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Head of Development Planning

Havant Borough Council

Civic Offices

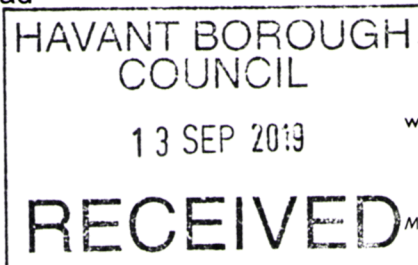
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Enquiries to

Chris Hirst

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Date

11th September 2019

My reference

6/3/13/199 (10365)

Your reference

APP/19/00703

Email

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For the attention of Mr D Eaves

Dear Sir

Langstone Technology Park, 2B Langstone Road, Havant, PO9 1SA - Part-demolition of Building 1000 and associated works; the erection of new flexible industrial units; and a new parking layout with associated works to layout and access.

Thank you for consultation on the above application. The application seeks full planning permission for the redevelopment of Langstone Technology Park to amend the on-site parking layout, the part-demolition of Building 1000 and erection of new flexible B1c, B2 and B8 land use.

Following pre-application discussions with the Highway Authority, a Transport Assessment (TA) has been submitted by the applicant. The following letter addresses the matters covered within this assessment.

Existing Conditions

Langstone Technology Park currently consists of 58,412m of floor space, split between the following land uses:

Land Use	Floor Space (m ²)
B1a Offices	41,155
B1b Labs	3,647
B1c/B2 Industrial	5,868
Data Centre/B8	5,568
Gym	335
Nursery/Creche	288
Plant	1,551

Director of Economy, Transport and Environment
Stuart Jarvis BSc DipTP FCIHT MRTPI

In support of these land uses, 1,854 car parking spaces are provided onsite. The TA states that occupancy of the site has declined over the years, with 70% of the employment space currently occupied.

The Park can currently be reached via 2 vehicular access points: either by heading east at the Harts Farm Way/Brockhampton Road Roundabout or from Langstone Road, with the access situated approximately 150m south from the westbound on-slip onto the A27. The park sits to the north of Hayling Island and to the south of Havant town centre and the rail station.

ATC surveys have been undertaken at both site accesses across a 7-day period to understand existing traffic conditions in and out of the site. Manual Classified Turning Counts (MCC's) were also undertaken to classify vehicle type and the level of queuing present. Further surveys were undertaken at Woodbury Avenue and Langbrook Close to observe the number of U-turners at these locations. The results of these surveys are discussed within this response.

An existing Premier Inn and Carvery share access from Langstone Road, with approximately 10% of traffic movement from the hotel and public house occurring into or out of the park (based on the surveyed vehicle movements).

Personal Injury Accident Data

Personal Injury Accident (PIA) data has been obtained between 01/01/14 – 31/12/18. It is noted that this accident data is out of date and should be updated to provide the most recent report on road accidents in the area.

Sustainable Access

Bus Provision

The nearest bus stops to the site are located on Langstone Road, approximately a 500m walk from the site. Bus services 30 and 31 are available at these locations, providing access northbound into Havant town centre and southbound into Hayling Island every 20 minutes.

The facilities at the southbound stop consist of a simple flagpole and information panel, while the northbound stop benefits from a bus shelter. Through pre-application discussions, the Highway Authority requested that improvements to the bus stops were investigated to increase the uptake of sustainable travel from the site. The TA does not review the existing facilities nor make reference to any potential improvements. The Highway Authority therefore request that improvements to bus facilities are investigated.

Rail Provision

Havant train station presents the closest form of rail travel from the development, approximately 1km to the north near to Havant town centre. The station offers regular journeys to a number of destinations and as such

this represents a viable alternative for commuter travel to the park on a regular basis, should an attractive walking and cycling route be available between the site and the rail station.

Walking and Cycling

The TA has identified that the primary desire line to and from the site is towards Havant town centre. Footpath 51 provides a connection towards the town centre, connecting the north eastern boundary of the site to Solent Road where pedestrian crossing facilities are provided. The route connects the site to Havant bus and rail station along with the Tesco store and other amenities in Havant.

Through pre-application discussions, it was agreed that a walking/cycling audit should be undertaken from the site to key local facilities. The importance of Footpath 51 for encouraging sustainable transport was identified at this stage, with the Highway Authority requesting that the internal layout should be designed help to promote the route.

An audit has been undertaken, stating that the route is of a "high standard, with comprehensive coverage, with no evident deficiencies". The Highway Authority does not agree with this view and has since reviewed the status of the path. The path is low lying and is overlapped by the river in the winter months, requiring surfacing and revetment to ensure the path is available all year round. A contribution will therefore be sought towards the improvement of this footpath.

Proposed Development

The redevelopment of Langstone Technology Park consists of the following changes:

- The part demolition of building 1000, installation of a new flank elevation and erection of a car parking area;
- A new elevation for building 4000;
- Demolition of the existing gym;
- The erection of new buildings, comprising a combined area of 12,575m² in flexible B1c, B2 and B8 use, with associated parking; and
- Replacement car parking areas for retained/refurbished buildings.

The following table presents the new proposed floor space compared against the existing land use:

Land Use	Existing Space (m²)	Proposed Space (m²)
B1a Offices	41,155	39,233
B1b Labs	3,647	2,183
B1/B2 Industry	5,868	2,302
B8	5,568	5,568
New B1c, B2, B8	-	12,575
Nursery/Creche	288	288
Plant	1,551	1,551
Total	58,077	63,700

As demonstrated in the table above, the proposed redevelopment increases the total floor space being utilised within the park. Following the new floor space scenario, the proposed number of car parking spaces will increase from 1854 to 1888 – an increase of 34 spaces.

The current creche/nursery facilities will be maintained on-site, while the gym is to be relocated. During pre-application discussions, the Highway Authority requested further details as to how the gym is proposed to operate, and whether it would be open to external users for regular classes. Should the gym be open to the general public, the anticipated trip rate will need to be considered, approved and applied to the junction modelling undertaken within the TA. Confirmation is also required that the relocated gym will be of the same size as the current gym (335m²).

Onsite Car & Cycle Parking Provision

As the parking authority, the level of car and cycling provision onsite is a matter for Havant Borough Council to review. However, given the proposed increase in the scale of the park and the potential impact on overspill parking, the Highway Authority have reviewed parking proposal plans 0155 Rev B and 0156 Rev B and have the following comments to make.

No dimensions have been included on the drawing detailing the size of the parking bays. Confirmation is therefore required that the bays and aisle widths meet the minimum standards. It is noted that there is an overall increase in the number of parking spaces on site, facilitating a greater number of staff onsite at any given time. The number of spaces provided should comply with the new floor space provision to ensure no overspill parking takes place within the highway.

Drawing number 0155 section A-A shows that vehicle overhang is not accommodated. A minimum 600mm width verge should be provided. In addition, the new slope is too steep, it is suggested that the existing slope is replicated to provide a gentle gradient.

Internal Site Layout

It is understood that the roads and footways relating to this application are not being offered for adoption by the developer. HCC would not object to the proposals. However, it would be advisable that the developer ensures that the roads and footways are designed to minimum industry standards and / or Hampshire County Council's best practice as set out in <https://www.hants.gov.uk/transport/developers/constructionstandards>, and that an appropriate Private Management Plan is put in place to deal with any future issues. Having reviewed plans however, the following comments are made:

A continuous shared use path should be provided from the new units located in the south western corner of the park to Footpath 51 to ensure a complete route is provided to the redeveloped area.

It is noted that only Units 6000 and 7000 are proposed to be serviced from Langstone Road. To understand how this will compare against the current number of HGVs using the Langstone Road access and the Harts Farm Way/Brockhampton Road access, the Highway Authority requests that an assessment is undertaken to compare the current number of HGVs movement against the expected number of movements following the redevelopment utilising these two access points. The internal site layout is not considered sufficient for discouraging HGV usage of the Langstone Road access alone. Further consideration should be given towards reducing HGV movements through the Langstone site access.

Trip Generation

Existing Traffic Conditions

As an existing employment site, Langstone Technology Park currently generates vehicular trips through the movement of employees and HGV's visiting the site on a daily basis. The TA states that around 70% of the floor space within the site is occupied but does not specify the origin of this data. The Highway Authority requests that further detail is provided to evidence the current level of occupation and also requests historic occupation levels going back at least 5 years.

To calculate the existing trip generation for the site, the TRICS database has been utilised to derive the trip rates for land uses B1a (office), B1b (labs), B1c/B2 (industrial) and a data centre building (B8 usage is assumed). Outputs have been provided for each of the land uses mentioned above for the AM and PM peak hours and for both vehicles and OGVs.

There is also a nursery onsite which is used both externally and by employees of the park. For robustness, trip rates have also been calculated for the nursery and considered new for inclusion within the overall traffic flows. As mentioned previously, further information is required regarding the relocated gym and whether this facility will be open to the public.

The trip rates provided have been reviewed and are considered acceptable. When considered against the land uses presented in the table above, existing flows to and from the park are 903 in the AM peak hour and 770 in the PM peak hour, with 12-hour flows of 6065. Total OGV traffic is 10 in the AM peak and 5 in the PM peak, or 118 across a 12-hour period. The ATCs undertaken within the site show there are currently 3,853 vehicle movements, suggesting that the site is currently operating at 64% occupancy.

Traffic Conditions Following Redevelopment

To forecast future traffic conditions following the redevelopment, different trip rate scenarios have been assessed. The first assumes 100% B1c/B2 land

use, while the other assumes 100% B8 use. Within both scenarios, the likely number of OGV trips have also been calculated.

The total flows under the different scenarios are outlined in the table below:

	AM Peak	PM Peak	12 hour
Existing Site (Current 70% Occupancy)	-	-	3,853
Existing Site (Assuming 100% Occupancy)	903	770	6065
New B1c/B2	868	741	5958
New B8	853	727	5806

The associated OGV movements under each scenario are also included below:

	AM Peak	PM Peak	12 hour
Existing Site (Assuming 100% Occupancy)	10	5	118
New B1c/B2	14	5	148
New B8	16	12	224

Whilst the flows vary across different scenarios, the applicant anticipates that there will be a nil-detriment impact on the highway network via the removal of office space and replacing this with industrial use, which is a less intensive trip generator. This assumption cannot be agreed without further confirmation on the use of the onsite gym and further background on the decline in occupancy.

Vehicular Distribution

To calculate the distribution of vehicles routeing to and from the Park, an analysis of the 2011 Journey to Work Census data has been undertaken for MSOA Havant 014; this approach was agreed during pre-app. The analysis indicates that Havant is the greatest trip attractor with 37.2% of all driver trips, followed by Portsmouth with 23% of trips and Fareham at 7.6%. A split between each Havant ward has been provided to understand where Havant based trips originate from on a localised level.

The traffic surveys undertaken by the applicant have highlighted that there is a skew in the usage of the accesses, with the western access better utilised in the AM, and the eastern access utilised more in the PM. The surveys have also highlighted that usage of Langstone Road south was higher than anticipated by the MSOA data. As identified by the Highway Authority during pre-app discussions, a number of cars travel southbound from the A27/Langstone Roundabout and u-turn at the Woodbury Avenue/Langbrook Close junction to avoid the queue of right turning vehicles into the site.

To establish the number of motorists attempting to make this u-turn movement in the peak hours, video surveys have been undertaken. Whilst there is a level of daily variance in u-turn movements, it is evident that this action is commonplace to avoid the right turn queuing into the park. Further

consideration should be given to potential measures that would reduce the number of u-turning movements.

Southmoor Road Through Traffic

The internal road network for Langstone Technology Park is private, as a result any routeing through the site by the general public is discouraged. However, it is understood that the park is used as a through route when there are congestion problems at the A27 Langstone Roundabout.

While the internal road network will be altered to address the routeing of HGV's, an indirect through route will still be provided through the car park. Given the benefit the through route provides in aiding congestion issues on Hayling Island, the Highway Authority require that this route is provided and secured as part of this application. The through route should be secured via a suitable mechanism in perpetuity.

Junction Modelling

During pre-application discussions, the Highway Authority requested that the following junctions were modelled with traffic flows following the redevelopment:

- Langstone Road/Site Access;
- Brockhampton Road/Southmoor Road/Harts Farm Way Roundabout; and
- A27/Langstone Roundabout.

It is noted that junction modelling has been undertaken for Langstone Road/Site Access and Brockhampton Road/Southmoor Road/Harts Farm Way Roundabout but not for the A27/Langstone Roundabout. Junction modelling should be undertaken at this roundabout when considering the 4 scenarios assessed within the current TA.

To allow for a comprehensive review of the junction modelling undertaken to date, the Highway Authority requests that the model files for all 3 of the aforementioned junctions are provided to check that the relevant parameters are accurate. Detailed comments will be provided once these model files have been reviewed.

However, after an initial review of the outputs, it is noted that the model shows that there is little queuing and delay in and out of the site accesses, despite onsite observations showing high levels of queuing. It is unclear if the models have been calibrated to reflect the current situation on the ground.

Framework Travel Plan

To help encourage the uptake of sustainable travel from the site, a Framework Travel Plan has been submitted to HCC to review. Following a review of the TP, amendments to the document are required before it can be considered acceptable. Please find these requirements below:

Introduction

The introduction is concise and informative, but will require the following additional information before it is considered acceptable:

- Known planning applications / recent developments (where applicable) in the site's vicinity likely to have an impact on the redevelopment. This will aid the travel plan co-ordinator's ability to work with the local community to align outcomes.
- The developers view on travel planning / statement from the developer supporting the contents of the travel plan.

Policy and Guidance

It is noted that DETR's White Paper (1998), DfT's Good Practice Guidelines (2009), PPG (2014) and HCC's (2009) guidance are included within the policy and guidance section. In addition, it is advised to provide a short summary of the following:

- National Planning Policy Framework (2019)
- IHT's Guidelines for Providing Journeys on Foot (2000)
- CIHT's Buses in Urban Developments (2018)
- LPA / LHA parking standards (used to inform the on-site parking figure)
- LPA / LHA electric vehicle SPD (where applicable)

Site Audit Existing

It is noted and welcomed that walking and cycling isochrones have been included within Figures 2 and 3. Useful facilities relevant to the site should also be added onto these maps. The following is a non-exhaustive list of potential facilities:

- Bus stops
- Railway stations
- Leisure facilities
- NCRs
- Footpaths
- Prominent retail facilities
- Local healthcare facilities

The existing site assessment is good. In addition, there should be a brief description of Havant Train Station's infrastructure provision which may promote the use of more sustainable modes, including:

- Cycle parking capacity / type
- Waiting areas
- Accessibility
- Staffed hours

Site Audit Proposal

There is currently no information regarding the number of car parking spaces to be provided, or the type of on-site road layout to be implemented. It is understood that this is an outline application and subject to change, however, there should be a description of the site masterplan provided in Appendix A including the relevant guidance used to inform it.

There should be commitments to provide at the Full Travel Plan stage:

- Operational hours
- Visitor / delivery movements

Aims and Objectives

The aims and objectives are considered acceptable.

Targets

It is noted and welcomed that Census data has been used to inform the targets. However, a 5% reduction in SOV use is not considered SMART (Specific, Measurable, Achievable, Realistic, Timebound). It is recommended that a site of this description aims for a minimum reduction in SOV use of 10%.

We would also expect a short breakdown of how and why you think the modes will shift. For example; "we expect the carshare mode-share to increase by X% due to measure Y". This will be used to assess the travel plan's success during monitoring and may provide insight into why certain aspects of the travel plan have worked well/poorly.

Measures

Currently the measures listed in sections 5 and 7 do not meet with our minimum standards. The following is a non-exhaustive list of additional measures we would expect to find in a travel plan for a site of this description:

Walking

- Potential improvements to (and maintenance of) the walking network and signage
- Provision of showers for the new build aspect of the development
- Promotion of free health apps (staff competitions etc.)

Cycling

- Potential improvements to (and maintenance of) the cycling network and signage
- Employers to consider the provision of interest free loans for the purchase of bicycles (up to £5,000 can be provided without tax implications)
- Cycle-to-work scheme
- Mileage allowances for cycle use

- Discussions with local cycling shops to organise potential discounts and offers

Public Transport

- Employers to consider the provision of interest free loans for the purchase of season tickets (up to £5,000 can be provided without tax implications)
- Discussions with the public transport operators in the area to organise potential service alterations, discounts and offers

Car Park Management

- Introduction of a management strategy
- Allocate priority parking spaces to car sharers
- Provision of electric vehicle charging points

Marketing and Promotion

- Provision of information through:
 - Personal Travel Planning (PTP)
 - Notice boards
 - Team meeting agendas
 - Newsletters
 - Intranet
 - Social media
- Information packs for new recruits
- Advertising the travel plan to staff through recruitment, e.g. how to get to the interview sustainably

Management Strategy

The current management strategy requires further clarification. For a site of this description, where there are multiple occupants and businesses on one site we would expect a management strategy similar to the following:

- A site-wide Travel Plan Co-ordinator (TPC) to be employed by the developer to oversee all the individual travel plans for each land parcel.
- Each individual parcel will also have a travel plan co-ordinator who conducts day-to-day travel planning activities through liaison with the overarching TPC.
- The starting date for each parcel of land will be first occupation (and the lease renewal date for existing parcels), with an annual monitoring report to be provided back to the overarching TPC once occupations have begun, and therefore to HCC for review.
- The site-wide TPC to be in place at least 3 months prior to first occupation of the first parcel until 5 years post first occupation of the final land parcel.

In addition to the above, we would expect a breakdown of the cost for this site-wide TPC for the minimum five years of employment, to be included within the action plan.

Monitoring

The monitoring section will be considered acceptable with the clarification of when the baseline surveys will be conducted. Section 6.1.2 suggests upon occupation of each parcel whilst 6.1.3 suggests no earlier than 6 months post first occupation. For enterprise sites, where full occupation is generally achieved within a short period after opening, we would expect baseline surveys to be completed as soon as possible. These baseline survey results will be used to inform Year 1 monitoring. An example monitoring schedule can be found below:

	Baseline (Year 1)	Year 2	Year 3	Year 4	Year 5
Level of report	To be submitted one year after occupation. This will include the baseline survey results found in the updated Full Travel Plan and a monitoring report	Monitoring Report	Full Surveys - Monitoring Report	Monitoring Report	Full Surveys - Monitoring Report

Action Plan

All measures outlined in the travel plan should be referenced within the action plan and must include a start date, a due date and a cost estimate regardless of who the responsibility shall fall to. A non-exhaustive list of headings we expect to find within the action plan can be found below:

Objective	Measure	Start Date	Due Date	Responsibility	Mode affected	Cost Estimate	How to measure success

Please note that the TPC role, surveys, vouchers and any other costs born from the travel plan (which are not part of the site's infrastructure or design) should be included within the action plan. These costs will be used to inform the travel plan cash deposit, to be finalised as part of the Section 106 agreement.

Enforcement

In addition to the description of the Section 106, there should be a commitment to pay HCC's monitoring and approval fees.

Recommendation

The Highway Authority require further information before a positive recommendation can be issued. To progress matters, the Highway Authority therefore requests the following information:

- Up-to-date PIA data for the most recent 5-year period;
- Investigation into bus stop improvements on Langstone Road;
- Further discussions with HCC regarding improvements to Footpath 51;

- Confirmation regarding how a route through the site for vehicular traffic will be provided in perpetuity;
- Confirmation regarding the type of gym facility to be provided, and whether this will generate additional trips;
- Confirmation as to how HGV access from Langstone Road will be discouraged;
- Junction modelling for A27/Langstone Roundabout;
- Provision of the model files for review;
- Confirmation regarding calculation of current occupation levels and provision of historic occupation levels; and
- Changes to the Travel Plan in line with the comments raised above.

I trust the above is clear, however should you have any further queries, please do not hesitate to contact Chris Hirst on the number noted above.

Yours Faithfully,

A handwritten signature in blue ink, appearing to read 'Ben Clifton', with a stylized, cursive script.

Ben Clifton – Transport Team Leader