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Enquiries To Chris Hirst
Direct Line 01962 846877
Date 2 June 2020

My reference 028546
Your reference APP/20/00015
Email havantdc@hants.gov.uk

Dear Sir,

108-110 Elmgrove, Hayling Island PO11 9EN

Demolition of retail unit and associated outbuildings and construction of 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 re-consultation on the above planning application. The applicant has now submitted an updated Transport Statement to address the transport implications of the proposed development. Following a review of this document, the Highway Authority have the following comments to make.

Existing Conditions

The site of the proposed development is currently occupied by a retail unit known as the Pullingers. Parking for the shop is provided to the rear of the property via a car park, whilst additional parking spaces are provided adjacent to the vets, to the south of the site. Vehicular access is provided via a vehicle crossover onto Elm Grove.

Personal Injury Accident Data

Personal Injury Accident (PIA) data has been gathered between January 2015 and December 2019. The applicant has reviewed the accident data and concluded that there is no observed concentration of accidents along Elm Grove. However, an

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analysis of the data has not been undertaken to expand on the accidents which have taken place.

Given the proposed form of development, the Highway Authority requires an analysis of the accident data to identify the nature of the accidents along Elm Grove.

Proposed Development

The development proposal involves the demolition of the existing Pullingers store to implement a three-storey building which will provide 39 assisted living apartments and a three-storey building fronting Elm Grove to provide a retail unit and 4 1 bedroom flats.

Access to the site is proposed via a priority junction in the current location of the existing vehicle crossover. The access proposal is addressed below.

Vehicular Access

Drawing number 143.0007.001 details the proposed priority junction into the development, with visibility splays of 2.4m x 43m shown.

The Highway Authority has reviewed the access proposal and believes that the existing vehicle crossover should be maintained and made fit for purpose by the proposed development. This will remain in-keeping with other vehicular accesses along the route whilst also suitably catering for the level of anticipated traffic to and from the development.

To formalise this arrangement, dropped kerb should be provided across the entire length of the access and constructed to an appropriate standard to accommodate HGV movements. Swept path analyses will be required to demonstrate that a refuse vehicle can safely enter and exit the site in a forward gear and two family cars can safely pass. Visibility splays for vehicles and pedestrians are also required.

The visibility splays indicated in drawing number 143.0007.001 currently indicate that southbound visibility is obstructed by vehicles waiting in the existing layby. To improve the southbound visibility splay, the applicant should investigate extending the existing double yellow lines on Elm Grove to prevent obstructive parking within the aforementioned layby.

Parking Provision

One of the reasons for refusal raised in the Inspector's report for application reference 15/00950 related to the level of parking provision associated with the development. The Inspector requested a minimum parking ratio of 0.4 spaces for the assisted living units when the previous application was proposing a ratio of 0.25.

The updated application proposes 16 parking bays for the 39 assisted living units,

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equating to a ratio of 0.41 spaces per unit. This has been proposed in accordance with the Inspector's review of the previous application and the level of parking which is required.

To facilitate parking for the retail unit and one bedroom flats, a total of 8 parking spaces are provided, falling 2 spaces short of HBC's parking standards. It is unclear from the current site plan as to whether the existing parking bays for the vets shop to the south will be retained or utilised as parking for the proposed retail unit and flats. The Highway Authority requires clarity around this point before the proposed parking provision for the site is considered further.

Confirmation is also required from the applicant as to how deliveries will be made to the site in the absence of visitor parking bays and/or a dedicated servicing area for the assisted living units and retail area.

Trip Generation

To forecast the vehicular trip generation for the proposed development, the applicant has undertaken a TRICS assessment for retirement flats, flats and the retail unit.

Totalling the 3 land uses assessed results in total two way trips of 8 in the AM and 11 in the PM. These trips have then been net off against the existing retail unit which has been closed for a number of years. Given the length of time the existing unit has been closed, the Highway Authority does not agree that any trip netting should be applied, with all trips generated by the development considered as 'new' on the network.

Within TRICS, a separate land use search is available for Assisted Living units. A comparative TRICS assessment should be carried out to confirm that the trip rates proposed above are robust for the form of development.

Recommendation

The Highway Authority requires further information to address a number of outstanding concerns with the application:

- Analysis of the PIA data;
- Updates to the site access as noted above;
- Updated tracking for the site access;
- Investigation into extending the TRO for the layby to the south of the proposed access;
- Confirmation as to whether the existing parking bays servicing the vets will be retained for their current usage;
- Further information regarding the servicing arrangement for the site; and
- TRICS assessment for Assisted Living Units.

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I trust 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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