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Enquiries To Sophie Osborne

Direct Line

Date 10 July 2024

My reference 053761

Your reference APP/24/00137

Email havantdc@hants.gov.uk

Dear Ms Sheath,

Unit 21, Wren Centre, Westbourne Road, Emsworth, PO10 7SU

Change of use from B1/B8 to a mixed use service and distribution centre for a skin care company incorporating a workshop, office, packaging areas with a retail space, training space and treatment room.

Thank you for your consultation on the above planning application. The Highway Authority wish to make the following comments.

The applicant is proposing a change of use from B1/B8 use to a mixed use incorporating a distribution centre, workshop, office, packaging, retail, training areas and a treatment room.

The informational provided to support this planning application is limited in nature and insufficient for the Highway Authority to assess the transport impacts of this proposed change of use.

No trip generation information has been provided. The applicant is required to undertake a TRICS assessment to provide a multi-modal trip rate (for both weekday peak hours, Saturday peak and daily trip rate) for the proposed use to demonstrate whether any additional demand is likely to be generated as a result of this change of use. This should consider all aspects of the mixed use utilising the splits of the total floor area as identified within the planning statement. This should be compared against the multi-modal trip rates for the previously consented B1/B8 use.

The parking allocation is also unclear within the Wren Centre itself and should be clarified. The Highway Authority are unsure how parking is managed and whether there

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is a specific allocation for each unit. Whilst parking is a matter for Havant Borough Council to comment on in their capacity as the local parking authority, the Highway Authority need to ensure that appropriate parking is provided on site to not lead to any overspill parking on the wider highway network. At a very minimum, parking should be provided in accordance with the Havant Borough Council Parking SPD but should also consider provision for both visitors and delivery vehicles. Should there be no specific allocation for each unit, it may be considered necessary for a parking survey to be undertaken to assess the current demand for parking within the Wren Centre itself and identify the available space.

No consideration appears to be given to the provision of cycle parking. Given the need to reduce the reliance on the private and encourage use of sustainable modes to comply with LTP4, cycle parking should be provided in accordance with the HBC parking standards. Cycle parking should be covered and secure if possible.

Given the need to reduce the reliance of the private car, realistic opportunities to access the site via sustainable modes should be considered. However this is challenging to assess the extent of any mitigation required in the absence of the trip generation assessment proposed. The planning statement also refers to access to the site for training professionals via rail. The quality of the walking and cycling route to access the site from the train station should be established. The applicant should consider the interaction for the site access into the Wren Centre with the shared use provision on the opposite side of the carriageway.

Having regard to the above, there is currently insufficient information for the Highway Authority to determine this planning application, and the further information requested should be submitted for consideration. The Highway Authority reserve the right to request further information on receipt of the requested information should this be considered necessary.

I trust that the above is clear but please do not hesitate to contact Sophie Osborne should you require any further information.

Yours sincerely,

Sophie Osborne
Senior Transport Planner - Highways Development Planning
Hampshire 2050

Director of Hampshire 2050
Gary Westbrook