



Hampshire
County Council

Hampshire 2050
The Castle
Winchester, Hampshire SO23 8UL

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

Enquiries to

Chris Hirst

My reference

Direct Line

0370 779 0563

Your reference

APP/22/01039

Date

31st January 2023

Email

Chris.Hirst@hants.gov.uk

For attention of Mr Eaves

Dear Sir,

Construction of 6no. industrial units, within Use Classes B2, B8 and E(g), following demolition of existing buildings, to incorporate, access, parking, landscaping, and associated works. | 36 New Lane, Havant, PO9 2JL

Thank you for consulting the Highway Authority on the above planning application.

To address the highway implications of the proposed development, the applicant has submitted a Transport Assessment (TA). Following a review of this document, the Highway Authority wishes to make the following comments.

Existing Conditions

The site is located to the east of New Lane and is situated within the existing industrial estate.

It is noted that the site currently consists of 5,800sqm of B1c and B8 land uses and is accessed via one vehicular crossover and one bellmouth junction from Stanbridge Road.

Sustainable Transport

Walking and Cycling

Footways either side of the site accesses provide onward connections to the existing facilities on New Lane to the west and towards the bridge over the railway line to the east. The existing footway on New Lane runs along the eastern side of the road, with a crossing point provided to the south opposite the Littlegreen Avenue footway link.

Director of Hampshire 2050
Gary Westbrook

Reference is made to the National Travel Survey and the walking distances referred to within the document. The Highway Authority disagree with the distances referred to within the NTS and instead require the assessment to be carried out alongside the distances identified within the CIHT's 'Providing for Journeys on Foot' document which identifies 2km as the maximum walking distance.

Notwithstanding the above, the Highway Authority notes that there are a number of facilities listed in Table 5.2 of the TA which sit within a walkable distance of the site.

Both northbound and southbound cycle lanes are provided on-carriageway along New Lane which terminate to the north before Bartons Road and to the south before Eastern Lane.

Bus

The nearest bus facilities are located circa 650m away on St. Albans Road, serving the number 20 and 21 bus services which run every half hour. Whilst the bus stops are more than 400m away, it is acknowledged that there is a continuous route available for pedestrians to access the site from these facilities.

Rail

Both Warblington and Havant rail stations sit between a 1.4km – 1.5km walking distance from the site. The stations provide regular services to nearby locations in the south, along with London Waterloo.

Personal Injury Accident Data

Personal Injury Accident (PIA) data has been gathered from Hampshire Constabulary between 01/12/2016 – 30/11/2021. Whilst it is noted that this data is over a year out of date, the Highway Authority are aware of a cluster of accidents at the New Lane/Crossland Drive junction.

Hampshire County Council's Safety Engineering team will be implementing an improvement scheme at the junction to improve the safety of cyclists travelling along New Lane. Once implemented, this scheme will be monitored to determine whether the existing accident issue has been addressed.

Proposed Development

The proposed development consists of redeveloping the existing site (5,800sqm) with B use floor area (4,533sqm). The redevelopment will also feature changes to the vehicular and pedestrian access to the site. The pedestrian changes feature a new footway provided into the site to provide access to the new units. The changes to the vehicular access is discussed below.

Site Access

The current two vehicular points of access into the site will be rationalised to provide access via one bellmouth junction onto Stanbridge Road. Drawing

number ITB14488-GA-001 shows westbound visibility to 44m (commensurate with a 30mph speed limit) from a 2.4m setback whilst the eastbound splay has been shown to 75m which is in excess of the posted speed limit. It is noted that no tactile paving has been included to allow for pedestrians to cross the site access. The crossing facilities should be incorporated into the design through the Section 278 process.

Tracking for an articulated vehicle has been undertaken in drawing number ITB14488-GA-002. The drawing demonstrates that an articulated vehicle can access and egress the site via Stanbridge Road and can also access the proposed parking locations within the site.

The revised access arrangement shown in drawing number ITB14488-GA-001 is considered acceptable in principle, subject to the applicant entering into a Section 278 agreement with the Highway Authority to implement the works.

Vehicle Parking

To adopt a robust parking strategy based on the proposed land uses for the site, the applicant has utilised the standards for B1 and B2, requiring 1 space per 45sqm.

The resultant requirement for 95 parking spaces has been met, with 101 spaces proposed within the site. In their capacity as local parking authority, Havant Borough Council should confirm that the proposed quantum is suitable.

Cycle Parking

A total of 28 cycle stands are proposed, located in a sheltered cycle store in the northwest corner of the site. The Highway Authority consider the quantum of parking to be suitable, along with the provision of a sheltered facility. A planning condition will be sought to secure these facilities.

Traffic Impact

To forecast the existing and proposed trip generation from the site, the applicant has utilised the TRICS database. The Highway Authority are satisfied with the assessment parameters used within the TRICS searches.

The existing floorspace split of the site has been taken into account (65% B1c and 35% B8) within the assessment, which results in two-way vehicle movements of 26 in the AM peak hour and 20 in the PM peak hour.

A 50-50 floorspace split has been assumed between B1c and B2 when calculating the trip rates, resulting in two-way trip rates of 27 in the AM peak hour and 21 in the PM peak hour. The resultant net impact of the site compared to the extant use is an additional 1 trip in both the peak hours.

Given the minimal trip increase through the revised proposal, the Highway Authority do not require junction modelling as part of the transport assessment work.

Recommendation

The Highway Authority are satisfied that the proposed development will result in a minimal increase in trips on the local highway network. The Highway Authority therefore recommends no objection, subject to the following conditions:

- A Construction Traffic Management Plan shall be submitted to, and approved in writing, by the Local Planning Authority (in consultation with Hampshire County Council Highway Authority) before development commences. This should include construction traffic routes and their management and control, parking and turning provision to be made on site, measures to prevent mud being deposited on the highway, adequate provision for addressing any abnormal wear and tear to the highway, and a programme for construction.

Reason:

In the interest of highway safety.

- Prior to commencement of development, details for the on site provision of cycle storage facilities shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.

Reason:

To ensure the adequate provision of on site facilities.

- Before any part of the development is occupied, the highway works shown on the drawings hereby approved and described in the letter shall have been completed in accordance with those drawings.

Reason:

To provide safe vehicular access to the site.