
Note

To: Julia Davey- Planning and Development
From: Sophie Champion - Highways Development Planning
Our Reference: 6/3/6/min(3002)
Copies to:
Date: 22 June 2012

Subject: Hutchings & Carter Yard, Former Sewage Works, Waterbrook Road, Alton Hampshire GU34 2UD- Change of use (with associated building modifications) from existing builders storage depot to a waste recycling facility to accept and process commercial and industrial waste (including the use of a waste picking station and trommel) on industrial land at the former sewage works off Waterbrook Road, Alton.

Thank you for passing me a copy of the above application for comment. The application proposes a change of use from an existing builders storage depot to a waste recycling facility for commercial and industrial waste at the Former Sewage Works, Waterbrook Road, Alton.

The site is well located, in an existing industrial estate and close to the A31. Access is taken via Waterbrook Road accessed from Mill Lane. The area is characterised by surrounding commercial and industrial uses and Mill Lane itself is frequently used by HGVs.

The wider site is the subject of extant planning consent for a Waste Recycling Centre for processing construction and demolition waste, which I understand has been implemented on the site. The site also currently accommodates a builder's yard for the import, storage and sale of sands and aggregate, a concrete plant and a workshop for the servicing of the operator's vehicles.

The current application seeks the receipt of up to 45,000 tonnes per annum of commercial and industrial waste material to be sorted and processed on the site with recyclable material recovered and residual waste bulked and transported onwards. A weighbridge is to be constructed at the site entrance This process is estimated to result in 142 additional daily HGV movements (71 in/71 out), which equates to 16 movements per hour (8 in/8 out). In addition to this, it is anticipated that there will be 20 additional movements generated by staff (10 in/10 out). It is noted in the submitted Transport Assessment (TA) that these "will be additional to the existing uses".

As noted above the applicant has submitted a TA as part of the planning application. The TA includes a lot of data and analysis which could be presented in a clearer way.

However I have now fully reviewed it and can confirm that it uses 2009 traffic survey data from the previous planning application and this has been 'growthed' forward to 2012 levels, this is considered acceptable. Both 2012 (with development) and 2017 (5 years after development) scenarios have been assessed on the local network.

The applicant has submitted modelling of the local highway network which demonstrates that the traffic generated by the development (i.e. 162 new trips) is likely to have an impact on the operation of the network including nearby junctions. With the addition of the development traffic the Mill Lane/ Montecchio Way junction and the Mill Lane/Paper Mill Road/Wilsom Road/Ashdell Road junctions are forecast to operate very close to or over their theoretical design capacity, the most significant impact being in the PM peak. Although the proportional impacts of the development are modest the additional traffic will still affect the operation of the network particularly in the peak periods. It is therefore reasonable for the development to make a contribution towards the cost of delivering improvements at these junction and on other parts of the network affected.

A recent permission was granted to build a new Tesco store which required capacity improvement works at both of the Mill Lane junctions. However, the delivery of these works cannot be relied upon in respect of this application as Tesco have recently put on hold their development in Alton. Therefore it will be necessary for the development to make a contribution towards the cost of delivering such improvements.

Transport Contributions Policy / Section 106 Obligation

As part of the previous permission in 2011, a Section 106 agreement was signed securing a financial transport contribution of £23,460 upon commencement of development on the site.

The County Council's Transport Contributions Policy is a formal Policy of the Council approved by Cabinet in 2007. It is a formulaic approach to calculating transport contributions across the County that defines the level of financial contribution which new development should pay towards local transport improvements based on the actual impact of each development. The policy generates a required level of contribution based on the number of trips generated by a development. A cost per trip of £230 is applied to the 162 trips per day expected to be generated by the site, this equates to a figure of £37,260

The transport contribution of £37,260 is required as the additional vehicle trips will at times cause harm by worsening local congestion at the Mill Lane/ Montecchio Road and Mill Lane/Paper Mill Road/Wilsom Road/Ashdell Road. The additional vehicle trips using the local network (these all being via large commercial vehicles) will also by their presence make the use of alternative modes of transport in the area less attractive. The contribution is therefore required to provide more highway capacity in order to efficiently and safely manage the developments travel demands in order to reconcile with the LTP and provide local accessibility improvements to allow for alternative modes despite increasing traffic loads caused by the development. These capacity and accessibility measures are needed in order to comply with the Local Plan Policies including but not exclusively T1, T3 and T9 i.e. 'To ensure development permitted does not cause an inconvenience on the public highway.'

In summary the contribution will be used towards measures specified in the East Hampshire Transport Statement and on improvements to parts of the network directly affected by the development including the two junctions mentioned.

A transport contribution of £37,260 is in line with the three tests as set out in the Community Infrastructure Levy (CIL) 122 regulation. The contribution is necessary to make the development acceptable in planning terms because it will help fund local measures to accommodate the additional demands generated by the development which are currently insufficient to accommodate the development. The contribution is directly related to the site because it is calculated on the basis of the number of trips generated by the site and will provide local improvements that link the site to the wider transport network. The contribution is fairly and reasonably related in scale and kind to the development site as it is based on the exact number of multi-modal trips generated by the site and therefore the impact of the site on the local transport network.

Recommendation

I therefore raise no highway objection subject to the conclusion of a Section 106 agreement securing the financial transport contribution and the following conditions:

- No more than 162 HGV movements shall take place in any one day without prior written consent by the Planning Authority. A record of all HGVs entering and exiting the site shall be kept on site and shall be made available for inspection by the Planning Authority upon request.

Reason: To ensure that the level of HGV traffic generated by the site does not have a detrimental impact on the local highway network

- Suitable measures to ensure that mud and material is not deposited on the highway shall be in place at all times

Reason: In the interests of highway safety