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Date	31 October 2025	Email	havantdc@hants.gov.uk

For attention of Ms Wells

Dear Madam

Re: APP/25/00081 At 54 Stockheath Road, Havant, PO9 5HQ

Application for a change of use of a vacant retirement home to provide temporary accommodation for homeless families in the borough of Havant. The proposed works include the remodelling and refurbishment of the existing two-storey building, together with the demolition of the existing lean-to canopy and conservatory, which are in poor condition. The proposal also includes the removal of overgrown mature trees along the site boundary, with replacement planting of native species to enhance biodiversity and provide new habitats for wildlife.

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

Proposed Change of Use:

The proposal seeks the change of use of an existing residential care home to temporary accommodation at 54 Stockheath Road, Havant. The proposed scheme will provide 10 self-contained residential units comprising 1 one-bedroom unit for single occupancy and 9 two-bedroom units for dual occupancy, alongside shared facilities including a kitchen, dining area, office space, and communal areas. The nature of the accommodation is studio-style living, intended to support short-term residential need.

Submitted material:

The applicant has submitted a Design and Access Statement (29 September 2025), a Transport Statement (January 2025) and accompanying drawings to support the application. This information has been reviewed by the Highway Authority and the following comments are made:

Deputy Chief Executive and Director of Hampshire 2050
Gary Westbrook

Existing Conditions:

The site is located at the western end of Stockheath Road service road, north of Stockheath Road. The building is surrounded by a mix of residential and commercial uses.

Access to the site is available from a gated access off Stockheath Road service road, which leads into a courtyard.

Local Highway Network

The surrounding highway network includes Stockheath Road, Petersfield Road, Tidworth Road, Park Parade, and Dunsbury Way. Footways are present on both sides of the carriageway and they are subject to local parking restrictions, including double yellow lines and short-stay limits.

Walking

The site benefits from pedestrian infrastructure which includes continuous footways on both sides of surrounding roads, signalised pedestrian crossings, zebra crossings, and dropped kerbs with tactile paving at key crossing points. Street lighting is present along all main pedestrian routes

Cycling

Cycling infrastructure in the area includes shared footway/cycleways and through a combination of on-road and off-road cycle routes within the local network.

Bus

The nearest bus stops to the site are located along Stockheath Road 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 approximately 1.8km from the site, and can be reached by bus, cycle or on foot. The station offers frequent services to major destinations including Brighton, Southampton, Portsmouth, and London, and is equipped with 92 cycle spaces and partial step-free access. Bedhampton Station also provides additional rail services and 20 cycle spaces.

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 the applicant has provided a trip generation assessment to demonstrate the likely volume of trips associated with the proposed use, including a comparison with the existing/previous use.

The methodology and presented data is considered acceptable to the Highway Authority, demonstrating limited impact in terms of traffic impact.

Car Parking

The proposed development includes three on-site car parking spaces. The Planning Authority, as local parking authority, will need to be satisfied that there is adequate parking available having regards to Adopted Parking Policy and Standards document.

Recommendation

Having regard to the above the Highway Authority offers no objection subject to the following condition.

Construction Traffic Management Plan

No development shall start on site until a construction method statement has been submitted to and approved in writing by the Planning Authority, which shall include:

- a) A programme of and phasing of demolition (if any) and construction work;*
- b) The provision of long-term facilities for contractor parking;*
- c) The arrangements for deliveries associated with all construction works;*
- d) Methods and phasing of construction works;*
- e) Access and egress for plant and machinery;*
- f) Protection of pedestrian routes during construction;*
- g) Location of temporary site buildings, compounds, construction material, and plant storage areas;*
- h) Details of the methodology for ensuring dirt is not transferred onto the highway from the site (i.e. wheel washers), and onwards mitigation should this fail, such as the employment of mechanical road sweepers, and the subsequent refresh of street lining (as and when required) should this be damaged during the process.*

Demolition and construction work shall only take place in accordance with the approved method statement.

Reason - In order that the Planning Authority can properly consider the effect of the works on the amenity of the locality and in the interest of Highway Safety

Yours faithfully,

Stuart Morton
Consultant Transport Planner - Highway Development Planning
Hampshire 2050