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Enquiries To Sophie Osborne

Direct Line

Date 22 March 2022

My reference 036198

Your reference APP/21/01246

Email havantdc@hants.gov.uk

Dear Sirs,

1B Wellington Retail Park, 2 Hambledon Road, Waterlooville, PO7 7FG

Variation of condition No.1 of Planning Permission APP/10/00585 relating to the sale of food.

Thank you for your reconsultation on the above planning application. Following our previous response dated 12th January 2022 the applicant has since submitted a Transport Statement (TS) which the Highway Authority have reviewed and have the following comments to make.

Trip Generation

The proposed use will generate a considerable higher number of trips than the existing use.

	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Daily 12-hour total	Sat Peak (12:00-13:00)		Sat 12-hour total
	Arr.	Dept.	Arr.	Dept.		Arr.	Dept.	
Existing use	2	1	13	14	280	40	41	804
Propose	24	15	40	44	912	58	64	1,133

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d use								
Net increase	+22	+14	+27	+30	+632	+18	+23	+329

The Highway Authority did not agree with the proportions of the linked trips and pass-by trips presented within the TS. The deduction for linked trips is not agreed as it assumed that these have already been counted elsewhere within the retail park. In addition, the pass by trips are still required to utilise the immediate road network in a different manner and add trips to the network through access and egress. Therefore, the Highway Authority only consider the assumption of 20% of total trips being diverted as appropriate for a reduction. This equates therefore to 80% of the total trip generation as new trips on the network. With this assumption, the revised net increase of new trips on the network are as follows:

AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Daily 12-hour total	Sat Peak (12:00-13:00)		Sat 12-hour total
Arr.	Dept.	Arr.	Dept.		Arr.	Dept.	
+17	+11	+19	+21	+450	+6	+10	+102

As can be seen the trip generation across the peak hours is not at a level that could be considered significant to warrant offsite highway mitigation. However, it should be noted that in particular during the weekdays the forecast increase in daily traffic movements to the site is a substantial change to the existing.

Parking

The proposed amendment to the permitted use will demand an additional 6 parking spaces above the existing permitted use, based on the applicants' assumptions. No evidence has been provided to demonstrate that parking capacity exists for these additional parking requirements. It is up to Havant Borough Council as the Local Parking Authority to determine whether the car park can accommodate the proposed use and that the calculations to generate a proposed demand of 6 additional spaces are fair.

Highway Impact

It is noted by the Highway Authority through onsite observations and discussions with the Retail Park that the current off-slip into the retail park from the A3 / Hambledon Road / Houghton Avenue roundabout queues back onto the Highway at busy times (not just the peak hours). It is considered that the blocking back issues onto the A3 /

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Hambledon Road / Houghton Avenue roundabout are largely caused by the internal arrangement of the car park. Conversations have already been had between the Retail Park and the Highway Authority regarding the concerns with the internal layout of the car park and the impact this is having on the off-slip. It is strongly recommended that the internal layout should be amended to prevent blocking back onto the highway. This is given the context of the total forecast daily trip rates and the fact that queues on the access road are not limited to the peak hour period but occur as a result of internal operations, combined with demand for access.

The Hambledon Road/Aston Road signalised junction is also understood to suffer congestion issues at peak times; however the proposed change of use could not be deemed to add a significant amount of additional impact that would justify specific offsite mitigation.

No modelling work has been provided by the applicant due to the level of overall increase in traffic during the peak times. Whilst it is acknowledged that the application itself may not warrant significant offsite improvements, it is considered reasonable for the Planning Authority to require amendments to the internal layout to mitigate the impact of increased demand for use at the site. Appropriate amendments could be secured through condition.

Recommendation

Given the above, the Highway Authority have no objections to the application, subject to appropriate amendments being made to the internal layout to minimise any blocking back issues onto the wider highway network.

Conditions:

- Prior to commencement of the development to submit details of the proposed amendments to the car park entrance arrangement internal to the site from Hambledon Road roundabout for approval by the Local Planning Authority in consultation with the Highway Authority.

Reason: In the interest of Highway Safety

- Prior to the occupation the approved car park entrance arrangement internal to the site from Hambledon Road roundabout should be implemented to increase capacity at the entrance and remove the constraints internally for access to the car park from this junction.

Reason: In the interest of Highway Safety

The Highway Authority would welcome further discussions with the applicant on this point.

Director of Economy, Transport and Environment
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Yours faithfully,

Sophie Osborne
Assistant Transport Planner - Highways Development Planning

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