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Enquiries To Chris Hirst
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Date 22 May 2020

My reference 028476
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 extension and alterations to access

Thank you for consultation on the above planning application which seeks the change of use from a restaurant to a co-op foodstore. A Transport Statement has been submitted by the applicant which features amendments to the existing access into the site. Following a review of this document, the Highway Authority has the following comments to make.

Existing Conditions

The site is currently occupied by the Imperial Palace Restaurant which is accessed via a side road from Belmont Grove. Opposite the vehicular entrance are a number of shops and associated parking bays.

Development Proposals

The proposed development would see the conversion of the existing restaurant into a co-op foodstore. Vehicular access to the site would be retained in the same location but widened to 6.5m. The store is proposed to be accompanied by 20 car parking spaces, falling 5 short of Havant Borough Council's parking standards. Comments are provided on these matters within this response.

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

Personal Injury Accident Data

Personal Injury Data (PIA) has been obtained from Crashmap for data up to 2018. Given that the accident data is 2 years out of date, the Highway Authority require up to date accident data for the area, along with an analysis of nearby accidents to understand whether the development could potentially exacerbate any existing trends. It should also be noted that the Highway Authority requires the PIA data to be gathered from Hampshire Constabulary. Accident data obtained from Crashmap is not accepted.

Trip Generation

To understand the likely vehicular trip generation from the site, the applicant has utilised the TRICS database for convenience stores in England.

Whilst the vehicular trip rates have been provided, an assessment of the proposed pedestrian and cyclist trips to the development has not been carried out. To understand the overall trip generation of the change of use, the Highway Authority requires a TRICS assessment of both pedestrian and cycle trips too. Upon receipt of this information, the suitability of all of the proposed trip rates will be assessed and the current infrastructure reviewed to understand whether pedestrian and cycle linkages to the wider network are required.

It is noted that existing trips to the restaurant could be deducted from the proposed trip generation, but no TRICS assessment has been carried out. The Highway Authority require this assessment before any potential reduction in trips could be applied.

Given the current predicted increase in trips from the development, junction modelling should be undertaken at the junction between the Belmont Grove side road and Bedhampton Road to ensure that this junction will work within capacity with the addition of development trips.

Parking Capacity

Based on the standards set out in Havant Borough Council's supplementary planning document and applying this to the proposed GFA of the development, 25 parking spaces are required. The development proposes 20 parking spaces, falling 5 short of the current standards.

The Transport Statement notes that a search of similar sites has been undertaken to understand the potential parking demand for this site. The Highway Authority requests the details of this search to review the parking profile, along with clarity over the trip generation, as mentioned above.

The comment regarding any overspill parking being accommodated in the opposite parking layby and nearby residential streets is not agreed. Belmont Grove is utilised for on-site parking by the existing residents and the layby opposite is normally at

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capacity, resulting in parking on the nearby pavement. This situation must not be exacerbated by the proposed development with all the proposed parking accommodated within the confines of the site.

As such, a parking management strategy will be required for the surrounding road network. This will prevent overspill parking occurring on the highway which could impact on the free flow of traffic.

Vehicular Access

The existing restaurant is currently accessed via a side road in between Belmont Grove and Bedhampton Road. As part of the development, the existing access will be widened to 6.5m metres for use by vehicles, pedestrians and cyclists. As mentioned above, the Highway Authority requires an assessment of pedestrian and cycle trips to the development to understand whether this proposal is acceptable.

Drawing number SP02 provides the tracking for a delivery vehicles accessing and egressing the development. The Highway Authority requires confirmation that this will be the largest vehicle delivering and/or servicing the site. A condition will be sought to prevent any larger vehicles servicing the development given the tight turning movement into the site. The current tracking indicates that the delivery vehicle will require both lanes of the carriageway to undertake the manoeuvre, with the overhang tracking close to the back of the existing layby. For the vehicle to enter the site, reverse into the delivery bay and egress the development, the delivery vehicle will also overrun the verge.

To reduce the damage to verge and ease the turning movement for delivery vehicles into the site, the applicant should consider further widening to the access. Updated modelling should be undertaken following the amendments to the access which also includes cars parked in the layby opposite the existing amenities.

Whilst tracking for a delivery vehicle has been provided, tracking has not been undertaken for a car attempting to enter the site while another vehicle waits to egress. Tracking is required to confirm that this arrangement can be safely accommodated.

Recommendation

The Highway Authority requires further information to address the following points:

- Updated PIA data for the local highway;
- Provision of pedestrian and cycle trips for the proposed land use;
- Provision of trips rates for the existing restaurant;
- Provision of the search results used to derive the proposed parking provision;
- Parking management strategy for the surrounding road network;
- Updated tracking drawings;

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- Amendments to the access as noted above; and
- Junction modelling for the Belmont Grove side road and Bedhampton Road.

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

Yours sincerely,

Chris Hirst

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