

Formal Response

Layout

The total parking number meets the one space per 4 units (0.25 per unit) which is the historic standard we have used for "McCarthy and Stone" developments within Havant (with a minimum age condition). This standard is not referred to in the HBC Parking Standards. This application is for 44 units with 14 spaces (0.32 per unit). In the determination of a 2007 Havant Planning Appeal Decisions for a Churchill Retirement Living in New Brighton Road, Emsworth the Inspector accepted 12 spaces for 34 units (0.28).

I would suggest the proposed parking is acceptable however the area of hard standing for car parking needs to be modified to enable vehicles including cars, emergency vehicles, delivery vehicles, refuse lorries to turn on site and emerge onto Elm Grove in a forward gear.

The site should also have long and short time storage for cycles.

There should be provision made for the storage and charging of mobility scooters.

I note that there are electric gates shown between the shop parking turning/parking area and the residents parking service area. Service vehicles waiting to gain entrance through the gates will cause congestion and possibly reversing into the highway causing highway safety problems

I would suggest a separate footpath should be provided for the residents. It should be of a width to accommodate wheelchairs.

If the above points could be resolved the Highway Authority would have no adverse comment on this application.

Traffic Generation

I note the Traffic Assessment makes reference to the availability of the St Marys Road public car park for visitors (which will include medical, carers and tradesmen etc.) but the number of these trips are not quantified. This information is required to evaluate the availability of this car park for Elm Grove shoppers and therefore its impact on the economic viability of the area.

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