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<i>Date</i>	23 rd July 2021	<i>Email</i>	Chris.hirst@hants.gov.uk

For the attention of Mr D Eaves

Dear Sir

Demolition of existing buildings and redevelopment of site comprising erection of distribution warehouse (class B8) with ancillary offices and related facilities, vehicle storage deck, new access, landscaping and associated infrastructure.

Thank you for re-consulting the Highway Authority on the above planning application. Since the Highway Authority's response dated 24th March 2021, discussions have been held with the applicant to look to address the comments raised within this letter.

Following these discussions, the applicant has issued a Supplementary Transport Assessment (STA) which provides further information on the transport implications of the proposed development. This submission has been reviewed and the Highway Authority wish to make the following comments.

Existing Conditions

The Highway Authority acknowledges that there is potential for the site to be occupied under the current planning permission which has been corroborated by HCC's economic development team and the Local Planning Authority. This point is important to note as it has considerable bearing on the consideration of the application of this site.

Notwithstanding this point, the use of the site has been reducing for over a year as the current occupier looks to vacate the premises, meaning that trip generation has declined. Whilst traffic surveys from the site accesses would have once been reflective of the site's potential traffic generation, surveys

*Director of Economy, Transport and Environment
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undertaken at the current time will not provide any meaningful data on the existing permitted uses movements given the wind down in site operation.

For this reason, the Highway Authority have required that the assessments undertaken within the STA take account of recent surveyed traffic conditions along New Lane, undertaken 9th June 2021, and the occupier's forecast trip generation to ensure that a robust assessment has been undertaken when determining the impact on the local road network. This has been reflected within the junction modelling undertaken within the STA.

Sustainable Transport

Pedestrian/Cycle

As previously noted, the New Lane/Crossland Drive junction has been identified by HCC as requiring improvement works to address the historical accident record centred around the conflict between vehicles and vulnerable road users. Within the original TA, the applicant tabled an improvement scheme at the junction which introduced two new traffic islands along New Lane to reduce vehicle speeds on the approach to the junction. The Highway Authority raised concerns with the scheme which would reduce the working width of the cycle lanes, which is contrary to LTN 1/20 and was an issue identified by the safety auditor. The scheme was also not considered to be appropriate to address the accident record which is not linked to speeding along New Lane.

Conversations have since been held with the applicant and the Highway Authority including our Safety Engineering Team to discuss an LTN 1/20 compliant improvement scheme which addresses the accident record. The applicant has subsequently produced drawing number 205452/PD07 Rev D which provides a number of changes around the junction.

The crossing facilities at the junction have been rationalised to provide a dedicated tactile paving crossing area to the east of the junction with St. Albans Road which sits on the observed desire line for children walking to St. Albans School. The existing dropped kerbs have been removed from the mouth of the junction as part of this change. The existing northbound cycle lane across the junction has also been widened to 2.0m to raise awareness of the presence of cyclists heading northbound across the junction which complies with LTN 1/20. The remainder of the northbound cycle lane to the north and south of the junction will be widened to 1.5m. Similarly, the southbound cycle lane will be widened to 1.5m and an area of unused footway landscaped to prevent pedestrians erroneously crossing. The aforementioned cycle lane widening continues north and south from the junction between the existing pedestrian island opposite the Littlegreen Avenue link and the new pedestrian island provided to the south of the site (addressed within this response). The islands are considered to act as gateway features into this section of New Lane to encourage lower vehicle speeds and a more cycle friendly environment.

As set out in LTN 1/20, there are alternative arrangements for physically separated cycle facilities from both pedestrians and motorised traffic. The width of New Lane carriageway sits at circa 5.86m across the junction with Crossland Drive which is slightly below the 3m carriageway lanes which usually needs to be maintained to allow for the vehicle traffic required before widening to circa 6.4m past the 2m wide section of cycle path. However, the cycle lanes across the junction are not mandatory, meaning vehicles can still drive in them if it is safe to do so, and the surfacing works will raise awareness of the presence of cyclists across the junction, combining with the aforementioned improvements to improve the safety of vulnerable road users.

Because of the current width along New Lane, only 1.5m wide cycle lanes are achievable for the majority of frontage of the site. The minimum width for a stepped cycle track is 2m for New Lane and this cannot be achieved consistently without extensive verge works. The verges are banked and are likely to require considerable service diversions. Improvements to walking and cycling infrastructure secured through this application need to be compliant with the 3 tests of CIL as set out within NPPF. Works requiring widening of the carriageway to provide a stepped cycle track are not considered to meet the 'fair and reasonable' test given that the site already has a permission which would generate greater volumes of traffic at peak times. The measures secured and to be delivered by Hampshire County Council's Safety Engineering Team are compliant with the design of advisory cycle lanes and treatments for side roads as set out within LTN1/20.

The accident history at the junction has been associated with excessive visibility splays available on the approach to the junction which causes motorists to look past cyclists who may already be in proximity to the junction. To address this point, the plan also features planting on the northern and southern side of Crossland Drive on the approach to the junction which restricts the excessive visibility. Visibility splays of 2.4m x 62m, commensurate with recorded speeds, will remain available at the junction which is in line with HCC TG3 guidance and is therefore considered acceptable. The planting is shown indicatively on drawing LLD2177-LAN-DWG-150 and this element of works shall be secured by means of a contribution for Hampshire County Council and Havant Borough Council to deliver the planting as appropriate to meet the objectives of the scheme within the physical limitations (services restrictions on planting for example).

As referenced above, a new pedestrian island is proposed to the south of the site to complete the gateway features along New Lane and to provide a dedicated crossing location given the current lack of facilities. Tracking has been provided which demonstrates that a car can still egress the dropped kerb accesses with the new pedestrian island in place. The principle of the crossing point is considered suitable in this location and detailed design matters such as the width of the island can be discussed at the S278 stage.

The pedestrian and cycle points raised within the Highway Authority's response have therefore been addressed and will be secured within the S106 agreement. In summary this is as follows:

1. S106 contribution of £27,212 towards planting and landscaping of the verge around the New Lane/Crossland Drive to provide a reduction in achievable clear extensive visibility at the junction.
2. S106 contribution of £42,528.50 towards amending the cycle lane provision between the pedestrian crossing island at Littlegreen Avenue and the new pedestrian island to the south of the site on New Lane.

To deliver via S278 the works to provide the new pedestrian crossing island to the south of the site on New Lane, new crossing provision on Crossland Drive and remove existing dropped kerbs as shown on drawing numbers 205425/PD07.1 Rev B and 20452/PD13 Rev A. These works will also be secured by way of Section 106 Agreement.

Bus Travel

Within the Highway Authority's original response, comments were raised regarding the bus stops on St. Albans Road and the potential to upgrade them to improve the uptake of bus travel to the site.

Following discussions with the applicant regarding proposed improvements to the services, it has been acknowledged that the northbound service bus stop is constrained by the narrow footway width and it is therefore it is not possible to implement any improvement. However, there is space at the southbound stop to implement a new bus shelter. To facilitate these works, the Highway Authority has agreed to take a £5,500 contribution towards the bus shelter works to implement the improvement scheme. These monies will be secured within the S106 agreement.

Vehicular Access

To confirm that the proposed accesses into the site were suitable, the Highway Authority previously requested the following information:

- Annual average daily traffic (AADT) flows for New Lane;
- Confirmation regarding the location of the speed surveys;
- Amended visibility splays based on the speed survey results; and
- Tracking drawings provided to the correct scale.

The applicant has subsequently confirmed that the AADT flows along New Lane are 5,775. AADT flows from the northern and southern accesses will be 996 and 1068 respectively. Under the guidelines set out within CD123, the observed traffic flow level would warrant consideration for right turn lane facilities into the site. To review the potential requirement in more detail, the Highway Authority requested junction modelling for the local network peak hour (07:30 – 08:30) to understand how the junction will operate within the future year scenario.

The results of the junction modelling indicate a maximum RFC of 0.90 in the future year scenario for right turners into Crossland Drive which demonstrates that the development would not result in significant delays along New Lane. The results of the modelling are reviewed in more detail within this response. Under the existing permitted use, the site has also previously generated more traffic across the peak hour which did not require right turn lane facilities. Based on the evidence provided within the junction modelling and previous site usage, the 3 priority junctions are considered suitable for serving the development.

The applicant has undertaken updated speed surveys in accordance with HCC TG3 guidance to understand the visibility requirements for the northern and southern accesses. The speed survey results are summarised below:

Northern Access:

Northbound 85th percentile speed: 38.7mph.
Southbound 85th percentile speed: 41.6mph.

Southern Access

Northbound 85th percentile speed: 41.1mph.
Southbound 85th percentile speed: 38.0mph.

The speed survey results reaffirm that cars are currently speeding along New Lane, which is subject to a 30mph posted speed limit. The introduction of the new pedestrian island and cycle improvement works will help to reduce vehicle speeds on the approach to the Crossland Drive junction.

Drawing number 205452/PD01 Rev D has subsequently been provided which demonstrates the visibility splays from the northern and southern access commensurate with the recorded speed data, along with the central staff car park access which also demonstrates the visibility splays in compliance with the previous speed survey data.

Following the provision of the additional speed survey data, the Highway Authority are satisfied that the visibility splays can be achieved. Following occupation of the site, a Stage 4 Road Safety Audit will be undertaken as part of the Section 278 process with any remedial works picked up at this time.

Enlarged tracking drawings have been shown in drawing numbers 205452/AT/D01 Rev B which are now considered acceptable.

Framework Operational Management Plan

To confirm that the proposed development will operate under the system assessed within the TA and STA, the applicant has provided a Framework Operational Management Plan. The plan details the key traffic figures from the assessment such as the expected daily use of each access, peak hour trip generation and the distribution of site traffic. This information underpins the assessments reviewed by the Highway Authority and provides confirmation that the site will operate as it has been assessed at planning. Should the

prospective occupier wish to operate the site in a different manner, the Operational Management Plan will need to be varied and will therefore require a re-assessment which the Highway Authority must agree before it can be considered acceptable.

The Operational Management Plan will be secured via planning condition and would need to be formally varied to allow a different occupier to use the site should their operational needs vary from those which has been assessed to date.

Framework Car Park Management Plan

The Framework Car Park Management Plan covers the total parking provision for both staff and the delivery van drivers and includes information on how arrivals will be managed and monitored. Additional mitigation is also suggested if the proposals set out within the document do not result in the efficient operation of the car park which is considered acceptable.

The Framework Car Park Management Plan will be secured via planning condition.

Framework Delivery Servicing Management Plan

The Framework Delivery Servicing Management Plan provides further information on how HGV movements will be managed to the site. HGVs are required to follow the existing signed route via Petersfield Road and Crossland Drive.

Refuse collection will be carried out internally to the site. Drawing number 205452/AT/D03 confirms that these movements can be safely accommodated via the southern site access.

The Framework Delivery Servicing Management Plan will be secured via planning condition.

Trip Generation & Distribution

The STA presents the scenarios set out within the original TA with regards to the trip generation from the previous maximum usage of the site compared to the proposed traffic generation levels. Whilst the Highway Authority previously acknowledged that netting a certain level of trips proportionate to the site's current use would be reasonable given the wind down in site operation, it is not agreed that netting all of the trips from the maximum permitted use would present a reasonable assessment. However, this data is helpful for understanding how the site could impact on the local highway network should the site be occupied under the existing permission.

As set out within the Highway Authority's previous response, it has been agreed that the proposed occupier trip generation will be utilised for understanding traffic generation from the site. This data has been compared against the industry standard TRICS database which confirms that AM and

PM peak hour traffic generation is lower than the occupier data set out within Table 5.1 of the STA. The Highway Authority notes that inbound trips at 08:00 should read as 121 instead of the 12 trips noted within Table 5.1. This appears to be a typographical error and does not affect the robustness of the occupier data presented within Appendix B. The table factors in the trips generated by all modes of transport to the site including HGV's, van drivers and those working shifts on-site.

It is understood that the distribution assessment presented within the TA was the subject of a typographical error. The Highway Authority understands that the site will distribute traffic on the following basis:

- 70% via New Lane/Crossland Drive junction;
- 29% via New Lane North; and
- 1% southbound to deliver to nearby residents.

To ensure that the proposed distribution is adhered to, the distribution expectations, as set out above, will need to be updated within the Operational Management Plan to ensure that all staff follow the agreed routes. No van drivers will be allowed to utilise the residential roads to the south of the site when making their deliveries unless it is to nearby properties.

For the purposes of the junction modelling, the distribution taken from the recently agreed site to the north (APP/19/00660) which assigns 75% of traffic to the New Lane/Crossland Junction has been utilised, presenting a robust assessment. The percentage impact at different junctions utilised by development traffic has been included in Table 6.4 and is understood by the Highway Authority to be form the basis of the junction modelling.

Junction Modelling

Following the Highway Authority's original response, conversations have been held with the applicant to discuss the off-site junction modelling requirements for the site. As noted above, the gravity model built utilising the distribution agreed under planning reference APP/19/00660 assigns 75% of traffic through the New Lane/Crossland Drive junction and 47% of these trips to the wider network via the B2149/Crossland Drive signal junction, although it is unclear where 28% of traffic is going in between the two junctions.

The applicant has undertaken junction modelling for both of these junctions based on the above assumptions. As this is not agreed, the Highway Authority have re-run the junction model for the B2149/Crossland Drive signal junction to assign all 75% of the traffic utilising New Lane/Crossland Drive through this junction too as this will be reflective of the situation once the site is operational. This is covered in detail below.

The modelling assesses a 2021 base year and 2026 future year scenario. This modelling is additional to that provided for the northern and southern site accesses.

At the request of the Highway Authority, the junction modelling has been amended in the AM peak hour to reflect the local network period (07:30 – 08:30), as identified by the traffic survey data.

New Lane/Crossland Drive

Under the existing 2021 scenario, the maximum Ratio to Flow Capacity (RFC) at the junction is 0.73 for right turners on New Lane attempting to access Crossland Drive in the PM peak hour. In PCU terms, this equates to a queue of 2.9 vehicles. With the addition of development traffic, the maximum RFC increases on this arm of the junction to 0.84, with a queue length of 5.2 vehicles.

Within the 2026 base scenario, the highest RFC remains for right turning vehicles into Crossland Drive in the PM peak hour at 0.79 with a queue of 3.9 vehicles. Under the 2026 + proposed development future year scenario, the RFC increases to 0.90, equating to a queue of 8.0 vehicles. Whilst the approach has increased over theoretical design capacity (0.85), it remains within actual design capacity (1.00). The actual increase in queuing vehicles is also minimal, with the maximum observed queue 8.0 PCU's.

It is noted that under the 2026 + existing use future year scenario, the right turning movement into Crossland Drive would operate at an RFC of 1.04 which is over actual design capacity. This is greater than the impact on the approach to the junction with proposed development traffic (0.90) and therefore represents a betterment than if the site were to be occupied under the current permission.

Whilst it is acknowledged that the New Lane right turn approach into the junction is over theoretical design capacity, as the junction modelling has demonstrated some queuing in the future year scenario, this would be worsened should the site operate under its current permitted use. To improve capacity at the junction for right turning vehicles, a right turn lane would be required, which is contrary to the wider improvement scheme currently being developed to improve cyclist safety at the junction. The proposed development would therefore not justify the implementation of a right turn lane on New Lane.

B2149/Crossland Drive Signals

The B2149/Crossland Drive signal junction has been modelled under the 2026 + Development scenario. The modelling indicates that the highest Degree of Saturation (DoS) observed at the junction will be on the Crossland Drive approach with a DoS of 71.2 and a queue of 5.6 vehicles.

Based on the sensitivity tested distribution, 47% of traffic is assigned to this junction in the model. To ensure that a robust assessment has been undertaken which assumes all of the 75% of the traffic at the New

Lane/Crossland Drive junction also routes through the signals, the Highway Authority have re-run the model with the updated trip figures. The model re-run demonstrated that the junction would operate with 16.8% Practical Reserve Capacity (PRC) in the 2026 + Development AM peak and 9% PRC in the 2026 + development PM peak hour.

The modelling therefore demonstrates that the junction will be operating within design capacity under the future year scenario with the addition of development traffic and requires no further action.

Site Access Modelling

All 3 site accesses have been modelled under a 2021 + development and 2026 + development scenario. The highest modelled RFC is 0.27 and occurs under the 2026 + development scenario in the AM peak hour on the right turn into the staff car park.

The modelling therefore demonstrates that the accesses will be operating within design capacity under the future year scenario and requires no further action.

Travel Plan

The updated Travel Plan submitted by the applicant is now considered suitable. The approval and monitoring fees shall be secured under the S106 agreement, along with the cash deposit.

Recommendation

Following the additional information provided by the applicant, the comments raised within the Highway Authority's previous response have now been addressed. The Highway Authority therefore raise no objection to the proposed development, subject to the following S106 obligation and conditions.

S106 Obligations

- Prior to commencement of development, to enter into a Highways agreement for the following:
 - Northern site access works as shown in principle on drawing number 205452/PD01 Rev D;
 - Southern pedestrian island as shown in principle on drawing number 20452/PD13 Rev A; and
 - The New Lane/Crossland Drive civils works as shown in principle on drawing number 205452/PD07 Rev D.
- To deliver all of the above works to the satisfaction of the Highway Authority prior to occupation.
- Prior to commencement of development, to pay the planting contribution of £27,212 towards the visibility reduction measures on Crossland Drive.

- Prior to commencement of development, to pay the safety engineering contribution of £42,528.50 towards the cycle lane amendment works on New Lane.
- Prior to occupation of development, to pay the £5,500 bus stop contribution towards improving the southbound bus facilities on St. Albans Road.
- Payment (by developer) of HCC fees in respect of approval (£1,500) and monitoring (£15,000) of the Framework Travel Plan prior to occupation; and
- Payment of the Travel Plan bond (110% of the cost of the travel plan measures) prior to occupation.

Conditions

- Prior to occupation, to provide a Full Operational Management Plan (building on the Framework Operational Management Plan) to agree with the Highway Authority.

Reason: To ensure any future occupier abides by the assumptions within the Transport Assessments agreed at planning.

- Prior to occupation, to provide a Full Car Parking Management Plan (building on the Framework Car Parking Management Plan) to agree with the Highway Authority.

Reason: To ensure any future occupier abides by the measures agreed at planning.

- Prior to occupation, to provide a Full Delivery Servicing Management Plan (building on the Framework Delivery Servicing Management Plan) to agree with the Highway Authority.

Reason: To ensure any future occupier abides by the measures agreed at planning.

- A Construction Traffic Management Plan shall be submitted to, and approved in writing, by the Local Planning Authority (in consultation with Hampshire County Council Highway Authority) before development commences. This should include construction traffic routes and their management and control, parking and turning provision to be made on site, measures to prevent mud being deposited on the highway, adequate provision for addressing any abnormal wear and tear to the highway, and a programme for construction.

Reason: In the interest of highway safety

I trust that the above is clear; however, should you have any queries, please do not hesitate to contact Chris Hirst on the number noted above.

Yours Sincerely,

Gemma McCart – Transport Team Leader