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Enquiries To Chris Hirst
Direct Line 01962 846877
Date 6 July 2020

My reference 028809
Your reference APP/20/00015
Email havantdc@hants.gov.uk

Dear Sir,

108-110 Elm Grove Hayling Island PO11 9EN

Demolition of retail unit and associated outbuildings and construction of a 3 storey building consisting of 1No retail unit with 4No one bedroom flats fronting Elm Grove and a 3 storey, sheltered housing, building consisting of 19No one bedroom and 20No two bedroom assisted living accommodation with associated car parking and external works to the rear.

Thank you for reconsultation on the above planning application. Further to the Highway Authority's response dated 2nd June, a Transport Note has been submitted by the applicant to address the comments previously raised. The Highway Authority has reviewed the Transport Note and has the following comments to make.

Personal Injury Accident Data

The applicant has now provided an analysis of the pedestrian accidents which occurred across the study area.

The Highway Authority does not accept the use of Crashmap accident data; however, an internal review of accidents in the area has been undertaken to cross reference against the data provided in the Transport Note which concludes that there are no existing accident trends in the area which could be exacerbated by the proposed development.

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

Site Access

At the request of the Highway Authority, the site access has been amended to retain and upgrade the existing vehicle crossover, which is in keeping with accesses along Elm Grove. This arrangement is reflected in drawing number 143.0007.001 Rev A.

The tracking provided in drawing numbers 143.0007.002 Rev A and 143.0007.003 Rev A indicate that there is sufficient space for a refuse vehicle to enter the site and two family cars to pass concurrently.

It is noted that the applicant has discussed the proposed amendment to the existing double yellow lines in the layby to the south of the site with Havant Borough Council's Traffic Management (TM) Team who originally requested an amendment to the TRO. Following discussions between the Highway Authority and TM, the extent of the lining work required has been clarified and a formal amendment to the TRO is therefore not required. Extending the double yellowing lining will ensure that the southbound visibility splay is not obstructed by a car parked illegally next to the parking bay.

The Highway Authority will therefore require a condition which secures the implementation of the lining works by the developer prior to occupation of the development.

Parking and Servicing Arrangements

The applicant has confirmed that the parking bays located to the north of the vets will be retained for use by visitors accessing the shop.

The Highway Authority's previous response requested further details regarding the onsite servicing arrangements. It is understood that the end users for the site are currently unknown and the exact servicing arrangements cannot be identified. To confirm that there is sufficient space for vehicles to manoeuvre in the site, tracking has been provided in drawing numbers 143.0007.002 Rev A and 143.0007.003 Rev A to demonstrate that a super large refuse vehicle and delivery van can enter the site, manoeuvre and egress in a forward in gear.

With the end users for the site unknown at this stage, the Highway Authority is willing to accept a condition which secures the provision of a Servicing Management Plan prior to occupation which details the exact servicing requirements for the site.

As set out previously, a parking ratio of 0.41 spaces per unit (equating to 16 parking bays) has been proposed for the assisted living element of the development to address the Inspector's comments made on application reference 15/00950.

A total of 8 parking spaces are proposed for the retail element of the site, falling 2 short of HBC's published parking standards. Given the proposed shortfall, and with regard to

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the Inspector's decision associated with planning reference 15/00950, HBC in their capacity as the local parking authority should determine whether the parking shortfall is considered suitable for the development.

Trip Generation

A comparative TRICS assessment has been undertaken for assisted living units to confirm whether the trip rates proposed under the previous Transport Statement, utilising retirement flats, is robust.

The trip rates associated with the assessment undertaken for assisted living units is less than the previous TRICS data provided for retirement flats, although it is noted that there is a reduced number of sample sites. The Highway Authority does not agree that the trips associated with the previous retail unit should be net against the proposed use given the time that has passed since the unit was occupied. That being said, the total two way trip rates of 8 in the AM peak hour and 11 in the PM peak hour proposed in the original Transport Statement are now considered robust and therefore acceptable.

Recommendation

The applicant has satisfactorily overcome the comments raised in the Highway Authority's previous response. The Highway Authority therefore recommend no objection to the proposed development, subject to the following conditions:

Construction Method Statement

No development shall start on site until a construction method statement has been submitted to and approved in writing by the Planning Authority in consultation with the Highway Authority, which shall include:

- (a) A programme of and phasing of demolition (if any) and construction work;
- (b) The provision of long term facilities for contractor parking;
- (c) The arrangements for deliveries associated with all construction works;
- (d) Methods and phasing of construction works;
- (e) Access and egress for plant and machinery;
- (f) Protection of pedestrian routes during construction;
- (g) Location of temporary site buildings, compounds, construction material, and plant storage areas;

Demolition and construction work shall only take place in accordance with the approved method statement.

Reason - In order that the Planning Authority can properly consider the effect of the works on the amenity of the locality.

Servicing Management Plan

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Prior to occupation of development, a Servicing Management Plan shall be submitted to and approved in writing by the Planning Authority in consultation with the Highway Authority containing details of the servicing arrangements for the proposed development.

Reason - In the interest of Highways safety.

Access Visibility Provision

No occupations shall take place on site until details of the double yellow amendments to the southern layby have been submitted to and approved in writing by the Planning Authority in consultation with the Highway Authority.

Reason - To provide the require visibility splays from the site access.

I trust that 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

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