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Enquiries To Chris Hirst

Direct Line 0370 779 0563

Date 4 September 2020

My reference 029506

Your reference APP/20/00316

Email havantdc@hants.gov.uk

Dear Madam,

Imperial Palace, 37 Belmont Grove, Havant, PO9 3PT

Change of use Class A3 (restaurant) to Class A1 (foodstore) with single storey side extensions and alteration to access

Thank you for reconsultation on the above planning application. Further to the Highway Authority's response dated 3rd July, the applicant has submitted a Technical Note (TN) to address the comments raised. The following response has been made based on the latest information submitted.

Updated Swept Path Analysis

The Highway Authority's previous response requested updated tracking for a delivery vehicle which correctly reflected the parking bays opposite the site. Drawing number SP06 Rev A has now been produced which tracks a delivery lorry turning out of the site while vehicles wait at the Bedhampton Road/Belmont Grove side road junction to pass.

The tracking drawing demonstrates that a delivery vehicle can safely egress the site while a vehicle waits. To ensure that this movement is unobstructed, a contribution towards a TRO should be secured to monitor and potentially implement parking restrictions in the area should there be overflow parking from the new store.

Pedestrian Infrastructure Improvements

The applicant has provided drawing number SK02 to detail proposed pedestrian

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improvements into the new store. These improvements feature 3 new sets of tactile paving and dropped kerbs to the north and east of the store, along with another set of new tactile paving to the north of the site access. Pedestrian access will also be provided from the footways directly serving the store to the north and south.

The Highway Authority considers these improvements acceptable and should be delivered via a S278 agreement. While detailed design matters can be addressed at this stage, it should be noted that visibility to the tactile crossing at the access may be restricted by landscaping features around the site. This matter will need to be considered at the detailed design stage.

Junction Capacity Assessment

At the request of the Highway Authority, junction modelling has been undertaken at the Bedhampton Road/Belmont Grove side road. Growth factors have been calculated by obtaining existing traffic flow data from the B2177 from July 2017 and November 2019 and comparing this to the ATC surveys undertaken July 2020.

The results of these surveys indicate that traffic flows are 45% below the recorded November 2019 levels in the AM and 29% down in the PM. These reductions have therefore been applied to the July 2020 recorded flows to uplift these to pre-Covid 19 conditions.

The 2020 'without development' scenario indicates that the worst case Ratio to Flow Capacity (RFC) at the junction was 0.19 on the Belmont Grove arm in the AM and 0.3 on the same in the PM. When adding in development traffic, these RFCs increase to 0.29 and 0.52 respectively.

The modelling has therefore demonstrated that the Bedhampton Road/Belmont Grove side road junction will operate within capacity when considering the traffic flows from the proposed development.

Recommendation

The applicant has satisfactorily overcome the Highway Authority's remaining concerns with the application. The Highway Authority therefore recommend no objection, subject to the following conditions:

Site Access and Sustainable Improvement Works

Prior to commencement of development, to enter into a Highways agreement with the Highway Authority for the pedestrian improvements detailed in drawing number SK02 and the site access widening works detailed in drawing number 30 Rev C. Prior to occupation of development, to construct these works to the satisfaction of the Highway Authority.

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Reason: To provide safe vehicular, pedestrian and cycle access into the site.

Parking Management TRO

Prior to occupation of the development, to pay the TRO contribution to mitigate any overspill parking on the local highway.

Reason: In the interest of highway safety.

Construction Traffic Management Plan

No development shall start on site until a construction method statement has been submitted to and approved in writing by the Planning 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.

Delivery Vehicle Restriction

The maximum vehicle to deliver to the store should measure no longer than 10.35m in length, as detailed in drawing number SP06 Rev A.

Reason - In the interest of highway safety.

I trust the above is clear however, 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