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Date	19 November 2024	Email	hsvntdc@hants.gov.uk

For attention of Ms Pickup

Dear Madam,

Re: Change of use from B2 General Industry to flexible employment use falling within use class E(g)(iii) Industrial Process, B2 General Industry and B8 Warehouse and Distribution with trade counter | Tileasy House, Waterberry Drive, Waterloo, PO7 7UW

Thank you for your re-consultation on the above planning application. In response to previous comments dated 02 August 2024 raised by the Highway Authority, the applicant has submitted a highways response note dated 25 September 2024 which the Highway Authority have reviewed and have the following comments to make.

Trip Generation

For the avoidance of doubt, the applicant has confirmed that E(g)(i) use as general office space is not proposed within this change of use application. The remainder of this response therefore discounts any previous reference to office use and clarifies the position of the Highway Authority with this in mind.

Extant trip rates:

The trip generation assessment has been updated to account for multi-modal trip generators as well as removing sites which had previously been surveyed during the Covid-19 pandemic. The Highway Authority are satisfied with the parameters used within the TRICS database to establish the extant trip rates.

Proposed trip rates:

As previously requested, despite a prospective tenant seeking use of the site for B8 use, given that the applicant is seeking flexible use class consent, and B2 use is typically a higher trip generator, the 'Employment – Industrial Unit' category of the TRICS database has been utilised. The trip generation assessment has also been updated to account for multi-modal trip generators

as well as removing sites which had previously been surveyed during the Covid-19 pandemic. The Highway Authority are satisfied with the parameters used within the TRICS database to establish the proposed trip rates.

Net impact:

The resultant net impact of the proposed change of use application is therefore as follows:

	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Daily 12- hour
	Arr.	Dept.	Arr.	Dept.	
Total Trip Generation - Cars (3,196.6sqm)	-14	0	0	-16	-79
Total Trip Generation - LGVs (3,196.6sqm)	2	2	0	-1	18
Total Trip Generation – HGVs (3,196.6sqm)	1	1	0	0	7
Total Trip Generation – Sustainable Modes (3, 196.6sqm)	-1	0	0	-4	-19

The above assessment work suggests that whilst there is a reduction overall of trips on the network, there is an increase in LGV and HGV movements both within the AM peak and over the daily period compared to the extant use.

Sensitivity Tests:

Warehousing:

Given that the prospective tenant is proposing to use the development for warehousing, the applicant has undertaken a sensitivity test for B8 use given that this use has a greater number of HGV movements compared to B2. The net reduction when compared to the existing use is as follows:

	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Daily 12- hour
	Arr.	Dept.	Arr.	Dept.	
Total Trip Generation - Cars (3,196.6sqm)	-29	-2	0	-16	-125
Total Trip Generation - LGVs (3,196.6sqm)	-4	-2	0	-1	-21
Total Trip Generation – HGVs (3,196.6sqm)	0	1	0	2	12
Total Trip Generation – Sustainable Modes (3, 196.6sqm)	-7	0	0	-4	-37

It is again demonstrated that whilst there is an increase of HGV trips over the AM and PM peak periods and the daily period, there is an overall net reduction in trips on the network compared to the extant use.

Trade counter:

The HRN provides an update trip generation assessment for the trade counter removing sites surveyed during the Covid-19 pandemic. For clarity, the proposed trip rates and trip generation for the trade counter are as follows:

	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	Arr.	Dept.	Arr.	Dept.
Trip Rate	2.860	2.439	1.682	2.019
Trip Generation (196.6sqm)	6	5	4	4

The Highway Authority are content that even with the additional of the trade counter, this would still lead to a net reduction in car trips compared to the previous consented use when compared both to B8 and B2/(E)(g)(iii) use. As previously raised, the Highway Authority would seek to secure through condition the size of the trade counter, given that the assessment work has assumed a trade counter of 196.6sqm in size.

Further Assessment Requirements/Need for Improvement:

The applicant outlines that considering there is an overall net reduction in cars and sustainable modes, the applicant is not required to undertake a WCHAR assessment to support this planning application. The trip generation assessment has confirmed an overall reduction in vehicle trips on the network however outlines an increase in HGV trips for the B8 use and increase in LGV and HGV trips for the B2/E(g)(iii) use. Notwithstanding the position, given that the site is already located in a well-established industrial area, and the minimal increase in HGV and LGV trips over the peak periods, and the daily period, the Highway Authority are content that this would have a limited material impact on the local highway network. Whilst the Highway Authority are aware of the infrastructure deficits that have been identified, it is acknowledged that the existing sustainable transport infrastructure can be utilised for future employees to benefit from. Leisure facilities on the industrial estate are also accessible by sustainable modes particularly when considering the distance required to travel. On balance, the Highway Authority are minded to accept that the scale of the development does not warrant any improvements to the sustainable transport infrastructure within the vicinity of the site.

Site Access and Safety

Visibility:

In response to previous comments, the applicant has demonstrated maximum visibility splays at the site access within drawing ITS19395-GA-001. It is noted that this has only been provided for one of the site access points and not both, however the southern access point will be subject to an increase in HGV movements because of the B8 use given the internal layout design.

Irrespective of the above, the Highway Authority are content with the proposed maximum achievable visibility demonstrated of 2.4m X 90m at the southern access point. Given no intensification of use is proposed to the northern access point, no further visibility splays need to be provided.

Swept Path Analysis:

Swept path analysis has been provided for an HGV utilising the southern access within drawing ITS19395-GA-002 with the vehicle tracked at 10mph. Given that an increase in HGV movements is proposed, the Highway Authority need to be satisfied that the existing access is appropriate to accommodate the additional movements provided. Based on the drawing provided it demonstrates that when HGVs turn left and right in it overhangs the centre line of the access carriageway. However, given the proposed use, there will be a reduced parking and private car demand and therefore a reduced conflict between the two vehicles.

PIA Data:

The applicant has obtained PIA data from Hampshire Constabulary records, which outlines that no accidents have occurred within a 5-year period. The study period however remains unconfirmed. The Highway Authority have however undertaken their own internal review of accident data for the most recent 5-year period (May 2019-April 2024) and are content that this does not alter the conclusions drawn by the applicant.

Internal Road Network

The Highway Authority previously raised concerns with the operation of the internal layout considering the proposed flexible use, and the number of HGV movements generated with B8 use. Whilst the Highway Authority do not have a concern with the principles of a B8 use given the sites location in an existing industrial unit, the internal design of the site needs to be able to safely accommodate the additional HGV movements. Given that this is included in the change of use application and the current end user is seeking B8 use the site needs to be assessed appropriately on these merits.

No swept path analysis has been provided to outline the ability of HGVs to manoeuvre within the site, particularly within the loading area where allocated parking bays are present. However, given the car parking requirement for B8 use (the lesser parking demand, albeit with greater HGV movements), the Highway Authority are content that there is appropriate space on site for cars to park in allocated bays not located within the loading bay therefore minimising any conflicts between HGVs and cars. It is considered that there is appropriate space within the loading bay for HGVs to manoeuvre to egress in forward gear and therefore no tracking needs to be provided.

It is acknowledged that the previous consent for the site was in B2 use and the site was deemed appropriate. Despite B2 use requiring a higher parking demand, given the number of HGV movements predicted for B2 use, the Highway Authority remain of the view that this could operate appropriately with opportunities for vehicles to manoeuvre and egress in forward gear. The

applicant is reminded that it is their responsibility to manage internal movements between cars and HGVs.

It is considered that for the B8 use, the southern access should be restricted for use of HGVs only with private vehicles to only use the northern access. This will minimise any conflicts at the southern access point between HGVs and private vehicles in the interests of highway safety.

Refuse/Servicing:

The applicant has confirmed that refuse and servicing arrangements for the development are to remain as existing. This is noted.

Northern Brambles Link:

The Highway Authority have been engaging with Havant Borough Council as the landowner regarding the ability to safeguard the required land to deliver the Northern Brambles Link as part of this application. It is understood that due to the leasehold agreement, the required land is unable to be safeguarded at this time. Given the control of the land sits with Havant Borough Council, and given the identified need under the MDA consent, the Highway Authority recommend steps are taken to enable this land to be brought forward at the earliest opportunity. Considering this application on its own merits, the Highway Authority consider that the connection is not necessary to make the development acceptable in planning terms given its existing consented use.

Parking Provision:

Vehicular:

Given that office use is not proposed as part of these proposals, for clarity, the required parking provision for the proposed uses are as follows:

Use Class and Vehicle Parking Standard	Required Parking Provision (3, 196.6sqm)
B2/E(g)(iii) – 1 space per 45sqm	72 spaces
B8 – 1 space per 90 sqm	36 spaces

Therefore, should all of the development be in B2/E(g)(iii) use, there would be an excess of 64 spaces when compared to the current provision on site.

Cycle Parking:

The applicant outlines that given that the net impact assessment outlines a net reduction in cycle trips for the proposed change of use, additional cycle parking to accommodate any cycle demand above that already provided is not necessary. Notwithstanding, the applicant has offered to secure through condition the provision of cycle parking to be in place prior to occupation which is accepted in this instance.

Travel Plan

Given the scale of the development and that despite an increase in HGV trips, there is an overall net reduction in trips on the network, the Highway Authority

no longer consider that a travel plan is necessary to support this planning application.

Recommendations

Having regard to the above, the Highway Authority provide no objections to this planning application subject to the following conditions:

- Prior to first occupation, 21 long stay and 6 short stay cycle parking spaces are to be provided in accordance with plans to be submitted to, and approved by, the local planning authority. Thereafter, the spaces shall be always provided and made available for use.

Reason: In the interests of encouraging sustainable travel

- Use of trade counter to be restricted to 196.96sqm

Reason: In the interests of highway safety

- The southern access into the site for the B8 use shall be restricted to the use of HGVs only

Reason: In the interests of safe and suitable operation of the site access and highway safety

Yours faithfully,

Sophie Osborne
Senior Transport Planner - Highway Development Planning
Hampshire 2050