



Mr D Eaves
Principal Planning Officer
Havant Borough Council
Public Service Plaza
Civic Centre Road
Havant
Hampshire PO9 2AX

Our Ref	
Your Ref	APP/20/00688
Date	22 January 2021

Dear Mr Eaves,

**SOLENT RETAIL PARK, SOLENT ROAD, HAVANT.
APPLICATION REFERENCE APP/20/00688**

I refer to your email of 18 December 2020 with which you sent me the letter of the same date from Chris Hirst setting out Hampshire County Council's comments on transportation related aspects of this section 73 application. As I indicated in my email of 16 December it is rather disappointing that the County has waited for so long after the published end of the consultation period on the application (30 October) before making any response on the application.

As you suggested in your email, the applicant's transport consultants (DTA) have been in direct contact with Chris Hirst at Hampshire County Council. These discussions have included consideration of whether, bearing in mind the small change in the numbers of vehicular movements likely to arise from the alteration to the condition proposed, detailed assessments are justified at all the junctions Chris Hirst has identified in his letter.

In the light of this, and bearing in mind the material and analysis presented in the Transport Assessment provided with my letter of 18 September 2020, I consider that the appropriate course is for the Council to proceed to determine the application on the information it now has before it. This includes the material provided with the application initially submitted on 11 August 2020, my letter of 18 September and the Transport Assessment which accompanied it, and the supplementary Transport Note attached below.

As I acknowledged in my letter of 18 September, it is appropriate for the planning permission now sought to include a condition comparable with condition 3 of the 2006 permission, but with the quantum of food floorspace specified in that condition being amended from 470 sqm to 1,970 sqm. In this way, the application proposes that condition 3 of the 2006 permission is deleted, with a substitute condition being attached, as follows:

Not more than 1,970 sqm of the gross retail floorspace created within the buildings hereby permitted shall be used for food retail (other than confectionary and pet foods).

In view of the analysis contained in the Transport Assessment and the Supplementary Transport Note now provided, this condition would ensure that the proportion of the floorspace devoted to food retailing would not exceed the level at which the evidence demonstrates there would be no unacceptably adverse transport impact.

I look forward to your Council's decision on the application as soon as possible.

Yours sincerely,



Rob Huntley

SOLENT RETAIL PARK, HAVANT

SUPPLEMENTARY TRANSPORT NOTE

Detailed comments have been provided by Hampshire County Council in response largely to the reliance within the Transport Assessment necessitated by the ongoing Covid-19 restrictions. While the effects on traffic volumes and shopping patterns which have resulted from the pandemic continue, it is not practical for reliable new survey data to be collected. Also at this time the identity of any potential occupier of food retail floorspace is not yet known. However, the maximum extent of any floorspace within the Retail Park that would be devoted to food retailing is specified in the application, and this enables the scale of any transport related effect to be defined. There is therefore sufficient evidence to conclude that the proposed alteration to the condition now sought would be compliant with prevailing national and local planning policy.

An increase in food retail floorspace would be likely to lead to additional traffic on the local road network. In the peak hour periods this would be equivalent to around 72 vehicle movements per hour either inbound or outbound. In 2012, as reported in the Phase 2 Solent Road Transport Assessment, survey data of the Selbourne Road junctions quantified the distribution of traffic related to the Retail Park. This showed that 24% of site traffic routed north on Selbourne Road; 29% routed west on Solent Road; and, 47% routed east on Solent Road (towards Park Road South). There is no reason to suppose that the distribution of traffic associated with any food retailing would be any different.

On this basis Selbourne Road north would experience a potential increase of around 18 vehicles per hour (two-way); Solent Road west an increase of 25 vph (two-way) and Solent Road east an increase of 34 vph (two-way). In operational terms at the Park Road South junction the greatest increase would be on the Solent Road arm which could experience an additional vehicle every three minutes. In 2012 the throughput of this junction was 50 vehicles per minute. Against this base, an increase equivalent to one third of a vehicle per minute would be modest indeed. In a holistic sense the traffic modelling undertaken by the Council in support of its Local Plan has assessed the implications of increased demand within the functional hinterland served by the town centre. The flip side is that, to maintain its vitality and viability, the town centre must be able to adapt to changing requirements, as established policy requires. The effect of a small amount of floorspace at Solent Retail Park being used for food retailing (with no increase in the overall retail floorspace) would have a negligible effect.

There is no evidence of any shortage of car parking within Havant Town Centre overall. In view of the convenient pedestrian linkages between Solent Retail Park and other parts of the Town Centre it is likely that shoppers visiting other parts of the Town Centre use car parking spaces at Solent Retail Park (and possibly vice versa). The applicant is confident that the available car parking at Solent Retail Park can be managed to ensure that the site will continue to be an attractive destination to shoppers, as a component of Havant Town Centre as a whole. If required, any rebalancing of demand could take place locally without any harm to the operation or safety of the local road network. Again the scale of any change would be small and not fundamentally different from that permitted at the similarly located Central Retail Park.