



TRANSPORT NOTE

To: **Havant Borough Council**
From: **Iceni Projects**
Date: **December 2016**
Title: **Land at Harts Farm Way, Havant, P09 1HS**

1. Iceni Projects Ltd has been appointed by Travis Perkins to provide highway advice as part of an application being submitted in relation to a proposed new Keyline branch on land at Harts Farm Way, Havant. The application is for:

“Construction of 1no. commercial building (sui generis) with trade counter; and with access and servicing arrangements, car parking, structural landscaping and associated works.”

2. This Note outlines the trip generation, parking requirements and servicing arrangements of the site.
3. A site layout plan is included at Appendix A1.

a. Trip Generation

4. Based on typical movements at existing Keyline branches, trips to the site are expected to be as follows:
 - Two rigid vehicles (26 Tonne) operated by the users of the site – 3 trips daily
 - Deliveries from manufacturers (articulated vehicles) – 5 trips daily
 - Customer collections (smaller vehicles) – 20 trips daily
 - 11 full time staff
5. On this basis, the impact of the development will be negligible and will not be discernible from daily fluctuations on the surrounding highway network.

b. Parking

6. Due to the proposed sui generis use there are no specific parking standards contained within the Havant Borough Council document ‘Parking Supplementary Planning Document’ adopted in January 2016. As such, consideration has been given to the B8 standards, being the closest land use to that proposed. The parking standards for B8 uses permit a maximum of 1 space per 90m² GFA.
7. Due to the nature of the products supplied by Keyline, who supply heavy building materials, civils and drainage to the construction industry, the building located on the site is relatively small as the majority of goods stored on the site are too large and heavy to store in a building and need crane access to load them onto a lorry. The main building is circa 177m² with a 432m² tempastore also included on the site. As such, formal parking standards cannot be used as a reliable basis for calculating parking numbers.

8. If the B8 standards were to be applied then the GFA of the only building on the site would permit a maximum of 2 spaces and even including the tempastore, which being a temporary structure is not counted towards the GFA, the maximum permitted would be 7 spaces, which is not even sufficient for staff parking.
9. It is proposed to provide 11 staff spaces, 12 staff spaces (including 1 disabled space) and 6 van loading bays.
10. As stated above, the site is expected to generate approximately 20 customer trips daily, however, due to the nature of the customers the majority tend to visit the site at similar times of day and the parking reflects the need to accommodate higher peak trips and the van spaces are required to provide flexibility in the type of vehicles accessing the site. Most importantly, this level of parking is in-keeping with other Keyline branches across the country.
11. In addition, the workday population 'Travel to Work' 2011 Census data for the Super Output area within which the site is located (Havant 014) has been obtained. The area this covers is shown in Figure 1 and the results are summarised in Table 1.1 below.

Figure 1 Havant 014 Middle Super Output Area

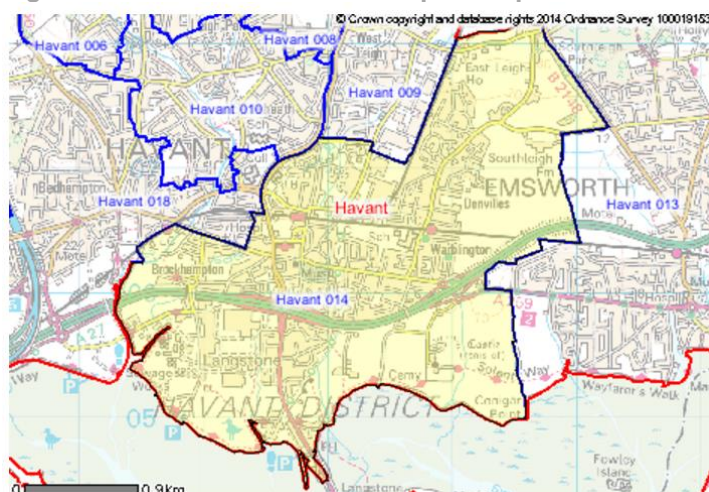


Table 1.1 'Travel to Work' Modal Share (2011 Census Data)

Method of Travel to Work	Havant 014
Train	4.2%
Bus, Minibus or Coach	4.6%
Taxi	0.5%
Motorcycle, Scooter or Moped	1.4%
Driving a Car or Van	70.0%
Passenger in a Car or Van	7.8%
Bicycle	4.8%
On Foot	6.7%
Total	100%

Note: 2011 Census Data taken from Office for Neighbourhood Statistics Website

12. Table 1.1 demonstrates that for the area in Havant within which the site is located, approximately 70% of people drive to work, with less than 10% of trips likely to be made by any other mode. When applied to the 10 staff who will be employed at the proposal site, the census data indicates that 7 of the 10 staff will drive to work with the remainder travelling by other modes. It should be noted, however, that the Census data area includes the town centre and the site is on the very edge of the area and the town, increasing the likelihood that staff will drive to the site.
13. All customers will drive to the site as they are all tradespeople travelling to the site before, during or after their working day.
14. On this basis, the level of parking proposed is considered to be appropriate.

c. Servicing Arrangements

15. As stated in paragraph 5, the majority of goods supplied at the site are not stored within a building and, as such, there is no specific service yard.
16. The proposed site layout includes a turning head to the north of the site, however, delivery vehicles will need to access all areas of the site for goods to be loaded that cannot be transported by a forklift.
17. Drawing 16-T151_01 included at Appendix A2 shows that a 16.5m articulated lorry can enter the site, turn in the turning head and exit in forward gear.
18. On the basis, that a 16.5m articulated lorry, the maximum size legal vehicle on UK roads, can access the site, it is also accessible by refuse and emergency vehicles.

d. Conclusion

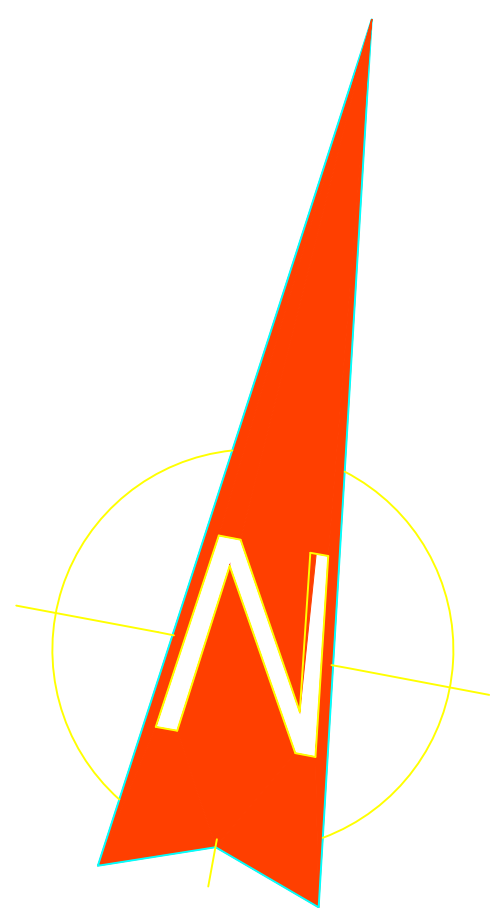
19. In summary, the proposals for the continued use of the site as a storage/builders yard (Class Sui Generis) on land at Harts Farm Way, Havant.
20. It is proposed to provide 11 staff car parking spaces, 12 customer parking spaces and 6 van spaces. No standards are provided for sui generis uses within Havant, however, this level of parking is consistent with other Keyline branches across the UK and while the numbers appear high they are needed to accommodate the potential for the majority of customers to visit on their way to work.
21. Furthermore, analysis of trip generation and census data has demonstrated that this provision will be sufficient for the use of the site.
22. The site is also accessible by a 16.5m articulated lorry and, as such, will also be accessible by refuse and emergency vehicles.
23. Based on the foregoing there are no highways or transport reasons why the application should not be recommended for approval.

A1. SITE LAYOUT PLAN

Travis Perkins plc



SITE PLAN-PLANNING



TP Property Project Manager

Branch Address
Site 4
HARTS FARM WAY
HAVANT
HAMPSHIRE
PO9 1JN

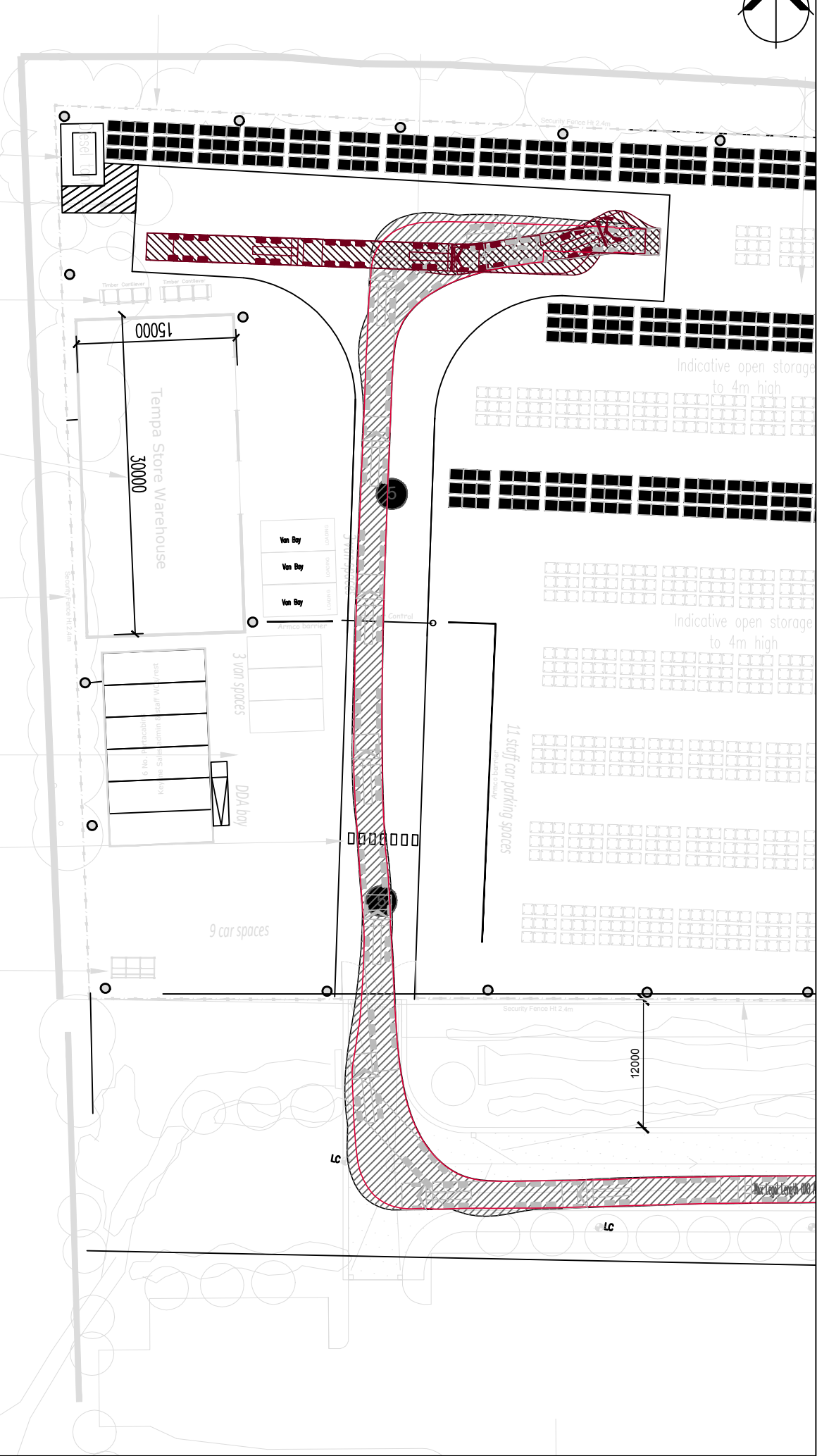
Drawn By JJM		Checked by N/A	
Scale 1:250	Drawing Size A1		Date 13.12.16
Drawing Title Keyline Havant			Revision 1.5

ALL FIGURED DIMENSIONS MUST BE CHECKED ON SITE PRIOR TO
WORKS COMMENCING ON SITE.
DO NOT SCALE FROM THIS DRAWING.
ANY CONFLICTING INFORMATION FOUND ON THE DRAWING MUST BE
REPORTED FOR CLARIFICATION.
ALL MATERIALS AND WORKSMANSHIP TO BE IN ACCORDANCE WITH
RELEVANT AND CURRENT BRITISH STANDARDS AND CODES OF PRACTICE.

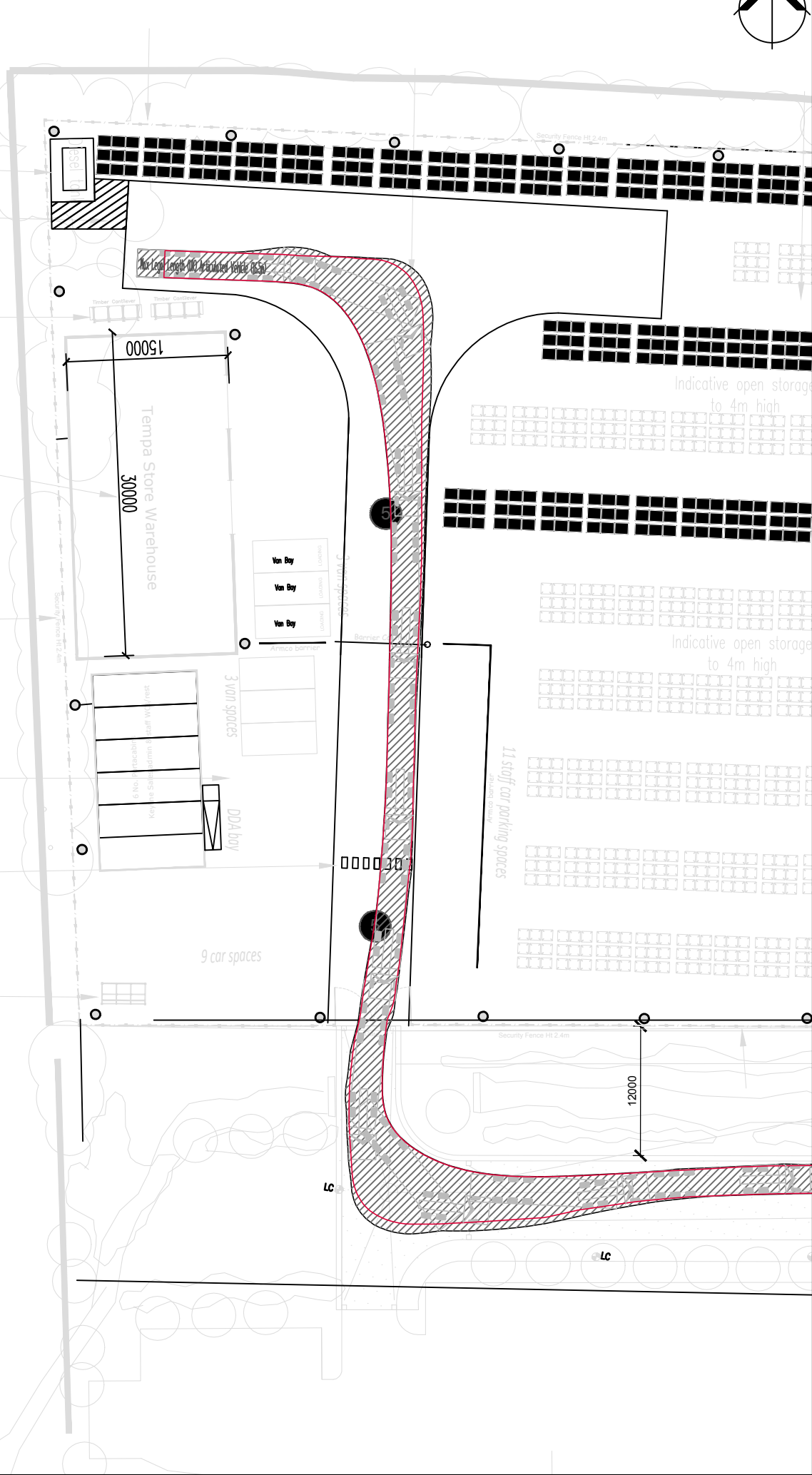
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A2. SWEPT PATH ANALYSIS

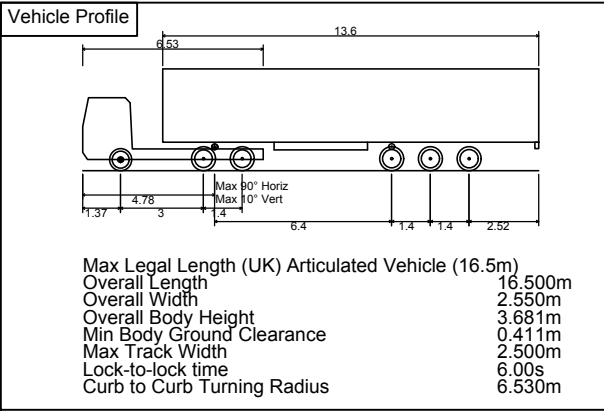
16.5m Max Length Articulated Vehicle Entering Site and Turning at the Turning Head



16.5m Max Length Articulated Leaving the Turning Head and Exiting Site



Notes;
1.This drawing is based upon drawing number Keyline Havant supplied by Travis Perkins and Icen Projects Ltd. shall not be liable for any inaccuracies or deficiencies.



Iceni Projects
Flitcroft House
114-116 Charing Cross Road
London, WC2H 0JR

T 020 3640 8508
F 020 3435 4228
mail@iceniprojects.com



Client

Travis Perkins

Project

Land at Harts Farm Way, Havant, P09 1HS

Title

Swept Path Analysis

Max Legal Length (UK) Articulated Vehicle (16.5m)

Drawn By	Checked By	SP	Approved By	SP
NM	16/12/2016		16/12/2016	

Scale @ A3	Date
1:500	16/12/2016

Project No.	Drawing No.	Rev.
16-T156	01	-

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