

Tileasy House, Waterlooville: Conditions Response Note

Ref: DS/ITS19395-003
Date: 5 December 2024

SECTION 1 Introduction

- 1.1 JH and GW Green Ltd has appointed i-Transport to provide highways and transportation advice to support a change of use application from B2 General Industry to a flexible employment use falling within use class E(g) (iii) Industrial Process, B2 General Industry and B8 Warehouse and Distribution, with ancillary trade counter (*application ref: APP/24/00452*).
- 1.2 This Conditions Response Note has been prepared to respond to the second highways consultation response received from Hampshire County Council (HCC), in its capacity as the local highway authority, dated 20th November 2024 in which the Council advised that it had no objection to the proposal subject to a number of planning conditions. In particular, the note addresses:
- The restriction on the size of any trade counter.
 - The provision and location of cycle parking.
 - The limitation in the use of the southern access to HGVs only.

SECTION 2 Trade Counter

- 2.1 The HCC response recommends that a restriction should be placed on the trade counter limiting it to the sensitivity test size of 196sqm. It should be noted that this was just an indicative assessment to demonstrate that a trade counter would not have a material impact on the traffic characteristics of the site as opposed to reflecting an intended provision. The data used to inform the assessment was also derived from TRICS which only included data from national trade counter operators (e.g. Screwfix and Toolstation) as opposed to a smaller scale operation ancillary to an industrial use.

2.2 Nevertheless, further assessment has been undertaken using the agreed trip rates to ascertain the quantum of trade counter with industrial use where trips would exceed that of the existing use. The assessment establishes this value is as follows:

- Trade Counter – 220sqm
- Industrial – 2976sqm

2.3 The calculations of various scenarios are shown below:

Trade Sqm	Trade Daily Trip Gen	Ind Trip Gen Total	Ind Sqm	Ind Total Daily Trip Gen	Ind Trip Gen Total	Total Movements	Vehicle Movements +/-
250	68.127	170	2946.6	5.844	172	343	-18
225	68.127	153	2971.6	5.844	174	327	-2
220	68.127	150	2976.6	5.844	174	324	1
215	68.127	146	2981.6	5.844	174	321	4

2.4 While the Applicant does not consider a restriction on the size of the trade counter necessary if it is to act as an ancillary function of the industrial use, should the planning authority consider that the use of the condition is consistent with the requirements of the NPPF then the restriction should be set at 220sqm.

SECTION 3 Cycle Parking

3.1 A planning condition is recommended to agree the provision of short and long stay cycle parking prior to first occupation. In order to enable the condition to be a 'compliance' condition, a plan has been prepared (ITS19395-GA-003) that show 3 x Sheffield stands located at the front of the building (to provide 6 short stay cycle parking spaces) and 11 x Sheffield stands located to the north of the building (to provide 22 long stay cycle parking spaces).

3.2 These spaces are to be provided with shelters, such as those shown in Image 3.1:

Image 3.1: Bicycle Shelter Example



SECTION 4 Use of Access

- 4.1 The HCC response recommends a condition that restricts the southern access to use by HGVs only. The response of the highway authority does not that while there may be a small increase in HGV movement in a B8 use of the site, there is a considerable decrease in car size movement, which in turn reduces the risk of any potential conflict.
- 4.2 In terms of movements, the car movements are likely to occur at the beginning and end of the day, whereas the HGV movements will occur while employees are present at work (i.e. during the interpeak period), thus further reducing any risk of conflict.
- 4.3 It is also noted that cars and HGVs share many roads and accesses through the industrial estate – e.g. Waterberry Drive, Westside View etc, and that the accident records do not indicate that this had a detrimental impact on highway safety.

DRAWINGS

