



Langstone Park
Havant

Transport Assessment

For

XLB Property

Document Control Sheet

Langstone Park

Havant

XLB Property

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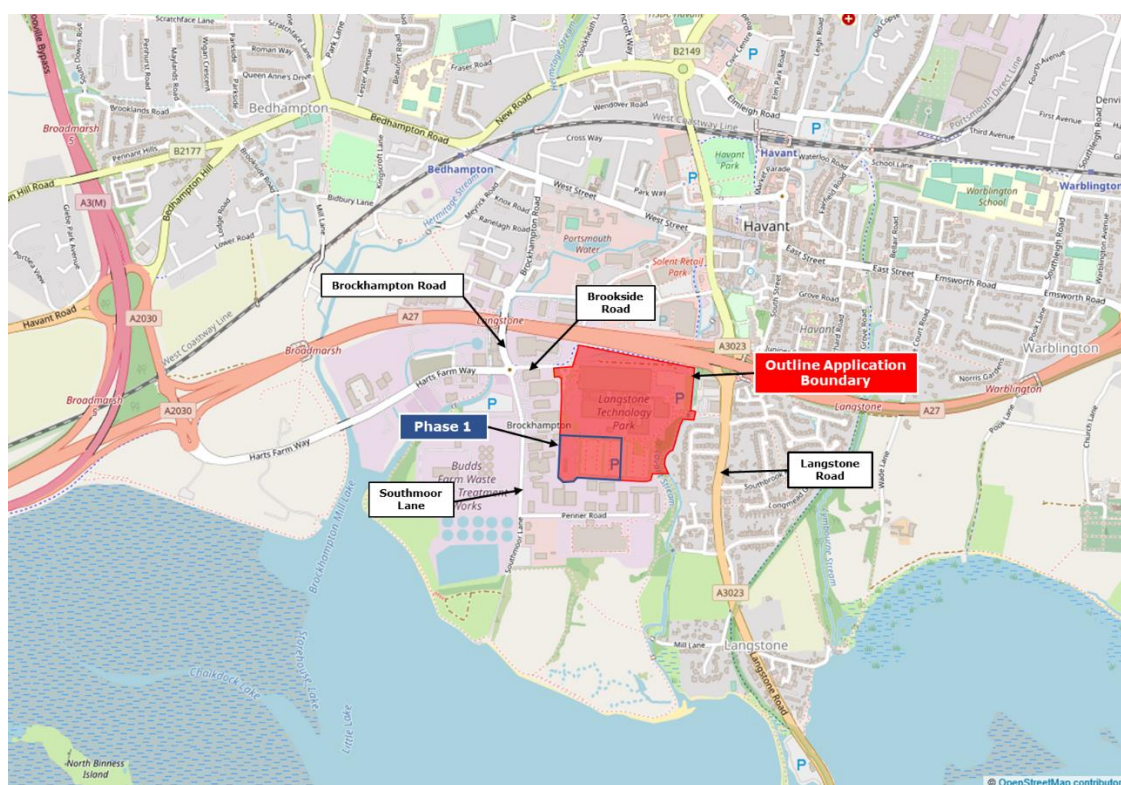
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- A Walk and Cycle Catchments
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1.0 Introduction

Preamble

- 1.1 Motion is commissioned by XLB Property Ltd to prepare this Transport Assessment (TA) in relation to proposed commercial development on land at Langstone Park, Havant (the Site). The Site is located south-west of the A27 Langstone Interchange within the administrative boundaries of Havant Borough Council (HBC) and Hampshire County Council (HCC).
- 1.2 The Proposed Development comprises the demolition of existing employment buildings on the site and its replacement with new, modern industrial buildings to accommodate a mix of land use class B2, B8 and E(g)(ii)-(iii) (R&D and light industrial) uses.
- 1.3 An alternative scheme is now being considered that would allow for the inclusion of up to 3,000m² of dedicated office space (use class E(g)(i), formerly B1a) in place of an equivalent quantum R&D and industrial uses, this is included as a sensitivity test.
- 1.4 The Site is currently accessed via Langstone Road in the east and Brookside Road in the west. The location of the Site is illustrated on the figure below.



Location Plan

Planning Context

- 1.5 Planning permission has been granted to redevelop part of the Site to provide 12,750m² of flexible employment floorspace (Ref:APP/19/00703 – 'the 2019 Permission'). The 2019 Permission was the subject of a section 73 application to vary elements of the permission including a reduction in floor space to provide 11,290m² (Ref: APP/21/00405 – 'the Phase 1 Permission'). This was approved in August 2021.
- 1.6 Under the 2019 Permission, HCC secured the following obligations and conditions:

- ▶ £67,500 contribution towards the upgrade of Footpath 51 and appropriate signage to tie the upgraded Footpath into the existing facilities on Langstone Road;
 - ▶ £25,000 contribution towards bus infrastructure upgrades on Langstone Road;
 - ▶ Right turn lane works on Langstone Road and signage at the A27/Langstone Road roundabout;
 - ▶ Travel plan measures including payment of the bond, monitoring and approval fee; and
 - ▶ A planning condition (condition 17 of the Phase 1 Permission) to prevent industrial units and parking to the west of the Site via traffic barriers which restrict access from Langstone Road between 07:30 – 09:00. Plan 4046/0158/A (prepared by AWW consultants and dated 09/12/19) was prepared in order to discharge this condition, which identified:
 - ▶ 29% of car parking spaces are accessible only from the west during the time period 07:30-09:00.
 - ▶ Traffic is permitted to travel east to west through the Site at all times.
 - ▶ Traffic is prohibited from travelling west to east through the the Site during the time period 07:30-09:00.
- 1.7 The committee report states that these mitigation measures are aimed at preventing 'sub-severe real world air quality impacts' and that they are not justified on traffic grounds alone.
- 1.8 These mitigation measures remain part of the Phase 1 Permission and will be retained with the Proposed Development. The focus of the Proposed Development being the replacement of buildings within the Site rather than additions to them, combined with improvements in their efficiency and the efficiency of the movement framework within the Site.

Scope of Report

- 1.9 This report, which has been prepared in accordance with current best practice guidance and with regard to HCC advice given at preapplication, demonstrates that:
- ▶ The proposals accord with national and local policies relevant to transport;
 - ▶ The Application Site is accessible by public transport, cycling and walking;
 - ▶ The highway network is not subject to defects that lead to an abnormally high accident rate;
 - ▶ Safe and suitable access for all can be achieved; and,
 - ▶ The residual impact of the proposed development will not be severe.
- 1.10 Following this introduction this TS is split into five sections as follows:
- ▶ Section 2 outlines the transport planning policies considered to be pertinent to this application;
 - ▶ Section 3 considers the existing use of the Application Site, reviews the accessibility of the Application Site by all modes of transport and assesses local road safety records;
 - ▶ Section 4 provides an overview of the proposed development together with details related to the access, parking and servicing strategies that will be adopted;
 - ▶ Section 5 assesses the trip generating potential of the proposals by all modes of travel and outlines their likely impact; and,
 - ▶ Section 6 summarises the key findings and conclusions of this report.

2.0 Relevant Transport Policy

2.1 The Transport Assessment will set out details of relevant transport related policies as follows:

- ▶ National transport policy (National Planning Policy Framework); and,
- ▶ Havant Core Strategy and Parking SPD.

National Planning Policy Framework

2.2 The updated National Planning Policy Framework (NPPF) was published in July 2021. The document sets out a presumption in favour of sustainable development that recognises the importance of transport policies in facilitating sustainable development. It also indicates that planning decisions should have regard to local circumstances.

2.3 In promoting sustainable transport, the document identifies at paragraph 105 that:

"The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes."

2.4 With regard to transport and development, paragraph 110 of the NPPF states that:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) Safe and suitable access to the site can be achieved for all users;*
- c) The design of streets, parking areas, other transport elements and the content of associated standards refer to current national guidance, including the National Design Guide and the National Modal Design Code; and*
- d) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."*

2.5 Paragraph 111 continues to state:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impact on the road network would be severe."

2.6 Section 12 considers the need to achieve well designed places, referring to the need for design to be consistent with the principles of the National Design Guide and National Model Design Code.

2.7 The above policy sets the overarching framework within which the suitability of all planning applications should be considered and forms the basis for designing and assessing the Proposed Development. In particular it highlights the balance that needs to be made between achieving appropriate densities and well-designed places and the functional requirements for access and connectivity, in order to deliver the most effective use of land, especially redevelopment of previously-developed land.

Havant Core Strategy

2.8 A summary of the transport policies considered pertinent to the proposals is as follows:

- ▶ *DM11 – Planning for More Sustainable Travel:* The council will seek to ensure that every opportunity is taken to increase integration of sustainable travel modes and availability of non-motorised modes by appropriate measures including:

- ▶ Securing on-site and/or off-site interventions that promote integrated travel and access by non-motorised modes.
- ▶ Requiring safe and secure vehicular and cycle parking and turning facilities to adopted standards.
- ▶ Securing appropriate improvements to public and community transport (including infrastructure requirements) in accordance with the Hampshire Local Transport Plan and (where applicable) the relevant sub-regional transport strategy.
- ▶ Proposals for reducing opportunities for informal parking in the area surrounding the development where this would impact on the capacity, operation and safety of the local highway network and/or the amenity of the locality.
- ▶ Ensuring that new developments are located and designed at the outset to encourage lower vehicle speeds and safe, permeable, inclusive layouts that integrate with existing pedestrian, cycle and public transport routes. This will facilitate and encourage short distance trips by cycle and walking, including to public transport interchanges.
- ▶ *DM12 – Mitigating Impacts of Travel:* New developments will be required to mitigate their travel impact, including the environmental impacts of travel (such as noise, air and visual pollution) and impacts on amenity, health and climate change by ensuring that, where relevant, the following criteria are met:
 - ▶ Adequate provision is made for integrated and improved transport infrastructure or appropriate mitigation measures, through direct improvements and S106 contributions in accordance with the Hampshire County Council Transport Contributions Policy.
 - ▶ The submission of a transport assessment and travel plan alongside any planning application on proposals for major development or where a proposal is likely to have significant transport implications.
 - ▶ The submission of a transport statement must accompany planning applications to explain changes to travel demand.
 - ▶ A bond is provided which will be used to mitigate negative travel impacts of the development, should the travel plan fail to achieve its targets. This bond will be held by the relevant local transport authority.
 - ▶ In relation to outline planning applications, a framework for the preparation of travel assessments and travel plans will be submitted with the planning application proposals.
- ▶ *DM14 – Car and Cycle Parking on Development (excluding residential):* Development will only be permitted where it provides parking for cars, motor cycles and cycles in accordance with the relevant standards. Such parking provision must be appropriately located in relation to the development and be practical for its intended use.
- ▶ *DM16 – Freight Transport:* Freight movements resulting from a development should not impact negatively on the environment or the quality of life of those who live and work nearby. Where such developments will have a negative impact on the capacity, operation and safety of transport networks, appropriate mitigation measures should form part of the application for consideration by the council.
 - ▶ Proposals generating significant freight or goods movements should have good access to transport networks. Preferred sites for such development will be those which have the potential for rail access. The provision of rail freight will be encouraged wherever possible. Otherwise, such development should be located where there is ready access to roads which are higher in the road hierarchy and where sensitive areas are less likely to be affected by heavy goods vehicles.
 - ▶ Proposals should make reference to and be in accordance with, the Hampshire Freight Strategy.

Havant Parking Standards

- 2.9 HBC's Parking Supplementary Planning Document sets out parking standards for non-residential developments in Havant. Table 2.1 provides a summary of the standards applicable to the proposals.

Land Use	Car Parking Standard	Cycle Parking Standard	
	Maximum Parking Limit	Long Stay	Short Stay
B1(c)	1 space per 45m ²	1 space per 250m ²	1 space per 500m ²
B2	1 space per 45m ²	1 space per 350m ²	1 space per 500m ²
B8	1 space per 90m ²	1 space per 500m ²	1 space per 500m ²

Table 2.1 – Havant Parking Standards

- 2.10 It is noted that long stay cycle parking will be required based on the floor areas outlined above or one space per eight staff, whichever is greater. It is further noted that that major commercial developments will be required to be accompanied by a Transport Assessment and Travel Plan and that commercial vehicle parking will be considered on a case by case basis.
- 2.11 Reduced parking provision will be considered in highly accessible areas, such as town centres, on a case by case basis, subject to the provision of suitable evidence.

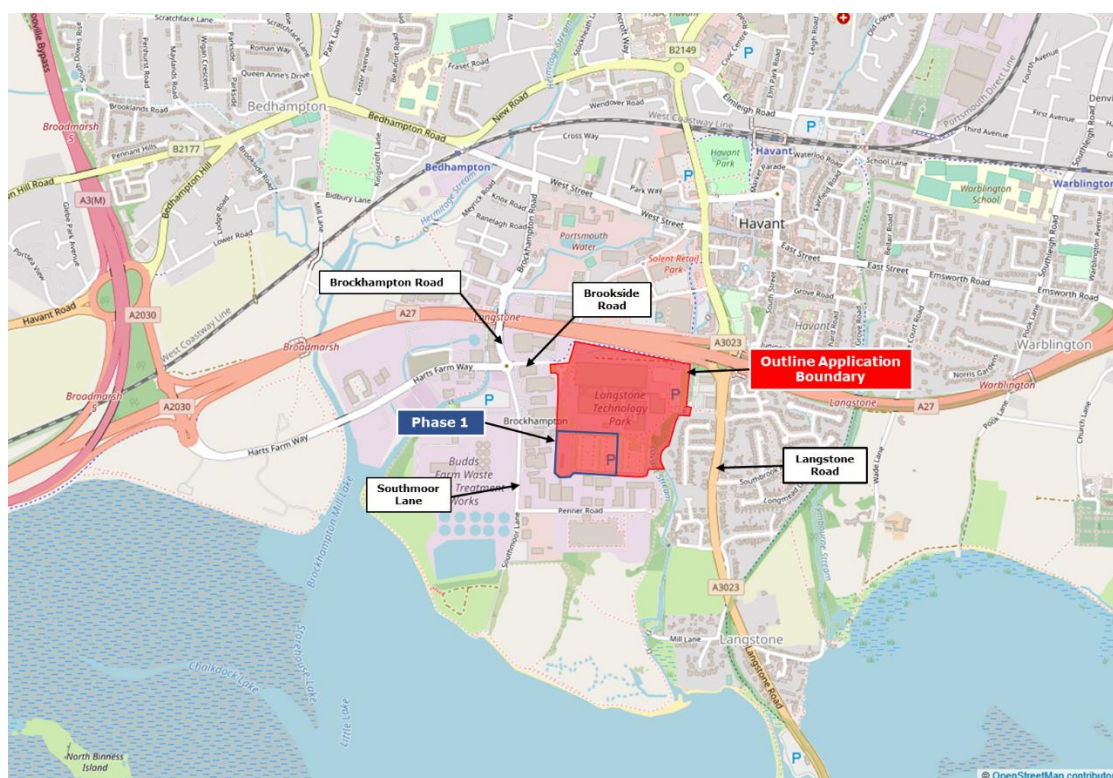
3.0 Sustainable Transport

Overview

- 3.1 So that the context of the Site can be established, a detailed review of the study area has been undertaken. This section provides a summary of this review and refers to the location of the Site and baseline traffic conditions. It also sets out an overview of the accessibility of the Site by a variety of modes of transport.

Site Details

- 3.2 The Site is located on the south of A27 and west of Langstone Road, approximately 500 metres south of Havant Town Centre.
- 3.3 The Site is currently occupied by a range of commercial uses including office and lab space, as well as Class E(g)(iii)/B2 and B8 industrial uses. There is also a gym and nursery/creche on site.
- 3.4 Part of the Site already has permission to be redeveloped to provide 12,750m² of flexible employment floorspace (Ref:APP/19/00703 – ‘the 2019 Permission’). This permission was subsequently amended (Ref: APP/21/00405), reducing the scale of new employment floorspace to 11,290m² for the same flexible uses.
- 3.5 The 2019 Permission included a condition (Condition 17) restricting access to the Site from Langstone Road during weekday hours of 07:30 – 09:00. This condition was carried forward to the S73 permission (also Condition 17).
- 3.6 The location of the Application Site is illustrated below.

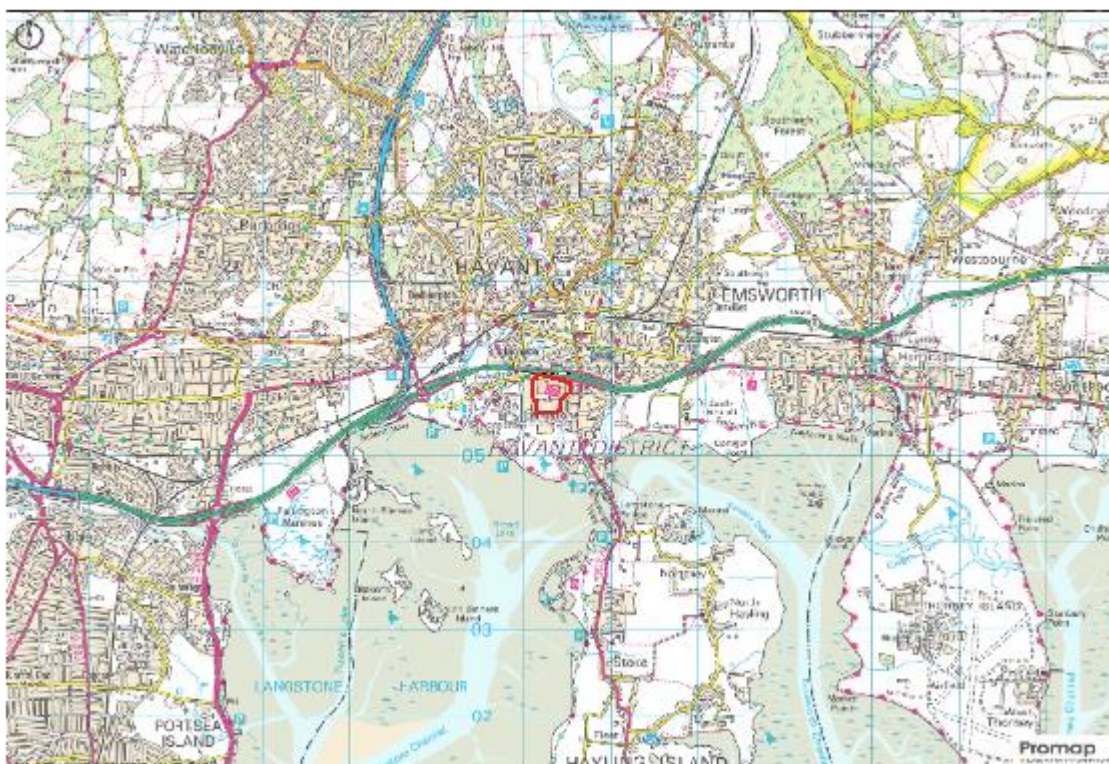


Location

- 3.7 The Site is bordered to the north by the A27 and to the south and west by other commercial developments. To the east there are a mixture of uses including a hotel, restaurant and residential areas.

Local Highway Network

- 3.8 Vehicular access to the Site is achieved via Brookside Road to the west, Langstone Road to the east and Penner Road to the south, which is for emergency use only. Brookside Road and Penner Road both connect to Harts Farm Way, which provides access to the A27 to the west.
- 3.9 Langstone Road runs south from Havant to Hayling Island, forming a junction with the A27 approximately 130 metres north of the access road.
- 3.10 The Local Highway Network is shown in the figure below.



Highway Network

Accessibility

- 3.1 It is generally accepted that walking and cycling provide important alternatives to the private car and should also be encouraged to form part of longer journeys via public transport. Indeed, it is noteworthy that the Institute of Highways and Transportation (IHT) has prepared several guidance documents that provide advice with respect to the provision of sustainable travel in conjunction with new developments. Within these documents it is suggested that:
 - Most people will walk to a destination that is less than one mile (Planning for Walking, 2015);
 - The bicycle is a potential mode of transport for all journeys under five miles (Planning for Cycling, 2015); and,
 - Walking distances to bus stops should not exceed 400 metres, with people being prepared to walk twice as far to rail stations (Planning for Walking, 2015).
- 3.2 Notwithstanding the above, it should be noted that Manual for Streets (MfS) identifies 'walkable neighbourhoods' as being "characterised by having a range of facilities within 10 minutes (up to about 800m) walking distance of residential area which residents may access comfortably on foot". However, it is important to recognise that MfS does not consider 800 metres to be a maximum walking distance. Indeed, MfS and the

Design Manual for Roads and Bridges (DMRB) contend that walking can be used to access a variety of destinations within a range of two kilometres and two miles respectively.

- 3.3 The plans provided at **Appendix A** illustrate these walk and cycle catchments (which include bus stops and Havant railway station) and demonstrate the extent of the opportunity for the Site to attract a significant volume of journeys by foot and bicycle.
- 3.4 Having regard to the above, it is considered that the Site is spatially well located with respect to the more sustainable modes of travel including foot, cycle and public transport. Details on each of these sustainable modes of travel are set out below.

Journeys by Foot and by Bicycle

- 3.5 Access to the Site for pedestrians and cyclists is provided from Langstone Road and Brookside Road. Both streets have footways on either side and are lit. They connect to a wider, comprehensive pedestrian network of lit footways.
- 3.6 Footpath reference 108/51/2 is located on the eastern edge of the Site and runs north-south connecting Langstone in the south with Havant in the north, passing under the A27.
- 3.7 Footpath reference 108/50/1 is located along the northern edge of the Site providing a connection between Langstone Road and Brookside Road.
- 3.8 As shown on the Havant cycle map provided at **Appendix B**, the Site is located adjacent to Sustrans route 22 which connects the Site to Havant town centre and railway station to the north and towards Portsmouth in the west.
- 3.9 An audit of routes surrounding the Site and between the Site and Havant town centre / railway station has identified the following:
 - ▶ There is a comprehensive network of pedestrian and cycle routes (the latter as evidenced at **Appendix B**);
 - ▶ There is route signage within the network;
 - ▶ Crossings are provided throughout the network including tactile paving; and
 - ▶ The network is lit.
- 3.10 Notwithstanding this the audit identified a missing link to the cycle network along the eastern edge of the Site following PRoW 51. This results in cyclists being forced to either wheel their bikes along PRoW51 or else follow a detour around the northern, western and southern edges of the Site.

Journeys by Public Transport

- 3.11 The nearest bus stops are located adjacent to the Site on Langstone Road providing a frequent service connecting the Site to Havant and Hayling Island. Table 3.1 provides a summary of the bus services available.

Service	Route	Frequency
30/31	Havant – Langstone – Stoke – Eastoke – West Town – Stoke – Langstone – Havant	Every 15 minutes

Table 3.1 – Local Bus Services

- 3.12 Havant railway station is located approximately 1.3km (17-minute walk) from the Site providing services to destinations along the south coast including Southampton, Portsmouth, Chichester and Brighton. Table 3.2 provides a summary of the services available from Havant Station.

Route	Frequency
Havant – Rowlands Castle – Petersfield – Liss – Liphook – Haslemere – Witley – Milford – Godalming – Guildford – Worplesdon – Woking – Clapham Junction – London Waterloo	Every 20 minutes
Havant – Chichester – Barnham – Horsham – Crawley – Three Bridges – Gatwick Airport – East Croydon – Clapham Junction – London Victoria	Every 30 minutes
Havant – Emsworth – Chichester – Barnham – Ford – Angmering – Goring-by-Sea – Durrington-by-Sea – West Worthing – Worthing – East Worthing – Lancing – Shoreham-by-Sea – Southwick – Fishergate – Portslade – Hove – Brighton	Every 30 minutes
Havant – Warblington – Emsworth – Southbourne – Nutbourne – Bosham – Fishbourne – Chichester – Barnham – Ford – Littlehampton	Hourly
Havant – Bedhampton – Hilsea – Fratton – Portsmouth and Southsea – Portsmouth Harbour	Every 10 minutes (2 trains per hour terminste at Portsmouth and Southsea)
Havant – Cosham – Fareham – Swanwick – Southampton Central	Every 30 minutes

Table 3.2 – Local Rail Services

Road Safety

- 3.13 A review of road safety records has been conducted via the *Crashmap* website, incidents which occurred during the most recent five year period for which data is available have been reviewed. In total, five accidents have been identified in close proximity to the Site accesses. Of these, three occurred at the Harts Farm Way/Brookside Roundabout and two at the Langstone Road junction.
- 3.14 Of these four were classified as slight and one as serious. The serious accident occurred on the northern approach to the Harts Farm Way Roundabout and involved a car striking the back of another car. The relevant *Crashmap* report is included at **Appendix C**.

Summary

- 3.15 The above review demonstrates that the Site is spatially well located to encourage people travelling to and from the Site to make journeys by walking, cycling and public transport.
- 3.16 The Proposed Development therefore presents an opportunity to provide new employment at a location that is already accessible by a variety of modes of transport and would therefore have the potential to reduce reliance upon the private car.

4.0 Development Details

Proposed Development

- 4.1 The Proposed Development involves the demolition of 51,755m² of existing floorspace (predominantly office but including labs, industrial, data centre and ancillary uses) and its replacement with up to 63,290m² (gross external area) of land use class B2, B8 and E(g)(ii)-(iii) (R&D and light industrial) and ancillary uses (Class E(b) and E(d) (including the Phase 1 Permission).
- 4.2 As discussed above, the 2019 Permission established planning permission for the partial demolition of some buildings within the Site and their replacement with 12,750m² of new buildings, bringing the total currently permitted floor area to 64,330m². The Proposed Development (including the Phase 1 Permission) would therefore represent a reduction in overall floor space compared to what is currently permitted at the Site.
- 4.3 A plan illustrating a potential layout for the Proposed Development is provided at **Appendix D**. Units 1 – 4 on the masterplan form the 11,290m² of floor space of the Phase 1 Permission. The net additional floor space amounts to 52,000m².
- 4.4 An alternative scheme is now being considered that would allow for the inclusion of up to 3,000m² of dedicated office space (use class E(g)(i), formerly B1a) in place of an equivalent quantum R&D and industrial uses.

Vehicular Access Strategy

- 4.5 Access to the Site is currently taken from Langstone Road to the east and Brookside Road, leading to Harts Farm Way to the west. These roads were designed to a good standard to serve the existing Park and already cater safely for large and articulated vehicles. In addition there is an access provided from Penner Road to the south, which is accessed via Harts Farm Way. This access is for emergency use only.
- 4.6 The 2019 Permission (and Phase 1 Permission) include a condition (Condition 17) which restricts access to the Site from Langstone Road during the hours of 07:30 – 09:00. A separate condition (Condition 18) requires improved signage to direct HGV movements in order to minimise the risk of u-turning vehicles in the junction of Langbrook Close.
- 4.7 These restrictions are to remain in place. Barriers will be retained to the north and south of the Brookside Road entrance roundabout with a further barrier introduced to the Langstone Road access to the west of the existing bridge. The barriers will be equipped with an ANPR system that will be used to manage access to, from and through the Site in accordance with Condition 17 of the Phase 1 Permission. The use of an ANPR system to manage access to the car park provides the flexibility to align car park space availability with completion of units during the phased construction of the Proposed Development.
- 4.8 Access from the east will be managed through the use of ANPR and barriers to restrict access and egress to pre-approved vehicles only. As requested during pre-application discussions with HCC, anonymised data will be made available to HCC for monitoring purposes as required and induction loops are proposed to be installed on the eastern access to this end.
- 4.9 Within the Site, the infrastructure has been designed to cater for articulated lorry movements which is demonstrated through the swept path analysis provided at **Appendix E**. Notwithstanding this, in line with the requirements of the NPPF, rather than following to pre-determined highway design standards, internal carriageways have been designed to cater for specific vehicle movements. In this way the area of land given over to carriageway has been minimised thereby maximising the land available for providing high quality landscaping as well as other uses.
- 4.10 A primary access route will be established through the Site allowing full circulation of the Site internally for all service vehicles, general users & pedestrians/cyclists. Connecting with the main Site entrances and existing pedestrian links to the wider area.

- 4.11 The primary access route will accommodate a 7.3m min wide road along with a pedestrian footpath/cycle link and soft landscape areas and, as noted above, will feature access barriers and ANPR at Site entrances in order to manage traffic flow/access.

Pedestrian and Cycle Access

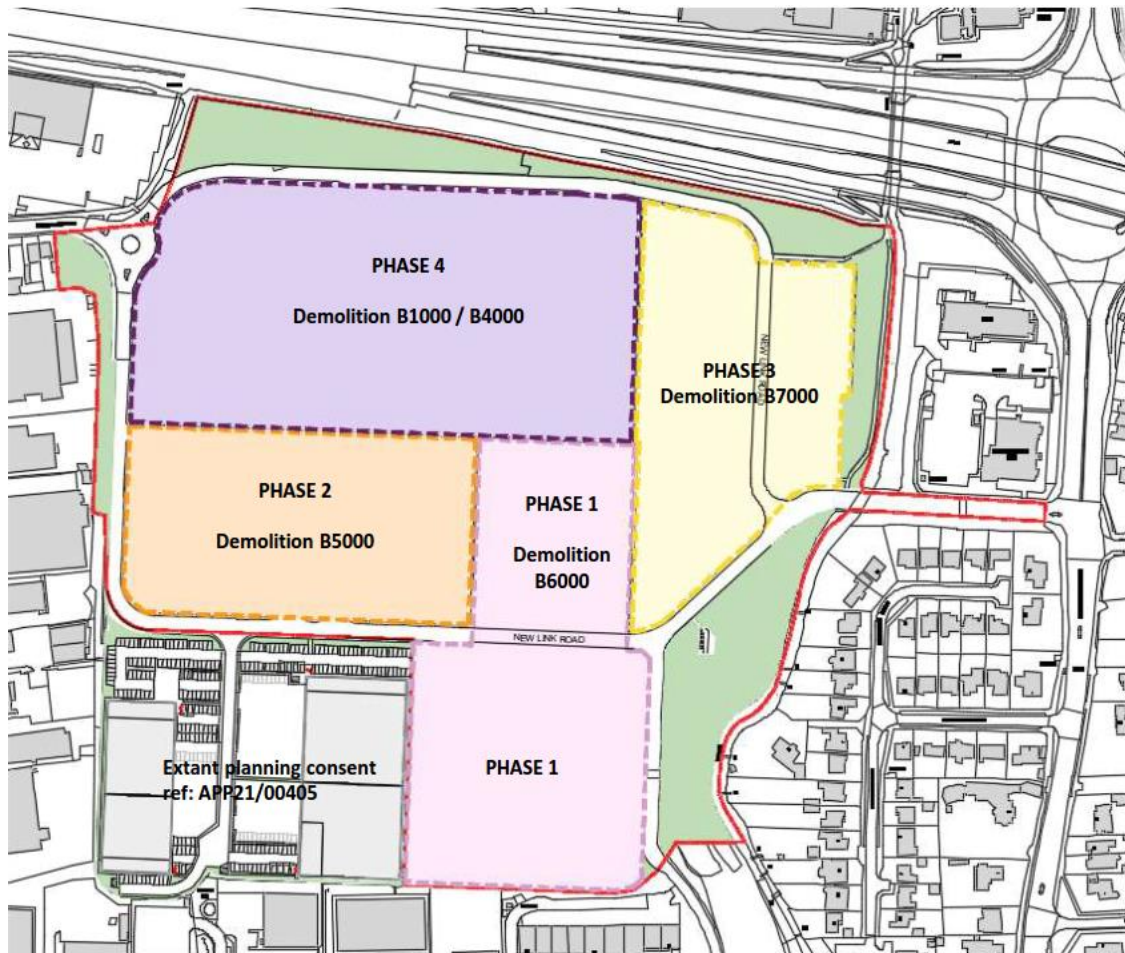
- 4.12 Within the Site, a network of footways and cycle routes will be provided and identified in order to deliver safe access and movement for these modes.
- 4.13 In addition it is proposed that enhancements are made adjacent to the existing PRoW 51. These will comprise the provision of a 3m wide surfaced shared footway / cycleway. Cyclists will also be permitted to cycle along the private access road to reach Langstone Road. This will fill the current gap in the existing cycle network and benefit both users of the Site and the wider public.
- 4.14 Whilst there is already a good level of signage on the existing cycle network, it is proposed that some of the existing signs will be replaced to include wayfinding between the Proposed Development and Havant Town Centre / Havant railway centre. Details of the sign faces and locations will be agreed with the Local Planning Authority prior to occupation.

Parking

- 4.15 Car parking will generally be provided at a level of 1 space per 45m² of gross floor area for the employment uses. A limited area of employment floor space which is designed solely for use for B8 purposes will have car parking provided at 1 space per 90m² of gross floor area. Car parking for ancillary and support facilities will be provided at a maximum rate of 1 space per 14m² of gross floor area. This results in a total of 1,158 car parking spaces within the Site.
- 4.16 Electric car charging (EVC) will be provided at a rate of 10%, resulting in 116 spaces. An additional 20% minimum will be passively equipped for electric charging, meaning charging equipment can be retrofitted in a straightforward manner. This aligns with emerging best practice being prepared by the Department for Transport.
- 4.17 HGV parking is provided adjacent to loading bays. These are spaced to allow additional HGV parking between them as necessary.
- 4.18 Cycle parking spaces will be provided in accordance with HBC parking standards having regard to the activities of the occupier of each unit within the Proposed Development. Spaces will be located in lit areas where they can be naturally surveilled and provided in covered shelters. Details of location and design will be provided with reserved matters applications for each of the units.
- 4.19 It is noted that B1a type uses generally produce a greater demand for parking than industrial uses. In the event that part of the site comes under a dedicated B1a use, the layout will be reconfigured to provide car parking at a ratio of one space per 30m², in line with local standards

Phasing

- 4.20 The development will be constructed in phases to maintain access throughout the works. An indicative phasing plan is shown below.



Phasing Plan

- 4.21 The proposed phasing takes into account buildings with high vacancy levels and unlettable space, existing occupants and lease events along with the need to retain facilities for existing occupiers as well as offering a practical solution to dealing with redeveloping a site with a central shared plant area. It is currently foreseen that the works will be conducted as follows:
- ▶ Phase 1 – Work would consist of the development of the south eastern car parking area and demolition of B6000 which has 60% vacancy levels. This would allow development of the two plots and start the formation of the new primary internal access route around the Site.
 - ▶ Phase 2 – This phase would consist of the demolition of B5000 and the development of flexible employment floor space with associated car parking and landscaping.
 - ▶ Phase 3 – Work would consist of the demolition of B7000 and the continuation of the primary access route with buildings being developed either side of the new link road. These would consist of flexible employment floorspace along with amenity/support services such as a gymnasium and café. Improvements would also be undertaken to the existing public footpaths in the north eastern corner

of the Site which would consist of resurfacing and widening to create pedestrian/cycle access linking to the new primary circulation route in the Site. External amenity space would also be formed.

- ▶ Phase 4 – This phase would consist of the demolition B1000 & B4000 and the development of new employment floor space and the continued formation of the new primary access route along with the extension of the existing amenity space to the north of the Site.

- 4.22 The phasing plan is indicative at this stage and the plots could be combined or subdivided subject to market demands. It is considered that access during construction could be managed via a construction management plan for each phase, secured via a suitably worded condition.
- 4.23 The applicant is committed to ensuring that the construction works do not lead to parking overspill onto the surrounding streets. Sufficient parking will be retained throughout the works to serve any of the existing buildings that remain and each new phase will be self contained with respect to parking.
- 4.24 The current phasing plan hinges around bringing down B6000 early on, which being a three storey office building generates considerable parking demand. Doing this effectively provides an excess of parking that allows changes to be made elsewhere. The car park provided through the S73 application is retained until near the end of the process to cater the needs of the existing buildings that remain.
- 4.25 As outlined above, the phasing plan is subject to change based on a variety of factors. It is envisaged that the parking arrangements throughout the build process would be managed through either the construction management plan or a standalone parking management plan.

5.0 Traffic Generation & Development Impact

Traffic Generation

- 5.1 This section of the Transport Assessment will consider the net change in traffic generation expected to arise from the Proposed Development by vehicle type and the subsequent potential impact on the safety and operation of the transport network. A preliminary assessment is provided below.

Existing and Permitted Uses

- 5.2 The Site is currently occupied by a mix of office, research and development (R&D), light industrial and distribution uses. It is not currently fully occupied and as a consequence of the wide range of land uses within the Site, it is not possible to derive a sufficiently robust trip rate to be applied to the unoccupied floor space.
- 5.3 However, the Site was recently the subject of a planning application that provided a comprehensive forecast of potential traffic generation by land use type for existing and permitted (2019 Permission) land uses. This was the subject of discussion and agreement with HCC and HBC as recently as 2020. It is therefore proposed to use the vehicle generation rates agreed for the 2019 Permission. These are presented below.

Land Use	AM Peak			PM Peak			12-hour		
	In	Out	Total	In	Out	Total	In	Out	Total
B1a	1.69	0.23	1.92	0.16	1.48	1.64	6.39	6.35	12.74
B1b	1.51	0.2	1.71	0.13	1.17	1.3	5.43	5.45	10.88
B1c/B2	0.23	0.06	0.29	0.03	0.2	0.23	1.83	1.49	3.32
B8	0.11	0.06	0.17	0.03	0.08	0.11	1.05	1.06	2.11
Nursery	0.232	0.177	0.409	0.161	0.181	0.342	0.968	0.967	1.935

Table 5.1 – Vehicle generation rates

- 5.4 The resulting total vehicle trip generation for the existing uses and the permitted (2019 Permission) land uses is presented below.

Land Use	AM Peak			PM Peak			12-hour		
	In	Out	Total	In	Out	Total	In	Out	Total
Existing uses	784	117	901	90	678	768	3048	3015	6063

Table 5.2 – Vehicle generation: existing uses and permitted uses

- 5.5 Table 5.2 shows that on implementation of the 2019 Permission, total traffic generation associated with the Site is expected to reduce slightly compared to the existing uses at the Site.

Proposed Development

- 5.6 The Proposed Development would extend to approximately 63,290m² of land use class E, B2 and B8 uses of which 11,290m² will be delivered under the Phase 1 Permission (Ref: APP/21/00405).
- 5.7 The vehicle generation rates for R&D land uses (referred to as B1b in Table 5.1) agreed for the 2019 Permission have been applied to the Proposed Development floor area of 52,000m² with the vehicle generation for the remaining 11,290m² (Units 1-4 on the masterplan at [Appendix D](#)) being taken from the Phase 1 Permission (Ref: APP/21/00405).
- 5.8 An alternative is being considered that would allow for up to 3000m² of dedicated office space (B1a) to be constructed. This would result in a worst case in which 49,000m² of the Phase 2 development could be occupied by B1b uses and 3,000m² by B1a uses.

- 5.9 The table below provides a summary of the total vehicle trip generation for the Proposed Development alongside that for the existing uses and the permitted (2019 Permission) land uses.

Land Use	AM Peak			PM Peak			12-hour		
	In	Out	Total	In	Out	Total	In	Out	Total
Existing uses	784	117	901	90	678	768	3048	3015	6063
Proposed Development (all B1b)	811	111	922	71	631	702	3030	3002	6032
Proposed Development (inc 3000m ² B1a)	817	112	928	72	640	712	3059	3029	6088

Table 5.3 – Proposed Development Traffic Generation

- 5.10 Table 5.3 indicates that the Proposed Development would result in a similar volume of vehicle movements as the Permitted uses including the 2019 Permission if implemented. Compared to the existing uses at the Site, the Proposed Development can be expected to result in relatively small changes in traffic generation. Table 5.4 provides a summary of the changes expected when compared to the existing uses.

Land Use	AM Peak			PM Peak			12-hour		
	In	Out	Total	In	Out	Total	In	Out	Total
Proposed Development (all B1b)	27	-6	21	-19	-47	-66	-18	-13	-31
Proposed Development (inc 3000m ² B1a)	33	-5	27	-18	-38	-56	11	14	25

Table 5.4 – Traffic Impact

- 5.11 It is generally accepted that detailed modelling is required when increases in vehicular movements exceed 30 in a one-hour period. It is clear the proposals will not result in an increase of this magnitude. It is therefore considered that detailed traffic modelling will not be required. Indeed, even the worst case scenario, including 3,000m² of B1a is forecast to result in a reduction in trips in the PM peak.
- 5.12 The figures above for the proposed development are based on B1b trip rates, which are more onerous in terms of traffic generation than B1c/B2/B8. The actual traffic generation is therefore likely to be lower.
- 5.13 It should be noted that the access restrictions from Langstone Road will be put in place and enforced as agreed as part of the previous application. Traffic volumes on Langstone Road, the sensitive receptor, will therefore be unaffected when compared to that which has already been approved.

6.0 Summary and Conclusions

- 6.1 Motion is commissioned by XLB Property Ltd to prepare this Transport Assessment (TA) in relation to proposed commercial development on land at Langstone Park, Havant (the Site). The Site is located south-west of the A27 Langstone Interchange within the administrative boundaries of Havant Borough Council (HBC) and Hampshire County Council (HCC).
- 6.2 The Proposed Development comprises the demolition of existing employment buildings on the site and its replacement with new, modern industrial buildings to accommodate a mix of land use class B2, B8 and E(g)(ii)-(iii) (R&D and light industrial) uses.
- 6.3 Car parking will be provided in accordance with the rates of provision recommended in policy guidance. Separate parking / waiting areas for lorries will be provided. The proposals also include cycle parking that exceeds the minimum rates of provision recommended in policy guidance to encourage the use of bicycles as an alternative, more sustainable, mode of travel.
- 6.4 The requirement to prepare a transport assessment is established by the National Planning Policy Framework (NPPF), 2021, published by the Department for Communities and Local Government. Paragraph 110 of the NPPF states:
- "In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*
- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
 - b) safe and suitable access to the site can be achieved for all users;*
 - c) the design of streets, parking areas, other transport elements and the content of associated standards refer to current national guidance, including the National Design Guide and the National Modal Design Code; and*
 - d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."*
- 6.5 Paragraph 111 sets out the test that a determining authority should apply when determining the suitability of a planning application in terms of transport and highways stating that:
- "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."*
- 6.6 These four criteria (paragraph 110) and subsequent tests (paragraph 111) have been applied to the assessments presented in this report in order to determine if the Proposed Development is acceptable in transport terms.
- Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location*
- 6.7 The TA provides an overview and assessment of existing travel conditions identifying that the Site is spatially well located in terms of potential accessibility by non-car modes of transport. Access to the Site by foot and by bicycle is safe and facilitated by existing infrastructure. This will be enhanced through the provision of new cycle routes and dedicated accesses and pedestrian and cycle infrastructure within the Site. Secure and covered cycle parking will be provided within the Site. Public transport provision can be within a reasonable walk from the Site with the ability to travel to a wide range of destinations.
- 6.8 The location of the Site therefore lends itself towards sustainable travel negating the need to commute via private car.

- 6.9 Having regard to the spatial advantages of the Site in relation to sustainable transport modes, a travel plan would be actively implemented and managed to assist staff in taking full advantage of the excellent non-car means of travel presented by the development. This could include personalised travel planning advice to staff.

Safe and suitable access to the site can be achieved for all users

- 6.10 The exiting vehicular accesses will be retained. The accesses will benefit from geometry that accommodates the largest vehicles likely to access the Site and visibility splay in accordance with the posted speed limit.
- 6.11 The proposed layout can safely and suitably accommodate movements by private car and lorries.
- 6.12 Dedicated access and internal infrastructure is provided for pedestrians and cyclists.

The design of streets, parking areas, other transport elements and the content of associated standards refer to current national guidance, including the National Design Guide and the National Model Design Code

- 6.13 The design of the Proposed Development has been undertaken having regard to current design guidance both in terms of physical requirements and the need for design to be reflective of its environs. The layout of the Proposed Development is the product of several iterations to arrive at the optimal balance for the Site between achieving appropriate densities and well-designed places and the functional requirements for access and connectivity, in order to deliver the most effective use of land, especially redevelopment of previously-developed land

Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

- 6.14 A forecast of new trips that are expected to arise from the Proposed Development has been undertaken and their potential impact on the operation of the existing highway network assessed. This demonstrates that a reduction in vehicular activity associated with the Site is expected when compared with the extant uses.
- 6.15 The mitigation measures associated with the 2019 Permission and the Phase 1 Permission will continue to be delivered through the Proposed Development.
- 6.16 Car parking will be provided in line with local car parking guidance. This will ensure that cars can be suitably parked in order to avoid significant road safety impacts.

Conclusion

- 6.17 As summarised above, this TA has demonstrated that the Proposed Development would:
- ▶ accord with national and local policies relevant to transport;
 - ▶ achieve safe and suitable access for all modes;
 - ▶ be design led having regard to the local context rather than seeking to impose a formulaic design on to the Site; and ,
 - ▶ not result in a change in travel demand that could lead to severe harm to the operation of the existing highway network or unacceptable road safety impacts.
- 6.18 In accordance with paragraph 111 of the NPPF, there are therefore no transport or highway reasons identified why planning permission should be withheld or refused.