

11 June, 2024
DMM/AJB/L.170

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Dear Ms Crooks

Application for Variation of Conditions 6: Highways and 10: Tonnage
Planning Permission APP/15/00757:
Farlington Redoubt, B2177 Portsdown Hill Road, Portsmouth

Introduction

D M Mason Engineering Consultants is instructed by L&S Waste Management to prepare a Transport Statement in support of the planning application for the Variation of Conditions 6 Highways and 10 Tonnage on Planning Permission APP/15/00757: Farlington Redoubt, Portsdown Hill Road, Portsmouth.

The Application Site

The application site occupies the eastern part of Farlington Redoubt, Portsdown Hill Road, Portsmouth. Farlington Redoubt lies on the north side of Portsdown Hill Road. The western side of the Redoubt is occupied by a Transco gas station. A Location Plan, drawing L.170/1 an extract from the Ordnance Survey 1:25,000 scale mapping, is given in Appendix 1.

Access to the site is by a kerbed bellmouth priority junction with footway crossing.

The site has an Environment Agency permit DP3295HN for the treatment of 190,000 tonnes of waste.

Planning History

The planning history of the site is given in detail in the Planning Statement.

Planning permission 01/54301/007 was granted by Hampshire County Council on 29 November 2001 for a waste transfer station included a Report on Traffic and Transport Impact which stated that the site would generate 226 trips per day, that is an average of 22 per hour. The access was tested for peak hour flows of 27 inbound and 30 outbound trips (71% HGV).

The site was granted planning permission APP/10/00141 on 17 May, 2011. The permission included (inter alia) the following condition:-

‘Tonnage

9. The site shall handle a maximum of 80,000 tonnes of waste per year. A monthly record of the tonnage of waste handled at the site shall be kept at the site and be made available to the Waste planning Authority on request.’

The site was granted planning permission APP/15/00757 on 3 September, 2015. The permission included (inter alia) the following conditions:-

‘Highways

6. Lorry movements to and from the site shall be restricted to 230 per day. A daily record of lorries entering and leaving the site shall be kept at the site and made available to the Waste Planning Authority on request.’

‘Tonnage

10. The site shall handle a maximum of 150,000 tonnes of waste per year. A monthly record of the tonnage of waste handled at the site shall be kept at the site and be made available to the Waste planning Authority on request.’

The Local Highway Network

The site is on the north of the B2177 Portsdown Hill Road. The B2177 runs from the A3(M) junction 5 and from the A3 adjacent to Queen Alexandra Hospital to the B3354 at Fishers Pond.

Adjacent to the site, the B2177 Portsdown Hill Road has a carriageway of 6.9 metres with a 1.8 metre footway on the north side and a 2.3 metre verge on the south side.

To the east of the site, Portsdown Hill Road has frontage residential development with residential streets off it. It meets the B2150 and the B2149 to the west at the Bedhampton Hill roundabout junction.

To the west of the site, Portsdown Hill Road has a ghost island junction with Crookhorn Lane, and a simple priority junction with Farlington Avenue. Further to the west, it has a grade separated junction with the A3 involving a ghost island junction for movements to and from the A3 southbound, and left-only turn movement to and from the A3 northbound.

Portsdown Hill Road has a 40 mile per hour speed limit adjacent to the site. It is a clearway and is lit in parts.

Access by Means Other Than the Private Car

A footway runs on the north side of Portsdown Hill Road from Bedhampton Hill to beyond the A3 junction, passing the site. There are footways on all roads from Bedhampton Hill. There are footways on streets leading south from Portsdown Hill Road.

Stagecoach bus route 20 runs from Havant bus station to The Hard, Portsmouth via Crookhorn Lane and Portsdown Hill Road. The service passes within 600 metres of the site. The service is ½ hourly from 06.45 to 18.45 from Havant and from 06.30 to 20.00 from Portsmouth.

First Group bus route 7 also runs on Crookhorn Lane and Portsdown Hill Road. The route runs from The Hard to Weecock Farm. The service is approximately every 10 minutes between the morning and evening peak periods. The service runs between 05.45 and 23.20 northbound and 06.05 to 23.10 southbound. The service passes within 600 metres of the site.

The site is well served by buses passing within walking distance of the site.

Traffic Count Data

An automatic traffic survey was undertaken on the B2177 Portsdown Hill Road between Friday 26 April and Thursday 2 May, 2024. The details of the survey are given in Appendix 2. The results are given below:-

Hr Ending	Eastbound		Westbound	
	5 Day Ave	7 Day Ave	5 Day Ave	7 Day Ave
1	15	19	18	22
2	14	17	10	11
3	6	8	4	4
4	7	7	5	6
5	5	5	9	7
6	26	22	28	23
7	128	99	155	121
8	282	218	562	423
9	386	305	640	490
10	293	254	399	335
11	253	241	315	294
12	284	276	318	309
13	308	296	340	327
14	310	295	347	330
15	346	317	375	347
16	444	387	459	404
17	542	457	523	455
18	509	422	591	482
19	306	267	288	254
20	199	185	222	199
21	136	124	134	124
22	107	98	107	100
23	64	63	60	58
24	35	37	36	34
7-19	4262	3734	5158	4449
6-22	4832	4240	5776	4993
6-24	4931	4340	5872	5085
0-24	5003	4418	5945	5159

Date		Tot Vehicles	Motor- cycle	Cars	LGV	HGV	Bus
Fri 26-Apr-24	E'bound	4936	90	4271	450	122	3
	W'bound	5677	95	5053	421	106	2
Sat 27-Apr-24	E'bound	3175	69	2870	221	15	0
	W'bound	3462	69	3182	189	22	0
Sun 28-Apr-24	E'bound	2732	67	2532	122	11	0
	W'bound	2925	78	2710	121	14	2
Mon 29-Apr-24	E'bound	4802	106	4126	452	113	5
	W'bound	5655	118	4948	476	108	5
Tue 30-Apr-24	E'bound	5083	82	4429	447	123	2
	W'bound	6117	105	5412	461	136	3
Wed 01-May-24	E'bound	5105	84	4435	461	123	2
	W'bound	6118	105	5414	459	137	3
Thu 02-May-24	E'bound	5090	79	4404	470	135	2
	W'bound	6160	105	5453	461	138	3

	85 th Percentile Speed	Average Speed
Eastbound	44.3 mph	39.3 mph
Westbound	41.8 mph	37.5 mph

Collision Data

Collision data for five years has been obtained from Hampshire Constabulary. The data cover the period 1 January, 2019 to 31 December, 2023. The study area is from the A3 junction with the B2177 Portsdown Hill to the Bedhampton Hill junction to the east of the site. During the study period, 49 collisions caused 13 serious injuries and 37 slight injuries. Two fatal collisions occurred.

Ten collisions occurred at the A3 slip road junctions with the B2177, including the George Inn access and Boundary Way causing one serious and 13 slight injuries. One collision involved a pedestrian and one collision involved a pedal cyclist. Two collisions involved motorcycles.

A motorcycle undertook a pedal cycle 72 metres east of the A3 junction causing two serious injuries.

East of the A3 junction, a motorcycle braked and skidded causing a serious injury.

A serious injury occurred when a car struck the rear of a car waiting to turn into a private drive.

A serious injury occurred when a motorcycle struck the rear of slow moving traffic adjacent to the Hill Top Crescent junction.

At the Peter Ashley Lane junction, a pedal cyclist lost control in very wet weather causing a slight injury.

East of the Pater Ashley Lane junction, a slight injury occurred when an ambulance on blue lights struck an unlit broken-down car.

At the Farlington Avenue junction, a car overtook and struck a turning motorcycle causing a slight injury. Three slight injuries occurred when a car entered the B2177 into the path of a car.

A fatal injury and a serious injury occurred 350 metres west of the Crookham Lane junction when a motorcycle struck the rear of an unlit pedal cycle.

Two slight injuries occurred 110 metres west of the Crookham Lane junction when a bag blew into the face of a motorcycle rider causing two motorcycles to collide.

Six collisions occurred at the B2177/Crookhorn Lane junction. Four serious and four slight injuries were caused. One slight injury collision involved a pedestrian. One collision involved a pedal cycle and two collisions involved motorcycles, one being serious. All collisions save the pedestrian collision involved turning into the path of a vehicle. The only HGV collision in the study involved a car turning into the path of the HGV.

A car lost control 395 metres west of Glebe Park Avenue causing slight injury.

A fatal injury occurred when a car lost control and struck a traffic island at the Nelson Road junction.

Ten collisions causing two serious and 11 slight injuries occurred at the Bedhampton Hill/Mayland Road roundabout junction. Five collisions involved pedal cycles during turning movements. Two involved motorcycle collisions involved loss of control.

There are multiple pedal cycle collisions and motorcycle collisions. However, there is no pattern to those collisions. Only one HGV collision occurred, with the HGV being the innocent party. There is no pattern of collisions which requires remedial action.

The Existing Access

The existing site access provides visibility splays of 2.4 metres by 120 metres in both directions. The visibility splays meet standards.

The planning permission, application reference APP/15/00757 granted on 3 September, 2015, included (inter alia) the following condition:-

‘Highways

3. The highway verge, at the site entrance with Portsdown Hill Road, shall be trimmed regularly to ensure that within the visibility splay no vegetation exceeds one metre in height.’

The applicant maintains the vegetation in the visibility splays as required and will continue this maintenance.

Access Routing

The planning permission, application reference APP/15/00757 granted on 3 September, 2015, included (inter alia) the following condition:-

‘Routing

20. For the duration of the operation of the site measures shall be taken to ensure that all lorries travelling to and from the site shall use the route identified on drawing no LSH/HAV/RTE/01 and shall prevent the use of prohibited roads identified on drawing no LSH/HAV/RTE/01. The applicant presently operates lorry routing requiring drivers to enter the site on Portsdown Hill Road from the west and to leave to the west in line with the above condition. The applicant will retain this routing for lorries using the site.’

The Existing Traffic Flows

The site presently serves a mix of import vehicles for sorting and recycling. The permitted 150,000 tonnes of import material gives rise to an average of 115 inbound lorry trips per day, that is 230 total lorry trips per day assuming 279 working day equivalents per year.

The site employs 35 staff generating about 70 trips per day. There are no plans to change the number of employees on the site.

The Proposed Redevelopment and Trip Generation

The proposal is to increase the permitted tonnage of material to be handled at the site from 150,000 tonnes per year to 190,000 tonnes per year. The mix of vehicles using the site will remain the same. It is anticipated that the site will generate the following trips:-

Incoming Vehicles	Number	Average load	Tonnage
Van	5,825	1.06	6,175
32t tipper	5,175	16.8	86,940
26t grab	2,590	3.6	9,324
32t roro	3,890	6.34	24,663
Skip	23,300	2.7	62,910
Total	40,780	4.66	190,012

Assuming 279 working day equivalents per year, 40,780 inbound trips will generate 146 inbound lorry trips per day, that is 292 total lorry trips per day.

As noted above, in 2009 the site access was tested for a trip generation of 226 trips per day, that is an average of 22 per hour. The access was tested for peak hour flows of 27 inbound and 30 outbound trips (71% HGV).

The proposed trip generation using the above parameters gives peak hours of 35 vehicles inbound and 39 vehicles outbound. The peak mix of 71% HGV traffic will remain. All vehicles will be left-in and right-out as presently required.

The above trip generation has been tested with the PICADY9 programme. It gives a maximum RFC of 0.21 and a queue of 0.3 vehicles for the AM peak. The PM peak has a maximum RFC of 0.24 and a queue of 0.3 vehicles. The results are given in Appendix 3.

Summary

D M Mason Engineering Consultants is instructed by L&S Waste Management to prepare a Transport Statement in support of the planning application to vary the current planning permission to increase the annual throughput at Farlington Redoubt, Portsdown Hill Road, Portsmouth.

The application site is the eastern part of Farlington Redoubt, Portsmouth which lies on the north side of Portsdown Hill Road. Access to the site is by a kerbed bellmouth and footway crossing priority junction.

The site has been the subject of various planning applications. The latest was granted on 3 September, 2015 (APP/15/00757). This limited the site to handling 150,000 tonnes per annum.

The existing site access provides visibility splays of 2.4 metres by 120 metres in both directions. The visibility splays meet standards. Planning permission APP/15/00757 included a condition requiring that the highway verge at the site entrance be trimmed regularly to ensure that within the visibility splay no vegetation exceeds one metre in height. The applicant maintains the vegetation in the visibility splays as required and will continue this maintenance.

A footway runs on the north side of Portsdown Hill Road from Bedhampton Hill to beyond the A3 junction past the site. There are footways on all roads from Bedhampton Hill. Stagecoach bus route 20, First Group bus routes 7 and X9 run on Crookhorn Lane and Portsdown Hill Road which is 600 metres from the site. The 20 service is ½ hourly, the 7 service is approximately every 10 minutes and the X9 service is approximately every 30 minutes. The site is well served by buses passing within walking distance of the site.

The applicant presently operates lorry routing requiring drivers to enter the site on from the west and to leave to the west. The applicant will retain this routing for vehicles using the site.

There have been no collisions involving lorries at the site access.

The proposal is to increase the permitted tonnage of material to be handled at the site from 150,000 tonnes per year to 190,000 tonnes per year.

The existing use of the site generates 115 one-way lorry trips per day, that is a total of 230 trips per day assuming 279 working day equivalents per year. The proposed imports will generate 292 lorry trips per day. The access has been tested for the same flow proportions as approved previously. There is ample capacity in the site access.

The site is suitable for the proposed change in tonnage processed.

Yours sincerely



David Mason

for

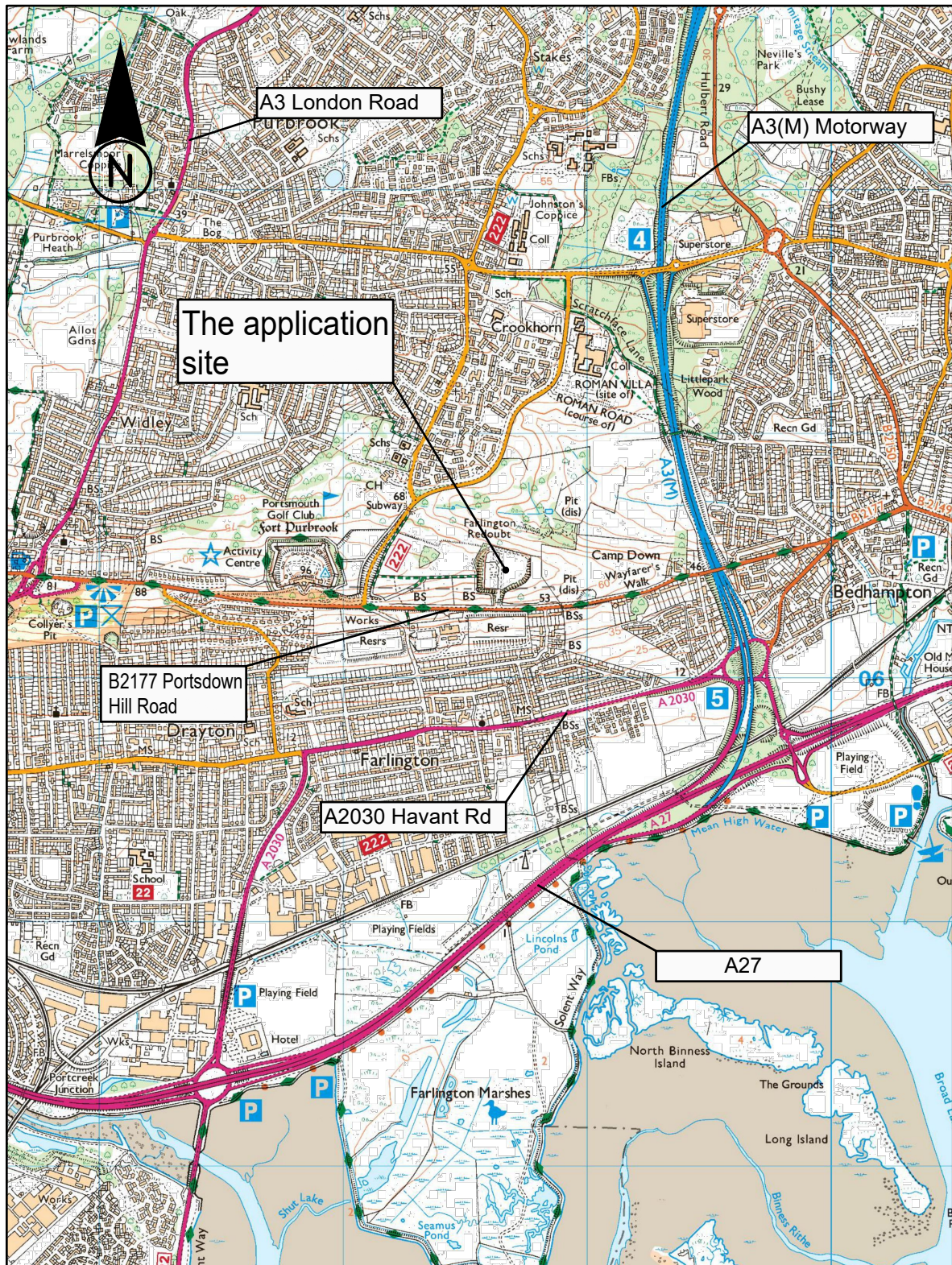
D M Mason

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Appendix 1

Drawing L.170/1, Location Plan,

Extract from the Ordnance Survey 1:25,000 scale Mapping.



Original drawing size A4

Rev Date

Revision

Project

Farlington Reboourt, Portsmouth

Drawing Title

Location Plan

Date

June 2024

Scale

1:25,000

Drawing No.

L.170/1

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