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Date	24 January 2025	Email	havantdc@hants.gov.uk

For attention of Ms K Taylor

Dear Madam,

Re: Demolition of existing buildings and redevelopment of the industrial site comprising of a single industrial building, split into three units having a flexible set of mixed industrial uses. This includes use classes E(g) (iii), B2 and B8 along with ancillary offices, car parking, yard areas, soft landscaping and associated infrastructure | 8 Downley Road, Havant, PO9 2JD

Thank you for your re-consultation on the above planning application. In response to previous comments dated 09 December 2024, the applicant has submitted a revised Technical Note dated 24 December 2024 which the Highway Authority have reviewed and have the following comments to make.

Site Access

The applicant has undertaken ATC surveys to establish the recorded speeds along Downley Road. In accordance with HCC TG3 and CA185 guidance, two separate weeks of data have been obtained for the weeks commencing 16 December 2024 and 06 January 2025. ATC's have been placed within the vicinity of the site accesses which is considered appropriate. This has been agreed with the Highway Authority.

The results for both set of speed surveys identify that the 85th percentile speeds along Downley Road are around 30mph, with the maximum 85th percentile speed recorded at 30.4mph. The visibility splays previously demonstrated to the Highway Authority (drawing 425.065366.00001_AT_SK02 Rev C) are therefore considered to be robust given that these are in excess of the requirements for a 30mph speed limit (45.0m).

Pedestrian crossing facilities have been provided at both bellmouth access points to provide safe and inclusive crossing provision for all users. Pedestrian

Deputy Chief Executive and Director of Hampshire 2050
Gary Westbrook

visibility splays of 1.5m X 43.0m in accordance with HCC TG3 commensurate with the 30mph speed limit as confirmed by the recorded speeds have been demonstrated within drawing 425.065366.00001_AT_SK04 Rev D. The Highway Authority are content that appropriate pedestrian visibility can be achieved.

Vehicular and pedestrian visibility splays will be suitably conditioned through any future planning consent to ensure that obstructions do not exceed 0.6m in height.

Internal Layout

Parking:

In response to previous comments, the raw parking survey data has been submitted to the planning portal for review by the Highway Authority. The Highway Authority have reviewed this data in conjunction with the results provided within the previous TN (dated 16 October 2024).

It is understood that reference to 116 spaces within Appendix E for the surveys collected on Tuesday 2nd July 2024 is an error and in total at the Velocity site 123 standard bays, 5 disabled parking bays and 8 loading bays are present. The applicant has confirmed that to calculate the parking stress, the applicant has utilised a total parking quantum of 128 spaces excluding the loading bays.

Generally, across the survey the Highway Authority are able to corroborate the parking stress data provided within Table 4-1 of the TN dated 16 October 2024 with the snapshot data (photo's) provided. It is noted that the unit to the far left (Unit 3) appears to be unoccupied as no parking or HGV activity has been observed over the survey period undertaken (except for the 1 day surveyed in July 2024). Including the full parking count therefore provides an overly positive picture of the total parking stress on site given that the unit appears to be unoccupied for the majority of survey dates. It is considered that the parking allocation for this unit should be discounted for robustness.

Removal of these parking spaces therefore leads to a total parking quantum of 88 across the site (Units 1 and 2). This increases the maximum parking stress from 43% as calculated by the applicant to 63%. The shortfall in parking on the site remains a concern to the Highway Authority, however the parking stress would indicate that there is theoretical scope for reduced parking demand at the development site. As raised previously, indirect mitigation in the form of a financial contribution to improve the sustainable transport infrastructure is necessary to support this planning application to mitigate the lower parking supply levels.

Other Layout Comments

As previously requested, swept path analysis has been undertaken within drawing 425.065366.00001_AT_C03 for a fire tender navigating the internal layout. The drawing demonstrates that a fire tender is able to access the units and manoeuvre within the site appropriately. It should be noted that the dimensions utilised does not accord with that set out within HCC TG2 however

there would remain sufficient space within the internal road network to accommodate use of a larger vehicle. The planning authority should confirm whether the tracking provided meets the building regulation requirements.

For clarity the Highway Authority have previously agreed the HGV and refuse tracking provided. The revisions within the TN reflect the updated layout following changes to the internal crossing provision as discussed further below.

The applicant has clarified the internal arrangement as to how parking spaces are to be accessed adjacent to loading bays. Figure 3-1 within the TN outlines that the car parking access adjacent to the loading areas is separate and therefore conflicts will not arise. There appears to be a misunderstanding as the comments related to the parking bays that are to be located within the loading bays itself. It would appear that should an HGV present in the loading bay, the parking spaces on the northern boundary would become obstructed. The management of the internal parking bays within the loading bays will be for the applicant and the private management company to manage to ensure that conflicts do not occur between HGV and car users.

In response to previous comments the pedestrian crossing location has been revised within the internal layout as demonstrated within drawing PL004 Rev N. The swept path analysis for the HGV identifies that HGVS are able to wait within the internal road network should pedestrians be waiting to cross without obstructing Downley Road itself. This is considered acceptable.

Accessibility by Non-Car Travel Modes

The Highway Authority have previously set out the need to provide realistic opportunities to travel to and from the site sustainably to accord with the NPPF and LTP4. Through the applicants own walking and cycling audit, and through schemes identified by the Highway Authority, the following strategy was put forward within the previous formal response of which a financial contribution would be sought to improve the sustainable transport infrastructure within the vicinity of the site:

- a) Bus stop improvements along Bartons Road
- b) Wayfinding provision
- c) Pedestrian and cycle improvements within the vicinity of the Crossland Drive/Petersfield Road junction
- d) Crossing improvements at New Lane/Eastern Road junction
- e) Provision of tactile paving at Littlegreen Avenue junction

The strategy to agree the proportionate contribution figure towards the above works identified has been discussed and agreed with the applicant directly. The Highway Authority have been mindful that the proposed development leads to a net reduction in trips on the highway network. Notwithstanding this, the need to encourage sustainable travel to and from the site to comply with the NPPF and LTP4 and in-direct mitigation due to the shortfall in parking in

accordance with the parking standards remains. It has therefore been agreed with the applicant that a fair and proportionate contribution of £50,544 will be paid by the applicant towards one or more of the schemes as identified above, in no priority order. Delivery of one or more of the schemes set out above is considered to provide appropriate opportunities to encourage sustainable travel and reduce the reliance on the private car to access the site.

Operational Management Plan (OMP)

An Operational Management Plan will be required to be secured as part of any future planning application. Whilst it is acknowledged that the site has an overall net reduction in trips on the highway network, there would be an increase in overall HGV trips should all units be in B8 use.

The OMP should set out the peak hour and hourly HGV trip generation for each associated unit once the end user is known and set out the HGV route. This should secure and be in accordance with the HGV numbers that have been assessed through the planning process which for clarity should not exceed:

- c. 3 two-way movements per hour if the site is all in E(g)(iii)/B2 use
- c. 12 two-way movements per hour if the site is all in B8 use

HGVs will be required to follow the existing signed route via Petersfield Road and Crossland Drive and this should be set out within the OMP. Under no circumstances should vehicles access the site from any routes other than the signed route.

The OMP will be secured via an appropriate planning condition and would need to be formally varied to allow different occupiers for each of the units to use the site should their operational needs vary from those units that will have been initially assessed and secure within the OMP.

Travel Plan

For clarity, the Highway Authority have previously agreed the framework travel plan which is to be secured within the s106 agreement for a full plan to be provided and agreed with the Highway Authority along with the associated approval, monitoring and cash deposit/bond prior to occupation.

Recommendations

Having regard to the above the Highway Authority provide no objections to this planning application subject to the following s106 obligations and conditions:

S106 obligations:

- Prior to commencement a financial contribution of £50,544 with respect to sustainable transport improvements to be secured towards the following (in no priority order):
 - a) Bus stop improvements along Bartons Road

- b) Wayfinding provision
- c) Pedestrian and cycle improvements within the vicinity of the Crossland Drive/Petersfield Road junction
- d) Crossing improvements at New Lane/Eastern Road junction
- e) Provision of tactile paving at Littlegreen Avenue junction
- Prior to commencement a highways agreement to be entered into with respect to the northern and southern site access works along Downley Road as shown indicatively within drawing 425.065366.00001_AT_SK04 Rev D
- Prior to occupation the site access works along Downley Road to be completed to completion certificate standard
- Prior to occupation, a full travel plan, to be submitted to and agreed in writing by the Highway Authority
- Prior to occupation payment (by developer) of HCC fees in respect to approval (£1,500) and monitoring (£15,000) of the full travel plan
- Prior to occupation, provision of a bond or cash deposit of £11,000 with respect to costed measures within the travel plan

Conditions:

- No development shall start on site until a construction method statement has been submitted to and approved in writing by the Planning Authority, which shall include:
 - a) A programme of and phasing of demolition (if any) and construction work;
 - b) The provision of long-term facilities for contractor parking;
 - c) The arrangements for deliveries associated with all construction works;
 - d) Methods and phasing of construction works;
 - e) Access and egress for plant and machinery;
 - f) Protection of pedestrian routes during construction;
 - g) Location of temporary site buildings, compounds, construction material, and plant storage areas;
 - h) Details of the methodology for ensuring dirt is not transferred onto the highway from the site (i.e. wheel washers), and onwards mitigation should this fail, such as the employment of mechanical road sweepers, and the subsequent refresh of street

lining (as and when required) should this be damaged during the process.

- i) Details of how the CTMP measures are integrated and managed with the adjoining consents.

Demolition and construction work shall only take place in accordance with the approved method statement.

Reason - In order that the Planning Authority can properly consider the effect of the works on the amenity of the locality and in the interest of Highway Safety

- Prior to occupation, to provide a Full Operational Management Plan to be submitted and approved in writing by the Highway Authority. This should set out the peak hour HGV trip generation for each associated unit and the associated HGV routeing. The OMP should also provide a commitment to allow the formal variation of the OMP for each industrial unit should the operational needs vary from the operation and use of the units that have previously been assessed and secured.

Reason: In the interests of Highway Safety

- The approved lines of site splays on 425.065366.00001_AT_SK02 Rev C and 425.065366.00001_AT_SK04 Rev D shall be kept free of any obstruction exceeding 0.6m in height above the adjacent carriageway.

Reason – In the interest of highway safety

Yours faithfully,

Sophie Osborne
Senior Transport Planner – Highways Development Planning
Hampshire 2050