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Date	13 November 2025	Email	havantdc@hants.gov.uk

For attention of Ms Wells

Dear Sirs

Re: APP/23/00356 At Land adjacent to 178A, West Street, Havant

Retrospective application for a 2m high dark green palisade fence along the eastern and northern boundaries with a 1m wide gate for access on the eastern boundary. Retrospective application for resurfacing works, and approval of change of use (with associated drainage provisions) as open car storage for a period of up to five years.

In regard to application APP/23/00356, and following on from the previous HCC Highways response dated 01 October 2025, it is noted that additional information has been submitted by the applicant in order to respond to questions previously raised.

Having reviewed the information provided, it can be confirmed that there is **no objection** to the temporary proposals as outlined above.

In terms of vehicle transporter movements, information has been provided as to why no more movements of these would be anticipated as a result of the proposed change of use. This outlines how historically an adjacent dealership would have utilised 2 to 3 transporters per week, but following its conversion from new cars to second hand cars, transporters are no longer required give the reduced movement of stock vehicles in and out of site. Whilst it would be anticipated that such a situation may fluctuate over time, it is agreed that this will be the general situation and as such there are no highway concerns in this regard.

Transporter movements in and out of site have also been covered, with confirmation that this will be via a reverse movement into the site, and a

Deputy Chief Executive and Director of Hampshire 2050
Gary Westbrook

forward gear egress. Whilst such a movement is not wholly supported, it is acknowledged that this replicated the historical situation, which has worked without known incident. Additionally, it is acknowledged that West Street is a relatively low vehicle flow and speed street, and so accommodating movements can easily be achieved in this specific case.

Confirmation of vehicle movements in and out of the site was also requested, given 30 movements (15 in / 15 out) had previously been suggested by the applicants which appeared potentially low.

Two days' worth of site specific surveys have subsequently taken place at the site, and these have demonstrated that an average of 30 movements took place on each day 1 (12 in / 18 out) and 31 movements took place on day 2 (16 in / 15 out).

This level of movement is not of a concern to HCC as Local Highway Authority given the specifics of the individual site.

Yours faithfully,

Matt Grantham
Principal Transport Planner - Highway Development Planning
Hampshire 2050