

TECHNICAL NOTE



270A LONDON ROAD, WATERLOOVILLE, HAMPSHIRE RESIDENTIAL DEVELOPMENT

Client: Peter Earnest Homes
Reference: 2025-11-14-6837-HS01

Date: November 2025

Author: EJD **Date:** 11/11/2025
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Issue	Status	Date
01	Preliminary	14/11/2025

1 INTRODUCTION

- 1.1.1 This Highways Statement (HS) has been prepared by Bright Plan on behalf of Peter Earnest Homes to support a planning application for a residential development at 270A London Road, Waterlooville. The site is situated on the southeast side of London Road, Waterlooville, as shown in **Figure 1.1**.



Figure 1.1: Site Location

- 1.1.2 The site currently comprises of a gym on both the ground and first floor, and a 1-bedroom flat on the second floor. The application proposes the conversion of the first and second floors to provide 4 x 1-bedroom flats, and a 10-bedroom HMO. The ground floor gym use would be retained.



2 EXISTING CONDITIONS

2.1 Site Location and Description

- 2.1.1 The application site is bordered by London Road to the northwest, commercial/residential properties to the northeast and southwest, and the rear service road to the southeast. The site has no on-site parking.

2.2 Accessibility Credentials

Walking and Cycling

- 2.2.1 The site fronts onto London Road which has wide footways and a range of pedestrian crossing facilities providing continuous pedestrian access to local services and amenities throughout Waterlooville town centre.
- 2.2.2 The Chartered Institute of Highways and Transportation's (CIHT) publication 'Planning for Walking' (April 2015) identifies that 80% of journeys under 1 mile (1.6km) are made by foot, and 26% of journeys between 1-2 miles (1.6km – 3.2km) are made by foot. The full extent of Waterlooville town centre is within a 1km walk of the site, and is therefore accessible on foot.
- 2.2.3 The National Cycle Network (NCN) route 222 is situated 200m to the east of the site. To the north, the route provides access to Horndean and Clanfield, before continuing on to Petersfield, and to the south, the route provides access to Drayton, Cosham and Portsmouth.
- 2.2.4 In addition, there are a number of local cycle routes in the vicinity, including on London Road to the southwest of the site, which provides a direct cycle route to Purbrook, as well as an alternative route to Cosham and Portsmouth.
- 2.2.5 The Department for Transport's (DfT) document 'Cycle Infrastructure Design (LTN 1/20)' (July 2020) states that 5 miles (8km) is an achievable distance to cycle for the majority of people. Horndean, Clanfield, Drayton, Cosham, Portsmouth and Havant are therefore accessible by bicycle.

Public Transport

- 2.2.6 There are a number of bus stops in the immediate vicinity of the site, providing access to a range of high-frequency services throughout Waterlooville and to local destinations including Havant and Portsmouth, including the no.8 service between Clanfield and Gunwharf Quays in Portsmouth which utilises the 'A3 Priority Bus Corridor' running along the A3 London Road. A summary of the services available from local stops is provided in **Figure 2.1**.



Service	Route Summary	Typical Frequency
7	Wecock – Waterlooville – Purbrook – QA Hospital – Cosham – Hilsea – North End – Guildhall – Portsmouth The Hard	Mon-Fri: every 15 minutes Sat-Sun: every 20 minutes
8	Clanfield – Cowplain – Waterlooville – QA Hospital – Cosham – Hilsea – Portsmouth Gunwharf Quays	Mon-Fri: every 15 minutes Sat: every 15 minutes Sun: every 20 minutes
37	Havant Bus Station – Purbrook – Waterlooville – Cowplain – Horndean – Clanfield – Petersfield	Mon-Fri: every hour Sat: every 1.5 hours
39	Wecock – Waterlooville – Purbrook – Bedhampton – Leigh Park – Havant Bus Station	Mon-Fri: every 15 minutes Sat: every 15 minutes Sun: every 30 minutes

Figure 2.1: Bus Service Summary

Summary

- 2.2.7 The site is situated in a highly accessible location, with a range of services and amenities available within a short walking distance, and a network of cycle routes facilitating access throughout the local area. Conveniently located bus stops provide access to a range of high frequency services, facilitating access to Havant, Portsmouth, and other local destinations. The site is therefore well suited for residents to live without private cars.

2.3 Refuse Collection

- 2.3.1 Refuse collection is currently undertaken from a service road situated to the rear of the building, accessed from Stakes Hill Road.



3 PROPOSED DEVELOPMENT

3.1 Overview

- 3.1.1 The application proposes the conversion of the first and second floors of the building to provide 4 x 1-bedroom flats and a 10-bedroom HMO, with the existing gym use to be retained on the ground floor.

3.2 Car Parking

- 3.2.1 The site would provide no on-site car parking spaces. This accords with guidance within Havant Borough Council's (HBC) 'Parking' SPD (July 2016) which recognises that lower/zero parking schemes can be appropriate in highly accessible town centre locations. As set out in **Section 2.2**, the site is well situated to take advantage of local services and amenities, with convenient access to cycle routes and bus services, meaning it is realistic for future residents to live without private cars.
- 3.2.2 The car-free nature of the scheme is consistent with the existing situation and as well as with similar schemes in the vicinity of the site.

3.3 Cycle Parking

- 3.3.1 Cycle parking for the flats would be provided in accordance with HBC's cycle parking standards set out in HBC's 'Parking' SPD (July 2016) at a rate of 1 space per flat. HBC's parking standards do not set out cycle parking requirements for HMOs, however the site would provide a total of 8 spaces for residents of the HMO, which is considered appropriate.

3.4 Refuse Collection

- 3.4.1 Refuse collection would continue to be undertaken from the service road situated to the rear of the building.

3.5 Vehicle Trip Generation

- 3.5.1 The proposed scheme would operate as car-free, and as such, future residents are not expected to own private vehicles, and would not be anticipated to generate any private vehicle trips. The development is therefore expected to result in a negligible impact on the local road network.



4 SUMMARY

4.1.1 A summary of the proposals is as follows:

- i. The application proposes the conversion of the existing first and second floors of the building to provide 4 flats and a 10-bedroom HMO.
- ii. The site is situated in a highly accessible location with convenient access to a range of services and amenities as well as cycle routes and high-frequency bus services.
- iii. The development would operate as car-free, which is consistent with the existing situation, and is appropriate given the site's town centre location.
- iv. The site would provide cycle parking for the flats in accordance with HBC's minimum cycle parking standards, as well as 8 spaces for the HMO.
- v. Refuse collection would continue as per the existing arrangement.
- vi. As the proposed scheme would operate as car-free, it is not anticipated to generate any private vehicle trips. The development is therefore expected to result in a negligible impact on the local road network.