
Site Address:	Solent Retail Park, Solent Road, Havant		
Proposal:	Removal of Condition 3 of Planning Permission 06/68908/012 relating to floorspace use.		
Application No:	APP/20/00688	Expiry Date:	18/12/2020
Applicant:	Mr J Roxborough Hargreaves Management Ltd		
Agent:	Mr R Huntley RHPC	Case Officer:	David Eaves
Ward:	St Faiths		

Recommendation: **REFUSE PERMISSION**

1 **Site Description**

Solent Retail Park lies to the north of Solent Road, to the east of Selbourne Road and south of Brockhampton Lane. The retail park until recently included a number of retailers comprising Sports Direct, Peacocks, Halfords, Mothercare, Laura Ashley, Pets at Home and Hobbycraft. The former Mothercare and Laura Ashley units are now vacant and Peacocks appears to be closing down. Car parking is provided to serve the site to the south of the retail units accessed off Selbourne Road.

The surrounding area includes the large Tesco store to the south and other retail to the west with industrial uses to the north and fast food outlets and a club to the east.

Under the Havant Borough Local Plan (Allocations) 2014 the site is located within Havant Town Centre and is within a designated Primary Shopping Frontage.

2 **Planning History**

04/68908/001 - Outline application for construction of 5640 square metres of retail warehousing and 2,305 square metres for flexible employment within Classes B1(c) (Light Industry), B2 (General Industry) and B8 (Warehousing) together with details of means of access including a footpath/ cycle way link to Park Road South. Application includes demolition of residential properties and other industrial premises. (Revised submission). Permitted December 2004

This permission included the following planning condition (13)

Not more than 1,860sq m (20,014 sq ft) gross of the retail development hereby permitted shall be used, without the prior written approval of the local planning authority, for the sale of non-bulky goods, ie: food (other than confectionery and pet foods), clothing, footwear, fashion accessories (including handbags, luggage, watches and jewellery but not including these items sold from a sporting goods outlet), books, stationery (except when sold from an office supplies store), perfumery and toiletries, music, records, CDs, audio and video tapes (including hire), china, glass goods and kitchenware, unless any of the above are ancillary to or related to the main ranges of bulky goods to be sold.

Reason: *In order to ensure the vitality and viability of the existing Havant Town Centre is not undermined by the nature of retail uses permitted on this site and having*

due regard to policies and proposals S1 of the Hampshire County Structure Plan 1996-2011 (Review) and Policy 3 of the Havant Town Centre Action Area Local Plan 1980.

Condition was removed by the 08/68908/020 permission.

and condition 15:

Not more than 5,650 sq meters of gross retail floorspace shall be created within the buildings hereby permitted, without the prior approval of the Local Planning Authority.

Reason: *To prevent over-intensive use of the site and having due regard to policies and proposals S1 of the Hampshire County Structure Plan 1996-2011 (Review) and Policy 3 of the Havant Town Centre Action Area Local Plan.*

05/68908/005 Application for approval of reserved matters with regard to erection of a building consisting of 5640 square metres of retail floor space - Permitted 23rd June 2005

06/68908/012 Application seeking relief from Condition 13 and variation of Condition 15 of Planning Permission granted under reference 04/68908/001 to allow 3,360 sq m of unrestricted retail use and the creation of 9200sqm of floor space in the units thereby permitted. - Permitted 30th May 2006

This permission resulted in the following conditions being imposed:

1.(Modified condition 13 of planning permission 04/68908/001):-

Not more than 3,360sq m (36,167 sq ft) gross of the retail development hereby permitted shall be used, without the prior written approval of the Local Planning Authority, for the sale of non-bulky goods, ie: food (other than confectionery and pet foods), clothing, footwear, fashion accessories (including handbags, luggage, watches and jewellery but not including these items sold from a sporting goods outlet), books, stationery (except when sold from an office supplies store), perfumery and toiletries, music, records, CDs, audio and video tapes (including hire), china, glass goods and kitchenware, unless any of the above are ancillary to or related to the main ranges of bulky goods to be sold.

Reason: *In order to ensure the vitality and viability of the existing Havant Town Centre is not undermined by the nature of retail uses permitted on this site and having due regard to policies and proposals S1, S3 and S4 of the Hampshire County Structure Plan 1996-2011 (Review) and HTC4 (HTC8), TC2, TC3 and TC4 of the Havant Borough District-Wide Local Plan 1996-2011.*

Condition removed by 08/68908/020 permission.

2. (Modified condition 15 of planning permission 04/68908/001):-

Not more than 9,200 sq metres of gross retail floorspace shall be created within the buildings hereby permitted, without the prior approval of the Local Planning Authority.

Reason: *To prevent over-intensive use of the site and to ensure the vitality and viability of the existing Havant Town Centre is not undermined by the quantity of retail floorspace permitted on this site, and having due regard to policies and proposals S1 of the Hampshire County Structure Plan 1996-2011 (Review) and HTC4 (HTC8), TC2, TC3, TC4 and D1 (D4) of the Havant Borough District-Wide Local Plan 1996-2011.*

A new condition was imposed as follows:

3. Not more than 470 sq m of the gross retail floorspace created within the buildings hereby permitted shall be used for food retail (other than confectionery and pet foods).

Reason: To ensure that the traffic generation from the retail uses upon the site is not detrimental to highway safety and having due regard to policies and proposals T6 of the Hampshire County Structure Plan 1996-2011 (Review) and T7 (T14) of the Havant Borough District-Wide Local Plan 1996-2011.

Officer Comment: This is the condition which is sought to be removed.

08/68908/020 Retention of retail units without compliance with Condition 1 of Planning Permission granted under reference 06/68908/012 dated 30 May 2006, (which varied Condition 13 of Planning Permission 04/68908/001), in order to remove the restriction on the nature of goods that may be sold. - Permitted 1st May 2008 (no conditions)

As a result condition 13 of 04/68908/001 and condition 1 of 06/68908/012 were removed.

3 **Proposal**

Removal of Condition 3 of Planning Permission 06/68908/012 relating to floorspace use.

The condition relates to a limit of 470 sq m of gross floorspace within the buildings being used for food retail (other than confectionery and pet foods).

4 **Policy Considerations**

National Planning Policy Framework
Havant Borough Council Borough Design Guide SPD December 2011
Havant Borough Council Parking SPD July 2016

Havant Borough Local Plan (Core Strategy) March 2011

CS15	(Flood and Coastal Erosion)
CS17	(Concentration and Distribution of Development within the Urban Areas)
CS20	(Transport and Access Strategy)
CS4	()
DM11	(Planning for More Sustainable Travel)
DM12	(Mitigating the Impacts of Travel)
DM14	(Car and Cycle Parking on Development (excluding residential))

Havant Borough Local Plan (Allocations) July 2014

AL1	(Presumption in Favour of Sustainable Development)
AL3	(Town, District and Local Centres)
AL2	(Urban Area Boundaries and Undeveloped Gaps between Settlements)

Submission Version Havant Local Plan

IN4	(Access onto Classified Roads)
DR1	(Delivery of Sustainable Development)
IN1	(Effective provision of infrastructure)
KP1	(Havant Town Centre)
IN2	(Improving transport infrastructure)

IN3 (Transport and parking in new development)

Listed Building Grade: Not applicable.

Conservation Area: Not applicable.

5 Statutory and Non Statutory Consultations

Councillor D Guest - St Faith's

No comments received

Councillor J Branson - St Faiths

No comments received

Councillor T Pike - St Faith's

No comments received

Hampshire Highways

Further Comments:

Thank you for re-consultation on the above planning application. Further to the Highway Authority's response dated 18th December 2020, the applicant has submitted a supplementary Transport Note (TN). Following a review of the updated information, the Highway Authority wishes to make the following comments.

Trip Generation

The Highway Authority's previous response requested a comparative TRICS assessment to understand whether the trip rates presented within the applicant's Transport Assessment (TA) could be considered robust. The assessment was required given that the trip rate presented in the TA was based off a number of assumptions made from the various applications in the Solent Retail Park area. An up-to-date TRICS assessment would therefore help to corroborate that the trip rate proposed within the TA is robust.

Details around the potential end user were also requested to understand whether the trip rates were taking account of a traditional food retailer or that of a discount food store. These two land uses generate differing trip rates meaning the Highway Authority need to be reassured that a worst-case scenario has been assessed for trip generation in this location.

As part of the assessment, the applicant was also requested to consider the mezzanine floor space available across the two units which had previously not been factored into the trip rate assumptions. It is unclear whether the previous assessment assessed the trip rates as GFA or RFA; the latter of which should be applied in this instance given that the mezzanine floorspace will not be in use.

The applicant has not addressed any of the points above in the latest TN.

Trip Distribution

The trip distribution assessment undertaken within the original TA was based on a previously agreed distribution assignment presented within a TA supporting an application in 2012 on Solent Road. The Highway Authority disagreed that this assessment remains representative of travel patterns today and requested an updated

trip distribution assessment to compare against the distribution proposed through the TA.

Specifically, the Highway Authority disagrees that 24% of traffic from the site would route north of Selbourne Road which is predominantly used as a service access for the occupied units. Given that this road is used in the most part by vehicles servicing the units off Solent Road, the Highway Authority requires further evidence to justify the 24% trip assignment along Selbourne Road.

Based on the current information provided, it is not possible to quantify the exact trip generation or distribution from the site onto the local road network. As such, it would not be possible to accurately model the impact of the proposed development on the Solent Road corridor, which is addressed below.

Traffic Impact

Once the trip rates and trip distribution from the site had been agreed, the Highway Authority requested junction modelling for a number of junctions along the Solent Road corridor. These were as follows:

- . Solent Road/Park Road South signal junction;
- . Site Access/Selbourne Road mini roundabout;
- . Selbourne Road/Solent Road junction;
- . Selbourne Road/Brockhampton Lane junction;
- . Solent Road/Tesco signal junction;
- . Brockhampton Lane/Solent Road priority junction; and
- . Solent Road/Brockhampton Road roundabout.

The applicant's TN comments on the current Covid-19 restrictions and the impact this is having on traffic volumes and shopping patterns. The note concludes that it is not practical for reliable new survey data to be collected.

Whilst the Highway Authority acknowledges that the Covid-19 pandemic has affected traffic flows across the county and conventional methods for gathering traffic data may not be available at the moment, there is traffic data available which can be used for the purposes of junction modelling. Some of these potential methods were outlined by the Highway Authority to the applicant in subsequent discussions following the issue of its response. Given the current constraints around collecting representative traffic data, the Highway Authority is amenable to discussing alternative methods of modelling the baseline conditions along the Solent Road corridor.

The Highway Authority therefore remains open to discussions with the applicant to agree an appropriate route forward for the junction modelling to ensure that the highway implications of the development have been robustly assessed. Based on the assessment work undertaken to-date, it is not possible to determine whether the development of a food retailer at this location would result in a severe impact on the local road network.

Car Parking

As set out within the Highway Authority's previous response, the level of parking available within Solent Retail Park is below the minimum standards set out in Havant's SPD. The potential for a food retail occupier utilising the vacant units would increase the parking requirement for the site above and beyond the existing use.

With the trip rates still not agreed for the site, it is not possible to quantify what the parking demand will be and whether it can be suitably accommodated. This matter must be addressed to avoid potential overspill parking on the highway. In their capacity as local parking authority, Havant Borough Council should also determine whether the under provision of on-site parking compared to the parking SPD is acceptable.

Recommendation

The information requested within the Highway Authority's previous response has not been provided. To suitably assess the highway impact of the proposed development, the following information is still sought from the applicant:

- . Comparative TRICs assessment for food-retail, including discount food retail, as RFA to account for the mezzanine floorspace;

- . Updated distribution assessment for the site;

- . A review of the junctions along Solent Road noted above; and

- . Further evidence to justify the parking assumptions provided.

The Highway Authority would welcome further discussions with the applicant should they wish to resolve any of the points noted above.

Should the applicant wish to determine the application based on the information presented to date, the Highway Authority recommends the following reason for refusal:

INSUFFICIENT INFORMATION

From the information available it cannot be shown that the development can be accommodated in a manner that would not cause increased danger and inconvenience to highway users.

Original Comments:

The applicant is seeking permission for the removal of Condition 3 associated with planning reference 06/68908/012. Condition 3 currently restricts the gross amount of floorspace which can be used for food retail to a maximum of 470sqm. To assess the Highway implications of removing the restriction, the applicant has submitted a Transport Assessment (TA). Following a review of the TA, the Highway Authority wish to make the following comments.

Existing Conditions

The site is located within Solent Retail Park on the northern side of Solent Road. The retail park is served from a mini roundabout on Selbourne Road; however, Selbourne Road only services the Solent Retail Park area. The primary access route to the site is via a priority junction onto Solent Road with a secondary access route via a further mini roundabout onto Brockhampton Road. Brockhampton Road is a no through road to the south of the site. There is also an exit only route through the wider site directly onto Brockhampton Lane.

The site featured in Phase 1 of the development of Solent Retail Park which consisted of 7 retail units totalling 9,200m² GFA served by a 201 space car park.

Footways are provided on both sides of Selbourne Road and Solent Road, the latter of which forms part of National Cycle Network route 22. There is also a shared use path connection into the site from Park Road North. The nearest bus facilities are provided to the east of the site on Park Road South circa 150m from the site. Services 30 and 31 run regularly from the stop into Havant and Hayling Island. The stop consists of a sheltered waiting facility and bus flagpole.

Proposed Development

The removal of Condition 3 is sought to provide greater flexibility for future tenants of the site. It is understood that Units 4 and 5 are likely to become vacant soon and, whilst no end users have been identified yet, flexibility is sought when the units are marketed.

The proposed cumulative ground floor use of these building is 1,500m² gross floor area with an additional 741m² mezzanine which the applicant claims would not be utilised should a food retailer occupy the unit. Given that the mezzanine floorspace has not been accounted for in the assessment, the Highway Authority would seek a condition which prevents the mezzanine area from being used for food retail. Without this condition additional assessment would be required to include the impacts of the mezzanine floor area as food retail space.

Traffic Impact

To understand the potential traffic generation from food-retailers at this location, a trip assessment has been undertaken by comparing previous work undertaken within Solent Retail Park.

Recorded traffic movements in and out of Phase 1 were previously utilised to determine the vehicular trip rates for non-food retail in 2012 (ref APP/12/00852). This has been supplemented by updated movements in 2019 (again for non-food retail) as a comparison against the older trip rates. The trip rates provided as part of the 2018 application (ref APP/18/00812) to grant additional floorspace for food retail within Central Retail Park have also been provided.

Current Vehicular Trip Rates

The current vehicular non-food retail trip rates have been derived using total trips generated to phase 1 of the retail I park. These surveys were undertaken in 2012 and 2019 for the non-food retail area and the general trip rate per a sqm has been derived from these figures. This equates to a trip rate of 1.012 in the AM peak hour, 3.025 in the PM peak hour and 6.178 in the Saturday peak and these are agreed.

Forecast Vehicular Trip Rates - Food Retail

As the use for the retail units is proposed through this application to remove the restriction on food retail in its entirety for 2 of the units, the assessment must assume that all floor space could be utilised for food retail, which generate a greater number of vehicle movements than other non-food retail units.

To derive this trip rate the non-food retail trip rates from 2019 have been deducted from the Central Retail Park (including the M & S Store) trip rates from the 2018 application, providing two-way trip rates of 2.590 in the AM peak hour, 4.826 in the PM peak hour and 4.095 during the Saturday peak.

This corresponds to an additional 39, 72 and 61 trips across the respective scenarios based on a GFA assumption of 1,500m². This process relies on a number of assumptions that have been made for the various applications and the Highway Authority would request a comparison with a more standardised approach utilising TRICs data. It is also not clear whether the end user is a traditional food retailer unit, or that of a discount food store. Comparisons from TRICs should also be provided for a discount food store.

It is unclear whether previous applications assessed the trip rates as GFA or RFA; the latter of which should be applied in this instance given that the mezzanine floorspace will not be in use. The Highway Authority therefore require an updated TRICS assessment which includes an RFA assessment of the 1,500m² proposed food retail floorspace minus the trip rates associated with the existing non-food retail units currently in occupation.

Distribution

The distribution assumptions for the site have been taken from the Transport Assessment (TA) supporting the 2012 application which is over 8 years old and should be updated to correctly reflect travel patterns to and from the site.

Irrespective of the revised distribution assessment, the applicant concludes that there will be a low level of impact on Solent Road. The Solent Road corridor is a busy and congested route as a result of the number of accesses serving the retail units to the north and south of the road and the signal junction with Park Road South towards the eastern end of the corridor. To quantify the development's impact along the corridor, the Highway Authority will require junction operation to be reviewed and detailed modelling to be provided where necessary at the following locations:

- . Solent Road/Park Road South signal junction;
- . Site Access/Selbourne Road mini roundabout;
- . Selbourne Road/Solent Road junction;
- . Selbourne Road/Brockhampton Lane junction;
- . Solent Road/Tesco signal junction;
- . Brockhampton Lane/Solent Road priority junction; and
- . Solent Road/Brockhampton Road Roundabout.

Car Parking

As set out in Havant parking SPD, the car parking requirements for A1 non-food and A1 food use are 1 space per 20m² and 1 space per 14m² respectively. On average, between the car parking spaces available for Phases 1 and 2, the level of parking available is only 49% of the minimum standards set out within the SPD.

Whilst it is noted that Solent Retail Park is located within Havant town centre and therefore benefits from a higher level of accessibility, the applicant has undertaken an assessment of the current car parking levels between Phases 1 and 2 to understand the usage of the parking spaces.

Parking demand was assessed during Friday 4th October and Saturday 5th October 2019 prior to the global pandemic. The existing baseline parking assessment has been compared to the potential future scenario with 1,500m² retail floorspace utilised within Phase 1.

Figure 1 demonstrates that on Friday there was a maximum of circa 175 cars parked in the Phase 1 car park at 12pm which will marginally increase with the addition of the retail floorspace. Figure 2 demonstrates that on Saturday, the parking demand increases to 200 spaces which is not shown to be impacted by the additional retail floorspace usage. The Highway Authority disagrees with this assumption and requires further information to demonstrate how the additional trips on a Saturday will not result in additional parking requirements. Phase 1 contains a total of 201 parking spaces meaning the current base assessment sits very close to maximum capacity. Any additional parking requirements are therefore unlikely to be accommodated within the car park for Phase 1. No capacity assessment has been undertaken for the Phase 2 car park and it is therefore unclear whether additional vehicles will be able to park within the confines of the two sites.

Recommendation

The Highway Authority require further clarification on the following matters before a recommendation can be made on the application:

- . Comparative TRICs assessment for food-retail, including discount food retail, as RFA to account the mezzanine floorspace;
- . Updated distribution assessment for the site;
- . A review of the junctions along Solent Road noted above; and
- . Further evidence to justify the parking assumptions provided.

Planning Policy, PPUD

There are no planning policy comments for this planning application.

Traffic Management, East Hampshire District Council

The Traffic Team have no adverse comment to make.

6 Community Involvement

This application was publicised in accordance with the Council's Code of Practice for Publicity of Planning Applications approved at minute 207/6/92 (as amended), as a result of which the following publicity was undertaken:

Number of neighbour notification letters sent: 12

Number of site notices: 1

Statutory advertisement: 09/10/2020

Number of representations received: 0

None Received

7 Planning Considerations

- 7.1 Having regard to the relevant policies of the development plan it is considered that the main issues arising from this application are:

- (i) Principle of development
- (ii) Impact upon the character and appearance of the area
- (iii) Impact on residential amenity
- (iv) Highways and Parking issues
- (v) Vitality and Viability of the Town Centre

(i) Principle of development

The application site is situated within an urban area where further development is considered acceptable subject to the usual development control criteria.

The site is located within Havant Town Centre, therefore, the principle of food retail provision is acceptable as it forms a Main Town Centre use Retail Development. It is accepted that food retail would contribute to the vitality of the town centre.

It is however necessary to examine the original planning condition and the reason for its imposition. The condition and reason reads as follows:

Not more than 470 sq m of the gross retail floorspace created within the buildings hereby permitted shall be used for food retail (other than confectionery and pet foods).

Reason: *To ensure that the traffic generation from the retail uses upon the site is not detrimental to highway safety and having due regard to policies and proposals T6 of the Hampshire County Structure Plan 1996-2011 (Review) and T7 (T14) of the Havant Borough District-Wide Local Plan 1996-2011.*

It is therefore clear that the condition has been imposed in order to address potential concerns in relation to the traffic generation from the site. The Highway implications are considered further in (iv) below.

(ii) Impact upon the character and appearance of the area

The proposals, as submitted would not result in physical changes to the buildings. The site is busy with traffic movements into and out of this and the adjacent Solent Road sites. It is not anticipated that the proposed change of use would result in a significant change to the character and appearance of this already busy area.

(iii) Impact upon residential amenity

The site is mainly surrounded by commercial uses. To the south is a large Tesco Retail store and commercial offices, to the east is Burger King and Offices further east is Park Road South a four lane road with residential flats beyond. To the north is an industrial estate and other commercial premises with some residential uses beyond. To the west are other retail units beyond Selbourne Road. It is not anticipated that the use would be harmful to residential amenity in the mainly commercial area.

(iv) Highways and Parking Issues

In relation to highways and parking issues, the main issues relate to the impact of the change of use of units to food retail on the highway network and any associated parking concerns. The application has been considered in detail by Hampshire County Council as the Highways Authority. The applicants were asked to provide further detailed supporting information with respect to the proposals. Whilst some highways information has been submitted, with a Transport Statement and Additional Transport

Information this is not considered to sufficiently test the impacts of the use on the Highway Network. The Highway Authority raise the following issues (summary):

Trip Generation

Based on the current information provided, it is not possible to quantify the exact trip generation or distribution from the site onto the local road network. As such, it would not be possible to accurately model the impact of the proposed development on the Solent Road corridor, which is addressed below.

Traffic Impact

Based on the assessment work undertaken to-date, it is not possible to determine whether the development of a food retailer at this location would result in a severe impact on the local road network.

It is noted that the site is located in a very sensitive part of the Highway Network and has the potential to impact sensitive and critical parts of the highway network within Havant Town Centre. Detailed junction modelling in relation to a list of important junctions and roundabouts in the vicinity of the site has not been provided to the satisfaction of the Highway Authority. Work that has taken place to-date is not considered to be sufficient to demonstrate that the food retail use would not have a severe impact on the Highway Network. Whilst the Highway Authority have indicated a willingness to work with the agent to progress these matters and agree the further assessments and their scoping, the Agent has confirmed that: *the appropriate course is for the Council to proceed to determine the application on the information it now has before it.*

On the basis of the information available, it is not considered possible to conclude that the development would not have a severe impact on the local road network in this particularly busy and sensitive part of Havant Town Centre.

Car Parking

Car parking has been considered against Havant Borough Council Parking SPD July 2016 (Partially updated September 2019). The submitted Transport Assessment confirms that on site provision within Car Park Phase 1 is 43% of the SPD requirement and 55% in the Phase 2 car park. This shortfall below the parking standards would be exacerbated by the higher parking standards required for food retail. The standards require A1 Shops (non-food retail and general retail) 1 Space / 20sqm and A1 Shops (food retail) 1 space per 14 sqm. The potential for food retail, for the example floorspace provided in the Transport Assessment of 1,500 sqm, would result in an SPD compliant provision rising from 75 spaces to 108 spaces.

Whilst it is appreciated that the site is located within a highly sustainable location and with other public parking available (for example on the other side of Park Road South in Bulbeck Road) it is questionable whether customers picking up food retail would be conveniently served by this provision.

The Highway Authority confirm that the level of parking available within Solent Retail Park is below the minimum standards set out in Havant's SPD. The potential for a food retail occupier utilising the vacant units would increase the parking requirement for the site above and beyond the existing use.

With trip generation rates not agreed for the site it is not possible to quantify what the parking demand would be and whether it can be suitably accommodated. There remain concerns in relation to overspill parking on the highway, this could act to increase vehicle movements and add to highway congestion issues in the vicinity of the development.

In conclusion with regard to highway matters from the information available, it cannot be shown that the development can be accommodated in a manner that would not cause increased danger and inconvenience to highway users.

(v) Vitality and Viability of the Town Centre

It is recognised that the applicant is seeking to maximise the range of potential retail uses could occupy the site and that in recent times there have been vacant units within Solent Retail Park. This is a feature of Town Centres in general, exacerbated by lock downs resulting from Corona Virus. Whilst the aim of providing maximum flexibility of uses is appreciated, it is considered to be critical that highways matters are appropriately addressed not least to ensure that Havant Town Centre as a whole is not adversely impacted by traffic congestion which in itself could make the Town Centre a less attractive destination for shoppers and other visitors/workers.

8 Conclusion

In conclusion, it is clear that condition 3 was imposed to address traffic generation from the retail uses on the site and to ensure that other food retail uses are not detrimental to highway safety. On the basis of the information available it has not been possible to conclude that the food retail use would not cause increased danger and inconvenience to highway users.

9 **RECOMMENDATION:**

That the Head of Planning be authorised to **REFUSE PERMISSION** for application APP/20/00688

(A) for the following reason:

- 1 On the basis of the information available, it has not been demonstrated that the proposed development for the provision of food retail can be accommodated without having a severe impact on the operation of the local highway network. In addition, on the basis of the information available, there are concerns that the under provision of car parking spaces is likely to result in additional vehicular movements, adding to congestion on the local road network. The proposal therefore conflicts with Havant Borough Local Plan (Core Strategy) policies CS20, DM11, DM12 and DM14, Havant Borough Council Parking SPD July 2016 (Partially updated September 2019), Havant Borough Local Plan Submission Version policies IN1, IN2, IN3 and the National Planning Policy Framework.

