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Enquiries To Fraser Spinney

My reference 6/3/13/196

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Date 29/03/2022

Email Fraser.spinney@hants.gov.uk

Dear Lesley,

Brockhampton West, Harts Farm Way, Havant

Outline application for the development of new employment units to provide up to 29,000 sq m (gross internal area) for flexible use across use classes E (light industrial), B2 and B8 with ancillary offices, car parking, service yards, drainage works, landscaping and associated works to prepare the site for development. All matters are reserved except the primary means of access to the site.

The highway authority previously commented on the proposals in the letter dated 9th April 2021. In response to these comments the applicant submitted a Hampshire County Response Noted in May 2021 seeking to address the issues raised.

Since then, the highway authority, National Highways, Havant Borough Council, and the applicant have been engaged in discussions regarding the outstanding issues. The following comments relate to the May 2021 Response Note and the discussions that have taken place following this being submitted.

Pedestrian Access

In order to address the highway authority's concerns regarding pedestrian access to the site from the east, the applicant has proposed to implement a toucan crossing along Harts Farm Way to the west of the eastern vehicular access to connect to a shared use footway/cycleway within their site boundary which will be adopted as highway. This is

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demonstrated in drawing 205465/PD03 Rev G and will connect from the eastern site access to the pedestrian site access to the west of the site which will tie into the existing footway and crossing provision at the teardrop junction. The applicant is also proposing to implement the provision of footway eastwards of the main site access to connect to the bridge over Hermitage Stream as set out on drawing 205465/PD03 Rev G.

These works are to be on land that is either controlled by the applicant or is existing highway land. The proposed dedication of the land as public highway for the new shared use footway/cycleway and the footway east to the Hermitage Stream bridge is shown in drawing 205465/PD14.

The highway authority does not object to the principle of these works, but would look for ditches to be retained where possible and significant justification would need to be provided for any culverting of the ditch. A more acceptable solution is likely to be to relocate the ditch to the back of the proposed footway/cycleway as there is a high chance that maintenance issues would arise as the result of any culvert relocation due to the nature of the land. This can be addressed at the Section 278 design check stage should the applicant be granted planning approval. These works will need to be implemented prior to occupation of the site.

Whilst the principle of the scheme is agreed it is subject to the following information raising no principle concerns.

- Stage 1 road safety audit
- PVM2 calculation sat alongside a report setting out all other alternatives considered.

This information would need to be provided prior to the Highway Authority signing up to the S106 agreement and therefore prior to permission being granted.

The following matters should also be noted for the detailed design stage:

- The exact location of the crossing may be altered as a result of the detailed design and to ensure it maximises the desire line for all users, whilst providing direct access to those travelling from the east to the site. It is not envisaged that a significant relocation would be necessary.
- Uncontrolled crossing facilities will need to be provided on the western access to the development to facilitate through movements across the site frontage.
- The 0.5m buff margin should be provided as verge.
- The applicant will make a S278 submission and final details of the scheme will need to be provided and approved prior to commencement, the scheme will need to be delivered prior to occupation.
- The applicant will enter into a S278 Agreement with the Highway Authority including compliance with our policy requirements prior to commencement.

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- The agreement and adoptable highway boundary will be set at the S278 detailed design stage.

Accident History

The previous response from the highway authority requested that the accident data obtained from Hampshire Constabulary was shown on a highway plan. This has been submitted in Appendix C of the applicant's Response Note and addresses this point satisfactorily.

This shows that there is no pattern of accidents in the vicinity of the site that is expected to be exacerbated by the proposed development.

Vehicular Access

Drawings showing visibility splays and vehicle tracking have been submitted for both vehicular accesses proposed to serve the site from Harts Farm Way. The western site access has been tracked showing two private cars entering and egressing the site at the same time in Drawing 205465/PD06 Rev C. The proposal is for the western access not to allow any vehicle larger than a private car to utilise this access and this should therefore be restricted by condition.

The eastern access is proposed to serve commercial vehicles and, as such, tracking has been demonstrated in Drawing 205465/PD07/AT01 showing that two articulated HGVs can pass each other without conflict while accessing and egressing the site. This is accepted by the highway authority and both accesses will be subject to a Section 278 design check should planning approval be granted.

Trip Generation

It is agreed that applying the B2 trip generation to the whole site provides a robust, worst-case scenario assessment and this results in 155 two-way AM peak trips and 102 two-way PM peak trips.

An operational management plan will also need to be provided so that the routing of large vehicles can be assessed. The Highway Authority would expect the OMP to restrict HGV and commercial vehicle movements to turn left in and right out in order to access the strategic network at the Rusty Cutter/Tear Drop junction and not to utilise access via Harts Farm Way/Solent Road and Langstone Roundabout. These areas are already heavily congested and experience a mixed use of traffic including residential, retail and considerable pedestrian and cycle trips. The OMP should be secured via Condition.

Trip Distribution

The distribution of vehicle trips associated with the proposed site has been derived from using 2011 census origin-destination data from MSOA Havant 014 as requested

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previously by the highway authority and National Highways. This presents the most robust assessment of the distribution of the site as it contains both Langstone Technology Park and Solent Retail Park which are both large employment sites. This is accepted.

Junction Capacity Assessment

Following a review of the junction modelling provided by the applicant, it can be seen that the proposed development is expected to have an impact on the Harts Farm Way approach to the teardrop junction. As the end user of the site is not fixed at this stage, the highway authority must assume the worst-case scenario for a robust assessment of the impact of the proposals.

While there is an impact on queue lengths at the Harts Farm Way approach to the teardrop junction in the future scenarios assessed, it is felt that the mitigation of improvements to the pedestrian and cycle infrastructure in the vicinity of the site and the public benefit they serve will reduce the number of journeys dependent on use of the private car. Due to the nature of Harts Farm Way it is also very difficult to make changes that will improve capacity and reduce queuing at this junction. Therefore, it is felt that the pedestrian and cycle provision that the development will provide has a positive impact on sustainability and mitigation is not required towards the Harts Farm Way approach to the teardrop junction.

Travel Plan

Implementation of the approved travel plan should be secured within the s106 along with provision for the Highway Authority's approval and monitoring fees, as well as an appropriate travel plan Bond.

Recommendation

The highway authority raises no objection to the proposals subject to the following conditions and obligations:

Conditions

- No development shall start on site until a construction method statement has been submitted to and approved in writing by the Planning Authority, which shall include:
 - (a) A programme of and phasing of demolition (if any) and construction work;
 - (b) The provision of long term facilities for contractor parking;
 - (c) The arrangements for deliveries associated with all construction works;
 - (d) Methods and phasing of construction works;
 - (e) Access and egress for plant and machinery;
 - (f) Protection of pedestrian routes during construction;
 - (g) Location of temporary site buildings, compounds, construction material, and plant storage areas;

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Demolition and construction work shall only take place in accordance with the approved method statement.

Reason: In the interest of highway safety

- No vehicle larger than a private car is permitted to access the site via the western vehicular site access.

Reason: In the interest of highway safety

- Provision of an Operational Management Plan and changes/implementation of any signage measures considered necessary to support HGV routing to the site via Rusty Cutter Roundabout and the teardrop arrangement to the west of the site and measures to prevent HGV routing to or from the east of the site.

Reason: In the interest of highway safety

Obligations

- The full travel plan to be submitted and approved prior to occupation along with payment of the associated travel plan approval and monitoring fees and associated bond.
- Implementation of both site accesses and pedestrian infrastructure prior to occupation with a S278 agreement entered into prior to commencement

I trust the above is clear. Please do not hesitate to contact Fraser Spinney should you wish to discuss anything further.

Yours sincerely,

Gemma McCart

Strategic Transport Manager

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