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Enquiries To Alistair McMurray

Direct Line

Date 6 April 2020

My reference 028040

Your reference APP/20/00212

Email havantdc@hants.gov.uk

Dear ,

3 London Road, Purbrook, Waterlooville

Proposed change of use of site to vehicle washing facility (sui generis).

The application is supported by a Transport Statement (Bright Plan – February 2020).

The application site is currently vacant, but most recently used for a car sales business which ceased in late 2019.

The application site is currently served by two points of vehicular access directly to/from London Road.

In order to inform the assessment and full PIA study is included for the most recent 5-year period within the vicinity of the application site.

Following review of the data, Highways Development Planning is satisfied that there are no existing accidents trends within the vicinity of the site that this proposal would likely exacerbate.

The proposed facility would utilise the existing northern access for both access and egress from the site with the existing southern access not being utilised.

In regard to access and internal layout, the application is supported by vehicle tracking demonstrating that the access is of sufficient geometry to allow two vehicles to access

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and egress concurrently and the internal layout allows for vehicles to traverse and manoeuvre within the site in a safe and efficient manner.

The application is also supported by drawings demonstrating that the required vehicular visibility splays can be achieved at the proposed access.

Whilst HBC would need to determine that the levels of parking provision proposed falls in line with adopted standards in their capacity as local parking authority, the proposed land use is sui generis and in line with this the applicant has undertaken a parking accumulation study in order to determine the likely levels of operational parking provision required.

The parking accumulation data is based upon trip rate data obtained via an interrogation of the TRICS database.

The TRICS dataset utilised has been provided and review would confirm that the data is sufficiently representative and robust in this regard.

There are no concerns raised in regard to traffic generation from the proposed use either when considered against the previous site use or indeed the proposal in isolation and the data would suggest that the proposal is provided with sufficient on-site operational parking capacity for the operation to function without any undue harm upon the safety and efficiency of the local highway network in this location.

In line with the above, Highways Development Planning raise no objections to this proposal.

Suitably worded conditions relating to the maintenance of the vehicular visibility splays for the lifetime of the development and for the southern existing access kerb to be reinstated should be attached to any planning permission that may be granted.

Yours sincerely,

Alistair McMurray

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