

Havant Borough Council
Civic Offices
Civic Centre Road
Havant
PO9 2AX

*Economy, Transport and Environment Department
Elizabeth II Court West, The Castle
Winchester, Hampshire SO23 8UD*

Tel: 0300 555 1375 (General Enquiries)
0300 555 1388 (Roads and Transport)
0300 555 1389 (Recycling Waste & Planning)
Textphone 0300 555 1390
Fax 01962 847055
www.hants.gov.uk

Enquiries To Chris Hirst
Direct Line 01962 84877
Date 12 May 2020

My reference 028181
Your reference APP/20/00251
Email havantdc@hants.gov.uk

Dear Sir,

North Street Arcade, North Street, Havant

Construction of 30 No. one and two bedroom apartments in a part 2 and a half / part 4 storey extension fronting onto Prince George Street together with the provision of infill flexible use (Classes A1/A2/A3) town centre commercial units to North Street frontage following the demolition of existing 1 and 2 storey retail development to rear.

Thank you for consultation on the above planning application. A Transport Statement has been submitted in support of the updated plans to provide 30 apartments along with flexible retail use. An application for 21 apartments was previously approved under planning reference APP/18/00530 and was commented on by the Highway Authority's agent at the time. The Transport Statement has been reviewed in light of the increased quantum of development.

Existing Conditions

The existing site consists of retail units facing onto North Street and residential dwellings which are accessed from Prince George Street. A number of parking areas are accessible from the site, predominantly Prince George Street car park which is located circa 100m to the north.

The proposed development is situated nearby to Havant town centre with links to Havant train station to the north and the bus interchange to the west. A variety of bus

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

and train services run from these facilities, providing sustainable transport options for residents.

Currently, Prince George Street is directly linked to North Street via a pedestrian walkway which is proposed to be stopped up as part of the development. The applicant is required to confirm whether the walkway is Highway land should a stopping up order need to be issued.

Parking Proposals

The transport statement notes that the proposed development will be 'car free' meaning no on-site parking will be available. This places a reliance on the use of sustainable modes of transport from the site to reach both leisure and occupational destinations.

There are a number of parking spaces on Prince George Street adjoining the existing development which look to be utilised by the existing retail facilities. The development proposals will see these parking spaces removed, but not replaced. The Highway Authority understands that the nearby car parks are close to capacity during the day and there are no parking permits available for Prince George Street car park which is the nearest form of alternative parking available to the site. Whilst the transport statement assumes that all trips by employees will be via sustainable modes of transport, there is still likely to be demand for parking by those that travel by car. Clarification is therefore required as to how the displaced parking will be accommodated.

Servicing

The new development is proposed to be serviced via two locations on the northern and eastern side of the building. It is noted that servicing currently takes place from the Prince George Street roadside, a situation which is said to be replicated with the proposed development. However, the transport statement also states that servicing will take place via a pedestrian access into the internal courtyard of the development. Clarity is required as to how the servicing of the southern half of the building will take place.

Servicing of the northern half of the building will again be accessed via through a pedestrian access, although comments are made that the servicing will take place from the roadside. Clarity is also required as to whether the pedestrian access will be utilised by a refuse vehicle.

To prevent vehicles waiting on the Highway when making a drop off/pick up or when making a delivery, a new layby is proposed to the northern side of the development on Prince George Street. It is assumed that the new layby will be used to service the new retail units fronting North Street; however, given the distance of the layby from these units, it is unlikely that any delivery vehicles will choose to park in the layby when

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requiring access to the shops. This could result in delivery vehicles parking and blocking the highway, especially if a car is already waiting or parked in the layby. The applicant should further consider how deliveries to the retail units will be made in the event that the layby is currently in use. Tracking is also required to confirm that vehicle movements in and out of Prince George Street car park will not be impacted by the location of the new layby.

Prince George Street is currently subject to double yellow lines to prevent parking on the Highway. The proposed layby will require an amendment to the existing TRO to remove the lining and allow for temporary parking. Should the application receive approval, a contribution is required towards the TRO amendment.

Whilst it is noted that the previously approved application included the new layby, the Highway Authority requires the points above to be addressed given the increased quantum of development and the intensification of the usage of the layby.

Recommendation

Further information is sought from the applicant to address a number of outstanding concerns the Highway Authority has with the application:

- Confirmation as to whether the pedestrian walkway to be stopped up is Highway land;
- Clarity as to whether the pedestrian access points into the development will be utilised by refuse vehicles when servicing the development;
- Further consideration towards the servicing of the new onsite retail units;
- Tracking to confirm that the location of the layby will not interfere with the current operation of Prince George Street car park; and
- Evidence of how the removal of the parking spaces on Prince George Street will be accommodated.

Yours sincerely,

Chris Hirst

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