

Floor areas of the development.

For the sake of the record I have measured the plans submitted by the applicant and the scale I have used is taken from that on the drawings submitted by Inspire Design dated 04/04/2020

It is important to note that the application makes no reference to the presence of a substantial basement of 94.8 sq m in the basement of this building as detailed by the Valuation Office. This is a net internal dimension. Access into the basement is possibly just an internal staircase, but there may be an additional access point for deliveries. Looking at the raised elevation of the ground floor, the basement may be better described as a semi basement. I calculate the Gross area of the basement to be 114 sq m based on the likelihood it is identical in size to the first floor area.

It is important to note that the application states there will be no loss of residential accommodation. The drawings submitted show a residential unit on the first floor. The Council Tax Register records it as Band A in a mixed use premises. The application drawings show a first floor. It measures 114 sq m gross external area and has six living rooms plus what appears to be a bathroom area and separate WC. Access into the residential accommodation is via a stairwell within the covered building in the delivery area at the rear of the building.

The following are the gross external areas for the property on completion of the development measured from the submitted plans in sq meters.

Ground floor	- 401
Basement	- 114
First floor	- 114
Covered yard	- 29
TOTAL	- 658

The Havant Plan sets out details of the parking standards for A1 retail (food uses). I have found no reference in the Plan to A1 businesses also being used as a delivery/collection hub. That is an evolving activity and we are all aware that there is a much greater reliance on delivery/ collection, (this has been occurring for some years with online trading and is emphasised by the current Covid 19 Lock Down). However if this activity were to occur in addition to normal A1 business then one can anticipate not only extra vehicular traffic but the need to accommodate the delivery vehicles typically small and medium sized vans as that activity intensifies.

The parking standards need to be recalculated by reference to the correct floor areas, and I have used the parking standard in the Havant Plan to calculate the following but have made no additional provision if there were delivery/ collection services operated from the site.

Ground floor (GEA) plus covered area	$401+29 = 430 / 14$	thus car spaces = 30.71
Basement (GEA)	$114/14$	thus car spaces = 8.17
First floor (GEA)	$114/14$	thus car spaces = 8.17
TOTAL CAR REQUIREMENT IF ALL GIVEN A1 supermarket consent		= 47.05

Of the car spaces not less than 5% must be utilised for disabled. = 2.35 therefore 3 disabled spaces.

Thus the site needs to be able to accommodate 44 car bays and 3 disabled car bays, as and when the described 'void' in the first floor is used as part and parcel of the trading activity. If the void is not used ever then 8.17 is deducted from the car space requirement.

How much extra provision is necessary for collection/delivery services will need research. without any clarity alternatively that activity could be prevented by planning restrictions, should permission be granted for the supermarket.

The supermarket space I have calculated from the drawings also requires a larger amount of the site being provided for cycles and motorcycles.

Looking at the proposed site plan and taking into account the Highways Consultee Report has already expressed concern that there is insufficient provision for delivery vehicles one can see that the site will be unable to accommodate the 20 cars it provides for, let alone the 47 such a large supermarket would require. That Consultee Report needs to be reviewed against the measured areas I have calculated and set out above. To ensure they are aware of my information I am copying this letter to them.

The Transport Study dated November 2019 prepared by Transport Planning Associates and submitted as part of the application needs to be reviewed in close detail especially in relation to Trip Generation. The basis appears to rely on the floor area dedicated to public retailing is 2500 sq ft (232 sq m).. The Application form states there will be 455 sq m (GIA) being used for A1 use, and my calculations demonstrate a much larger floor area in view of the omissions and the use of incorrect floor area bases. Being unfamiliar with the TRICS system for trip generation the floor areas refers to 'Gross Floor Area'. There appears to be no definition of GFA on the TRICS Good Practice page but I would expect that such a document and system relies on the definitions set out in the RICS Code of Measuring Practice and means Gross External Area. Once this is clarified an appropriate

recalculation is required with all the parameters used thoroughly checked for accuracy. This would be best undertaken by an independent consultancy in view of the irregularities, and inaccuracies which have been discovered upon close scrutiny of the Application and the supporting documents and studies which give the impression of being one sided and deliberately misleading.

Another observation is that there is a looming additional problem for Bedhampton Road in view of the extensive residential development at One Hundred Acres and the traffic consequences that will cause especially school travel.

This information should be read in conjunction with my previous comments on the Applications for this property.