

Solent Retail Park, Units A, B, C

Transport Note



Transport Planning Consultants

Solent Retail Park, Units A, B, C

Transport Note

24th June 2024
SKP\RT\26258-01 Transport Note

Prepared by:

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1.0 INTRODUCTION

1.1 DTA Transportation (DTA) has been commissioned by Hargreaves to prepare this Transport Note to review the traffic and transport impacts of the proposals for a variation of condition 11 of planning permission APP/16/00161 at Units 12 A, B, and C, Solent Retail Park, Solent Road, Havant.

1.2 Condition 11 controls the permitted retail use and states as follows:

Use Class A1 floorspace within this development shall only be used for the sale of DIY products (including materials and accessories) and home improvement, gardening and outdoor activities, furniture including hard and soft furnishings and fabrics, carpets and floor coverings, motor vehicles and cycles, electrical goods, office equipment and supplies; in each case to include associated products and ancillary items and accessories, unless otherwise agreed with the Local Planning Authority.

1.3 The proposals would vary this condition to allow 35% of the floorspace to be used for the sale of other types of non-food goods and to reflect amendments to the Use Classes Order since the original application. The proposed wording of the variation is as follows:

Use Class E(a) floorspace within this development shall primarily be used for the sale of DIY products (including materials and accessories) and home improvement, gardening and outdoor activities, furniture including hard and soft furnishings and fabrics, carpets and floor coverings, motor vehicles and cycles, electrical goods, office equipment and supplies; in each case to include associated products and ancillary items and accessories. No more than 35% of the Use Class E(a) floorspace shall be used for the sale of other types of non-food goods, unless otherwise agreed with the Local Planning Authority.

1.4 This note responds to comments received from Hampshire County Council as Local Highway Authority. These comments can be seen attached at **Appendix A**. This note has been prepared in accordance with the National Planning Policy Framework (NPPF) and the national Planning Practice Guidance (PPG).



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- 1.5 The note concludes that the development proposals will not result in a severe impact on the highway safety or capacity and will meet the relevant national tests as set out in the NPPF.



2.0 DEVELOPMENT PROPOSALS

2.1 Previously Consented Traffic Generation

2.1.1 The previously consented trip rates and associated traffic generation for planning application A99/16/00161 have been summarised in **Table 1** and **Table 2** below.

Table 1 - Weekday Trip Rates and Traffic Generation

Weekday	Trip Rates			Traffic Generation		
	In	Out	Total	In	Out	Total
08:00-09:00	0.394	0.208	0.602	4	2	6
17:00-18:00	1.205	1.194	2.399	11	11	23
Daily	18.004	17.733	35.737	171	168	339

Table 2 - Weekend (Saturday) Trip Rates and Traffic Generation

Weekend (Saturday)	Trip Rates			Traffic Generation		
	In	Out	Total	In	Out	Total
14:00-15:00	3.101	3.085	6.186	29	29	59

2.1.2 These rates were estimated with reference to non-food retail stores within the TRICS database with survey sites outside of London, Ireland and Scotland manually removed.

2.2 Proposed Traffic Generation

2.2.1 The proposals to introduce a maximum of 35% of 'other non-food goods' would not change the land use previously assessed within TRICS (Land Use 01 – Retail/ G – Other Individual Non-Food Superstore), however, some sites were removed from the previous assessment in order to make them more relevant to the types of products that would be sold.

2.2.2 For the proposals an assessment has been carried out using similar sites to the proposals. Relevant sites during a weekday were not contained within the database and so only the weekend has been compared. As this originally showed a higher level of traffic than the weekday this is considered appropriate for comparison. The outputs of the assessment can be seen at **Appendix B**.



2.2.3 A summary of the weekend peak trip rates, and associated traffic generation can be seen in **Table 3**, below.

Table 3 - Proposed Weekend (Saturday) Trip Rates and Traffic Generation

Weekend (Saturday)	Trip Rates			Traffic Generation (331.8sqm)		
	In	Out	Total	In	Out	Total
12:00-13:00	4.674	4.729	9.403	16	16	31

2.2.4 A summary of the daily traffic following a variation to Condition 11 can be seen in **Table 4** below.

Table 4 - Daily Traffic Generation following Variation to Condition 11

	Proposed			65% of Previous			Total		
	In	Out	Total	In	Out	Total	In	Out	Total
07:00-08:00	0	0	0	0	0	0	0	0	0
08:00-09:00	3	1	4	3	1	3	6	2	8
09:00-10:00	7	4	11	6	3	10	13	8	20
10:00-11:00	11	8	19	12	9	21	23	17	41
11:00-12:00	14	11	25	16	15	31	30	26	56
12:00-13:00	16	16	31	17	14	31	33	30	63
13:00-14:00	14	15	29	14	17	31	28	33	61
14:00-15:00	15	14	29	19	19	38	34	33	67
15:00-16:00	13	14	28	17	13	30	30	28	58
16:00-17:00	9	10	19	15	17	31	23	27	50
17:00-18:00	6	9	15	7	14	21	14	23	36
18:00-19:00	3	4	8	0	4	4	4	8	11
19:00-20:00	3	3	6	0	0	0	3	3	6
20:00-21:00	2	2	4	0	0	0	2	2	4
21:00-22:00	0	1	1	0	0	0	0	1	1

2.2.5 As can be seen by comparing **Table 2** and **Table 4**, the proposals are estimated to result in an additional 8 two-way vehicle movements, or an approximately 12% increase, during the peak weekend hour. This is not considered a material increase in traffic.



2.3 Parking Assessment

- 2.3.1 Given the close proximity of the Retail Park and Tesco's, it is likely that cross-visitation linked trips will take place where visitors park within the Retail Parks or Tesco's and walk to the site. This results in car parking spaces being used for more than one trip to the retail facilities. A 10% reduction has therefore been applied to the vehicular trips for cross-visitation purely in relation to car parking accumulation. This is consistent with the approach agreed in the consented scheme assessment.
- 2.3.2 An extract from the consented scheme Transport Statement setting out the estimated car park accumulation is provided as **Appendix C**. This showed a maximum weekday accumulation of 13 spaces and a maximum weekend accumulation of 17 spaces.
- 2.3.3 An analysis of parking accumulation has been undertaken in order to review the proposed development. The assessment has taken into account the proposed traffic generation for the variation to Condition 11 and 65% of the accumulation presented in the assessment prepared for the consented scheme. The resulting accumulation can be seen in **Table 5** below.

Table 5 - Car Parking Accumulation

	Proposed Accumulation			65% of Previous Accumulation	Total Accumulation
	In	Out	Accumulation		
07:00-08:00	0	0	0	0	0
08:00-09:00	3	1	2	2	4
09:00-10:00	6	4	4	5	8
10:00-11:00	10	8	6	7	13
11:00-12:00	12	10	8	8	16
12:00-13:00	14	14	8	11	19
13:00-14:00	13	14	7	8	15
14:00-15:00	13	13	7	8	15
15:00-16:00	12	13	6	11	17
16:00-17:00	8	9	5	9	14
17:00-18:00	6	8	2	3	6
18:00-19:00	3	4	2	0	2
19:00-20:00	3	3	2	0	2
20:00-21:00	2	2	1	0	1
21:00-22:00	0	1	1	0	1



- 2.3.4 As can be seen above, the maximum accumulation within the analysis is forecast to be 19 during the weekend. This shows that the car parking provision on site is acceptable for the proposals.
- 2.3.5 Additionally, there are double yellow lines present along both sides of Solent Road and all surrounding roads. This would limit any overspill parking on the local highway network.
- 2.3.6 The assessment shows an increase of 2 parked vehicles, or an approximately 9% increase, compared to the consented assessment. Given that the previous assessment showed lower parking levels on a weekday, it is considered robust to only consider the weekend movements in this assessment. On the basis of an equivalent 9% increase on weekday accumulation compared with the consented scheme (see extract at **Appendix C**), peak accumulation is estimated to increase to 14 or 15 vehicles.
- 2.3.7 The current level of parking provision on site can, therefore, be considered acceptable and will not result in overspill onto the local highway network.

2.4 Servicing

- 2.4.1 The site currently has permission for Class B8 and Class B2 uses. The proposals will not result in any larger vehicles accessing the site than would be covered under the existing consents and servicing will continue to occur as it does at present.



3.0 CONCLUSION

- 3.1 This Transport Note has reviewed the proposals for a variation of condition 11 of planning permission APP/16/00161 at Units 12 A, B, and C, Solent Retail Park, Solent Road, Havant.
- 3.2 This note considers the proposed traffic generation and any related impacts on the car parking provision in relation to allowing 35% of gross floorspace being used for any non-food goods.
- 3.3 The introduction of 35% of gross floorspace selling all non-food goods retail would result in a similar level of traffic to that previously consented.
- 3.4 The car parking levels are considered acceptable for the proposals and will not result in overspill onto the local highway network.
- 3.5 It is concluded that the proposals will not make a material difference to the trip rates or level of car parking on site.

Appendix A

Hampshire County Council Comments

Havant Borough Council
Civic Offices
Civic Centre Road
Havant
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Hampshire 2050
The Castle
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Enquiries To Sophie Osborne

Direct Line

Date 6 June 2024

My reference 053504

Your reference APP/24/00399

Email havantdc@hants.gov.uk

Dear Ms Pickup,

Units 12 A, B, C Solent Retail Park, Former site of ICTS Limited, Solent Road, Havant

Variation of condition 11 of planning permission APP/16/00161 to enable 35% of retail floorspace to be used for the sale of other non-food goods.

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

There is limited information provided to support this planning application. The planning statement does not outline the potential impact that the change of use will have on the highway network and therefore further information is required.

The applicant is required to undertake a TRICS assessment to provide a multi-modal 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 application. This should be compared against the multi-modal trips rates for the previously consented use as determined under planning application APP/16/00161.

Additionally, the applicant should demonstrate that the parking provision is appropriate for this change of use and whether any additional demand could be accommodated appropriately without causing overspill parking onto the highway network.

The planning statement suggests the proposed tenant undertakes sale of bulky send-hand goods including furniture and electricals. The applicant should confirm delivery arrangements required for such goods and tracking for the largest vehicle to access the site should be submitted to support this application to ensure these vehicles

Director of Hampshire 2050
Gary Westbrook

can manoeuvre within the existing site parking layout appropriately.

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

Appendix B

TRICS Outputs

Calculation Reference: AUDIT-623801-240620-0649

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	DC DORSET	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	DR DONCASTER	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 1516 to 2100 (units: sqm)
 Range Selected by User: 290 to 16600 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 18/09/21

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Saturday 2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count 2 days
 Directional ATC Count 0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town Centre 1
 Suburban Area (PPS6 Out of Centre) 1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Retail Zone 1
 Built-Up Zone 1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included X days - Selected
 Servicing vehicles Excluded 4 days - Selected

Secondary Filtering selection:

Use Class:

E(a) 2 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000 1 days
 15,001 to 20,000 1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Secondary Filtering selection (Cont.):

Population within 5 miles:

25,001 to 50,000	1 days
125,001 to 250,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

1.1 to 1.5	2 days
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This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	2 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	2 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	2 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

- | | | |
|---|---|---------------------|
| 1 | DC-01-G-02 THE RANGE
GREAT WESTERN ROAD
DORCHESTER | DORSET |
| | Edge of Town Centre
Built-Up Zone
Total Gross floor area: 2100 sqm
Survey date: SATURDAY 17/09/16 | Survey Type: MANUAL |
| 2 | DR-01-G-01 NEXT OUTLET
WHITE ROSE WAY
DONCASTER | DONCASTER |
| | Suburban Area (PPS6 Out of Centre)
Retail Zone
Total Gross floor area: 1516 sqm
Survey date: SATURDAY 18/09/21 | Survey Type: MANUAL |

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
KC-01-G-04	N/a
KS-01-G-01	N/a

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	2100	0.095	1	2100	0.000	1	2100	0.095
08:00 - 09:00	1	2100	0.857	1	2100	0.429	1	2100	1.286
09:00 - 10:00	2	1808	1.963	2	1808	1.300	2	1808	3.263
10:00 - 11:00	2	1808	3.236	2	1808	2.544	2	1808	5.780
11:00 - 12:00	2	1808	4.148	2	1808	3.402	2	1808	7.550
12:00 - 13:00	2	1808	4.674	2	1808	4.729	2	1808	9.403
13:00 - 14:00	2	1808	4.314	2	1808	4.563	2	1808	8.877
14:00 - 15:00	2	1808	4.480	2	1808	4.342	2	1808	8.822
15:00 - 16:00	2	1808	3.955	2	1808	4.342	2	1808	8.297
16:00 - 17:00	2	1808	2.600	2	1808	3.070	2	1808	5.670
17:00 - 18:00	2	1808	1.936	2	1808	2.710	2	1808	4.646
18:00 - 19:00	2	1808	1.051	2	1808	1.244	2	1808	2.295
19:00 - 20:00	1	2100	0.905	1	2100	0.952	1	2100	1.857
20:00 - 21:00	1	2100	0.571	1	2100	0.667	1	2100	1.238
21:00 - 22:00	1	2100	0.000	1	2100	0.286	1	2100	0.286
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			34.785			34.580			69.365

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:

1516 - 2100 (units: sqm)

Survey date range:

01/01/16 - 18/09/21

Number of weekdays (Monday-Friday):

0

Number of Saturdays:

2

Number of Sundays:

0

Surveys automatically removed from selection:

0

Surveys manually removed from selection:

2

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Appendix C

Extract of Parking Accumulation from Previous TS

2 DEVELOPMENT PROPOSALS

2.1 Overview

2.1.1 The site is accessed by a priority junction with Solent Road. The proposed site development will retain the access in the current position or same as the consented development. The proposed non-food retail use will provide a gross floor area of 948sqm. The development proposals include 19 car parking spaces.

2.1.2 The site has an existing planning consent for B1c, B2 and B8 use as discussed in paragraph 1.2. The planning application seeks to extend the permitted uses to include A1 uses comprising of:

- Retail products for and relating to DIY and Home Improvements
- Gardening and outdoor activities
- Furniture (including hard and soft furnishings and fabrics)
- Carpets and Floor Coverings
- Motor Vehicles and Cycles
- Electrical goods and office equipment and supplies.

2.1.3 The proposed site layout is attached at **Appendix A**.

2.2 Vehicular Impact

Consented Vehicular Traffic Generation

2.2.1 The site has an existing planning consent for B1c/ B2/ B8 uses. Vehicular trips have been estimated with reference to Builder's Merchants within the TRICS database. **Table 1** below sets out the trip rates and resulting traffic generation for the weekday.

Table 1 – Weekday Trip Rates and Traffic Generation

Weekday	Trip Rates			Traffic Generation		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
08:00-09:00	0.773	0.597	1.370	7	6	13
17:00-18:00	0.109	0.255	0.364	1	2	3
12 Hour	6.757	6.792	13.549	64	64	128

Proposed Vehicular Traffic Generation

- 2.2.2 Vehicular trips have been estimated with reference to non-food retail stores within the TRICS database. Survey sites outside of London, Ireland and Scotland have been selected. **Table 2** and **3** below sets out the trip rates and resulting traffic generation for the weekday and weekend. The TRICS outputs are attached at **Appendix B**.

Table 2 – Weekday Trip Rates and Traffic Generation

Weekday	Trip Rates			Traffic Generation		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
08:00-09:00	0.394	0.208	0.602	4	2	6
17:00-18:00	1.205	1.194	2.399	11	11	23
12 Hour	18.004	17.733	35.737	171	168	339

Table 3 – Weekend (Saturday) Trip Rates and Traffic Generation

Weekend (Saturday)	Trip Rates			Traffic Generation		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
14:00-15:00	3.101	3.085	6.186	29	29	59

- 2.2.3 The proposed site is located near to the Solent Retail Park and Tesco's. Phase 2 of the Solent Retail Park is now built and occupation of the buildings will commence this year.
- 2.2.4 Given the close proximity of the Retail Park and Tesco's, it is likely that cross-visitation linked trips will take place where visitor's park within the Retail Parks or Tesco's and walk to the site. This results in car parking spaces being used for more than one trip to the retail facilities. A 10% reduction has therefore been applied to the vehicular trips for cross-visitation purely in relation to car parking accumulation. The revised vehicular trips for a weekday and weekend is summarised in **Table 4** and **5** below.

Table 4 – Weekday Trip Rates and Traffic Generation

Weekday	Traffic Generation		
	Arrivals	Departures	Two-way
08:00-09:00	3	2	5
17:00-18:00	10	10	20
12 Hour	154	151	305

Table 5 – Weekend (Saturday) Trip Rates and Traffic Generation

Weekend (Saturday)	Traffic Generation		
	Arrivals	Departures	Two-way
14:00-15:00	26	26	53

Net Difference

- 2.2.5 The overall net difference between the consented and the proposed is summarised in **Table 6** below for a weekday.

Table 6 – Net Difference between consented and proposed development (weekday)

Weekday	Traffic Generation		
	Arrivals	Departures	Two-way
08:00-09:00	-4	-4	-8
17:00-18:00	+9	+8	+17
12 Hour	+90	+87	+177

- 2.2.6 It can be seen in **Table 6** that the development proposals would generate less trips during the weekday AM peak but would generate an extra 17 trips during the PM peak. This level of change is limited and as such is not considered to represent a material change in movements on the adjacent highway network.

2.3 Car and Cycle Parking Provision

- 2.3.1 Car parking standards are set out in Havant Borough Council's Parking SPD. The minimum parking standard for A1 shops (non-food retail and general retail) is 1 space per 20sqm. This would equate to 47 car parking spaces.
- 2.3.2 The development proposals includes 19 car parking spaces, all of which are level and provide dedicated access to the proposed site. When considered in combination with the Rapleys Sequential Assessment report prepared in support of the application, this parking facility provides a significant advantage over those other sites.



- 2.3.3 Consideration is given to the accessibility of the site by sustainable modes of transport, and its proximity to the town centre and the retail parks located on Solent Road.
- 2.3.4 The SPD notes that *“a reduced standard can also apply in instances where a site is located less than 800m from the centre of the town (when measured as an on the “ground walking distance”, not ‘as the crow flies’)*”. The proposed development is located within a 785m walking distance from the centre of the town. This distance is calculated from the existing site access to the point at which North Street/ East Street/ South Street and West Street meet.
- 2.3.5 Further, the SPD notes that *“proposals within the Havant and Waterlooville Town Centre boundaries will be expected to have a reduced or even zero standard of vehicle parking provision in order to maximise the use of land and discourage the use of private motor vehicles in accordance with the requirements of the NPPF.”* Whilst the site falls outside of the Havant Town Centre boundary, it does immediately adjoin the town centre boundary on the eastern side of the site. The development proposals seeks to maximise the use of land on site and the site is located within a sustainable area where public transport, walking and cycling should be encouraged, reducing the required level of car parking provision. It is noteworthy that the planning consultants acting on behalf of Hargreaves are actively proposing an amendment to the town centre boundary such that the Former ICTS site would be within the revised boundary.
- 2.3.6 It is important to note that car parking requirements should reflect the fact that some areas are more accessible by non-car modes. The SDP notes that car parking provision can be reduced where a site is located less than 800m from the centre of the town and where the site lies within the town centre boundaries. The site is located within a highly sustainable area close to the town centre and within a 500m walking distance of public transport services. These public transport services provide high frequency routes to the town centre and to the wider Havant area.
- 2.3.7 Furthermore, as referred above, given the close proximity of Solent Retail Park and Tesco's, it is likely that cross-visitation linked trips will take place where visitors park

within the Retail Park or Tesco's and walk to the site resulting in car parking spaces being used for more than one trip to the retail facilities, reducing the overall demand for on-site parking.

- 2.3.8 An analysis of parking accumulation has been undertaken in order to review the proposed development based upon the trip rates and resulting vehicular trips as detailed in **Table 4** and **5**. The figures presented within **Table 4** and **5** assume a 10% reduction in vehicular trips to take account of cross-visitation.
- 2.3.9 **Table 7** provides a summary of the resulting car parking accumulation.

Table 7 – Car Parking Accumulation

Time Period	Weekday			Weekend		
	Arrivals	Departures	Accumulation	Arrivals	Departures	Accumulation
07:00-08:00	1	0	1	0	0	0
08:00-09:00	3	2	2	4	1	3
09:00-10:00	14	8	8	8	5	7
10:00-11:00	18	16	11	17	12	11
11:00-12:00	22	20	12	22	20	13
12:00-13:00	18	19	11	24	20	17
13:00-14:00	21	19	13	19	24	12
14:00-15:00	19	19	12	26	26	12
15:00-16:00	14	17	9	23	19	17
16:00-17:00	10	11	7	20	23	14
17:00-18:00	10	10	7	10	19	5
18:00-19:00	3	5	5	0	5	0
19:00-20:00	1	3	0	0	0	0
20:00-21:00	0	1	0	0	0	0

- 2.3.10 It can be seen from **Table 7** that the maximum accumulation within the analysis is 13 during the weekday and 17 during the weekend. This shows that the level of provision proposed at the site is appropriate, despite it being below the minimum parking requirements within the SPD, and provides significantly better opportunity than alternative sites considered within Rapleys Sequential Assessment.



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