

Highways Response Note

79–79A London Road, Waterlooville

Planning Ref: APP/26/00150

1. Introduction

This note has been prepared in response to the comments received from the Highway Authority in relation to the proposed development at 79–79A London Road, Waterlooville.

The response focuses on:

- Parking provision and layout
- Vehicle manoeuvrability
- Refuse and cycle arrangements
- Trip generation

2. Existing Parking Arrangement

Photos A–D illustrate the existing parking arrangement to the rear of the site, accessed from Swiss Road.



Photo C – two access points to application site

Photo D – Existing arrangement of Barclays bank recently approved for change of use to HMO and Commercial

The current arrangement is informal, with:

- No defined parking bays
- Unstructured vehicle positioning
- Vehicles manoeuvring within a constrained space without guidance

Despite this, the area is actively used for parking and vehicle movements.

The existing arrangement is unstructured and inefficient, yet demonstrably functions in practice.

3. Proposed Parking Layout

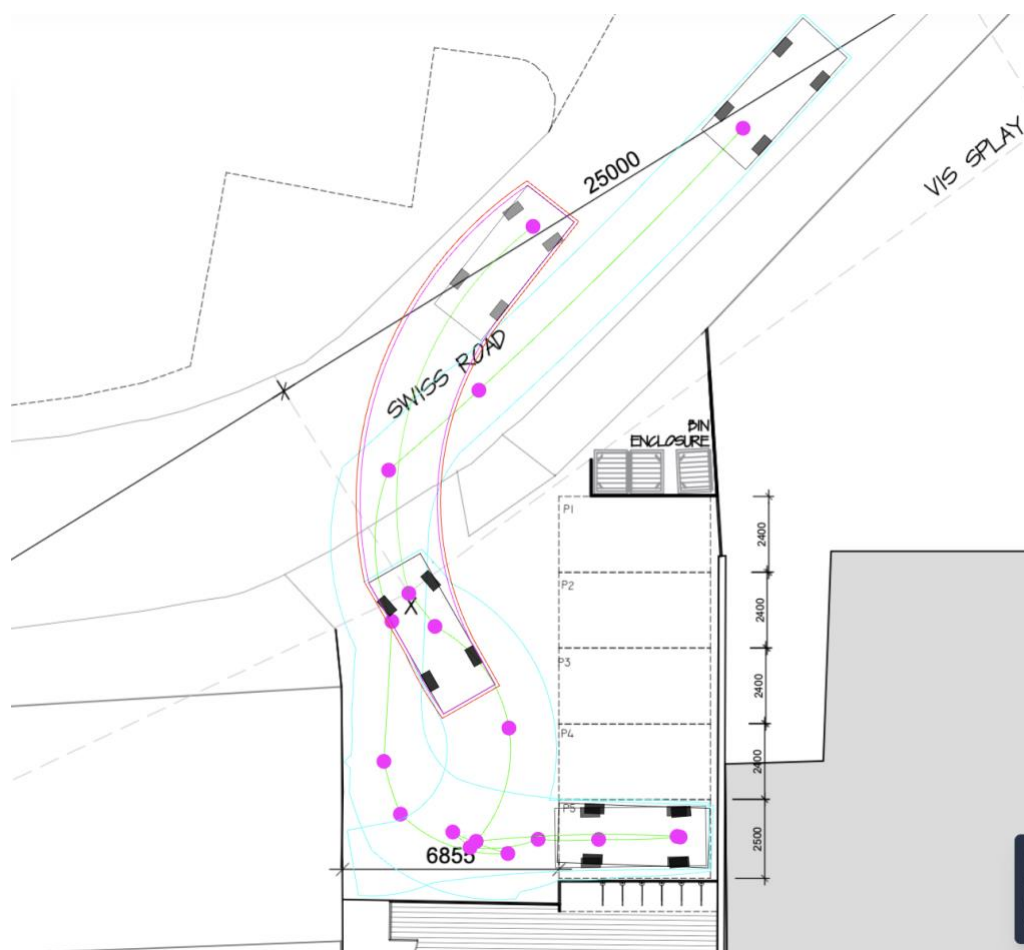


Diagram A illustrates the proposed parking layout

The scheme provides:

- 5 car parking spaces
- Retention of the existing access from Swiss Road
- A defined internal manoeuvring aisle of approximately 6.5m width
- Bins are also accessed via existing drop kerb

The proposed layout formalises and rationalises the existing situation, creating a clear and organised parking environment.

The proposal represents a material improvement over the existing informal arrangement.

A revised rear site/block plan has also been prepared showing visibility splays in accordance with Hampshire County Council TG3 guidance for a 20mph environment.

The revised drawing also demonstrates indicative swept path analysis using a standard passenger vehicle template (4.70m x 1.85m) with a 100mm clearance buffer applied.

4. Vehicle Manoeuvring

Diagram A also demonstrates indicative vehicle tracking within the site.

This shows that:

- Vehicles can enter the site from Swiss Road
- Manoeuvre within the internal aisle
- Access all parking spaces, including the most constrained bay (Bay 5)
- Exit the site in forward gear

The swept path tracking demonstrates that the layout is workable in practice and allows safe vehicle movement within the site.

Tracking demonstrates that vehicles are capable of entering, manoeuvring within and exiting the site in forward gear

5. Comparison with Adjacent Approved Scheme

The adjacent site at the former Barclays Bank (81 London Road - Planning Ref: APP/25/00096) benefits from planning permission for a comparable mixed-use and residential scheme.

That scheme:

- Utilises the same access from Swiss Road
- Incorporates a similar parking arrangement
- Was accepted without the need for a detailed transport assessment

This provides a directly relevant precedent supporting the acceptability of the proposed access and parking approach.

6. Trip Generation

The existing lawful use of the site comprises Class E commercial floorspace, which has the potential to generate:

- Staff movements
- Customer visits
- Servicing and delivery trips

The proposed development:

- Reduces the extent of commercial floorspace
- Introduces a managed HMO use within a town centre location

In comparison to the existing lawful use, the proposal is expected to result in comparable or reduced levels of vehicle activity, particularly given the site's highly sustainable location.

7. Refuse and Cycle Provision

Refuse storage is provided within the site and positioned adjacent to the existing access from Swiss Road.

The drag distance from the courtyard area to the refuse storage area is approximately 15m.

Refuse bins are positioned within approximately 2m of the highway for collection purposes.

Cycle parking is provided within the site for both the proposed HMO accommodation and retained commercial unit, including a separate commercial cycle parking stand adjacent to the access.

Cycle parking provision is shown on the revised rear site/block plan.

8. Conclusion

The proposed development:

- Formalises and improves the existing parking arrangement
- Demonstrates that safe and workable vehicle manoeuvring can be achieved
- Reflects an approach already accepted on the adjacent site
- Is not expected to result in an increase in vehicle movements

On this basis, it is considered that the Highway Authority's concerns can be appropriately addressed through this proportionate response, without the need for a full transport assessment.