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## Note

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**To:** Planning and Development - Kristina King  
**From:** Highways Development Planning - Steve Jenkins  
**Our Reference:** SJJ/6/3/13/MIN(2570/2628)  
**Copies to:**  
**Date:** 24 October 2011

**Subject:** **APP/11/01470 Provision of a new Havant Household Waste Recycling Centre (HWRC) on the former Havant incinerator land, Harts Farm Way, Havant and an access road to the land to the Northwest of the former incinerator land**

Thank you for passing me a copy of the above planning application.

The planning application proposes replacement of the existing Havant HWRC at Harts Farm Way with a new split level facility located on land just to the north of the existing HWRC site. The new facility is proposed on land previously occupied by the Havant Incinerator which has more recently has been used as a lorry park.

The existing HWRC is accessed from Harts Farm Way and does not operate very well from a highways perspective. The tight site layout means the facility has to temporarily close for bin servicing. In addition the lack of on site customer car stacking space means queuing regularly extends back onto Harts Farm Way where a 'third lane' has been marked up to accommodate queuing traffic whilst allowing through traffic to travel east on Harts Farm Way. This is a most unconventional and quite unsatisfactory arrangement.

The proposal involves retaining the existing access on Harts Farm Way for use by a proposed winter salt storage depot (currently the subject of a planning application by others). Access to the replacement HWRC will be from Harts Farm Way and achieved by using the former Incinerator access which will be improved. The improved access road onto Harts Farm Way will be a minimum of 7.3m in width and will include visibility splays of 2.4m x 90m in both directions. The provision of these visibility splays will need to be controlled by a planning condition which I will suggest below. The access road will include a new footway on the eastern side which will serve as pedestrian access to a future development site to the west known as the 'SEEDA' land. The access road will widen as it enters the site and where a properly developed entrance lane will be provided into the HWRC stacking area. The proposed access road will then head north and then west where it will provide the vehicular access to future development on the 'SEEDA' land. In summary the proposed access arrangements are a significant improvement on the existing provision and they are acceptable in highway terms.

The replacement HWRC will be a more modern facility which includes 19 car parking spaces as opposed to the existing 15 spaces. The number of waste containers will increase from 6 to 14. On site stacking lanes will be able to accommodate 46 vehicles whereas the current site can accommodate none. On this basis there is an expectation that the replacement facility will generate some additional traffic, likely to be focused on summer weekend periods. Based on assumptions about length of stay and an uplift in attraction (50% more than the busiest hour of 2009) it is anticipated that the maximum future demand in any one hour would be 214 vehicles which could be accommodated either on site or on the specifically designed HWRC stacking lane. The vehicular capacity of the site represents a significant improvement over the existing arrangement.

Finally the applicant should be aware of a Section 106 Agreement dated 19<sup>th</sup> December 2007 between Havant Borough Council, Hampshire County Council and SEEDA in respect of the adjacent 'Depot' site, the agreement makes provision for development on this land to contribute towards recently completed highway works at the Harts Farm Way / A27(T) junction and those works underway at the A3(M)/ A27(T) Rusty Cutter Interchange. The works are being paid for by SEEDA and the Section 106 Agreement allows SEEDA to claw back some of their upfront costs when development that benefits from the works comes forward. However the Section 106 Agreement was drafted at a time when it was envisaged that the HWRC site would be developed for B1 commercial redevelopment. Unlike the current application the previously proposed B1 uses could generate significant new peak hour traffic likely to require the delivery of the above highway works. The current HWRC proposal is effectively a replacement of existing and any new traffic demands are likely to be outside of the peak periods. Requiring the HWRC scheme to make a contribution towards the SEEDA works may not therefore be considered reasonable. The applicant is aware of this matter and intends to raise it with SEEDA (Now the Homes and Communities Agency).

### **Recommendation**

There are no highway and transport objections to this planning application subject to the following conditions:

- The visibility splays of 2.4 metres by 90 metres as shown on drawing 17-509026-GA/01 Rev B shall be provided prior to opening of the site and these visibility splays shall be kept free of obstacles for perpetuity.

Reason: In the interests of highway safety

- A Construction Traffic Management Plan, including lorry routes, contractors parking and turning provision to be made on site, measures to prevent mud from being deposited on the highway and a programme for construction shall be submitted to and approved by the Waste Planning Authority in writing before development commences. The agreed details shall be fully implemented before the development is commenced.

Reason: In the interests of highway safety.