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Enquiries To Sophie Osborne

Direct Line

Date 2 August 2024

My reference 053872

Your reference APP/24/00452

Email havantdc@hants.gov.uk

Dear Ms Pickup,

Tileasy House, Waterberry Drive, Waterloooville, PO7 7UW

Change of use from B2 General Industry to flexible employment use falling within use class E(g)(iii) Industrial Process, B2 General Industry and B8 Warehouse and Distribution with trade counter.

Thank you for your consultation on the above change of use planning application. To support this application, the applicant has submitted a Transport Assessment (TA) dated 31 May 2024 which the Highway Authority have reviewed and have the following comments to make.

Policy Status

The TA provides a summary of the relevant transport and planning policy relevant to this site.

Site Location

The site is located on Waterberry Drive, an industrial estate located to the west of the B2150 Hambledon Road and south of the Old Park Farm residential development.

Development Proposals

The proposed development comprises of a change of use from a general B2 industrial unit with office space to be a flexible E(g)(iii), B2 and B8 use with a trade counter. It is understood that the total floor area of 3,196.6 sqm will remain unaltered.

Trip Generation

Extant Trip Generation:

The site was previously used as an industrial headquarters with the 3,196.6 sqm floor

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area split between office space (1,341.05 sqm) and industrial/warehouse space (1,855.55 sqm).

As the site is no longer operational surveys have not been undertaken to survey the existing use (which would be the preferred approach of the Highway Authority). Instead, a TRICS assessment has been undertaken to establish the quantum of trips typically generated by the site:

	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	Arr.	Dept.	Arr.	Dept.
Trip Rate (Office Space)	1.580	0.285	0.220	1.230
Trip Generation (1,341.05 sqm)	21	4	3	16
Trip Rate (Industrial Unit)	0.452	0.238	0.000	0.119
Trip Generation (1,855.55 sqm)	8	4	0	2
Total trip generation (3,196.6 sqm)	29	8	3	18

The split of HGV movements and other vehicles should be confirmed separately for consideration to understand differing splits for each use. Additionally, daily trip rates for the extant consent have not been provided and should be to understand the differences between the uses for trips over a daily period.

Future Trip Generation:

The applicant suggests a prospective tenant has been identified who will utilise the site for B8 use with the proposed trip generation for the site using the TRICS database.

	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	Arr.	Dept.	Arr.	Dept.
Trip Rate (Warehouse – B8 use)	0.201	0.043	0.029	0.223
Trip Generation (3,196.6 sqm)	6	2	1	7

The Highway Authority have reviewed the TRICS output and note that a site has been included which was surveyed during the Covid-19 pandemic. It is requested that the TRICS assessment is revisited by removing this site from the assessment work. The daily trip rates and split of HGV movements should also be provided for consideration.

Notwithstanding, the site is proposing a flexible E(g)(iii), B2 and B8 use and therefore the trip generation assessment should also assess E(g)(iii)/B2 use given that this is

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typically a higher trip generator than B8 use to ensure a robust assessment. The Highway Authority consider the use classes E(g)(iii) and B2 to be similar as they both encompass industrial activities. Using the above trip rates to assess the current trip rates for the industrial unit, the following trips would be generated should the full site be in this use.

	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	Arr.	Dept.	Arr.	Dept.
Trip Rate (Industrial - E(g)(iii)/B2 use)	0.452	0.238	0.000	0.119
Trip Generation (3,196.6 sqm)	14	8	0	4

As raised above the split of HGVs and daily trips should be confirmed.

Under the parking assessment exercise, the applicant refers to B1(a) use for parking which was revoked under the new use classes system in September 2020 and is now included under E(g)(i) use. It is of the understanding that the applicant is seeking flexible use class permission that does not encompass E(g)(i) use and the assessment work for the trip generation has not considered this use. Should the applicant be seeking consent for flexible office use as well for part or all of the available floor space then, this trip generator should be included within the assessment work. Clarity is requested on this point. The commentary provided within this response on the trip generation assessment does not prejudice any additional assessment work that may need to be undertaken should E(g)(i) use also be proposed.

Net Traffic Impact:

The applicant suggests that a net reduction in trips is present on the highway network. The Highway Authority are unable to confirm this point until clarification has been provided on whether the flexible use class being sought also incorporates office use. This is a higher trip generator and therefore is likely to impact the net traffic assessment.

Sensitivity Test:

The applicant is also seeking consent for a trade counter to be utilised alongside the B8 warehouse use. It is agreed that trade counters are ancillary to B8 use and therefore the approach to utilise a sensitivity test is considered appropriate.

The TA assumes the size of the trade counter to be 196.6sqm of the total 3196.6sqm of the internal floor area to be ancillary to the B8 use. The Highway Authority would consider the size of the internal floor area to be appropriately conditioned through any future planning consent given that the assessment work is based on this stated size.

The Highway Authority have reviewed the TRICS parameters and note that a site was included during Covid-19 pandemic restrictions. The same is also the case for the B8

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trip rates as raised above. It is requested that the TRICS assessment is revisited by removing this site from the assessment work and the sensitivity work revisited for comment by the Highway Authority.

Sustainable Access

Walking and Cycling:

Limited information has been provided within the TA on the walking and cycling infrastructure within the vicinity of the site. The TA references that footways are present on the eastern side of Waterberry Drive which link into the site access arrangements. The width and quality of this existing infrastructure has not been confirmed.

In terms of cycle infrastructure, a share use footway/cycleway is present east of the Waterlooville Leisure Centre access which continues along to the Elettra Avenue roundabout. Pedestrian refuge islands are located on the Waterry Drive arm and Elettra Avenue (east) arm of the Elettra Avenue/Waterberry Drive roundabout. It is understood that the Elettra Avenue east arm also caters for cyclists to access the shared use infrastructure on the opposite side of the carriageway however this should be confirmed.

Given the need to encourage modal shift to accord with the principles as laid out within LTP4, the applicant will be required to undertake a WCHAR assessment. This should audit the current pedestrian and cycling infrastructure and identify any deficits that may benefit from improvements in order to encourage sustainable modes to access the site and reduce the reliance on the private car.

LTP4 identifies the need to reduce car dependency even on brownfield sites and actively encourages the use of sustainable transport modes to travel to and from the site. Therefore, appropriate mitigation measures are required to support this site and encourage access via sustainable modes. This would also have wider benefit offsetting any vehicle dependency of this development. The Highway Authority welcome further engagement with the applicant on this point, however this may also be dependent on the outcome of the WCHAR assessment.

Study work is being undertaken along the Hambledon Road corridor improving connectivity with Milton Road on the opposite side of the B2150. This provides access to a residential area where future employees of the site may be located and the bus stops. There is currently a funding shortfall for the implementation of this scheme. It is highly likely that a financial contribution will be necessary towards the ongoing study work to prioritise active transport modes and reduce the car dependency complying with LTP4. The Highway Authority welcome further discussion with the applicant on this point following the outcome of the WCHAR assessment.

To the north of the site lies the Old Park Farm MDA. The S106 for this site identifies the need for the Northern Brambles Link to be delivered, however deliverability of this link has been fettered by the presence of third-party land. This site is the third-party land that the Highway Authority is reliant on to pursue this link further. The Highway Authority

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welcomes a further discussion with the applicant on the requirements for safeguarding the necessary land for this link to be pursued. Ideally a 4.0m-5.0m width with 0.5m verge either side should be safeguarded to provide opportunities for delivery of this link. Consideration by the applicant to deliver this necessary link would also be welcomed. Suitable segregation would be required between any safeguarded land and the boundary of the site with alterations to the security boundary fencing of the site to facilitate this link. Given the excess in parking provision as further discussed below this is not considered an unreasonable request given the need to encourage sustainable travel modes and reduce car dependency to and from the site.

Buses:

The TA references that the nearest bus stop to the site is located along Hambledon Road which is located c.550m east. The Highway Authority understand that to achieve this distance, a less than desirable route has been taken which lacks formal footway infrastructure and crossing points. It is noted that this bus stop only provides a northbound service for bus route D1 which provides a service every 2-hours between Waterlooville and Denmead Monday-Saturday. Given the frequency of the services and the proximity of other bus stops with more frequent services it is unlikely that these stops would be utilised by future employees.

The TA also refers to additional bus stop provision along Milton Road c. 750m to the east which provides additional bus services namely the 7 and 39. These services provide a service every 20 minutes Monday to Friday and provide connections to Leigh Park, Purbrook, Waterlooville and Portsmouth. Despite not being mentioned within the TA the southbound stop for all these services is located c. 600m south from the site served by the 7, 39, D1 and D2 routes.

The Milton Road bus stop comprises of a flagpole with timetable information and lacks provision of a shelter, seating and RTI timetable information however there is limited available width to upgrade this infrastructure due to the presence of dedicated off-carriageway cycle infrastructure. The southbound service on Hambledon Road benefits from a shelter, seating, flagpole and RTI information.

It is noted that the distance of these bus stops from the site exceed the recommended 400m walking distance as laid out within the ATE guidance however given the frequency of the services at these stops the Highway Authority are minded to accept these walking distances.

The WCHAR assessment should encompass these routes to the bus stops. Access to these bus stop would require crossing of the B2150 Hambledon Road and therefore the emerging scheme for improved crossing provision would improve connectivity between the bus stops and this site. The suitability of the route to the bus stops from the site should be outlined through the WCHAR assessment and any potential improvements identified.

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Rail:

Havant railway station is the nearest to the site located c. 7.1km to the southeast. Given the identified distance, it is unlikely that occupants of the site will choose to utilise this mode of transport, unless they also travel via private car.

Local Facilities and Services

The TA provides a summary of the local facilities and services available to employees of the proposed development which could be utilised by future employees of the site. The Highway Authority consider there to be appropriate facilities for use of future employees of the site both within the recommended ATE walking distances (800m) and CIHT *Providing for Journeys on Foot* guidance (maximum walking distance of 2.0km), particularly on the Elettra Avenue industrial estate itself. It is considered that there are appropriate opportunities for employees to access these facilities on foot or bicycle, however the WCHAR assessment should cover these routes to the facilities identified.

Personal Injury Accidents (PIA)

The applicant has utilised the Crashmap data base to obtain accident data for Waterberry Drive, Elettra Avenue/Waterberry Drive roundabout and Elettra Avenue/Waterberry Drive priority junction. The 5-year period obtained (2018-2022) is over 2 years out of date and the use of Crashmap data is unacceptable. The Highway Authority only accept use of PIA data obtained from Hampshire Constabulary records and therefore this should be acquired for the most recent 5-year period to support this planning application.

Site Access

Both access points into the site are to be retained and comprise of simple priority bellmouth junctions with footways either side. It is noted that both access points lack provision of dropped kerbs and tactile paving which would benefit from improvements and should be picked up through the WCHAR assessment.

Visibility:

The TA outlines that appropriate visibility can be achieved in both directions however this has not been demonstrated. Further information may be required on the suitability of the access arrangements once the updated trip generation assessment has been undertaken. Should the Highway Authority have any concerns with the change in use and associated vehicle trips further information may be requested on the achievable visibility present. This would require submission of visibility splays to be based on recorded speeds.

Swept Path Analysis:

Given that the change of use application whilst potentially leading to a net reduction in trips would increase the number of HGV movements. Swept path analysis is therefore required to ensure that the existing access points can accommodate any additional HGV movements appropriately.

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Should any alterations be required to the access points to accommodate these movements then a Stage One Road Safety Audit (RSA1) should be undertaken and submitted for considered along with a Designers Response.

Internal Layout Design

The site layout plan is shown within drawing KAD-01-A-LP. It is noted that the applicant is not proposing to modify the internal layout as part of this planning application. The design of the internal layout was considered suitable at the time for B2 use. The Highway Authority do not consider that the existing site layout can accommodate any intensification of HGV use which typically is generated through B8 use and the change of vehicle patterns that will arise from a flexible use class.

No supporting drawings have been provided to support these additional movements. It is unclear where HGVs are to service and whether loading bays are proposed. As requested, the number of HGV movements should be confirmed. The applicant should ensure that there is appropriate space within the design of the internal layout to accommodate the number of HGVs that are generated by a B8 use. This should be clarified.

The interaction of HGV movements and vehicles accessing car parking spaces also provides a concern. The number of HGV movements remain unconfirmed. A delivery management plan will be required to outline the movements for HGVs, timing and scheduling deliveries to reduce any interactions with visitors and employees to the development site.

As raised above, following a request to safeguard land for the provision of a segregated shared use path to complete the northern brambles link, this may require alterations to the proposed internal road network in the northeastern corner of the site. This also may impact on the proposed parking quantum which is discussed further below.

The applicant is required to undertake a Stage One Road Safety Audit (RSA1) of any revised internal layout and submit this for consideration along with a Designers Response.

Refuse and Servicing:

Swept path analysis should be provided to confirm the suitability of additional HGVs to be able to access and manoeuvre within the site appropriately.

Refuse arrangements should also be confirmed and it should be ensured that the location of any refuse stores within the internal layout would not conflict with any HGV movements. Any changes to the internal layout will require swept path analysis to be provided for all vehicles accessing the site using dimensions according with the recently released TG2.

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The applicant should confirm that the fire tender and refuse vehicle are able to access the building/refuse stores in line with the required instances as laid out within the building regulation and Manual for Streets requirements.

Parking Provision

Vehicular Parking:

The TA confirms that in total the site currently benefits from 136 car parking spaces which is to be unaltered as part of this change of use planning application.

The total vehicular parking provision for each of the uses in accordance with Havant Borough Council's Parking SPD. This has been based on the unit being fully occupied by one of these use classes to provide a robust assessment:

Use Class and Vehicle Parking Standard	Required Parking Provision (3,196.6sqm)
B1(a) – 1 space per 30sqm	107 spaces
B2/E(g)(iii) – 1 space per 45sqm	72 spaces
B8 – 1 space per 90sqm	36 spaces

It can be concluded that with a robust assessment for assuming the whole site to be in B1(a) use, the existing parking provision of 136 parking spaces can accommodate the greatest parking demand. The Highway Authority therefore agree with the conclusions made within the TA on the vehicular parking demand and provision.

Notwithstanding, as raised above, safeguarding the necessary land to pursue the Northern Brambles Link is likely to require alterations to the internal layout and existing parking quantum to accommodate this. It appears that there is appropriate scope within the parking provision to parking spaces to safeguard this land. There is a balance between providing sufficient parking on site and encouraging access to the site via sustainable modes. Given the site is over providing by a minimum of 29 parking spaces for a robust worst-case assessment it is not considered an unreasonable request.

The parking space dimensions internally should be confirmed and should accord with Havant Borough Council's Parking SPD.

No commentary has been provided on any EV charging requirements however this fall under Havant Borough Council's remit to raise.

Cycle Parking:

The Highway Authority do not agree with the commentary provided within the TA regarding cycle parking. It is not considered appropriate to condition the provision of cycle parking. If the infrastructure is not there to support cycling once the site is operational then this will not encourage sustainable travel behaviour and use of sustainable modes to travel to and from the site. The Highway Authority therefore

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consider that cycle parking should be provided and secured through this planning application and not through condition.

Given the need to encourage sustainable modes to travel to and from site robust cycle parking for the greatest demand i.e. 21 long-stay and 6 short-stay cycle parking spaces is considered appropriate. Cycle parking should be secure and covered to support travel via sustainable modes.

Traffic Distribution/Assignment

Until it has been clarified whether the applicant is also seeking consent for office use, the Highway Authority are unable to confirm whether traffic distribution is required to support this planning application.

Junction Assessments

Until it has been clarified whether the applicant is also seeking consent for office use, the Highway Authority are unable to confirm whether junction assessment is required to support this planning application.

Travel Plan

Given the need to encourage sustainable transport modes to travel to and from the site a staff travel plan is considered necessary to support this planning application.

Recommendations

Having regard to the above, the Highway Authority require the further information requested before a formal recommendation can be made on this planning application.

Yours sincerely,

Sophie Osborne
Senior Transport Planner – Highways Development Planning
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