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Enquiries to	Stuart Morton	My reference	057184
Direct Line	N/A	Your reference	APP/25/00458
Date	04 August 2025	Email	havantdc@hants.gov.uk

For attention of Ms Wells

Dear Madam

Re: APP/25/00458 At Unit 1a-2b The Clock House, 83-91 London Road, Waterlooville

Change of use, conversion of existing building to 7x residential dwellings. Addition of 6 windows at first floor, bins and bike storage at ground floor.

Thank you for your consultation on the above change of use application.

Proposed Change of Use:

The proposal seeks planning permission for the change of use at Units 1a–2b Clock House, London Road, Waterlooville, involving the conversion of the upper floors of the existing mixed-use building, formerly occupied by The Phoenix Darts Club (Sui Generis use), into seven self-contained residential apartments (Use Class C3), comprising a mix of one-bedroom and two-bedroom dwellings.

The proposed development does not include any on-site allocated car parking provision and is intended to operate as a car-free scheme.

Submitted material:

The applicant has submitted a Design and Access Statement to support the application. This provides limited information to address the highways implications of the proposed change of use, noting that it is intended to operate as a car-free scheme.

Existing Conditions:

The site is located on the upper floors of a mixed-use building at Units 1a–2b Clock House, London Road, Waterlooville. The building is surrounded by a mix of ground floor retail units.

Access to the site is available from the front on London Road and the rear via Swiss Road, which leads into a shared courtyard.

Local Highway Network

The surrounding highway network includes London Road, Swiss Road and St Georges Walk. Adjacent to the site, London Road and St Georges Walk operate as bus only links (except for loading). These local roads benefit from footways and controlled pedestrian crossings (London Road) and are subject to local parking controls, including double yellow lines.

Walking

The site benefits from pedestrian infrastructure, with continuous footways along both London Road and Swiss Road. These footways include dropped kerbs with tactile paving at key crossing points, Signalised pedestrian crossings are available along London Road

Cycling

Cycling is supported through a combination of on-road and off-road routes in the surrounding area, including the A3 London Road.

Bus

The nearest bus stops to the site are located along London Road and St George's Walk, served by Stagecoach South and First Bus services. These stops benefit from frequent services throughout the day, providing direct connections to Havant, Portsmouth, Petersfield, and other surrounding destinations.

Rail

Havant Railway Station is located approximately 3.5km from the site. The station offers frequent services to Portsmouth, Southampton, Brighton, and London Waterloo. Bedhampton Station, located slightly closer, provides additional local rail services

Sustainable Travel Summary

In summary, the site is located in a sustainable and accessible location, benefiting from pedestrian and cycling infrastructure, frequent bus services, and access to rail connections.

Trip Generation

Noting the proposed change of use, no specific trip generation information is provided in the submitted material. We request that the applicant provide a trip generation assessment to demonstrate the likely volume of trips associated with the proposed residential use, including a comparison with the

existing/previous use. This information is necessary to determine the suitability of the scheme to be car-free.

Car Parking

The proposed development does not include any allocated on-site car parking provision and is intended to operate as a car-free scheme. While the applicant notes the site's sustainable location and proximity to public transport and local amenities, no information has been provided regarding the availability or capacity of nearby public car parks to accommodate potential visitor or overspill parking.

The Havant Borough Council Parking Supplementary Planning Document (2016, updated 2019) allows for reduced or zero parking provision in accessible locations; however, in the absence of supporting evidence on local parking availability, it is unclear whether the surrounding area can accommodate any additional parking demand generated by the development.

Further clarification is therefore required in this regard.

Recommendation

Having regard to the above the Highway Authority require further information before being able to provide a recommendation.

I trust that the above is clear but please do not hesitate to contact Stuart Morton on the above contact details should you require any further information.

Yours faithfully,

Stuart Morton
Consultant Transport Planner - Highway Development Planning
Hampshire 2050