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Enquiries To Chris Hirst

Direct Line 0370 779 0563

Date 23 November 2022

My reference 046600

Your reference APP/22/00172

Email havantdc@hants.gov.uk

Dear Sir,

Langstone Technology Park, 2B Langstone Road, Havant, PO9 1SA

Outline Planning Application for Phased demolition of existing buildings and the erection of new flexible use employment floorspace (Use Classes E(g)(i)-(iii)/B2/B8) and ancillary uses (Use Classes E(b), E(d) and E(f)); and associated works. All matters reserved except Access.

Thank you for re consulting the Highway Authority on the above planning application.

Further to the Highway Authority's response dated 6th May 2022, the applicant has produced a Technical Note (TN), Walking, Cycling and Horse-riding Assessment (WCHAR) and Stage 1 Road Safety Audit (RSA1). Discussions have subsequently taken place between the Highway Authority and the applicant to agree pedestrian and cycle improvements to be delivered as part of the development in line with the measures identified within the WCHAR.

Following the review of the latest information and discussions with the applicant, the Highway Authority wish to make the following comments.

Sustainable Transport Provision

The applicant has undertaken a WCHAR to audit the existing walking and cycling routes around the site to Havant rail station.

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

The WCHAR highlighted a number of measures which could be provided to improve pedestrian and cycle accessibility to the site. It has subsequently been agreed that the following measures will be provided to improve the pedestrian and cycle facilities around the site:

- Widening of the existing footway on the northern side of the eastern access road to 3m to provide shared use facilities for pedestrians and cyclists. This will be coupled with a widened crossing point at the mouth of the junction with Langstone Road and the widening works to Footpath 51 which will provide a continuous route for cyclists heading from Hayling Island towards Havant.
- Wayfinding improvements around the site to direct pedestrians and cyclists towards key facilities. The full extent and location of the wayfinding will be addressed via a suitably worded condition.
- To meet LTN 1/20 standards, the existing railings by the A27 underpass will be raised to a minimum 1.5m in height. Similarly, the parapets over the existing bridge on the eastern access road into Langstone Technology Park will be raised to at least 1.5m given that this will now provide cycle connectivity between Footpath 51 and Langstone Road.
- To the north of the A27 underpass, the staggered barriers will be removed to improve cycle accessibility.

The applicant has agreed to undertake the improvement works to Footpath 51 via a Section 278 agreement with the Highway Authority. The footpath should be surfaced to Type 1 construction standard and must feature street lighting columns to ensure that the route is street lit for both pedestrians and cyclists. The remaining works alongside Footpath 51 and the cycle improvement works at the junction with Langstone Road will also need to be implemented through a Section 278 agreement. These matters will be secured within the Section 106 agreement.

To ensure that the public have the necessary rights to pass along the private access road between Langbrook Farm and Langstone Technology Park, the applicant has agreed to the principle of wording within the Section 106 agreement which will grant pedestrians and cyclists with the rights to utilise the footway/cycleway in perpetuity. Through the provision of these rights and the wider cycle improvement works, a continuous cycle route will be created between Havant and Hayling Island.

Personal Injury Accident Data

Personal Injury Accident (PIA) data has gathered revised accident data from Hampshire Constabulary. A notable cluster of accidents have been recorded at the A27/Langstone Road roundabout, with a smaller cluster of accidents occurring at the Brockhampton Road/Brookside Road roundabout. Hampshire County Council's Safety Engineering Team have reviewed these locations and do not consider mitigation measures necessary at this stage from the proposed development.

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Barrier Control and Internal Site Layout

The applicant has provided further clarification regarding the proposed operation of the internal site barriers. Each tenant will be allocated a number of vehicle registrations which will subsequently be allowed to pass through the ANPR barriers. The barriers will monitor usage and the level of vehicle usage will be adjusted where necessary to provide a stable daily figure.

In the event that a vehicle which is not on the whitelist attempts to gain entry, a security guard will be stationed at the barriers whilst they are down who will instruct the vehicle to turn around when they enter the site to exit via the same set of barriers. Anyone who regular attempts to gain entry when not whitelisted will no longer be able to gain entry to the site. The Highway Authority considers this arrangement to be suitable and will be secured via a suitably worded condition.

Swept path drawings have been provided to show the movements of articulated vehicles at a 1:500 scale to allow for easier analysis of the track plots. The Highway Authority have reviewed the tracking drawings and note that the movements do not overhang the footways throughout the site. The tracking is therefore considered acceptable. It is also noted that the Stage 1 Road Safety Audit undertaken for the internal site layout did not pick up on any safety issues with the proposed layout, aside from the need to provide dropped kerb and tactile paving crossings within the development. It is considered that these matters can be incorporated into the final internal layout before the planning condition is signed off.

Trip Generation

It is noted that the original Transport Assessment contained an error and should have read that that figures were for the existing lawful uses only before the 2019 permission was implemented.

Junction Modelling

As requested, the applicant has undertaken junction modelling at the Brockhampton Road/Brookside Road roundabout. To establish baseline traffic conditions, surveys were undertaken at the junction in November 2021 which were subsequently growthed to 2027 to provide a future year scenario.

The modelling demonstrates that the worst-case RFC at the roundabout is 0.67 on the Harts Farm Way approach in the AM peak hour 2027 scenario. The modelling demonstrates that the roundabout will continue to operate within capacity following occupation of the site. The modelling is therefore considered acceptable.

Travel Plan

The applicant has submitted an updated Travel Plan which addresses the comments raised within the Highway Authority's original response.

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The approved Travel Plan will be secured through the Section 106 agreement, alongside the approval and monitoring fees and the cash deposit.

Recommendation

The applicant has suitably addressed the Highway Authority's previous comments. The Highway Authority therefore raise no objection to the proposed development, subject to the following conditions and Section 106 obligations.

Conditions

- To provide the final details of the pedestrian and cycle link between Langstone Road and Footpath 51, as indicatively shown in drawing number 2010053-11 Rev B, supported by a Stage 1 Road Safety Audit, for approval by the Highway Authority. Not to occupy the development until the approved works have been implemented.

Reason:

To provide cycle connectivity to the site.

- Prior to commencement of development, details for the on site provision of cycle storage facilities shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.

Reason:

To ensure the adequate provision of on site facilities.

- A Construction Traffic Management Plan shall be submitted to, and approved in writing, by the Local Planning Authority (in consultation with Hampshire County Council Highway Authority) before development commences. This should include construction traffic routes and their management and control, parking and turning provision to be made on site, measures to prevent mud being deposited on the highway, adequate provision for addressing any abnormal wear and tear to the highway, and a programme for construction.

Reason:

In the interest of highway safety.

- No development hereby permitted shall be occupied until a Management Plan for the proposed traffic barriers within the site has been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented before any part of the development hereby permitted is occupied and retained in perpetuity.

Reason:

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In the interest of highway safety.

S106 Obligations

- Prior to commencement of development, to enter into a Section 278 agreement with the Highway Authority for the improvement works to Footpath 51 and the cycle improvement works at the site access road junction with Langstone Road, as principally shown in drawing number 2010053-11 Rev B. To implement these works to the satisfaction of the Highway Authority prior to occupation of the development;
- Payment of the Travel Plan approval (£1,500) and monitoring (£15,000) fees prior to occupation of development; and
- Provision of a bond, or other form of financial surety, in respect of measures within the Travel Plan prior to occupation.

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

Yours Sincerely,

Gemma McCart
Transport Team Leader - Highways Development Planning.

Director of Economy, Transport and Environment
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