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Direct Line	N/A	Your reference	APP/26/00284
Date	29 June 2026	Email	havantdc@hants.gov.uk

For attention of Ms Fox

Dear Madam

Re: APP/26/00284 At 102 Bedhampton Road, Havant, PO9 3EZ

Change of use from residential dwellinghouse (Use Class C3) to Day Nursery (Use Class E), including alterations to the kerb to enable an "in and out" system.

Thank you for your consultation on the above planning application. The Highway Authority wish to make the following comments. This application seeks approval for the change of use from a Class C3 dwellinghouse to a Class E Children's Nursery.

The applicant has confirmed that the nursery will have a maximum capacity of 40 children at one time. The site will be operational between the hours of 07:30-18:00 for 50 weeks of the year. Staggered drop-off and pick-up will occur aside from between 09:30-12:45 and 13:15-15:00 with peak periods identified at 08:00 and 16:00. The specific drop-off and pick-up period staggers should be specified. 9 FTE staff members will be employed at this site.

Trip Generation

The applicant has calculated the following trip rates and trip generation utilising the same TRICS database utilising category 04-D for nurseries. The Highway Authority are content that the parameters used to create the TRICS outputs accurately reflect the nature of the site and surrounding area. The trip rates are presented within the TS with the overall trip generation provided below for ease:

Director of Universal Services
Patrick Blogg

Period	Arrivals	Departures	Two-way trips
AM Peak (08:00-09:00)	7	5	12
PM Peak (17:00-18:00)	5	7	12

This data infers that this site will have a relatively low trip generation during the AM and PM peaks, with only a total of 12 vehicle movements during both periods. Whilst the Highway Authority consider that this would have a negligible impact on the wider highway network during peak periods, careful management of pick up and drop off arrangements as discussed further below will be critical to ensure the nursery site operates in a safe and suitable manner.

Sustainable Access

This site is in central Bedhampton and is near to a variety of sustainable transportation options providing meaningful opportunities to access the site via sustainable modes.

Walking and Cycling:

Footways in the immediate vicinity of the site appear to be of reasonable quality and street lit, with dropped kerbs and tactile paving at core crossing points within the vicinity. To the west, signalised pedestrian crossings at Hulbert Road and Bedhampton Road with a refuge island to the east.

The location of the site in a largely residential area is likely to make this a realistic mode of transport for many nursery attendees. Subsequently, the Highway Authority are content that the route to site appears to be accessible and safe for pedestrians.

Regarding cycling, no dedicated cycle provision is present within the vicinity with cyclists expected to travel on carriageway which may provide a barrier for some parents and staff accessing the site via bicycle.

Bus:

The proposed nursery is directly opposite and located adjacent to two bus stops along Lester Avenue. These bus stops are of reasonable quality containing a shelter with a bench and bus pole on either side of the B2149.

The 23 bus is the most frequent service at this stop providing daily services every 10 minutes between Havant and Southsea. This offers a practical and realistic choice for parents and staff in particular opting to travel sustainably.

Rail:

Bedhampton train station is located just under 0.5km away from the site (7-minute walk/2-minute cycle) and provides regular services to London Waterloo, Portsmouth Harbour, Southampton Central, Brighton, Havant, Chichester, and Littlehampton. The station appears to contain a ramp onto the platforms which would infer that it is accessible for people with disabilities, bicycles, or prams. However, the width of this ramp appears to be somewhat narrow due to the high fences on either side. Given the proximity to the site, rail would also appear to be a realistic option for sustainable travel to this nursery.

Vehicular Access

This site proposes a one-in one-out system, utilising an existing access as well as creating a new one. This arrangement is supported by the Highway Authority to ease the drop-off and pick-up arrangements as discussed further within this response.

Visibility of 2.4m x 43.0m at both access arrangements has been demonstrated within drawings VS-01 and VS-02. The Highway Authority are satisfied that suitable visibility can be achieved.

Subject to any future planning permission being granted, it should be noted that the applicant will be required to apply for a S171/184 licence to create this new access on the public highway. Please note that should any utility diversions or temporary highway works be necessary as part of this application, this may induce additional costs. Further information on this process can be found at the following link: [Excavate the highway | Transport and roads | Hampshire County Council](#).

In addition to the above, the street lighting column in front of the dwelling will also require relocation. Further information regarding the relocation can be found at the following link: [Hampshire Street Lighting Services | Frequently asked questions](#). The applicant should be made aware that they will be responsible for the cost of relocating the associated lighting column to facilitate their vehicular access and this is separate to the s171/184 licencing process.

Parking

Vehicular:

Drawing 26008-STA-ZZ-ZZ-D-A-2100 outlines the site layout demonstrating 5 vehicular parking spaces. The Highway Authority note that the dimensions of these parking spaces have not been provided. The car appears to overhang the parking bays which would suggest that the bays are too short however the dimensions should be confirmed to ensure compliance with Havant Borough Council's Parking SPD.

There are discrepancies within the TA which outlines that 6 parking spaces will be provided. Clarification should be provided on whether 5 or 6 parking spaces are to be provided.

Whilst it is acknowledged that parking is Havant Borough Council's responsibility to comment on as the LPA, the Highway Authority have the following comments to make on the parking provision.

It is noted that the parking spaces available on site will be exclusively reserved for drop-off and pick-up with no parking proposed for staff. Staff will therefore be expected to travel to site sustainably with the intention that this will be both monitored and encouraged via the implementation of a travel plan which aims to reduce reliance on private vehicular travel. The Highway Authority are satisfied that the site is located in a sustainable location with several options for sustainable transport in close proximity to the site. However, there is some concern regarding the total absence of staff parking spaces given the number of staff proposed which may lead to overspill parking on the local highway network. Whilst some staff may choose to travel sustainably there may be an element of private car reliance and some provision should be considered. There would appear suitable space within the layout to accommodate some parking spaces adjacent to the access/egress points without impeding on the swept path analysis

Parking provision should not be considered in isolation but holistically with the drop off and pick up operation which is discussed further below. The Highway Authority need to be satisfied that no blocking back onto the B2149 occurs during drop off and pick up periods.

Cycle:

Whilst the applicant has confirmed that there will be secure cycle and scooter storage on site, it is unclear what level of parking is being provided. The applicant should confirm that in any level of cycle parking provided accords with the guidance set out in the Havant Borough Council parking standards. This should be secure and sheltered to encourage sustainable travel.

It is noted that both bicycle and scooter parking is to be provided which is welcomed, however, no mention has been provided regarding the storage of prams/buggies. The Highway Authority suggests that this is considered to further encourage walking to the site by increasing the convenience for parents.

Drop off and Pick Up Arrangements/Internal Layout Operation

Regardless of the above, comments on the parking quantum, the suitability of the drop off and pick up arrangements has been assessed by the Highway Authority on the assumption that there are 5 parking spaces available for drop-off/pick-up.

Given the nature of the use, It is anticipated that the private car will be a predominant form of transport for most pupils .The Highway Authority have agreed for other nurseries across the County that an average 10 minute drop off and pick up time is a reasonable assumption when assessing the suitability of the capacity of the car parking/drop-off and pick-up arrangements. The available 5 spaces would allow for the drop-off and pick-up of 30 pupils within an hour (75% of the total nursery capacity). This would suggest that there is suitable parking availability on site for drop off and pick up arrangements considering that multiple children may arrive in the same car and accounting for sustainable location of the site encouraging sustainable transport modes.

As set out above, it is requested that the staggered timeslots for drop-off and pick-up are confirmed to ensure that suitable parking is available on site based on these calculations. A drop off and pick up management plan would be beneficial for the Highway Authority to establish the travel patterns associated with these arrangements which can be secured through any future planning consent.

The applicant has estimated using TRICS outputs that approximately 55% of daily trips to the nursery will be undertaken via private-vehicular transport. This proportion appears reasonable and in line with similar contexts for nurseries across the County. This would further suggest that there is ample parking on site to accommodate drop off and pick up arrangements, subject to the staggered arrivals being over an hourly period at a minimum. The Highway Authority reserve the right to make further comments should the drop off and pick up window be less than 60 minutes.

There appears to be ample room within the development to manoeuvre. The swept path tracking in SPA-01 and SPA-02 demonstrates this as vehicles are able to access and egress from the parking spaces in a safe and suitable manner. However, it is unclear what the archway shape between the two access' is supposed to represent as vehicles are shown to drive over it. The vehicles appear to be poorly tracked and could access and egress spaces without reliant on this part of the internal layout. This area could be utilised for staff parking as discussed further within this response.

Refuse and Servicing Arrangements

Narrative on the refuse servicing arrangements has been provided within the submitted Transport Statement. The applicant has confirmed that servicing will occur within the site boundary, with vehicles entering the site to undertake both loading and unloading. It is noted that no swept path tracking has been provided which demonstrates that refuse and servicing vehicles would be able to access the site. This should be provided to confirm that there is sufficient space for these vehicles to manoeuvre within the site boundary. Any swept path tracking should be provided in accordance with Technical Guidance Note TG2 which can be found at the following link: [TG2 - Alignment Design](#) .

Travel Plan

The primary focus of the submitted travel plan is to provide options for staff travel as there are currently no staff parking spaces on site. This travel plan encourages sustainable travel choices for both staff and parents including the promotion of walking, cycling, and public transportation. The site will also contain secure cycle and scooter parking which should further encourage the use of sustainable transport amongst parents. On top of this, methods for promoting active travel, such as walking, cycling, and scooting initiatives, are to be promoted for short local journeys.

A person will be allocated as the TPC to oversee the implementation of the travel plan. They will be in charge of promoting the use of sustainable transport through initiatives and education, as well as coordinating monitoring activities.

As previously stated, the Highway Authority are concerned that the lack of staff car parking spaces on site raises concerns regarding the functionality of the site, as the presence of staff is imperative to the operation of the nursery. Staff may be required at short notice and subsequently avoid public transportation due to a lack of availability, unreliability, or infrequency. It is recognised that staff parking spaces can create additional sustainable transportation opportunities via car sharing, which has been encouraged in travel plans for other local nurseries which the Highway Authority have reviewed. It is suggested that the applicant provides some staff parking spaces. The TPC can arrange and encourage the use of car sharing to make this a more sustainable mode of travel.

The Highway Authority are aware that other local nurseries have put in place pram/buggy stores to encourage parents with young children that may struggle to walk long distances to travel sustainably. The applicant should also provide a storage area to encourage further sustainable and active travel modes.

It is requested that the travel plan is updated in line with comments set out above. Further comments may need to be made should any staff parking be provided on site, for example, making it clear that the staff parking spaces are exclusively for staff only.

Recommendations

As such, the Highway Authority recommends a holding objection until further information. The Highway Authority welcome a discussion with the applicant on matters raised with this response.

Yours faithfully,

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