

Former Landfill Site, Brockhampton West, Harts Farm Way, Havant Highways England Response Note

205465/N04

Introduction

1. Vectos have been appointed by Clowes Developments (UK) Ltd. to provide traffic and transport advice regarding the proposed development on the Former Landfill Site, Brockhampton West, Harts Farm Way, Havant.
2. The site is located immediately to the south east of the A27 / Harts Farm Way teardrop junction and is bound by the A27 to the north, Harts Farm Way to the south and west and a river to the east.
3. The site is allocated for employment use under Policy HB2 (BD11) of the adopted Havant Borough Local Plan (Allocations) Development Plan Document.
4. The development proposals are for:

“Outline application for the development of new employment units to provide up to 29,000 sqm (gross internal area) for flexible use across use classes E (light industrial), B2 and B8 with ancillary offices, car parking, service yards, drainage works, landscaping and associated works to prepare the site for development. All matters are reserved except the primary means of access to the site.”
5. A Transport Assessment (TA) was produced by Vectos and submitted to Highways England (HE) for review in March 2021. A response from HE was received in March 2021.
6. This note has been prepared to address only the transport comments received by HE on the submitted TA. The HE response has been included within **Appendix A** for reference. The remainder of the comments provided by HE will be addressed separately by other disciplines.

Vectos Response to HE TA Comments

HE Comment 1

“2.47 Personal Injury Collision Data Review

Paragraph 2.47 advises that there are no collision clusters but no plot of the 2015-2020 collision data has been provided to support this view. We request that a plot is provided. If any clusters are identified on the SRN, we request commentary reviewing the collisions.”

Vectos Response

7. As requested, a plot of the 2015-2020 collision data has been provided at **Appendix B**. As can be seen, there are no clusters identified on the SRN.

HE Comment 2

“3.20 Havant Borough Local Plan (Allocations) (July 2014)

We understand the site is allocated in the current adopted Havant Local Plan as site BD11 ‘Brockhampton West’ for 23,400 sqm of employment use. Therefore, the development proposal is in excess of the site allocation within the Local Plan.

The Local Plan has stated that the site is, “Located in close proximity to the A3(M) Junction 5 and could have an impact on the Strategic Road Network.” Therefore, a site-specific development requirement is listed as “Potential mitigation measures to ensure the safe and efficient operation of the Strategic Road Network to the satisfaction of the Highways Agency.”

Vectos Response

8. The site allocation does not impose a maximum floorspace and the Council's planning policy team are satisfied that the proposed development is in accordance with the allocation. The policy notes that the highway mitigation measures are ‘potential’ only and not an absolute requirement. The traffic impact assessment undertaken in the TA is slightly greater than the site allocation in the Local Plan and demonstrates that the proposed development will not have a severe impact on the operation of the local or strategic highway network. As such, it is not considered that mitigation measures regarding the operation of the SRN are necessary.

HE Comment 3

“4 Development Proposals

We understand that whilst the form of the proposed buildings has not yet been defined, three illustrative layouts will be submitted demonstrating use of the site for one-, two- and three-unit schemes. The floorspace associated with each layout is as follows:

- One-unit scheme: 28,392sqm (GIA)*
- Two-unit scheme: 27,985sqm (GIA)*
- Three-unit scheme: 27,471sqm (GIA)”*

Vectos Response

9. This is noted and confirmed.

HE Comment 4

“4.10 Parking

In terms of parking requirements, we note that the one-unit scheme would give rise to the greatest proposed parking provision for both cars (315 spaces) and HGV loading docks (25).

The parking demand has been based on provision for B8 use only as opposed to mixed use.

Paragraph 4.13 states that if an E or B2 use class occupier is interested in occupying the site, a revised layout with increased levels of car parking would be provided. HBC's Parking SPD (September 2019) states minimum requirements and given that the application is for a mix of uses but only one-use class has been assessed this does not appear to be a robust site layout or meet the requirements of the SPD as the parking spaces provided are below that for B2 and E (B1c) use class. Therefore, we request that confirmation is provided if HCC Highways and HBC are satisfied with this approach.

We would expect that a proportional approach to the use classes would be more appropriate as opposed to 100% B8 to ensure that a robust assessment has been undertaken when applying for a mixed-use development. Given the site's close proximity to the SRN A27 westbound off-slip, we would be concerned if there was an under provision of parking that could lead to queuing on Harts Farm Way and onto the A27 mainline. This could lead to capacity and safety impacts on the SRN which would be unacceptable.”

Vectos Response

10. For reference site layout plans have been provided with a B2 land use and car parking standards to assess the worst case in terms of car parking which would be a 100% B2 scheme. These updated plans are provided within **Appendix C**. For clarity, the car parking standards, and the required number of spaces per indicative layout is presented in **Table 1**. These standards are taken from Havant Borough Council's Parking SPD (September 2019).

Table 1: B2 Parking Standards and Requirements

Scheme	Minimum car parking standard	Minimum car parking requirement
One-unit scheme	1 space per 45sqm	631
Two-unit scheme		622
Three-unit scheme		610

11. As seen at **Appendix C**, the updated plans for the one-unit scheme provide 631 car parking spaces in line with the required standards. The two-unit scheme provides 542 car parking spaces, and although it is acknowledged that this is below the required the minimum standard, we can demonstrate from a car parking accumulation that the demand for car parking from the proposed

development is below the minimum car parking standards set out by HBC, This is demonstrated in **Table 2** below. It should be noted under a B2 land use an three unit scheme cannot be provided due to the car parking requirements.

Table 2: Car Parking Accumulation

Time	Parking Accumulation
07:00-08:00	57
08:00-09:00	161
09:00-10:00	177
10:00-11:00	179
11:00-12:00	180
12:00-13:00	176
13:00-14:00	209
14:00-15:00	174
15:00-16:00	155
16:00-17:00	90
17:00-18:00	10
18:00-19:00	-17

12. **Table 2** shows that when considering the three illustrative layouts, the total arrivals and departures for the day remain below the total number of car parking spaces available. The car parking accumulation exercise has been undertaken based on the proposed development operating wholly as B2 use with a floor area of 29,000sqm.
13. As set out in **Table 2**, the highest level of car parking occupancy is 209 vehicles between 13:00 and 14:00. Therefore, with the one-unit scheme proposing the provision of 631 car parking spaces, and the two-unit scheme proposing the provision of 542 car parking spaces, it can be seen there is sufficient car parking provision. Therefore, it is deemed there will be no issues with overspill parking or queuing back to the mainline.
14. To address the points regarding assessing a mixed development quantum a trip generation exercise has been undertaken for the three illustrative layouts for B2 land use. To estimate the number of trips generated by the proposed development, the B2 land use trip rates as set out in the TA have been applied to their floor areas. **Table 3** sets out the resultant vehicle and HGV trips for B2 use for the three illustrative layouts.

Table 3: Total Vehicle and HGV Trips and Trip Rates

Time Period	Total Vehicles			HGVs		
	B2 Trip Rates					
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Weekday AM Peak (08:00-09:00)	0.447	0.088	0.535	0.019	0.015	0.034
Weekday PM Peak (17:00-18:00)	0.038	0.315	0.353	0.004	0.006	0.010
Daily	1.855	1.913	3.768	0.183	0.138	0.321
Time Period	Total Vehicles			HGVs		
	One-unit Scheme					
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Weekday AM Peak (08:00-09:00)	127	25	152	5	4	10
Weekday PM Peak (17:00-18:00)	11	89	100	1	2	3
Daily	527	543	1,070	52	39	91
Time Period	Total Vehicles			HGVs		
	Two-unit Scheme					
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Weekday AM Peak (08:00-09:00)	125	25	150	5	4	10
Weekday PM Peak (17:00-18:00)	11	88	99	1	2	3
Daily	519	535	1,054	52	39	90
Time Period	Total Vehicles			HGVs		
	Three-unit Scheme					
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Weekday AM Peak (08:00-09:00)	123	24	147	5	4	9
Weekday PM Peak (17:00-18:00)	10	87	97	1	2	3
Daily	510	526	1,035	50	38	88

15. **Table 3** shows that the highest level of trip generation under B2 use would result from the one-unit scheme with 152 and 100 two-way vehicle movements during the weekday AM and PM peak hour, respectively, and a total of 1,070 daily two-way vehicle movements.

16. The traffic impact assessment undertaken in the TA was based on a worst-case scenario assessment of the proposed development operating wholly as B2 use with a floor area of 29,000sqm. This scenario would result in 155 and 102 two-way vehicle movements during the weekday AM and PM peak hour, respectively, and a total of 1,093 daily two-way vehicle movements.
17. Therefore, it can be seen that the trip generation from the site operating as wholly B2 use in any of the three illustrative layouts is lower than that assessed in the TA. Furthermore, the car parking accumulation demonstrate that a sufficient level of car parking is provided within each layout. Therefore, it is not deemed necessary to reassess or provide any further evidence that the proposed development will have an impact on the SRN or lead to queuing back as the worst case have been assessed within the TA which does not demonstrate a material impact on the highways network.

HE Comment 5

“5 Traffic Generation

A single site – TNT Dartford, surveyed in 2017, is proposed as the basis for the B8 trip rates. Although we do not concur that the site is directly comparable to the Havant site, we agree that the B8 Distribution rates are acceptable for use in the TA. However, we request written confirmation that the site is not intended for B8 parcel distribution as this would result in significantly higher trip rates and traffic generation and therefore would require an additional trip rate assessment.

The B2 trip rates are acceptable for use in the TA. As mentioned above for section 4.10, we would expect that a proportional approach to the use classes would be helpful in assessing traffic generation, particularly with the inclusion of E use.

We request confirmation if HCC and HBC have accepted the proposed trip rates.”

Vectos Response

18. Regarding use of the site for parcel distribution, the TNT Dartford site which has been used as the basis for the B8 trip rates is itself a parcel distribution site. Furthermore, as set out in the TA, TRICS does not offer a large number of comparable sites for our trip rates to be based on. As set out in the TA the TNT Dartford site is located in a similar location to that of the proposed development i.e., located on the verge of the strategic road network and located on the outskirts of a town centre. It is therefore deemed that this is appropriate to use if the proposed development were to operate under B8 parcel distribution. As it has been determined in the TA that B2 land use presents the highest level of traffic generation, further assessment would not be necessary as a worst-case scenario assessment has already been undertaken.
19. Furthermore, HCC have considered the trip rates presented for the B8 land use acceptable with the following comment:

“Whilst it is not considered to be completely comparable, assessment of TRICS for sites available would point to the trips rates being generally representative and as such is considered to be acceptable for use within the assessment on face value.”

HE Comment 6

“5.17 Trip Distribution

The proposed distribution for the site has been derived using a nearby MSOA Havant 014 as opposed to Havant 018 where the site is located. We request that the breakdown of the proposed distribution and how this compares between the MSOA’s is provided as at present it is unclear if it is representative of the site.”

Vectos Response

20. **Table 4** sets out the trip distribution for both the nearby MSOA Havant 014 which has been utilised in the TA as well as MSOA Havant 018 which the site is located in.

Table 4: Havant 014 and 018 Trip Distribution

Route	Havant 014 (from TA)	Havant 018 (Site Location)
Harts Farm Way West via A3 North	22%	34%
Harts Farm Way West via A27 East	11%	10%
Harts Farm Way West via A27 West	28%	26%
Harts Farm Way West via Bedhampton Hill	10%	14%
Harts Farm Way East via Brockhampton Road	23%	13%
Harts Farm Way West via A3 Havant Road	6%	2%

21. At pre-application stage, traffic distribution based on the MSOA Havant 018 was submitted however both Hampshire County Council (HCC) and HE raised a concern regarding the weight of trips being distributed west on Harts Farm Way. It was stated by HCC that there are suitable routes to the east of the development site that should be considered.
22. In light of these comments, the proposed traffic distribution was revised using MSOA Havant 014 which contains Langstone Technology Park and Solent Retail Park, both large employment trip attractors within Havant. It is considered that by using this MSOA as a proxy for the site, it offers a more realistic trip distribution utilising both routes to the west and east on Harts Farm Way.
23. It is therefore considered that the use of MSOA Havant 014 provides the most suitable distribution for the site as compared to MSOA Havant 018.

HE Comment 7

“6.2 The Study Network

We agree with the TA that the following SRN junctions should be considered as part of the TA junction assessments:

- Harts Farm Way/A27 teardrop junction*
- A27/A3 Rusty Cutter junction”*

Vectos Response

24. This is noted and confirmed.

HE Comment 8

“6.3 Baseline Traffic Flow Data

We agree with the use of traffic flow data from the Forty Acre Farm planning application in the absence of any other suitable data due to Covid-19 restrictions and altered traffic patterns. However, we note that some data was obtained in 2015 and some in 2017 so we seek clarification in relation to the data that is proposed to be used within this application.”

Vectos Response

25. Baseline data has been taken from Appendix P of the Forty Acre Farm TA which includes traffic data for the baseline year of 2016 which has been used within our assessment. The traffic data from the Forty Acres application have had TEMPro factors applied to ascertain the future baseline years of 2025 the opening year for the site and 2030 approximately 10-year post submission.

HE Comment 9

“6.5 Traffic Growth

In terms of modelling scenarios, please see the reference to the DfT Circular 02/2013 as follows regarding appropriate assessment years:

“25. The overall forecast demand should be compared to the ability of the existing network to accommodate traffic over a period up to ten years after the date of registration of a planning application or the end of the relevant Local Plan whichever is the greater. This is known as the review period.

27. Where the overall forecast demand at the time of opening of the development can be accommodated by the existing infrastructure, further capacity mitigation will not be sought.

The opening of the development shall be taken to be the date at which the development first becomes available for occupation, unless agreed otherwise.”

We request that the assessment years are confirmed as it is unclear if 2025 is the proposed opening year of the development. Clarification regarding the review period assessment year is also sought.

Table 6.1 contains the proposed traffic growth TEMPro 7.2 figures for 2016-20 are acceptable for use within the TA. However, in relation to the Forty Acre Farm data, we seek clarification in relation to the traffic growth figures that relate to 2016 as opposed to 2015 or 2017.”

Vectos Response

26. It is confirmed that 2025 is the opening year of the proposed development whilst 2030 is ten years after submission of the planning application i.e., the review period.
27. Baseline data has been taken from Appendix P of the Forty Acre Farm TA which includes traffic data for the baseline year of 2016. As such, traffic growth figures from TEMPro 7.2 have been sought to apply to the data to growth the data from 2016 to 2025 and 2030.

HE Comment 10

“6.8 Scenarios

We note that only the worst-case scenario has been assessed, namely the one-unit scheme operating wholly under B2 land use. This is agreeable for use in the TA however, we question why the parking spaces scenarios are based on the development being solely B8 whereas the traffic scenarios are based on solely B2. We request that a consistent approach is taken across the TA.”

Vectos Response

28. See Vectos response to HE comments 4.

HE Comment 11

“6.20 and 6.22 SRN Junction Assessments

We request that the junction modelling files, marked up CAD plans with dimensions used in the models and signal timing sheets are sent to us for review for both the Harts Farm Way/A27 teardrop junction and the A27/A3 Rusty Cutter junction. We request confirmation if the improvement scheme that was permitted as part of the Forty Acre Farm application for the A27/A3 Rusty Cutter junction has been considered and what year this will be delivered.”

Vectos Response

29. The LinSig Model has been provided separately for HE review.

30. It is confirmed that the improvement scheme that is permitted as part of the Forty Acre Farm application for the A27 / A3 Rusty Cutter junction has been considered within the junction assessment as the models used are those approved within the Forty Acre Farm application.

HE Comment 12

“In addition to the comments in response to the TA above we have further remarked as follows. We do not see a reference to any committed development as part of the TA and assessment scenarios. We request that the applicant confirms what has been agreed with HCC and HBC in relation to relevant committed development.”

Vectos Response

31. TEMPro growth factors have been used to take account of traffic growth over the assessment period as this includes sites allocated in the Local Plan. No committed developments were provided for inclusion by HCC so it is considered that the use of TEMPro growth factors alone is acceptable.

HE Comment 13

“Finally, we request confirmation if any improvement works are proposed on the SRN? From the information currently provided it is unclear if any signage or other street furniture from the A27 westbound offslip is required to be located within the SRN boundary. If there are any works to the SRN, we request a WCHAR as required by CD 143 and a GG104 Safety Risk Assessment are completed for this SRN junction. In addition, please forward the CVs of proposed road safety auditors and a draft RSA1 brief for our consideration if works are proposed.”

Vectos Response

32. No improvement works are proposed on the SRN so no WCHAR assessment will be required for the A27 westbound off-slip junction.
33. The Stage 1 Road Safety Audit (RSA) briefing note and the CVs for the team undertaking the audit have been issued to both HCC and HE for agreement. These were issued on 29th April 2021.

Non-Highways Comments

34. The following section of the note addresses the non-highways comments provided with HE response.

Query 1

“In terms of the parameters plan, we note that the potential fire access zone for the 3 unit scheme runs to the north of the development to the highway boundary. Please can the applicant provide further details as to the nature of this access zone and the boundary treatment to the north of the site? We would be concerned about the route in an emergency potentially leading people to become trapped between a fire and the SRN if there was not a suitable boundary and exit point.”

35. The Fire Path indicated on the submitted drawings is shown to allow access for a Fire Tender in accordance with Building Regulations Part B Fire Access, to the north eastern part of the site. This require a turning head to allow a fire engine to turn around to avoid reversing too great a distance. This is also shown on the Parameters Plan. It is not the intention that this will be an evacuation route off site for any employees at the site.
36. Emergency access for employees will be provided around the units via a perimeter footpath around the building and is separate from the Fire Path shown on the Parameters Plan. It is proposed that the northern site boundary would be fenced to provide security to the employment premises, which would also mean that in the event of a fire the evacuation route from any employment unit would not lead people to the Strategic Highway Network, but to a safe muster point that is free of traffic travelling at high speed.
37. Detailed consideration of safe evacuation routes would be undertaken as part of the detailed design process once the layout is confirmed, to meet the requirements of Building Regulations and allow people to evacuate in a safe and efficient manner.
38. Details of the boundary treatment will be provided as part of future Reserved Matters submissions once the final form of development is confirmed.

Query 2

“Clarification is sought regarding the drainage strategy and if any proposed drainage will tie in to HE assets. For the avoidance of doubt, we reiterate that Highways England does not permit any third party development to connect into or drain into our existing highway drainage network as per the DfT Circular 02/2013, which states in the chapter “Physical Impact of Development on the Strategic Road Network” that

We understand that bunds will be delivered at a height of 3m on the western area of the site that borders the SRN highway boundary with the A27 westbound offslip. The Design and Access Statement layouts for each scenario are unclear in terms of the print quality to establish the height of each bund. Please can the applicant provide a drawing with the relevant dimensions of the western bund with the distance of the toe of the bund to the highway boundary. Please confirm the drainage arrangements for the bund.”

39. We can confirm that there is no intention to use any HE assets as part of our drainage strategy. It is proposed that surface water discharges from the site will be directed towards the Hermitage Stream as indicated by the submitted Drainage Strategy drawing. Detailed Drainage proposals will be prepared once the layout of the development has been confirmed and then submitted to the Planning Authority for their approval.
40. The details of the bunds have not yet been prepared as these will form part of the subsequent Reserved Matters application once the layout of the development has been confirmed. It is proposed that these will be provided on land controlled by the applicant. Details relating to the form of the

bund and any land drains that are potentially required to will be considered at detailed design stage once the final form of development is confirmed.

Summary

41. HE has provided comments on a TA produced by Vectos to support an outline application for flexible E/B2/B8 use on the Former Landfill Site, Brockhampton West, Harts Farm Way, Havant. This note has aimed to address only the transport comments received focussing primarily on car parking provision, trip rates and trip distribution.
42. Proposed site layout plans including the provision of parking to meet B2 use class standards has been provided to demonstrate how this can be achieved on site. However, it is not deemed appropriate to undertake further traffic impact assessment as a worst-case scenario based on B2 use has already been undertaken within the TA.
43. The use of the TNT Dartford site has been deemed appropriate and robust to use if the site were to operate under B8 parcel distribution. Therefore, no further assessment would be necessary if the site were to operate under this use.
44. The use of MSOA Havant 014 as opposed to MSOA Havant 018 is considered appropriate given it more closely matches the site's characteristics as it contains Langstone Technology Park and Solent Retail Park, both large employment trip attractors within Havant. It is considered that by using this MSOA as a proxy for the site, it offers a more realistic trip distribution.

Appendix A

Houghton, Michelle

From: Townend, Zoe <Zoe.Townend@highwaysengland.co.uk>
Sent: 24 March 2021 13:26
To: Havant Planning and Development Mailbox New
Cc: Blake, Patrick; Ginn, Beata; Strongitharm, Glen; Planning SE
Subject: #12778 Planning Application APP/21/00189 Brockhampton West, Harts Farm Way, Havant

For the attention of: Ms L Wells

Site: Brockhampton West, Harts Farm Way, Havant

Proposal: Outline application for the development of new employment units to provide up to 29,000 sq m (gross internal area) for flexible use across use classes E (light industrial), B2 and B8 with ancillary offices, car parking, service yards, drainage works, landscaping and associated works to prepare the site for development. All matters are reserved except the primary means of access to the site.

Application Number: APP/21/00189

Our Reference (Tracker No: 12778)

Dear Ms Wells,

Thank you for your email, dated 3 March 2021, regarding the above application.

Highways England has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the strategic road network (SRN). The SRN is a critical national asset and as such Highways England works to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

We will therefore be concerned with proposals that have the potential to impact the safe and efficient operation of the SRN, in this case the A27 and A3(M), in particular the Harts Farm Way/A27 teardrop junction and the A27/A3 Rusty Cutter junction.

We have reviewed the Former Landfill Site, Brockhampton West, Harts Farm Way, Havant Transport Assessment (TA) February 2021 and have provided our comments in the same order as the TA for ease of reference as follows:

2.47 Personal Injury Collision Data Review

Paragraph 2.47 advises that there are no collision clusters but no plot of the 2015-2020 collision data has been provided to support this view. We request that a plot is provided. If any clusters are identified on the SRN we request commentary reviewing the collisions.

3.20 Havant Borough Local Plan (Allocations) (July 2014)

We understand the site is allocated in the current adopted Havant Local Plan as site BD11 'Brockhampton West' for 23,400 sqm of employment use. Therefore the development proposal is in excess of the site allocation within the Local Plan.

The Local Plan has stated that the site is, *“Located in close proximity to the A3(M) Junction 5 and could have an impact on the Strategic Road Network.”* Therefore a site specific development requirement is listed as *“Potential mitigation measures to ensure the safe and efficient operation of the Strategic Road Network to the satisfaction of the Highways Agency.”*

4 Development Proposals

We understand that whilst the form of the proposed buildings has not yet been defined, three illustrative layouts will be submitted demonstrating use of the site for one-, two- and three-unit schemes. The floorspace associated with each layout is as follows:

- One-unit scheme: 28,392sqm (GIA)
- Two-unit scheme: 27,985sqm (GIA)
- Three-unit scheme: 27,471sqm (GIA)

4.10 Parking

In terms of parking requirements, we note that the one unit scheme would give rise to the greatest proposed parking provision for both cars (315 spaces) and HGV loading docks (25).

The parking demand has been based on provision for B8 use only as opposed to mixed use.

Paragraph 4.13 states that if an E or B2 use class occupier is interested in occupying the site, a revised layout with increased levels of car parking would be provided. HBC's Parking SPD (September 2019) states minimum requirements and given that the application is for a mix of uses but only one use class has been assessed this does not appear to be a robust site layout or meet the requirements of the SPD as the parking spaces provided are below that for B2 and E (B1c) use class. Therefore we request that confirmation is provided if HCC Highways and HBC are satisfied with this approach.

We would expect that a proportional approach to the use classes would be more appropriate as opposed to 100% B8 to ensure that a robust assessment has been undertaken when applying for a mixed use development. Given the site's close proximity to the SRN A27 westbound off-slip, we would be concerned if there was an under provision of parking that could lead to queuing on Harts Farm Way and onto the A27 mainline. This could lead to capacity and safety impacts on the SRN which would be unacceptable.

5 Traffic Generation

A single site – TNT Dartford, surveyed in 2017, is proposed as the basis for the B8 trip rates. Although we do not concur that the site is directly comparable to the Havant site, we agree that the B8 Distribution rates are acceptable for use in the TA. However, we request written confirmation that the site is not intended for B8 parcel distribution as this would result in significantly higher trip rates and traffic generation and therefore would require an additional trip rate assessment.

The B2 trip rates are acceptable for use in the TA. As mentioned above for section 4.10, we would expect that a proportional approach to the use classes would be helpful in assessing traffic generation, particularly with the inclusion of E use.

We request confirmation if HCC and HBC have accepted the proposed trip rates.

5.17 Trip Distribution

The proposed distribution for the site has been derived using a nearby MSOA Havant 014 as opposed to Havant 018 where the site is located. We request that the breakdown of the proposed distribution and how this compares between the MSOA's is provided as at present it is unclear if it is representative of the site.

6.2 The Study Network

We agree with the TA that the following SRN junctions should be considered as part of the TA junction assessments:

- Harts Farm Way/A27 teardrop junction
- A27/A3 Rusty Cutter junction

6.3 Baseline Traffic Flow Data

We agree with the use of traffic flow data from the Forty Acre Farm planning application in the absence of any other suitable data due to Covid-19 restrictions and altered traffic patterns. However we note that some data was obtained in 2015 and some in 2017 so we seek clarification in relation to the data that is proposed to be used within this application.

6.5 Traffic Growth

In terms of modelling scenarios, please see the reference to the DfT Circular 02/2013 as follows regarding appropriate assessment years:

“25. The overall forecast demand should be compared to the ability of the existing network to accommodate traffic over a period up to ten years after the date of registration of a planning application or the end of the relevant Local Plan whichever is the greater. This is known as the review period.

27. Where the overall forecast demand at the time of opening of the development⁹ can be accommodated by the existing infrastructure, further capacity mitigation will not be sought.

⁹ The opening of the development shall be taken to be the date at which the development first becomes available for occupation, unless agreed otherwise.”

We request that the assessment years are confirmed as it is unclear if 2025 is the proposed opening year of the development. Clarification regarding the review period assessment year is also sought.

Table 6.1 contains the proposed traffic growth TEMPro 7.2 figures for 2016-20 are acceptable for use within the TA. However in relation to the Forty Acre Farm data, we seek clarification in relation to the traffic growth figures that relate to 2016 as opposed to 2015 or 2017.

6.8 Scenarios

We note that only the worst-case scenario has been assessed, namely the one-unit scheme operating wholly under B2 land use. This is agreeable for use in the TA however, we question why the parking spaces scenarios are based on the development being solely B8 whereas the traffic scenarios are based on solely B2. We request that a consistent approach is taken across the TA.

6.20 and 6.22 SRN Junction Assessments

We request that the junction modelling files, marked up CAD plans with dimensions used in the models and signal timing sheets are sent to us for review for both the Harts Farm Way/A27 teardrop junction and the A27/A3 Rusty Cutter junction. We request confirmation if the improvement scheme that was permitted as part of the Forty Acre Farm application for the A27/A3 Rusty Cutter junction has been considered and what year this will be delivered.

In addition to the comments in response to the TA above we have further remarks as follows. We do not see a reference to any committed development as part of the TA and assessment scenarios. We request that the applicant confirms what has been agreed with HCC and HBC in relation to relevant committed development.

We have reviewed the lighting proposals and request that the applicant agrees to a planning condition as follows:

“Prior to the installation of any external lighting full details of lighting, the associated levels of luminance, timing of its provision, and its location shall be submitted to and approved in writing by the local planning authority (in consultation with Highways England). The development shall thereafter be undertaken in strict accordance with the approved details prior to the first occupation of the development hereby permitted and retained in accordance with the agreed specification unless otherwise agreed in writing by the Local Planning Authority (in consultation with Highways England)).

Reason: To ensure that the A27 Trunk Road continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety.”

Clarification is sought regarding the drainage strategy and if any proposed drainage will tie in to HE assets. For the avoidance of doubt, we reiterate that Highways England does not permit any third party development to connect into or drain into our existing highway drainage network as per the DfT Circular 02/2013, which states in the chapter “*Physical Impact of Development on the Strategic Road Network*” that:

“49. There may be development proposals that, whilst not within the statutory requirement for a local planning authority to consult the Highways Agency, have the potential for direct or indirect physical impact on the strategic road network or its amenities, or to put users of the road at risk (such as fire hazard; stability of embankments and cuttings; integrity of structures; water run-off; air quality; visibility of traffic signs; etc.). Developers and local authorities are encouraged to identify such potential risks and discuss with the Highways Agency at the earliest opportunity to avoid the possibility of delaying or putting the delivery of their proposals at risk.

50. In order to ensure the integrity of the highway drainage systems, no water run off that may arise due to any change of use will be accepted into the highway drainage systems, and there shall be no new connections into those systems from third party development and drainage systems. Where there is already an existing third party connection the right for connection may be allowed to continue provided that the input of the contributing catchment to the connection remains unaltered.”

We understand that bunds will be delivered at a height of 3m on the western area of the site that borders the SRN highway boundary with the A27 westbound offslip. The Design and Access Statement layouts for each scenario are unclear in terms of the print quality to establish the height of each bund. Please can the applicant provide a drawing with the relevant dimensions of the western bund with the distance of the toe of the bund to the highway boundary. Please confirm the drainage arrangements for the bund.

In terms of the parameters plan, we note that the potential fire access zone for the 3 unit scheme runs to the north of the development to the highway boundary. Please can the applicant provide further details as to the nature of this access zone and the boundary treatment to the north of the site? We would be concerned about the route in an emergency potentially leading people to become trapped between a fire and the SRN if there was not a suitable boundary and exit point.

Finally, we request confirmation if any improvement works are proposed on the SRN? From the information currently provided it is unclear if any signage or other street furniture from the A27 westbound offslip is required to be located within the SRN boundary. If there are any works to the SRN, we request a WCHAR as required by CD 143 and a GG104 Safety Risk Assessment are

completed for this SRN junction. In addition please forward the CV's of proposed road safety auditors and a draft RSA1 brief for our consideration if works are proposed.

We hope that this response has been helpful and we would welcome a further meeting with the applicant to discuss the development proposals in the context of our comments above. In the interim we ask that the application is not determined (other than a refusal) until such time as we have resolved our concerns in order for us to provide a Formal Recommendation.

Kind regards,

Zoe Townend, Area 3 Assistant Spatial Planner

Highways England | Bridge House | 1 Walnut Tree Close | Guildford | Surrey | GU1 4LZ

Web: www.highwaysengland.co.uk

Please note that I only work on on Wednesday-Friday. For an urgent response please contact Patrick Blake.

From: planning.development@havant.gov.uk [<mailto:planning.development@havant.gov.uk>]

Sent: 03 March 2021 10:50

To: Planning SE <planningse@highwaysengland.co.uk>

Subject: #12778 Planning Application APP/21/00189 Brockhampton West, Harts Farm Way, Havant

This email is a consultation request regarding a planning application, reference APP/21/00189. The attached letter contains contact details should you wish to discuss the application with the Case Officer.

To see the details of the application and associated documents on Havant Borough Council's Public Access pages, follow [this link](#).

If you require any further information please email planning.development@havant.gov.uk or telephone (023) 01730 234223.

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Consultee Access allows you to see documentation that is not in the public domain (usually our pre-application enquiries) and saves your previous consultation responses.

If you have not yet registered your details on the website, please follow the instructions online and then email planning.development@havant.gov.uk to allow us to activate your consultee access and if you are experiencing problems with your access please let us know.

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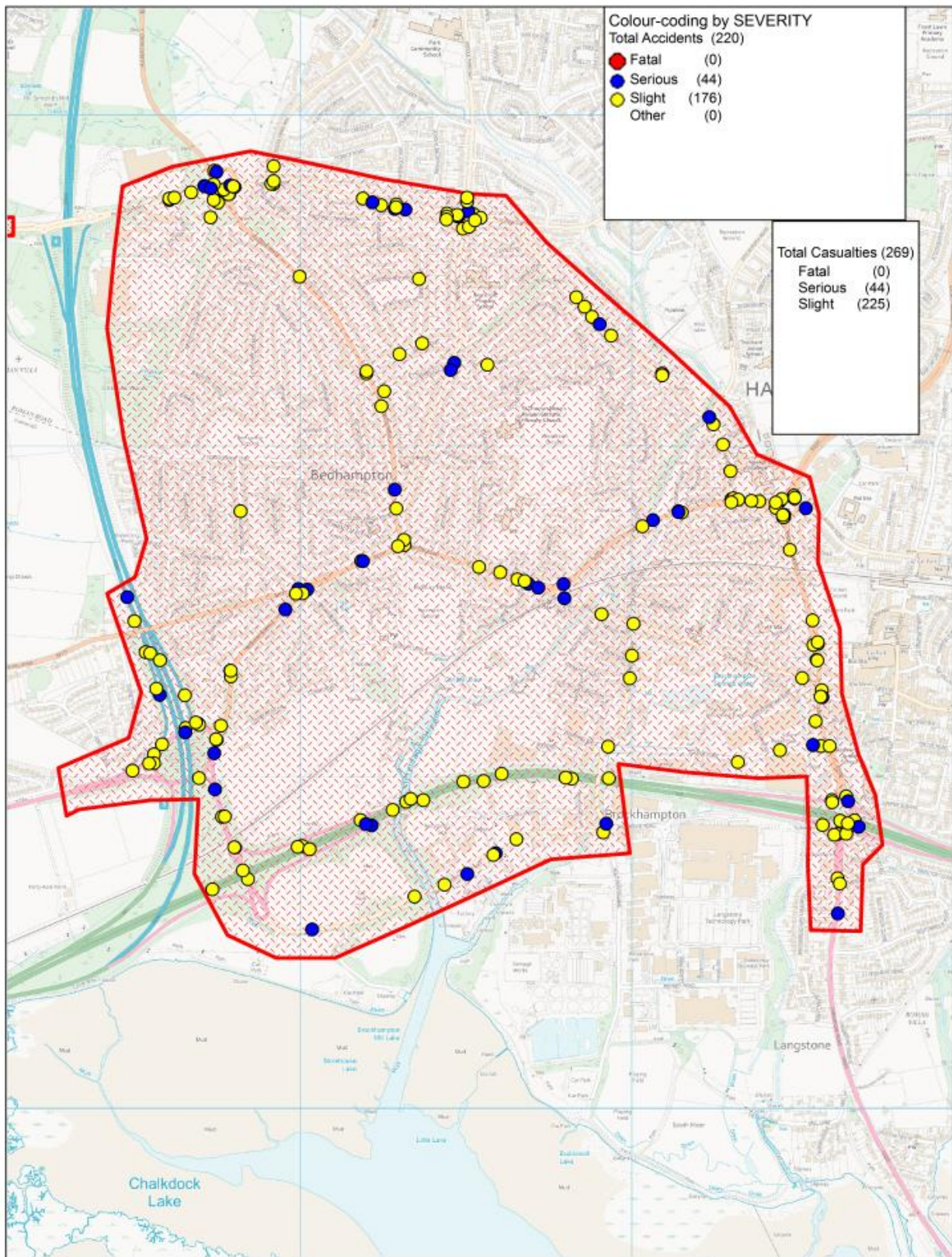
Highways England Company Limited | General enquiries: 0300 123 5000 | National Traffic Operations Centre, 3 Ridgeway, Quinton Business Park, Birmingham B32 1AF |

<https://www.gov.uk/government/organisations/highways-england> | info@highwaysengland.co.uk

*Registered in England and Wales no 9346363 | Registered Office: Bridge House, 1 Walnut Tree Close,
Guildford, Surrey GU1 4LZ*

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Appendix B



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 Selected map area Licence No. 01021C 2020

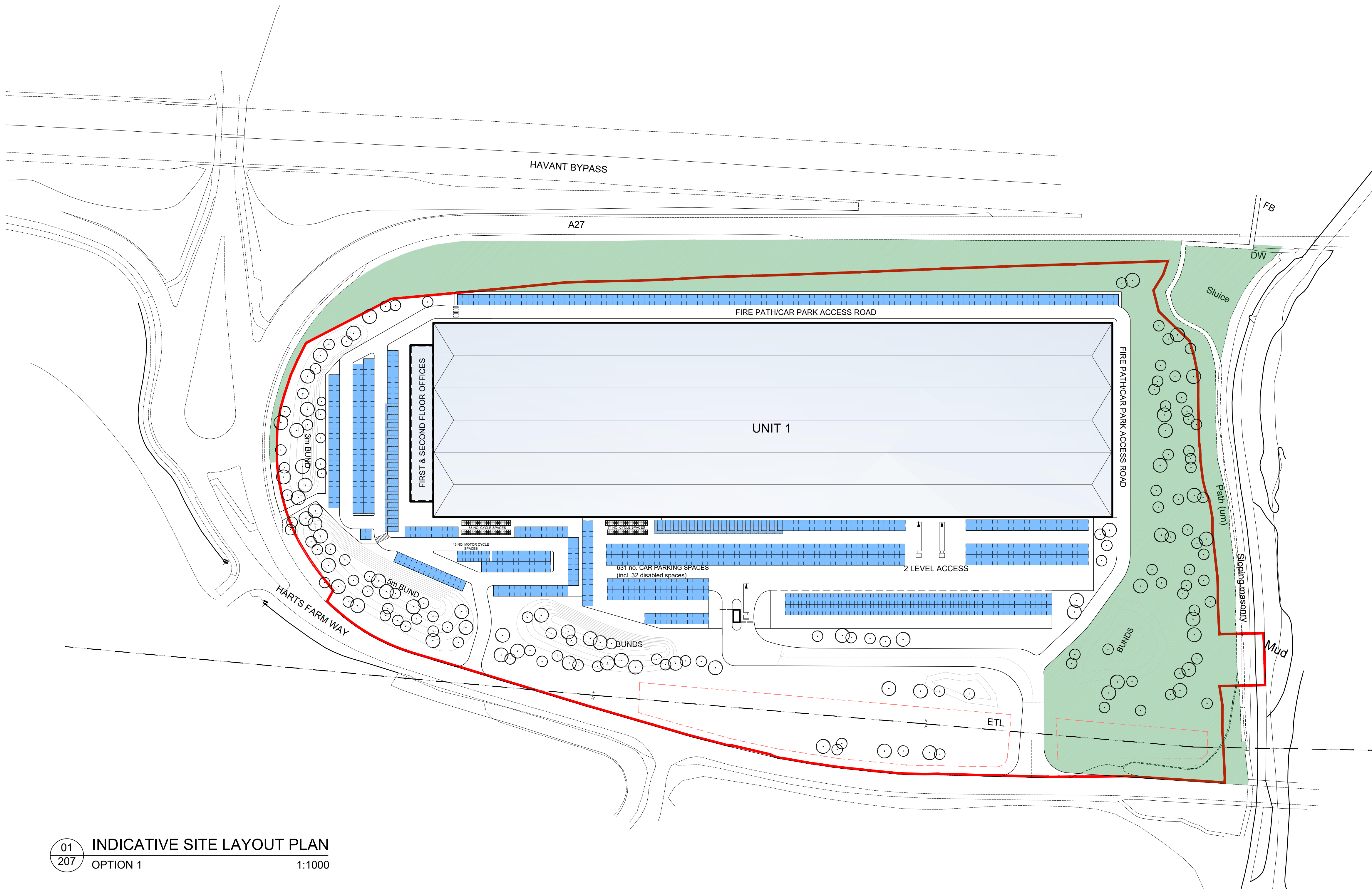
1 : 15120

DATE 05/11/2020

DRAWING No.

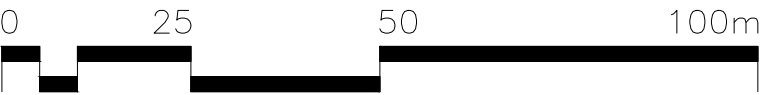
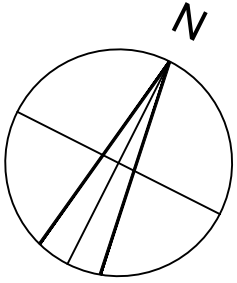
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Appendix C



NOTES:

SUBJECT TO STATUTORY CONSENTS
SUBJECT TO SURVEY
BASED ON OS MAP REPRODUCED BY PERMISSION OF
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IF USING AN ELECTRONIC VERSION OF THIS DRAWING
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MICHAEL SPARKS ASSOCIATES OF ANY DISCREPANCIES



NOTE:

TREE PLANTING AND BUNDS ARE INDICATIVE.
PLEASE REFER TO LANDSCAPE ARCHITECT'S
DRAWINGS FOR DETAILS OF SOFT LANDSCAPING

AREA SCHEDULE

GIA		
1	sqm	sqft
Unit	27,173	292,490
2 Storey Offices	1,298	13,970
Subtotal	28,471	306,460
Parking Spaces		
Cars	631 (inc. 32 Dis)	
Motorcycles	157	
Bicycles	162	
TOTAL	28,471	306,460
SITE AREA (APPROX.)		
	Ha	acres
	8.357	20.649

–	14/04/2021	First Issue	AU	AC
REV	DATE	NOTE	DRAW	CHK



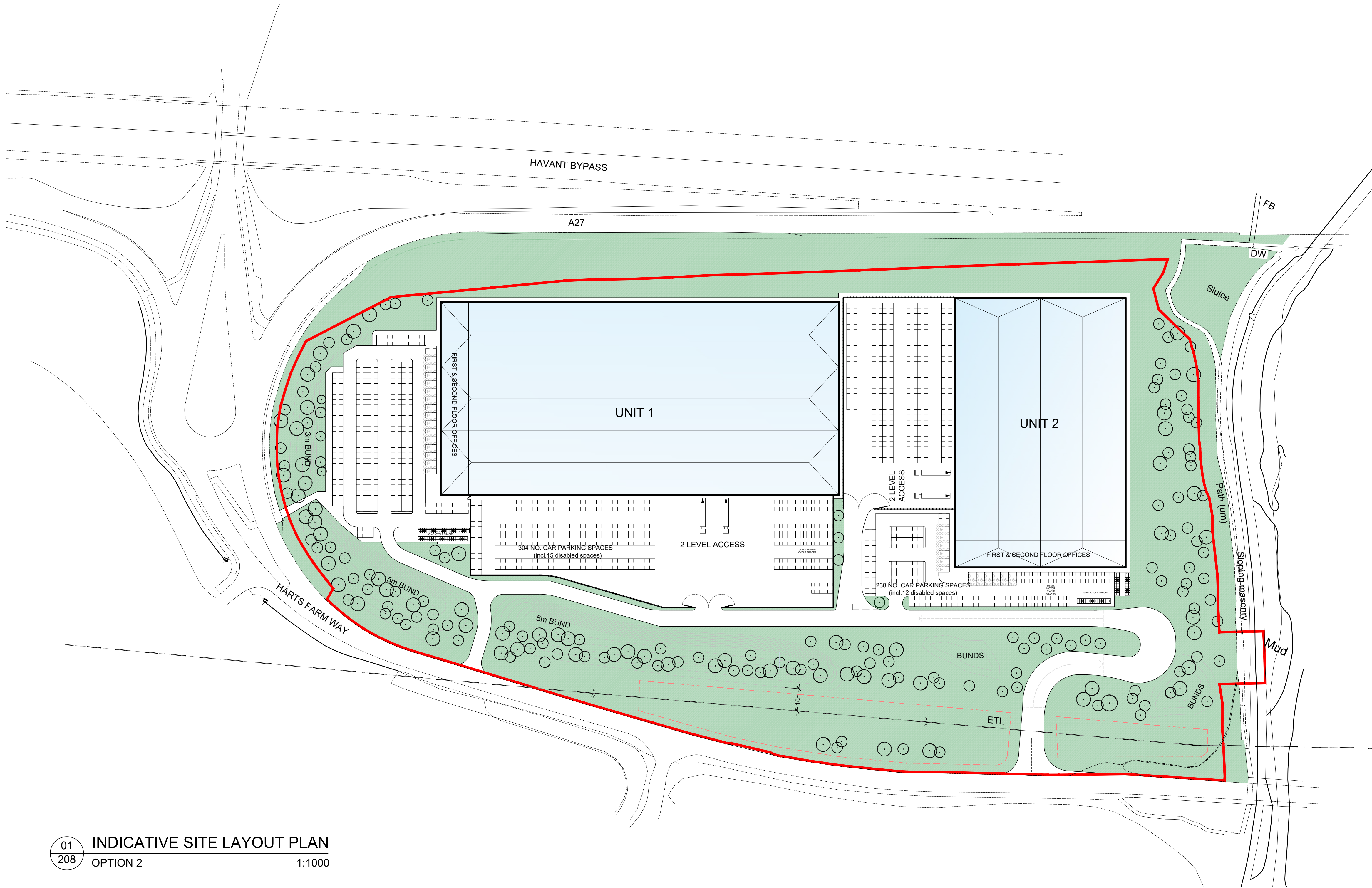
CHARTERED ARCHITECTS
11 PLATO PLACE
ST. DIONIS ROAD
LONDON SW6 4TU
TELEPHONE 020 7736 6162
www.msa-architects.co.uk

TITLE
HARTS FARM WAY, HAVANT
DRAWING
INDICATIVE SITE LAYOUT PLAN
OPTION 1 - B2 PARKING LAYOUT
CLIENT
CLOWES DEVELOPMENTS (UK) LTD.

DATE	SCALE	DRAWN
APRIL 2021	1:1000 @ A1	AU
	STATUS	CHECKED
	PLANNING	AC

DRAWING NUMBER
31383 / PL / 207

01
207 INDICATIVE SITE LAYOUT PLAN
OPTION 1 1:1000



NOTES:

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SUBJECT TO SURVEY

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NOTE:

TREE PLANTING AND BUNDS ARE INDICATIVE.
PLEASE REFER TO LANDSCAPE ARCHITECT'S
DRAWINGS FOR DETAILS OF SOFT LANDSCAPING

AREA SCHEDULE		
G/A		
1	sqm	sqft
Unit	15,353	165,260
2 Storey Offices	1,924	20,710
Subtotal	17,277	185,970
Parking Spaces		
Cars	304 (inc. 15 Dis)	
Motorcycles	96	
Bicycles	90	
2	sqm	sqft
Unit	9,086	97,800
2 Storey Offices	1,622	17,460
Subtotal	10,708	115,260
Parking Spaces		
Cars	238 (inc. 12 Dis)	
Motorcycles	60	
Bicycles	70	
TOTAL	27,985	301,230
SITE AREA (APPROX.)		
	Ha	acres
	8.357	20.649

–	15/04/2021	First Issue	AU	AC
REV	DATE	NOTE	DRAW	CHK



CHARTERED ARCHITECTS

11 PLATO PLACE
ST. DIONIS ROAD
LONDON SW6 4TU

TELEPHONE 020 7736 6162

www.msa-architects.co.uk

TITLE

HARTS FARM WAY, HAVANT

DRAWING

INDICATIVE SITE LAYOUT PLAN
OPTION 2 - B2 PARKING LAYOUT

CLIENT

CLOWES DEVELOPMENTS (UK) LTD.

DATE	SCALE	DRAWN
APRIL 2021	1:1000 @ A1	AU
STATUS		CHECKED
PLANNING		AC

DRAWING NUMBER

31383 / PL / 208

01
208 INDICATIVE SITE LAYOUT PLAN
OPTION 2 1:1000