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Enquiries To Chris Hirst
Direct Line 0370 779 0563
Date 12 February 2021

My reference 030995
Your reference APP/20/00688
Email havantdc@hants.gov.uk

Dear Sir,

Solent Retail Park, Solent Road, Havant

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

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.

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Stuart Jarvis BSc DipTP FCIHT MRTPI*

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:

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- 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.

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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.

I trust that the above is clear. Should you have any queries, please feel free to contact Chris Hirst on the number noted above.

Director of Economy, Transport and Environment
Stuart Jarvis BSc DipTP FCIHT MRTPI

Yours Sincerely,

Chris Hirst

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