

Havant Borough Council
Civic Offices
Civic Centre Road
Havant
PO9 2AX

Hampshire 2050
The Castle
Winchester, Hampshire SO23 8UL
Telephone 0300 555 1375
Fax 01962 847055
www.hants.gov.uk

<i>Enquiries to</i>	Sophie Osborne	<i>My reference</i>	058889
<i>Direct Line</i>	N/A	<i>Your reference</i>	APP/25/01005
<i>Date</i>	15 December 2025	<i>Email</i>	havantdc@hants.gov.uk

For attention of Ms Wells

Dear Madam,

Re: APP/25/01005 At McCormack House, 56A East Street, Havant, PO9 1BS

Application to determine if Prior Approval is required for proposed Change of use from Office (Use Class E) to 19 Residential Units (Use Class C3).

Thank you for your consultation on the above planning application. The applicant is seeking prior approval for a change of use from offices to 19 residential units. To support this application, a Transport Technical Note dated 16 October 2025 has been submitted which the Highway Authority have reviewed and have the following comments to make.

Planning History

The site has been subject to a recent planning application (APP/23/00996) for a proposed change of use to a SEN school. Whilst the application was withdrawn prior to planning committee, importantly, the Highway authority provided no objections to the application subject to conditions and s106 obligations. This is important context and consideration of this planning application.

Sustainable Access

The site is located within Havant Town Centre and is therefore in a generally highly accessible location to local facilities and services as summarised within Table 2-1 of the TN.

Walking and Cycling:

The site benefits from continuous footway infrastructure of variable widths providing access to Havant Town Centre. Tactile Paving is provided at key

junctions, and the routes are generally street lit. In terms of cycling, cyclists are expected to cycle on-carriageway with no dedicated cycle infrastructure present.

Public Transport:

Bus stops are located on East Street within 50.0m of the site access arrangement. These stops are service by routes 27 and 700 providing services to Portsmouth, Emsworth and Chichester. Havant Bus Station is also c. 500m west of the site providing a wider range of services to local towns and cities. Havant railway station is located c.600 north of the site and can be reached via bus, cycle or on foot. The station offers frequent services to major destinations including Brighton, Southampton, Portsmouth, and London,

Personal Injury Accidents (PIA) Data

PIA data has been obtained by the applicant for a 36-month period from 01 December 2022-30 November 2024. It is noted that this does not cover a full 5-year period and therefore the Highway Authority have undertaken an internal review for a period from 01 June 2020-31 May 2025 to ensure the accident data presented is reflective of current trends. No further accident trends are noted during this greater study period. The accident data summarised within Figure 2-6 and Table 2-4 of the TN outlines a cluster of 6 'slight' accidents at the East Street/Town Hall/Beechworth Road crossroads in the vicinity of a key crossing point for future residents.

Through the extant planning application (APP/23/00996) the Highway Authority agreed a contribution of £20,419.90 for the following sustainable transport improvement schemes in Havant Town Centre (in no priority order):

1. Pedestrian and Cycle improvements from Harts Farm Way along the Solent Road corridor
2. Missing cycle infrastructure on West Street/Park Road South between and including the junctions of West Street and Elm Lane
3. Extension of the cycle track from the B2149 Petersfield Road to Barncroft Way including upgrading g the controlled crossing provision on New Road
4. Havant Footbridge replacement to facilitate cycling

The Highway Authority consider that this remains necessary to support this prior approval application, to encourage sustainable modes over the private car. Not only would this ensure the sites compliance with LTP4, but the facilitation of pedestrian and cycle movements through local improvement schemes would offset any additional car trips through this junction, minimising the likelihood of any further conflicts occurring and improving the perception of safety at this key crossing point.

Site Access Arrangements and Servicing

The site access arrangements are to remain as existing with swept path analysis provided within drawings 433.066582.00001/AT/A03,

433.066582.00001/AT/A01 and 433.066582.00001/AT/A02 for a large car, 11.20m 'super large' refuse vehicle and fire tender respectively. Whilst the fire tender subject to the tracking exercise does not comply with HCC TG2, given the refuse tracking provided the Highway Authority are content that there is suitable space within the turning area of this car park for vehicles to manoeuvre to access and egress in forward gear. The Planning Authority should be satisfied that these vehicles are able to access the building in line with Building Regulation and Manual for Streets standards.

Given that the access arrangement was previously considered acceptable for the previous planning application on this site the Highway Authority have no further comments to make on this matter given the overall net reduction in trips as discussed further within this response.

Parking Provision

The applicant intends to utilise the existing parking area available to the site with 30 parking spaces available to the development. These are intended to measure 2.4m x 4.8m which accords with the minimum width set out within Havant Borough Council's Parking SPD. A 6.0m aisle width is present to provide suitable spaces to access and egress into these spaces. Havant Borough Council should confirm in their capacity as the Local Parking Authority whether the quantum is considered appropriate considering the location and type of development.

Trip Generation

The applicant provides a trip generation assessment utilising the TRICS database to establish the net vehicular impact as a result of the proposed change of use application. Whilst the Highway Authority do not necessarily agree with the assessment parameters utilised within the TRICS outputs, the Highway Authority have run their own TRICS assumptions and are content to agree the assumptions provided within the TN with an overall net reduction in two-way trips present on the network. The Highways Authority are therefore content that the proposed change of use would not have a detrimental impact on the wider highway network.

Recommendations

Having regard to the above the Highway Authority recommend no objections to this prior approval application subject to a s106 obligation securing a financial contribution of £20,419.90 towards the following schemes (in no priority order) to mitigate the impact of the development at the East Street/Town Hall/Beechworth Road crossroads:

1. Pedestrian and Cycle improvements from Harts Farm Way along the Solent Road corridor
2. Missing cycle infrastructure on West Street/Park Road South between and including the junctions of West Street and Elm Lane
3. Extension of the cycle track from the B2149 Petersfield Road to Barncroft Way including upgrading g the controlled crossing provision on New Road

4. Havant Footbridge replacement to facilitate cycling

I trust that the above is clear but please do not hesitate to contact Sophie Osborne on the above contact details should you require any further clarification.

Yours faithfully,

Sophie Osborne
Senior Transport Planner - Highway Development Planning
Hampshire 2050