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Enquiries to	Jonny Elliott	My reference	056282
Direct Line	N/A	Your reference	APP/25/00096
Date	7 April 2025	Email	havantdc@hants.gov.uk

For attention of Ms Fox

Dear Sirs

Re: APP/25/00096 At 81 London Road, Waterloooville, PO7 7ER

Change of use from Bank class use E to 13no. bedroom HMO with part retention of Class E at ground floor. Proposed additional storey and rear extension.

I refer to your consultation for the above planning application, and would offer the following comments.

The application site is located within Waterloooville town centre, with the building situated between London Road and Swiss Road. London Road is an adopted highway which is a bus-only route past the site frontage and pedestrian access to the building. Vehicular access to the site is currently gained via Swiss Road to the rear of the building. There are no concerns with the use of the existing access arrangements in relation to the development proposals.

The proposed development includes six off-street parking spaces, consisting of an allocated space for each of the retail units, and four unallocated spaces for the HMO. This is likely to represent a shortfall in parking provision when compared to the recommended local parking standards. However, parking demand for a HMO is likely to be lower than a typical one bedroom apartment. Furthermore, unallocated parking would ensure that the spaces are used efficiently. Consideration is also given to the location of the site within Waterloooville town centre, in close proximity to retail, employment areas, and public transport facilities. On-street parking is managed by Traffic Regulation Orders, with short stay and long stay parking available in close proximity to the site. Overall taking these points into consideration, the proposals are

Deputy Chief Executive and Director of Hampshire 2050
Gary Westbrook

considered unlikely to result in any on-street parking issues in the vicinity of the site.

The proposed level of cycle parking provision is considered to be acceptable.

There are no objections to the proposals, subject to the following conditions:

- The development shall not be brought into use until the car parking area shown on the submitted plan has been provided, marked out and thereafter maintained for car parking for the lifetime of the development and used for no other purpose.

Reason: To ensure adequate space within the site for vehicle movements and parking provision.

- The development shall not be brought into use until the cycle parking area shown on the submitted plan has been provided. The cycle parking provision shall be fully implemented before the development is first occupied or brought into use and thereafter retained for this purpose

Reason: To promote the Councils sustainability objectives.

Yours faithfully,

Jonny Elliott
Consultant Transport Planner - Highway Development Planning
Hampshire 2050