
Note

To: Kristina King - Planning & Development
From: Sophie Champion - Development Planning
Our Reference: 6/3/6/Min
Copies to:
Date: 29 May 2012

Subject: The Lamp Recycling Company, Highfield Industrial Estate,
Lasham EH168

Thank you for sending me a copy of the above planning application which I received for comment. The application seeks permission for the change of use of Units 2 and 3 at Highfield Industrial Park from B2 and B8 to include the use as a waste transfer station.

The Lamp Recycling Company have already occupied Units 2 and 3 at the industrial park, but currently only operate an office at the site whilst awaiting planning permission. The company hold permission to carry out this operation at Bessemer Park, Basingstoke. This operation ceased following a fire in an adjacent unit at the Bessemer Park.

The operating hours proposed for the site are 0600 to 2200 Monday to Friday and 0800 to 1300 on Saturday. The office operates slightly shorter working hours 0700 to 1800.

Maximum vehicle movements proposed are as follows:

- 2 x 40 ton bi-monthly
- 2 x 7.5 ton per day
- 20 x 3.5 ton per day

The number of vehicle movements proposed is considered low when compared to existing flows on the local network, the majority of proposed traffic being small transit vans or small box lorries. However to gauge what impact this level of movements will have on the local highway network some survey data has been obtained. The survey data used was collected at the Golden Pot Junction by the County Council. Data for The Avenue arm of the junction was extracted, used and is shown in the table below.

Type of movement	Number per day (0700-1900)	Movements proposed by development	Percentage increase (%)
Commercial vehicle (LGV + HGV)	267	22	8.2
Cars	1817	12	0.7
All vehicular traffic	2123	34	1.6

As can be seen from the table above, the proposals included in this planning application would result in an 8.2% increase in commercial traffic on The Avenue. The proportion that these movements form of the total amount of traffic using this road is only a 1.6% increase. This is not anticipated to have a significant highway impact.

In addition, the above table does not take into account the number of vehicle movements that could be generated by the existing permitted B2/B8 use on the site. The area covered by Units 2 and 3 is 400sqm. The national traffic generation database TRICs was interrogated to assess the level of trips a B2/B8 operation of this size could generate. Whilst limited traffic surveys were available for an industrial development of this small size, the results show that this could result in around 100 daily trips, 40 of which could be commercial vehicles of which 7 could be HGVs. The use proposed in this application is lower both in terms of total commercial vehicles and in terms of HGVs, so the proposed development would have less impact on the local highway network than the previous use.

Access to the site is via the existing access onto the Lasham Road. The access is of sufficient width to accommodate the largest vehicles proposed to be used in this application and allow manoeuvring within the site so that they enter and exit in a forward gear. Other sites on the industrial estate are already using this size vehicle and there are no known issues arising from this and no accidents have occurred.

Accident data for the last five years has been reviewed. There have been a eight personal injury accidents that have occurred on Lasham Road and The Avenue in the last five years. Two of these accidents were serious but neither involved goods vehicles. Of the remaining six accidents, two involved goods vehicles but neither incident was due to inadequate road conditions. However, at either end of The Avenue there are junctions which do raise some concern due to the number of accidents that have occurred at each location. These are the junction of The Avenue/A339 and The Avenue/B3349.

Six accidents have occurred at the Golden Pot junction (The Avenue/B3349) in the last five years. Whilst this does highlight this junction as an area of concern, only one of these accidents involved a commercial vehicle.

Four accidents have occurred at the junction of The Avenue/A339 in the last five years. Two of these accidents have involved a commercial vehicle, one being a shunt and the other being down to driver error.

Despite the number of local accidents relatively few have involved goods vehicles. In addition the proposed development will not result in any increase in traffic and therefore

it is not considered that there are any grounds to sustain a highway reason for refusal based on road safety.

The roads through the village of Lasham are narrow and of a rural nature. The routing of any vehicles associated with the Lamp Recycling Company through the village would be a highway safety concern. I note that a 'no right turn' sign has been erected at the exit of Highfield Industrial site to direct vehicles to travel towards The Avenue and then via the A339 or B3349. In addition, black direction signs are in place on the A339 to direct vehicles via this route and not through the village. In addition to this, a condition should be included on any permission granted which requires all vehicles travelling to and from the Lamp Recycling Company to adhere to lorry routing arrangement submitted.

I therefore raise no highway reason for refusal subject to the following condition:

- On site measures shall be taken to ensure that all vehicles shall turn right into the site and left out of the site. All HGV's travelling to the site shall use the routes identified on drawing 'Proposed Commercial Vehicles Route' 9 May 2012.

Reason: In the interests of highway safety.