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Date	13 January 2026	Email	havantdc@hants.gov.uk

For attention of Ms Fox

Dear Madam,

Re: APP/25/00987 At 270 London Road, Waterlooville, PO7 7HG

Part retention and reconfiguration of ground floor commercial area; conversion of upper floors and part ground floor from commercial and 1no. self-contained flat, to residential use comprising 4no. Studio flats and 10 bedroom Co-Living apartment, to include construction of additional storey to rear and associated alterations.

Thank you for your consultation on the above planning application. The Highway Authority have reviewed the submitted a Technical Note (TN) dated November 2025 and have the following comments to make.

Proposed Development

The applicant is seeking consent for the part retention and reconfiguration of the ground floor commercial area (currently a gym) along with conversion of upper floors and part of the ground floor from commercial and residential use to provide 4. Studio flats and 10 co-living apartments.

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

Existing Conditions

Walking and Cycling:

The site benefits from pedestrian infrastructure, with continuous footways along both London Road and Stakes Hill Road. These footways include dropped kerbs with tactile paving at key crossing points. Signalised pedestrian crossings are available along London Road and Stakes Hill Road providing access to local facilities and services available within Waterlooville Town Centre.

Cyclists are generally required to travel on-carriageway within the vicinity of the site however London Road and Stakes Hill Road in the direct vicinity are restricted to bus use only. NCN Route 222 runs to the east providing access to Horndean, Clanfield, Portsmouth and the wider cycle network.

Public Transport:

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.

Despite not being mentioned within the TN, Havant Railway Station is located approximately 3.5km from the site. The station offers frequent services to Portsmouth, Southampton, Brighton, and London Waterloo.

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.

Refuse Collection

The applicant intends for refuse collection to remain as existing utilising the service road to the rear of the development site. This is noted and retention of the existing arrangements is considered appropriate.

Parking Provision

Car:

As aforementioned, 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.

Havant Borough Council in their capacity as the Local Parking Authority should confirm whether the proposed car free development is acceptable in this instance, and whether there is appropriate capacity in local car parks to accommodate any additional demand. The Highway Authority should be reconsulted for further comment should this not be agreeable.

Cycle:

The TN notes that cycle parking for the flats will be provided in accordance with HBC Parking SPD equating to 1 space per flat (4 spaces in total). It is noted that there are no specific cycle parking requirements for HMOs,

however 8 spaces are proposed. The Highway Authority consider that suitable allocation for each resident of the HMO to have access to a bicycle should be provided given the highly accessible location and lack of parking provision on site. This would however be for Havant Borough Council to raise with the applicant in their capacity as the Local Parking Authority.

Cycle parking is noted as being secured and covered for both the flats and HMOs.

It is noted that cycle parking for the flats is provided to the rear of the building with pedestrian access to the front via London Road (drawing LA2408-010 Rev C). The Planning Authority should consider whether opportunities to provide cycle parking adjacent to the flats main entrance should be pursued to increase convenience of use of the bicycle, if there is scope to do so.

Trip Generation

The TN summarises that given this is intended to operate as a car-free development it is not anticipated that this development will generate any private vehicle trips. Whilst this may be the case for residents, there may be an element of car reliance for visitors and this should be acknowledged. Notwithstanding the above, given the scale of the development the Highway Authority consider this to have a negligible impact on the wider highway network. No further trip generation work is requested from the applicant in this instance. This is however subject to agreement with Havant Borough Council on the principles of a car-free development. Further trip generation assessment may be required should car-free not be agreeable.

Recommendations

Having regard to the above, the Highway Authority provide no objections to this application, subject to agreement from Havant Borough Council that the proposed car-free development is acceptable.

Yours faithfully,

Sophie Osborne
Senior Transport Planner - Highway Development Planning
Hampshire 2050