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Date 17 November 2021

My reference 035104

Your reference APP/21/00931

Email havantdc@hants.gov.uk

Dear Sir,

Dairy Crest Depot, Dunsbury Way, Havant

Outline application for demolition of the existing buildings and development of the site to provide 31 homes with associated parking, access and landscaping.

Thank you for the opportunity to comment on the planning application for the above site. The Highway Authority have considered the information provided within the Transport Assessment (hereafter, TA) and the comments regarding the proposed development are set out below.

Site Location

The proposed redevelopment site is located in a primarily residential area along Dunsbury Way / Fulflood Road. The site is bounded by industrial properties to the east, residential housing to the south and west and to the north, a currently vacant plot of land.

Sustainable Access

Walking and Cycling:

Pedestrian access is proposed via footways on both sides of the site access which would connect into the existing footway on the western side of Dunsbury Way and the shared footway/cycleway along the eastern side. However, drawing number ASP.21.052.002 only shows a footway on the right side of the access carriageway. The Highway Authority require further clarification on whether or not footways will be provided on both sides of the access like the TA states, or just on the right-hand side of

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the carriageway like the drawing shows. It is unclear what the width of the footways will be. The Highway Authority expect 2m footways to be provided either side of the access to connect into the existing provision on Dunsbury Way.

Along the eastern side of Dunsbury Way, a shared footway/cycleway is present which transitions onto the carriageway where this ends. To the south of the site, the shared footway/cycleway connects to an on-road cycle lane at the Purbrook Way roundabout; this on-road cycle lane continues onto Havant and Hayling Island. The redevelopment site is also located circa. 1.2km west of National Cycle Network Route 22, which provides cycle connections to the wider network including Petersfield, Havant and Portsmouth.

Buses:

The closest bus stops are located on Dunsbury Way and Bramdean Drive circa 40m and 100m from the site. These bus stops are serviced by bus services (20, 21, 23, 27, 39) providing connections to Havant, Portsmouth, Southsea, Emsworth and Rowlands Castle. 2 school and 1 college bus service (28A, 629, 641) also operate from these bus stops providing a service at typical school pick up and drop off times.

Rail:

The site is located within a cyclable distance of three railway stations, Bedhampton, Havant and Warblington stations circa 2.6km, 3.0km and 3.2km from the site respectively. All stations provide services to Portsmouth, with Havant and Bedhampton stations providing regular services to Portsmouth, Southampton and London as well as other locations in the wider area.

Local Facilities

The proposed site is in a residential area with opportunities for walking to local facilities, in accordance with walking distances as laid out in CIHT (2000) '*Providing for Journey's on Foot*'. As such, the Highway Authority deem this acceptable. Whilst not all facilities mentioned in the TA are in the desirable walking distance, they are accessible within the desirable cycling distance. Thus, it can be confirmed that the site is within walking and cycling distance of local facilities promoting the use of sustainable transport to access them.

Personal Injury Accidents (PIA)

The applicant has provided PIA data via Crashmap Pro; however, the Highway Authority do not accept the use of Crashmap data. The applicant is required to gather the most recent 5-year PIA data using Hampshire Constabulary Records. The applicant provided the scope of data collection within close proximity of the proposed development site; however, the Highway Authority require the search area to include:

- Site access / Dunsbury Way junction;
- Bramdean Drive / Dunsbury Way / Fulflood Road junction;

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- Billys Copse / Dunsbury Way junction;
- High Lawn Way / Dunsbury Way junction; and
- Ellisfield Road / Dunsbury Way junction.

Site Access

Vehicular access will be provided via a new access formed on Dunsbury Way. The Highway Authority can confirm that the visibility splays provided in drawing number 0001 are in accordance with Hampshire County Council Technical Guidance TG3 for a 20mph speed limit. Despite not being mentioned within the TA, drawing number 0001 shows a visibility splay for an access to one vehicular parking space from Fulflood Road. Visibility for this singular access is also in accordance with HCC TG3 guidance.

The Highway Authority note that the existing access is currently in a poor condition and was previously built to provide access to multiple businesses. Given the proposals to redevelop the site to solely serve a new residential area, the access should be rectified, including surfacing works, a reduction in width (whilst still catering for a car and refuse vehicle passing at the stop line) and 2m wide footways provided either side of the access road to connect into the existing provision on Dunsbury Way.

It is also noted that there are existing traffic calming features opposite the northern radii of the current access. Based on the current access alignment, it appears that vehicles would cross these features at an angle when egressing the site, causing potential damage to both the speed cushions and the vehicles. Vehicles may also choose to errantly track around the southbound speed cushion when routing northbound from the site, creating a potential safety concern. The applicant should therefore investigate moving the access southbound to ensure vehicles are able to safely routes over the traffic calming features. The revised access proposal should be supported by tracking demonstrating a family car achieving this manoeuvre and a Stage 1 Road Safety Audit to pick up on any safety concerns. Should the revised design be considered acceptable, the works will be delivered via a Section 278 agreement.

Servicing:

Servicing will take place from the new access proposed from Dunsbury Way. Drawing number 2201 shows a refuse vehicle manoeuvring within the site to egress in forward gear. Whilst the tracking appears to be achievable, it is noted that the manoeuvre is tight and could be affected by cars parking opposite unit 30. It is unclear whether the applicant intends to offer the internal layout up for adoption, a position strongly supported by the Highway Authority. Should this be the intention, early engagement with the Highway Authority is recommended to achieve a suitable adoptable design for the internal layout.

Parking Provision

The applicant is proposing 43 car parking spaces, including 1 accessible parking space,

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to support the development. The Highway Authority notes that the provision does not meet adopted parking standards; however, Dunsbury Way is currently subject to parking restrictions, meaning overspill parking will not occur in the vicinity of the site on the public highway.

The applicant should be made aware that ultimately the final decision regarding parking is with Havant Borough Council as the Parking Authority. Thus, the applicant should secure confirmation with HBC about whether the proposed parking provision will be accepted or not.

Trip Generation

Existing Traffic Conditions:

A MCC survey was undertaken on Wednesday January 17th 2018 between 06:30-09:30 and 15:00-18:15 respectively at the junction of Dunsbury Way, Fulflood Road and Bramdean Drive.

The 2018 survey has been growthed to establish a 2021 base and 2026 base (plus 5-year future scenario) using the following TEMPRO growth factors:

TEMPRO growth factor	AM Peak (08:00-09:00)	PM Peak (17:00-18:00)
2021	1.02445	1.0251
2026	1.05095	1.05625

In addition to the MCC, two ATC's were placed along Fulflood Road and on Dunsbury Way (at circa. 70m northwest of Fulflood Road) for one week from 17th January 2018. The ATC's showed that peak hour flows were between 08:00-09:00 and 15:00-16:00 along Dunsbury Way with a 5-day average flow of 374 AM peak trips and 416 PM peak trips.

Extant Trips:

Before redevelopment, the site was previously occupied by a Dairy Crest industrial unit and a Funeral Home service. The applicant has used the TRICS database to generate the trip rates created by the previous use at this site (food production and office) which are as follows:

Time Period	Arrivals	Departures	Total
AM (08:00-09:00)	5	2	7
PM (17:00-18:00)	1	4	5

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Total (07:00-19:00)	27	26	53
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Proposed Residential Vehicle Trip Generation:

The applicant has used TRICS to calculate the proposed trip rates generated by the development. The calculated trip rates are as follows:

Time Period	Arrivals	Departures	Total
AM (08:00-09:00)	4	9	13
PM (17:00-18:00)	9	5	14
Total (07:00-19:00)	60	60	120

Change in Vehicle Trips Generated by the Site:

The difference in vehicular trips from the previous of this site to the proposed residential use are as follows:

Time Period	Arrivals	Departures	Total
AM (08:00-09:00)	-1	7	6
PM (17:00-18:00)	8	1	9
Total (07:00-19:00)	33	34	67

Junction Modelling

The applicant has undertaken modelling of the site access junction with Dunsbury Way.

The RFC values for the 2026 with development scenario indicate that the site access will operate within design capacity in the future year scenario.

Given the low level of traffic generation associated with the redevelopment, the Highway Authority are satisfied that no additional junction modelling is required.

Recommendations

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

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- Analysis of the most recent 5-year PIA data using Hampshire Constabulary records; and
- Revisions to the site access, including the provision of 2m footways, inline with the comments raised above.

Yours faithfully,

Chris Hirst

Director of Economy, Transport and Environment
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