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Date	21 April 2026	Email	havantdc@hants.gov.uk

For attention of Ms Pickup

Dear Madam

Re: APP/26/00150 At: 79 London Road, Waterlooville, PO7 7EL

Retention of one class E commercial unit at ground floor level and change of use of the remainder of the building to a 12-bedroom (16-person) house in multiple occupation (Sui Generis), including part ground and first floor rear extensions and construction of a mansard roof extension at 79-79A London Road Waterlooville

Thank you for consulting the Highway Authority on the above planning application. The Highway Authority wishes to make the following comments.

This application seeks approval for the partial change of use from a Class E commercial unit to become a 12-bedroom HMO for approximately 16 people whilst retaining a single commercial unit.

Access and Parking

The Highway Authority note that this application incorporates changes to the parking layout of the site with the provision of 5 vehicular parking spaces (2 for the commercial unit and 3 for the HMO). It is understood that access into this parking area is to remain unchanged with access taken from Swiss Road. Given the sustainably accessible Town Centre location, the Highway Authority are satisfied with the parking quantum proposed however, this provision should be agreed by Havant Borough Council in their capacity as the Local Parking Authority.

12-cycle parking spaces are proposed. Given the sustainable location opportunities to encourage sustainable travel should be further encouraged. The Highway Authority recommend that an excess in cycle parking in accordance with the parking standards should be considered. No cycle parking appears to be proposed for the retained commercial unit, and this should also be provided to encourage travel to the site via sustainable modes.

Limited context of the parking layout with Swiss Road has been provided on drawing 100.01 Rev A. There is concern with the proposed parking spaces being awkward to access and requiring manoeuvring on Swiss Road to access these spaces; this would not be acceptable. Additionally, it is unclear how vehicles will egress from parking space 5 given this is tight up to the boundary of the HMO. Additional width should be provided when located adjacent to a vertical boundary. The parking space dimensions and aisle width for manoeuvring should be confirmed. Swept path analysis should subsequently be provided to show the ability of vehicles to safely access, manoeuvre into parking spaces, and egress from the site in forward gear.

Visibility splays should also be presented at the access arrangement in accordance with TG3 to ensure that the proposed parking bays and location of bins do not obstruct existing achievable visibility.

Refuse Collection

It is unclear how bins will be accessed and whether these are via Swiss Road or reliant on parking bay 1.

Parking space 1 if occupied would prevent bins from being accessed easily and likely prevent refuse collection due to the presence of the boundary wall. The 4th bin located away from the bank of 3 appears to be located within Swiss Road or on the existing pavement. Either would not be acceptable. In the absence of wider context being provided the Highway Authority are unable to confirm. Further clarity is sought on the proposed refuse arrangements for the development.

Drag and carry distances for refuse should be confirmed to ensure these comply with that set out within Manual for Streets.

Trip Generation

No trip generation exercise has been presented and this should be demonstrated for the purpose change of use. This should compare the proposed use against the existing use to establish the full impact of the proposals on the wider highway network.

Recommendations

As such, the Highway Authority recommends a holding objection until further information has been provided which addresses the issues raised in this response.

Yours faithfully,

Louis Aplin-Haynes
Assistant Transport Planner - Highway Development Planning
Universal Services