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Enquiries To Chris Hirst
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Date 18 June 2020

My reference 028664
Your reference APP/20/00363
Email havantdc@hants.gov.uk

Dear Sir,

The Coal Yard, 178a West Street, Havant PO9 1LR

Demolition of existing single storey structure and construction of a 3 storey building - 20 in number 1 bed 1 person apartment with assoc services/storage for Havant Housing Association

Thank you for consultation on the above planning application which seeks the provision of 20 1 bed apartments with access from West Street. The applicant has submitted a Transport Statement to address the highway implications of the application which are commented on within this response.

Existing Conditions

The existing site has been subject to a number of different land uses, most recently a car wash. Vehicular access is provided into the site via a dropped kerb from West Street. Heading eastbound from the site access takes motorists into Havant town centre, whilst Bedhampton is located to the west.

Development Proposals

The application seeks to provide 20 1 bedroom assisted living flats, supported by 7 car parking spaces. The existing dropped kerb access into the site will be widened to provide space for 2 vehicles to pass in the junction. Tracking has been provided for a fire tender and refuse vehicle maneuvering within the site along with vehicles accessing the on-site parking bays.

*Director of Economy, Transport and Environment
Stuart Jarvis BSc DipTP FCIHT MRTPI*

Personal Injury Accident Data

PIA data has been gathered from Crashmap between 2014 and 2018. The Highway Authority does not accept accident data from Crashmap and notes that the information provided is out of date. The applicant is therefore required to provide updated accident data for the local highway.

Sustainable Modes of Transport

The nearest bus stops are located approximately 300m to the west of the site on Bedhampton Road. Both eastbound and westbound stops benefit from bus shelters. Bedhampton rail station is a circa 150m walk from the proposed development and provides a number of services to locations in the south.

Continuous footways along West Street provide access towards Bedhampton rail station and Havant town centre.

Parking Provision

Inline with HBC's parking standards, 7 car parking spaces are proposed within the development. As the parking authority, HBC should determine whether the level of parking proposed for the development is sufficient.

The tracking for the parking bays shown in drawing number 105.0007.002 Rev A have been reviewed and show that sufficient space will be provided for vehicles to manoeuvre in and out of the bays. The turning head will also allow for a refuse vehicle to exit the site in a forward gear.

Site Access

As previously mentioned, the existing site is served by a dropped kerb. To enable the two way movement of vehicles through the site access, the dropped kerb will be widened which is reflected in drawing number 105.0007.002 Rev A.

Clarity is sought from the applicant as to how much the access is to be widened by and in which direction. Based on the plans provided, the widening appears to take place to the west but, as the plans are a little unclear, confirmation is sought. The applicant should be made aware of the services located slightly west of the existing dropped kerb which could be costly to relocate should they be affected.

The applicant is also required to provide a plan showing the visibility splays available from the access. As noted in the Transport Statement visibility splays to the east appear to be restricted by vehicles parking in proximity to the site.

Trip Generation

To derive the vehicular trip generation of the proposed development, a TRICS assessment has been undertaken. In the absence of a directly comparative land use,

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'Sheltered Accommodation' has been used. The two way trip rates of 0.169 in the AM and 0.205 in the PM result in vehicular trips of 3 and 4 respectively.

The level of traffic generated by the proposed development is not considered significant enough to warrant junction modelling.

Recommendation

The Highway Authority requires the following information before a recommendation can be made:

- Updated PIA data;
- Confirmation as to the extent and direction of the access widening; and
- Drawing detailing the visibility available from the amended access.

Yours sincerely,

Chris Hirst

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