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Sent: 25 October 2021 17:22

To: Eaves, David <David.Eaves@havant.gov.uk>; McMurray, Rachael <Rachael.McMurray@havant.gov.uk>

Cc: Weaver, Steve <Steve.Weaver@havant.gov.uk>

Subject: RE: Five objections received for Planning Application APP/20/01109 The Tanneries, Brockhampton Road, Havant

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Good afternoon David,

Please see below the further Highway Authority comments regarding the above planning application, following the comments provided by Havant Borough Local Ward Member Cllr Pike.

The proposed access for the service yard located at Brockhampton Road will be subject to S278 design approval. S278 detailed design approval will be given when the proposed works accord with technical checks against the design standards. It is noted that the plans don't indicate pedestrian crossing provision across the bellmouth. This is considered to be necessary and would be a matter for detailed design through the S278 process. I can ensure our area lead within the Highways Development Agreement team is aware of this and include within our handover documentation.

The Highway Authority did consider the neighbouring nursery on Brockhampton Road when responding to the above planning application. Given the low flow of HGV movements into the site and the proposal for what will be a compliant design for the site access, there were no significant reasons for refusing the application based on the location. Especially given the point above regarding provision of an appropriate tactile paving crossing across the proposed access.

The Highway Authority also looked into the latest and most up to date Personal Injury Accident data (PIA) and it was noted that 3 slight accidents occurred between 2015-2020 on Brockhampton Road. These accidents were not pedestrian related and not within close proximity of either the site access or the nursery. In light of that information it was considered there was no existing safety issue within the vicinity of the study area that may be exacerbated by the number of trips produced by the development.

In terms of trips, the Highway Authority used TRICS, an industry standard tool to quantify trip generation for new developments. Although the transport statement does state that no new traffic would be generated, the Highway Authority used TRICS to understand how a new service yard would operate of this scale and size. It was considered that a new development of this size would generate 3-5 HGV trips in the AM and PM peak periods. This equates to one trip every 12 minutes which can be considered to be of little detriment to highway operation and safety. Across a day the site is proposed to generate a total of 24 trips and this equates to 1 trip an hour over the working day. These levels through an appropriate access location couldn't be considered to be severe.

Swept path analysis was requested in order to confirm that the Heavy Goods Vehicles would be able to access and egress the highway in a forward gear safely. Plan no. A118240-TTE-00-00-SK-O-003 P02 was submitted and satisfies these requirements.

When assessing all of the above, it is considered that the principle access layout is acceptable. The proposed use of the access would not generate traffic that would be of significant or severe detriment to the operation and safety of the local highway network.

I do hope that clarifies the Highway Authority position on the planning application.

Many thanks,

Oliver Joyce

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