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Enquiries To Sophie Osborne
Direct Line 0370 779 5232
Date 31 May 2022

My reference 046315
Your reference APP/22/00155
Email havantdc@hants.gov.uk

Dear Sir,

2, 2A, 4 and 6 Seagull Lane, Emsworth, PO10 7QH

Demolition of 2 & 2a Seagull Lane and warehouses 1, 2 and 4. Existing unit 6 Seagull Lane retained with external amendments including cladding and utility enclosure. Construction of 3No light industrial buildings split into 8No units.

Thank you for your consultation on the above planning application. Following the previous response dated 26th April 2022, the applicant has now submitted a Transport Statement (hereafter, TS) which the Highway Authority have reviewed and have the following comments to make.

Site Location

Seagull Lane is located circa 300m north of Emsworth town centre.

Proposed Development

Existing industrial units are to be demolished and replaced by new industrial units with the same floor area. The office building is to be retained with no changes proposed.

Sustainable Access

Walking and Cycling:

A circa 1.5m footway flanks the southern side of Seagull Lane running up to the site boundary. From this point the footway terminates and pedestrians are to walk on carriageway. Pedestrian access to the site is to remain as per the existing arrangement.

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National Cycle Network Route 2 runs along the A259 circa 320m south of the application site. This provides cycle connections to Havant, Hayling Island and Chichester and Portsmouth.

Buses:

The closest bus stops to the site are located circa 100m to the west along the B2148 North Street. Service No. 27 serves this stop every 2-3 hours providing connections to Emsworth, Havant and Rowlands Castle.

Bus service 700 runs every 30 minutes from stops approximately 300m south of the site along Havant Road providing further afield connections to Portsmouth and Chichester.

Rail:

Emsworth Railway Station located circa 180m west from the site provides regular connections to Portsmouth, Southampton, Brighton and London.

Personal Injury Accidents (PIA)

The applicant has provided PIA data for a 5-year period from January 2017-January 2022 using Crashmap data. It is noted that this has not been undertaken using Hampshire Constabulary records. Whilst the use of Crashmap data is not accepted, the Highway Authority have undertaken their own independent study and are content that there would be no changes to the conclusions drawn from the data provided. Therefore, the applicant is not required to obtain any further data sets. The scope of the PIA assessment covers the following areas:

- North Street; and
- Seagull Lane

In total 3 'slight' PIA's were recorded within the study area along North Street. The Highway Authority are satisfied that the identified accidents are unlikely to be exacerbated by the development.

Site Access

The existing vehicular access to the site is to be formalised with a separate ingress and egress.

The proposed ingress is 6.1m wide a 9.0m wide inside corner radius designed for vehicles approaching from the west. The egress is designed for vehicles egressing to the west at 6.4m wide with an inside corner radius of 10.3m. The suitability of the proposed ingress and egress will further be detailed within this response.

An additional access is proposed to serve Unit 8. It is unclear whether this is utilising an existing access, or a new access is being proposed. Clarity is requested on this point. Currently a 3.3m carriageway is proposed upon entering the parking court for unit 8. This is unacceptable as two vehicles will not be able to pass each other and

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encourages reversing onto the highway. The applicant should explore the scope to widen the access in this area to a minimum acceptable width of 4.8m to allow both vehicles to pass. This is further commented on below.

Visibility:

Drawing 2022-6442-001 shows the visibility splay for the egress of the site. A 2.0m X 25m visibility splay has been provided based on a 20mph speed limit. Whilst Seagull Lane is subject to a 30mph speed limit, considering the dead-end nature of the road, it is agreed that vehicle speeds are to be lower. Whilst a 2.0m X 25.0m splay is accepted, it has been drawn incorrectly and is shown to be obstructed. The applicant is required to re-submit these visibility splays in accordance with Hampshire County Council Technical Guidance TG3 and with no obstructions within the splay.

If the access to unit 8 is not existing visibility splays will also be required to assess the suitability of the proposed access.

Refuse/Servicing:

The Highway Authority note that tracking for a refuse vehicle, fire tender and rigid truck as shown in drawing 2022-6442-002, 2022-6442-003 and 2022-6442-004 looks achievable but is tight and overruns the driveways on the opposite side of the carriageway. The constraints of the existing highway however limits the ability of these vehicles to manoeuvre completely within the highway and is thus considered acceptable.

Drawing 2022-6442-005 shows tracking for a 16.5m articulated vehicle. This tracking however does not work as the tracking movement is too wide within the development and upon exiting the development. Tracking should be undertaken in one movement. Tracking speeds should also be submitted for consideration. If the applicant cannot show that acceptable tracking for an articulated vehicle can be achieved for the proposed development, a planning condition should be imposed, restricting the maximum size vehicle that can deliver to this site.

Internal Layout

The internal road is to be a minimum width of 6.1m providing access to parking spaces and service bays for each unit.

Parking Provision

The applicant states that vehicle and cycle parking will comply with Havant Borough Council's Parking Supplementary Planning Document. It is noted that parking spaces are proposed to be 2.4m X 4.8m in accordance with Havant Borough Council's parking standards. Whilst parking provision is a matter for Havant Borough Council to comment on as local parking authority, the Highway Authority have the following concerns with the submitted information provided.

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Drawing 2022-6442-006 shows an estate car accessing the proposed parking spaces for unit 8. It is noted that the wrong size vehicle has been tracked. The Highway Authority require a large family car with dimensions of 4.89 X 1.94 to be tracked. A larger vehicle would further exacerbate the concerns the Highway Authority currently have regarding the access. It is currently shown that the wheel track of vehicles accessing unit 8 conflicts with a wall and other boundary features. As mentioned previously, the access should be widened at this point which could be achieved by moving the bin store further to the east.

Drawing 2022-6442-007 should also be revised using the correct dimensions for a large family car as noted above before any comments can be provided on the suitability of the arrangements.

The Highway Authority note that access to the cycle parking looks tight in the southwestern corner of the site and is not sheltered. It is requested that the applicant explore the scope to provided sheltered cycle parking to increase the attractiveness of a sustainable travel mode.

Trip Generation

The applicant has compared trip generation using the TRICS database for the existing site and the proposed development to analyse the net increase of trips that the site will bring.

Existing Use:

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily
	Arr.	Dept.	Total	Arr.	Dept.	Total	
Trip Rate (100m ²)	0.77 5	0.143	0.918	0.051	0.561	0.612	7.202
Trip Generation (812.8m ²)	6	1	7	0	5	5	59

Proposed Use:

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily
	Arr.	Dept.	Total	Arr.	Dept.	Total	
Trip Rate	0.77	0.143	0.918	0.05	0.561	0.612	7.202

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(100m ²)	5			1			
Trip Generation (840m ²)	7	1	8	0	5	5	60

Net Trip Generation:

Time Period	Arrivals	Departures	Two-way total
AM Peak (08:00-9:00)	1	0	1
PM Peak (17:00-18:00)	0	0	0
Daily	1	1	1

*Discrepancies due to rounding

The above table shows that the proposed development will generate a net increase of 1 vehicle trip within the AM peak. The Highway Authority consider this to have a negligible impact on the highway network and thus consider this acceptable.

Recommendations

The Highway Authority require the following further information requested before a formal recommendation can be made:

- Clarity regarding the access point is existing or a new access is to be provided for unit 8;
- Visibility splays to be provided in accordance with HCC TG3 with no obstructions within the splay;
- Visibility splays to be provided for the unit 8 access if this is a new access point;
- Revised tracking should be provided for the 16.5m articulated vehicle along with tracking speed for consideration;
- Drawing 2022-6442-006 should be updated using the correct dimensions for a large family car;
- Access for unit 8 should be widened to a minimum of 4.8m to allow two vehicles to pass and to allow vehicles to access the unit without conflicting with a wall and other boundary features;
- Drawing 2022-6442-007 should also be revised using the correct dimensions for a large family car; and
- Applicant should explore the scope to provide sheltered cycle parking to increase the attractiveness of a sustainable travel mode

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I trust that the above is clear but please do not hesitate to contact me on the above number/email should you require any further information.

Yours faithfully,

Sophie Osborne
Assistant Transport Planner – Highways Development Planning

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