subsequent parking requirements. The proposed development consists of residential land uses only so it is unclear why this reference has been included.

Sustainable Transport Provision

Walking and Cycling

As noted, the site is located to the south of Havant town centre and is therefore served by the existing pedestrian infrastructure which is generally of a good standard. The TS does not refer to the walking distance to local facilities but, given the distance to the town centre, it is accepted that the site is within a suitable walking distance to a number of facilities and amenities.

Similarly, cyclists are also able to access a number of facilities within a short cycle distance. There are a number of National Cycle Routes within the vicinity of the site which provides wider connectivity to areas such as Hayling Island and Emsworth.

Bus

The nearest bus stops to the site are located circa 300m away on East Street. The stops frequently serve bus routes 27 and 700 which provide services to Portsmouth, Chichester and the wider Havant area. Bus travel therefore represents an alternative mode of transport for occupants of the site.

Rail

Havant rail station is located approximately 500m north of the site which provides frequent services to a number of locations across the south of England. Similarly to bus travel, the proximity of the site to the rail station means that this also represents an alternative choice of transport.

Personal Injury Accident Data

Personal Injury Accident (PIA) data has not been provided for the most recent 5-year period.

Given the tight access arrangement into the development, discussed further within this response, accident data from Hampshire Constabulary will need to be analysed to confirm that there are no accident clusters within the vicinity of the site which may be exacerbated by the proposed development.

Proposed Development and Car Parking

The proposed development consists of 10 apartments and 7 townhouses accessed from South Street. The existing dropped kerb on Twittens Way will be revised to a pedestrian only access point into the development.

The existing site layout will be amended to form a new parking court serving the development. According to the Havant town centre parking requirements, 17 car

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parking spaces should be provided, although it is noted that only 11 are being proposed. However, it is acknowledged that car parking provision in Havant town centre can be reduced given the sustainable nature of the area, subject to alternative modes of travel being promoted and supported through the development. In their capacity as local parking authority, Havant Borough Council should confirm whether the proposed under provision in parking is considered acceptable.

2 separate covered cycle parking facilities will be provided within the site, totalling 22 spaces. Additional visitor cycle parking loops are provided throughout the car park. According to Havant's parking standards, 33 spaces are required which means that the development falls short of the cycle parking standards. Given that the proposed development falls short of the adopted vehicular parking standards and is therefore more reliant on sustainable modes of transport, additional secure cycle parking facilities should be provided.

Site Access

Vehicular access to the site will be provided via the existing dropped kerb onto South Street, which is not proposed to be altered as part of the proposed development.

Tracking has been undertaken for a transit delivery vehicle entering the site, turning within the proposed car park and egressing onto South Street in drawing number NJC-001. The tracking demonstrates that the movement is tight, particularly for the vehicle to manoeuvre within the site to egress in a forward gear. There is little room for error in the tracked movement, and any vehicle incorrectly parked in bay 6 will prohibit the tracking shown within the drawing. Therefore, consideration should be given towards providing additional space within the parking courtyard to ensure that delivery vehicles can safely turn before exiting the site. Confirmation is also sought as to whether a 6m aisle width is provided inbetween the parking bays in accordance with Manual for Streets standards to provide sufficient space for cars to manoeuvre in and out of their designated bay.

The TS states that refuse collection currently takes place kerbside from Twittens Way, which will also be the case for the proposed development. The pedestrian access onto Twittens Way will provide access to the bin store towards the southern boundary of the site, which is considered acceptable.

Traffic Impact

To understand the proposed net trip generation from the site, the TRICS database has been interrogated for the current land uses (vehicle repair garage, joinery workshop, print and graphic design, architects practice). It is noted that there is a lack of comparable sites for all of the identified land uses so it is not possible to ascertain whether the trip rates provided within the TS are representative of the current site.

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The TRICS database has also been utilised to forecast the trip generation from the proposed development. It is noted again that there is a lack of comparable sites within TRICS to justify that the trip rates of 0.225 and 0.294 in the respective AM and PM peak hours are robust. However, given that only 11 parking spaces are being provided and there is a level of extant trip generation from the existing land uses to consider, the Highway Authority are satisfied that the proposed development will not generate a significant additional level of trips on the local highway network. However, the provision of accident data is still required to confirm that the current access arrangement operates in a safe manner.

Recommendation

The Highway Authority requires the following additional information before a recommendation can be made on the proposed development:

- Provision, and analysis of, injury accident data from Hampshire Constabulary;
- Provision of additional cycle parking facilities in line with adopted parking standards; and
- Provision of additional turning space for a delivery vehicle to manoeuvre within the site, alongside confirmation of the aisle width.

Yours Sincerely,

Chris Hirst

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