Hampshire County Council

Universal Services
The Castle
Winchester, Hampshire SO23 8UD

Telephone 0300 555 1375
Fax 01962 847055
www.hants.gov.uk

Havant Borough Council
Civic Offices
Civic Centre Road
Havant
PO9 2AX

Enquiries to	Sophie Osborne	My reference	059471
Direct Line	N/A	Your reference	APP/26/00041
Date	19 February 2026	Email	havantdc@hants.gov.uk

For attention of Henrietta Owusu-Ansah

Dear Henrietta,

Re: APP/26/00041 At 3 Wellington Retail Park, 2 Hambledon Road, Waterlooville, PO7 7FG

Insertion of mezzanine floor.

Thank you for your consultation on the above planning application. To support this application, a Transport Statement (TS) has been submitted which the Highway Authority have reviewed and have the following comments to make.

Development Proposals
The applicant is seeking consent for a new mezzanine flow within the existing DFS retail unit. The ground floor operations will remain unchanged. The mezzanine floor area within DFS itself is to increase by 936m^2 from 86m^2 (1,022m^2 total) comprising of an 880m^2 sales area and 142m^2 back of house. The additional floor area represents a 55% increase in the existing floor area.

Access
Access arrangements for all users including servicing arrangements are to remain unchanged.

Trip Generation
The TS references work undertaken previously by Vectos for various mezzanine floor extensions which has been applied to various similar applications across the country. This work concluded 2 key points:

- An increase in gross floor space at a standalone unit does not lead to a pro-rata increase in customer numbers to that unit

- A 41% increase in gross floor area, led to an 8% increase in customer numbers on average

This is considered a reasonable approach given that the store is already there but accounts for any increased footfall as a result of the new facilities and additional stock that would be available on the wider mezzanine floor area.

It can therefore be assumed that a 55% increase in floor area will lead to a 10.7% increase in customers. Whilst the TN acknowledges that all trips may not be 'new' on the network when accounting for diverted trips, the 10.7% increase is used for robustness as part of the trip generation calculations.

The TRICS database has been utilised by the applicant for a non-food superstore which is considered appropriate given the existing and proposed use. Trip rates have been presented for the Saturday peak period of the non-food super store and note that typical Saturday peak (12:00-13:00) which is generally utilised to assess the impact of development trips on the wider highway network. Weekday AM and PM Peaks should also be presented. Daily trip rates have also not been presented which is important in assessing the impact of the additional mezzanine floor over a daily period. It is noted that this includes a site surveyed in 2021 at the time of the Covid-19 lockdown restrictions, and therefore the TRICS assessment presented within the TN is not agreed.

Notwithstanding the above, the Highway Authority have recently agreed trip rates for an adjacent retail unit within Wellington Retail Park for non-food use and suggest use of these trip rates to assess associated trip demand which are as follows:

	Weekday AM Peak (08:00-09:00)		**Weekday PM Peak (17:00-18:00)**		**Daily 12-hour**	**Saturday Peak (12:00-13:00)**		**Daily 12-hour**
	Arr.	Dept.	Arr.	Dept.		Arr.	Dept.	
Trip Rate	0.142	0.064	0.888	0.940	19.112	2.526	2.580	50.131
Trip Generation (936m^2)	1	1	8	9	178	24	24	469

Additional Customer Footfall:
Using the 10.7% increase in customer footfall the associated trip generation with the additional mezzanine floor is as follows:

	Weekday AM Peak (08:00-09:00)		**Weekday PM Peak (17:00-18:00)**		**Daily 12-hour**	**Saturday Peak (12:00-13:00)**		**Daily 12-hour**
	Arr.	Dept.	Arr.	Dept.		Arr.	Dept.	

Trip Generation (936m^2)	0	0	1	1	19	3	3	50

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

Parking
It is likely that the proposed amendments to the permitted use will demand additional parking demand above the exiting permitted use given the trip generation changes and additional customer footfall. An assessment of parking has been provided however no additional parking is proposed by the applicant to accommodate the additional demand. No evidence has been provided that appropriate parking capacity is availability within the existing car park for additional parking demand. Havant Borough Council in their capacity as the Local Parking Authority should confirm whether there is ample space to accommodate the additional trips proposed to be generated as a result of the proposed change of use.

Interaction with the Hambledon Road Roundabout
One access into the retail park is via the A3 Maurepas Way/Hambledon Road/Grainger Street roundabout which has historically queued back onto the highway at busier times in addition to the typical peak hours. The previous issues have been largely caused by the internal arrangement of the car park.

Amendments to the layout of the car park had been secured as part of application APP/21/01246 which have since been implemented. It is understood that this has improved the internal operation of the car park, and the Highway Authority are not aware of any complaints or issues with blocking back onto the highway.

Whilst the scale of the development being considered under this planning application and net traffic increase would not warrant any further measures at this time, the Highway Authority will continue to monitor the situation regarding the blocking back issue onto the Hambledon Road roundabout. The applicant should be made aware that the car park management company may be required to undertake further wider improvements to the car park should this be necessary at the request of the Highway Authority.

Recommendation
Having regard to the above the Highway Authority provide no objection to this variation of condition application subject to the applicant implementing wider improvements to the car park should this be necessary at the request of the Highway Authority.

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

Yours faithfully,

Sophie Osborne
Senior Transport Planner - Highway Development Planning
Universal Services