

Havant Borough Council
Civic Offices
Civic Centre Road
Havant
PO9 2AX

*Economy, Transport and Environment Department
Elizabeth II Court West, The Castle
Winchester, Hampshire SO23 8UD*

Tel: 0300 555 1375 (General Enquiries)
0300 555 1388 (Roads and Transport)
0300 555 1389 (Recycling Waste & Planning)
Textphone 0300 555 1390
Fax 01962 847055
www.hants.gov.uk

Enquiries To Chris Hirst
Direct Line 01962 846877
Date 3 July 2020

My reference 028821
Your reference APP/20/00316
Email havantdc@hants.gov.uk

Dear Madam,

Imperial Palace, 37 Belmont Grove, Havant PO6 3PT

Change of use from A3 Restuarant to A1 food store with single storey side extensions and alterations to access

Thank you for reconsultation on the above planning application. Further to the Highway Authority's response dated 22nd May, the applicant has produced a Technical Note to address the comments which were raised. Following a review of this document, the Highway Authority have the following comments to make.

Personal Injury Accident Data

At the request of the Highway Authority, Personal Injury Accident (PIA) data has been gathered from Hampshire Constabulary.

The data indicates two accidents occurring in December 2015 and April 2017 respectively at the junction between the Belmont Grove side road and Bedhampton Road. Given the infrequency of the accidents, it is not considered that the proposed development will exacerbate any existing accident trends.

Trip Rates

To understand the trips generated to the store by all modes of transport, the applicant has undertaken a TRICS assessment for pedestrians and cyclists.

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Stuart Jarvis BSc DipTP FCIHT MRTPI*

The updated assessment identifies that the most popular form of travel to the site will be via pedestrians, with two way trips of 75 and 46 in the AM and PM peak hours respectively. 53 and 62 two way trips will be generated in the respective peak hours by vehicles while cyclists account for 1 trip in the AM and 4 in the PM.

For comparison, a TRICS assessment has been carried out for the existing restaurant which identifies 4 vehicular trips in the PM peak hour and 2 pedestrian trips. Deducting these trips from the assessment carried out above results in two way PM peak hour trips of 59.

While the applicant has stated that the majority of these trips are likely to be 'pass by', these trips are likely to be new to this area of the network and specifically the utilisation of the Belmont Grove/Bedhampton Road junction. As such, the Highway Authority maintains that junction modelling should be provided for this junction.

The TRICS assessment has also identified a high number of pedestrian movements to the new co-op. Whilst the anticipated number of cycle trip rates are low, there is the potential to further encourage the uptake of these sustainable modes of travel to the site and improve the existing facilities, thereby reducing the anticipated number of vehicular trips. The applicant should therefore consider the provision of pedestrian crossing points and cycle infrastructure from the highway leading to the cycle parking area within the site.

Car Parking Provision

To justify the under provision of on-site parking, the applicant has provided a further assessment of the parking turn over during the busiest time of the day. Between 18:00-19:00 it has been stated that 38 vehicles will arrive or depart; however, taking into account the TRICS assessment provided in Appendix B, the trip rate of 32.789 between 18:00-19:00 will result in 77 vehicular trips. Based on the 15 minute stay duration applied in the Technical Note, the 20 spaces being provided onsite can accommodate a total of 80 vehicles.

To prevent any overspill parking occurring on the Highway, the applicant has agreed to pay a £5,000 contribution towards a TRO which restricts on street parking. The Highway Authority agrees towards this approach to ensure that parking does not occur outside of the site. This should be considered alongside the pedestrian and cycle infrastructure improvements noted above to ensure that alternative methods of travel to the site are undertaken.

Site Access

To address the comments raised in the Highway Authority's previous response with regard to the site access, drawing SP04 and SP05 have been produced. The drawings show echelon parking bays opposite the access but these were amended to

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provide additional space for vehicles to park a few years ago. To reflect the current arrangement, the drawings should be updated to demonstrate that a delivery vehicle can egress the site without the need for a car having to wait on Bedhampton Road whilst this manoeuvre is being undertaken.

It is noted that the applicant is willing to accept a condition which ensures that the largest delivery vehicle accessing the site is the 10.35m long rigid vehicle shown in the tracking drawings. Should the remaining matters be overcome, the Highway Authority will require this condition to be in place.

Recommendation

The Highway Authority requires the following information to address outstanding concerns with the application:

- Junction modelling for the Bedhampton Hill/Belmont Grove junction;
- Upgrades to pedestrian and cycle infrastructure in the vicinity of the site; and
- Updated tracking drawings.

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

Yours sincerely,

Chris Hirst

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