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|              |                    |                |                                                                  |
|--------------|--------------------|----------------|------------------------------------------------------------------|
| Enquiries to | Louis Aplin-Haynes | My reference   | 060453                                                           |
| Direct Line  | N/A                | Your reference | APP/26/00150                                                     |
| Date         | 21 May 2026        | Email          | <a href="mailto:havantdc@hants.gov.uk">havantdc@hants.gov.uk</a> |

**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 reconsulting the Highway Authority on the above planning application. In response to our previous comments submitted on 21st April 2026, the applicant has provided additional information. The Highway Authority wishes to make the following comments.

**Parking**

The applicant has confirmed that cycle parking will be provided for the retained commercial unit as requested in our previous response. The Highway Authority acknowledge that this has been provided however ideally this should be covered and sheltered to encourage travel for staff by bicycle. This would however be within Havant Borough Councils jurisdiction to raise as the Local Parking Authority. The LPA should also confirm whether the proposed cycle parking for the commercial unit accords with the parking standards.

The aisle width has been confirmed to measure 6.8m which is considered suitable to allow form manoeuvring into parking bays in a safe and suitable manner.

Director of Universal Services  
**Patrick Blogg**

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Whilst the applicant has provided swept path tracking, this has only been provided for parking space 5 only. Whilst the tracking looks tight access into this space is achievable. It is noted that additional width is present for this space (2.5m) given the proximity to the adjacent cycle store. This is noted.

The Highway Authority remain concerned with the ability for vehicles to access parking space 1 in particular given the proximity to the footway along Swiss Road. It is likely that given the angle of the access and parking spaces vehicles would be required to manoeuvre over the footway which would not be acceptable. Swept path analysis is requested for all spaces (particularly space 1). Alterations to the parking layout may need to be considered.

The width of parking bays has been confirmed to be 2.4m for bays P1-P4 and 2.5m for P5. The width accords with HBC Parking Standards. The length has not been confirmed, and this should be provided to ensure compliance with the parking standards.

The applicant has provided 25m visibility splays based off of the guidance in Technical Guidance Note TG3, but these have not been drawn correctly to 0.3m from the carriageway edge. Notwithstanding above, the Highway Authority are satisfied that when drawn correctly the proposed parking bays and bin store will not obstruct achievable visibility. Given this is an existing access no revisions are required.

### **Refuse Collection**

The applicant has rearranged the location of the bins to the north, addressing our previous concerns regarding their accessibility and possible encroachment onto Swiss Road or the adjacent pavement. The Highway Authority are content with these changes.

The drag distance from the courtyard has now been confirmed to be 15m. This is considered to be an acceptable distance, and the Highway Authority are content with these arrangements.

### **Trip Generation**

The applicant has provided some narrative on trip generation to justify that it will remain largely the same as the existing site. Whilst the Highway Authority consider that a detailed trip generation assessment should be provided however given the nature of the proposals, parking provision and sustainable location of the site, the Highway Authority do not consider that the proposals will have a detrimental impact on the wider highway network and therefore in this instance additional trip generation information is required.

### **Recommendations**

As such, the Highway Authority request swept path analysis and parking dimensions to be provided to ensure that the parking layout can operate in a safe and suitable manner. A holding objection is recommended until further information has been provided which addresses the issues raised in this response.

The Highway Authority welcome direct engagement with the applicant to resolve these final outstanding matters.

Yours faithfully,

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