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Enquiries To Chris Hirst
Direct Line 0370 779 0563
Date 18 December 2020

My reference 030316
Your reference APP/20/00688
Email havantdc@hants.gov.uk

Dear Sir,

Solent Retail Park, Solent Road, Havant

Removal of Condition 3 of Planning Permission 06/68908/012 relating to floorspace use.

Thank you for consultation on the above planning application.

The applicant is seeking permission for the removal of Condition 3 associated with planning reference 06/68908/012. Condition 3 currently restricts the gross amount of floorspace which can be used for food retail to a maximum of 470sqm. To assess the Highway implications of removing the restriction, the applicant has submitted a Transport Assessment (TA). Following a review of the TA, the Highway Authority wish to make the following comments.

Existing Conditions

The site is located within Solent Retail Park on the northern side of Solent Road. The retail park is served from a mini roundabout on Selbourne Road; however, Selbourne Road only services the Solent Retail Park area. The primary access route to the site is via a priority junction onto Solent Road with a secondary access route via a further mini roundabout onto Brockhampton Road. Brockhampton Road is a no through road to the south of the site. There is also an exit only route through the wider site directly onto Brockhampton Lane.

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Stuart Jarvis BSc DipTP FCIHT MRTPI*

The site featured in Phase 1 of the development of Solent Retail Park which consisted of 7 retail units totalling 9,200m² GFA served by a 201 space car park.

Footways are provided on both sides of Selbourne Road and Solent Road, the latter of which forms part of National Cycle Network route 22. There is also a shared use path connection into the site from Park Road North. The nearest bus facilities are provided to the east of the site on Park Road South circa 150m from the site. Services 30 and 31 run regularly from the stop into Havant and Hayling Island. The stop consists of a sheltered waiting facility and bus flagpole.

Proposed Development

The removal of Condition 3 is sought to provide greater flexibility for future tenants of the site. It is understood that Units 4 and 5 are likely to become vacant soon and, whilst no end users have been identified yet, flexibility is sought when the units are marketed.

The proposed cumulative ground floor use of these building is 1,500m² gross floor area with an additional 741m² mezzanine which the applicant claims would not be utilised should a food retailer occupy the unit. Given that the mezzanine floorspace has not been accounted for in the assessment, the Highway Authority would seek a condition which prevents the mezzanine area from being used for food retail. Without this condition additional assessment would be required to include the impacts of the mezzanine floor area as food retail space.

Traffic Impact

To understand the potential traffic generation from food-retailers at this location, a trip assessment has been undertaken by comparing previous work undertaken within Solent Retail Park.

Recorded traffic movements in and out of Phase 1 were previously utilised to determine the vehicular trip rates for non-food retail in 2012 (ref APP/12/00852). This has been supplemented by updated movements in 2019 (again for non-food retail) as a comparison against the older trip rates. The trip rates provided as part of the 2018 application (ref APP/18/00812) to grant additional floorspace for food retail within Central Retail Park have also been provided.

Current Vehicular Trip Rates

The current vehicular non-food retail trip rates have been derived using total trips generated to phase 1 of the retail park. These surveys were undertaken in 2012 and 2019 for the non-food retail area and the general trip rate per a sqm has been derived from these figures. This equates to a trip rate of 1.012 in the AM peak hour, 3.025 in the PM peak hour and 6.178 in the Saturday peak and these are agreed.

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Forecast Vehicular Trip Rates – Food Retail

As the use for the retail units is proposed through this application to remove the restriction on food retail in its entirety for 2 of the units, the assessment must assume that all floor space could be utilised for food retail, which generate a greater number of vehicle movements than other non-food retail units.

To derive this trip rate the non-food retail trip rates from 2019 have been deducted from the Central Retail Park (including the M & S Store) trip rates from the 2018 application, providing two-way trip rates of 2.590 in the AM peak hour, 4.826 in the PM peak hour and 4.095 during the Saturday peak.

This corresponds to an additional 39, 72 and 61 trips across the respective scenarios based on a GFA assumption of 1,500m². This process relies on a number of assumptions that have been made for the various applications and the Highway Authority would request a comparison with a more standardised approach utilising TRICs data. It is also not clear whether the end user is a traditional food retailer unit, or that of a discount food store. Comparisons from TRICs should also be provided for a discount food store.

It is unclear whether previous applications assessed the trip rates as GFA or RFA; the latter of which should be applied in this instance given that the mezzanine floorspace will not be in use. The Highway Authority therefore require an updated TRICS assessment which includes an RFA assessment of the 1,500m² proposed food retail floorspace minus the trip rates associated with the existing non-food retail units currently in occupation.

Distribution

The distribution assumptions for the site have been taken from the Transport Assessment (TA) supporting the 2012 application which is over 8 years old and should be updated to correctly reflect travel patterns to and from the site.

Irrespective of the revised distribution assessment, the applicant concludes that there will be a low level of impact on Solent Road. The Solent Road corridor is a busy and congested route as a result of the number of accesses serving the retail units to the north and south of the road and the signal junction with Park Road South towards the eastern end of the corridor. To quantify the development's impact along the corridor, the Highway Authority will require junction operation to be reviewed and detailed modelling to be provided where necessary at the following locations:

- Solent Road/Park Road South signal junction;
- Site Access/Selbourne Road mini roundabout;
- Selbourne Road/Solent Road junction;
- Selbourne Road/Brockhampton Lane junction;
- Solent Road/Tesco signal junction;

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- Brockhampton Lane/Solent Road priority junction; and
- Solent Road/Brockhampton Road Roundabout.

Car Parking

As set out in Havant parking SPD, the car parking requirements for A1 non-food and A1 food use are 1 space per 20m² and 1 space per 14m² respectively. On average, between the car parking spaces available for Phases 1 and 2, the level of parking available is only 49% of the minimum standards set out within the SPD.

Whilst it is noted that Solent Retail Park is located within Havant town centre and therefore benefits from a higher level of accessibility, the applicant has undertaken an assessment of the current car parking levels between Phases 1 and 2 to understand the usage of the parking spaces.

Parking demand was assessed during Friday 4th October and Saturday 5th October 2019 prior to the global pandemic. The existing baseline parking assessment has been compared to the potential future scenario with 1,500m² retail floorspace utilised within Phase 1.

Figure 1 demonstrates that on Friday there was a maximum of circa 175 cars parked in the Phase 1 car park at 12pm which will marginally increase with the addition of the retail floorspace. Figure 2 demonstrates that on Saturday, the parking demand increases to 200 spaces which is not shown to be impacted by the additional retail floorspace usage. The Highway Authority disagrees with this assumption and requires further information to demonstrate how the additional trips on a Saturday will not result in additional parking requirements. Phase 1 contains a total of 201 parking spaces meaning the current base assessment sits very close to maximum capacity. Any additional parking requirements are therefore unlikely to be accommodated within the car park for Phase 1. No capacity assessment has been undertaken for the Phase 2 car park and it is therefore unclear whether additional vehicles will be able to park within the confines of the two sites.

Recommendation

The Highway Authority require further clarification on the following matters before a recommendation can be made on the application:

- Comparative TRICs assessment for food-retail, including discount food retail, as RFA to account the mezzanine floorspace;
- Updated distribution assessment for the site;
- A review of the junctions along Solent Road noted above; and
- Further evidence to justify the parking assumptions provided.

I trust that the above is clear. Should you require any further clarification, please feel free to contact Chris Hirst on the number noted above.

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Yours Sincerely,

Chris Hirst – Transport Planner

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