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|              |                  |                |                                                                  |
|--------------|------------------|----------------|------------------------------------------------------------------|
| Enquiries to | Sophie Osborne   | My reference   | 6/3/13/215                                                       |
| Direct Line  | N/A              | Your reference | APP/21/00601                                                     |
| Date         | 26 February 2025 | Email          | <a href="mailto:havantdc@hants.gov.uk">havantdc@hants.gov.uk</a> |

**For attention of Mr Eaves**

Dear Sir,

**Re: Proposed Portsmouth Water Headquarters building (Use Class E(g)(i) use); widened access onto Solent Road; and associated access, car parking, landscaping and works; including the felling of 7No. trees the subject of TPO No.1801 in order to improve the access and allow for the development**

At the request of the case officer ahead of planning committee, this response provides a full comprehensive response on all agreed matters for the above site. This response dated 26 February 2025 therefore summarises matters raised in various planning responses dated 09 September 2021, 20 October 2023, 26 March 2024 and 07 October 2024. The majority of relevant comments are set out in responses from the 20 October 2023 onwards given that the previous industrial use proposals were omitted from this point and revised assessment work was provided by the applicant.

For clarity, no new matters are raised by the Highway Authority in this response, this is simply a summary of all matters raised over various responses. The recommendation for approval subject to s106 obligations and conditions remains.

### **Sustainable Access**

#### **Walking and Cycling:**

As raised within the formal response dated 20 October 2023, discussions have been undertaken with the applicant regarding the pedestrian and cycle infrastructure within the vicinity of the site. The Highway Authority do not agree with the assessment undertaken within the WCHAR submitted as part of the Transport Assessment Addendum in January 2022 as the routes considered do not holistically review the walking and cycling routes to the town centre and the other facilities along Solent Road. The commentary within the TA also

Deputy Chief Executive and Director of Hampshire 2050  
**Gary Westbrook**

does not identify any deficits in the infrastructure within the vicinity of the site that would benefit from improvements to encourage travel by sustainable travel modes and reduce the reliance on the private car.

The Highway Authority have identified that there is no off-carriageway cycle route on Solent Road to connect in with National Cycle Network (NCN) Route 22, along Brockhampton Road or Park Road North. Solent Road is not conducive to on-carriageway cycling due to the traffic volumes and road widths and the Highway Authority have a desire to connect cyclists along Solent Road from the Harts Farm Way infrastructure via the Brockhampton Road / Marples Way roundabout to the Brockhampton Lane junction via off-carriageway shared use provision.

No reference has been made within this revised TA towards the inline crossing point along Brockhampton Lane to cater for those east/west movements for cyclists wishing to access the wider retail offer. It was requested that opportunities were also provided for cyclists to re-join the carriageway at this point along Brockhampton Lane and Solent Road or dismount to utilise the retail offer. Extensive discussions have been undertaken with the applicant regarding the provision of this, and a drawing had been circulated informally showing these works. It was agreed that this inline crossing provision would be provided as part of the s278 for the site access works, along with the provision of a 3.0m shared use path along the site frontage from the site access junction to connect in with this point. This drawing should be submitted formally for comment by the Highway Authority.

Since the previous response, further assessment work has since come forward identifying a scheme to improve the Solent Road / Brockhampton Road / Marples Way roundabout and provided a shared-use footway/cycleway along the northern side of Solent Road to connect in with the site access as part of the Kingscroft application. The applicant would be required to provide a proportionate contribution towards these works to mitigate the impact of development in addition to the S278 access works being provided.

*Public Transport:*

Within the response dated 09 September 2021, it is referenced that the site is serviced by frequent bus services (30, 31, 700) with the nearest bus stops located 500m east of the site on Park Road South. These bus stops provide a shelter, seating, and timetable, increasing the attractiveness and convenience of travel via bus. The Xelabus service (74) also runs with request stops provided adjacent to the site access on Solent Road. Despite not being mentioned in the TA, Havant Bus Station is located circa 0.8km away from the site with further frequent bus services (21, 23, 27, 37, 39) to the surrounding area.

The response dated 09 September 2021, sets out that the site is well located in relation to Bedhampton and Havant train stations. Bedhampton station is located circa 900m NW of the site, with Havant station being located circa 1.0km NE. Both are accessible in under 15 mins walking and 4 mins cycling.

Havant and Bedhampton train stations offer frequent services to Portsmouth Harbour, Southampton Central, Brighton and London.

The response dated 20 October 2023 acknowledges that whilst assessment work has been undertaken on the routes to both Bedhampton and Havant railway stations, it is understood that due to the frequency of the service, Havant station is likely to be more attractive for employees at this site. As noted above, improvements are to be sought as part of this application to improve the connectivity to Havant railway station through the provision of an inline crossing point along Brockhampton Lane.

### **Personal Injury Accidents (PIA)**

The response dated 20 October 2023 sets out the PIA data for a 5-year period from 01 May 2016 - 30 April 2021 using Hampshire Constabulary records. The study area along the Solent Road corridor has previously been agreed with the Highway Authority. The data supplied is over 2-years out of date and is therefore unacceptable. The Highway Authority have undertaken an internal review for the most recent 5-year period (01 June 2018 – 31 May 2023) and note 14 PIA's (12 'slight' and 2 'serious') have occurred in the study area over this time.

There are a cluster of 10 accidents recorded in the vicinity of the Solent Road/B2149 Park Road South signalised junction. Whilst the collisions recorded are fairly mixed in nature, the Highway Authority are concerned that these have occurred possibly due to driver frustration considering the volume of traffic which travels through this junction. Matters regarding the accidents recorded and the operational safety of this junction are discussed further within this response.

One slight accident has been recorded at the site access junction however there doesn't not appear to be any particular trend with this accident that is likely to be exacerbated by the additional development.

### **Stage One Road Safety Audit (RSA1)**

As set out within the formal response dated 07 October 2024, the applicant has undertaken a Stage One Road Safety Audit (RSA1) for the proposed site access and active travel improvements along Solent Road. In total the audit raised 5 items. It is agreed that items A.2.2, A.2.3 and A.4.2 can be resolved at the detailed design stage. Items A.2.1 and A.4.1 are agreed to have been appropriately addressed.

### **Site Access Design and S278 Highway Works**

As raised within the formal response dated 07 October 2024, the site access design and proposed active travel improvements on the northern side of Solent Road and at the Brockhampton Lane/Solent Road junction are shown within drawing ITB200083-GA-001 Rev C.

*\*Note – drawing J32-5257-005 Rev E (site access) and drawing J32-5257-PS-016 (pedestrian and cycle improvements) has been superseded by drawing ITB200083-GA-001 Rev C\**

The response dated 20 October 2023 sets out that visibility splays of 2.4m X 90.0m are shown at the site access as shown within drawing J32-5257-005 Rev E, which are in excess of the requirements as laid out within HCC TG3 for a 30mph design speed and demonstrate appropriate visibility is achievable. The Highway Authority are satisfied that achievable visibility would be able to be provided when recorded speeds are required at the detailed design stage.

Tracking for an 11.20m 'super large' refuse vehicle and 12.0m rigid truck within the office site area has been shown within drawing J32-5237-011 Rev A. The tracking is agreed within the response dated 20 October 2023. Given the limited nature of HGV use as set out and agreed with the Highway Authority in the response dated 07 October 2024, no further tracking for HGVs was required above that agreed with the Highway Authority in the response dated 26 March 2024.

The response dated 07 October 2024, sets out that comments on the s278 works have been appropriately addressed. The shared use provision has been extended to tie in with the shared use path to access the medical centre with an off-slip provided to allow cyclists to rejoin the carriageway. Additionally, at Brockhampton Lane adjacent to the retail park, the junction radius has been altered to provide an appropriate landing area for cyclists before an on/off slip is provided to continue on-carriageway along Solent Road. An on/off slip is also provided to the west of the site access where the shared use path currently terminates. The provision of the off and on-slips overcomes item A.4.1 of the RSA1.

Once the full Solent Road improvement scheme is delivered cyclists will be able to remain off-carriageway travelling west for the full length of Solent Road between the Brockhampton Road/Solent Road/Marples Way roundabout. To provide appropriate opportunities for cyclists to access the offices itself, the shared use path has been extended further internally with cyclists to drop on carriageway further within the development.

These amendments integrate the proposed provision with the wider network appropriately with necessary infrastructure to access the routes when approaching on carriageway. The Highway Authority are content that the proposed design incorporates the previous comments raised within responses dated 20 October 2023 and 26 March 2024 and the works are agreed in principle. It has been agreed with the applicant that these works (including the site access) will be delivered via a S278 agreement prior to occupation. This should be secured via a s106 obligation.

In response to item A.2.1 of the RSA1, the existing pedestrian refuge crossing along Brockhampton Lane is to remain to retain the desire line between Solent Retail Park and the Bosmere Medical Centre.

#### Cycle Visibility Splays:

The response dated 07 October 2024 sets out that achievable cycle visibility splays at minor arms for both the site access and Brockhampton Lane/Solent Road junction are identified within drawing ITB200083-GA-001 Rev C. For

clarity, cycle visibility splays along Solent Road itself had previously been identified and agreed with the Highway Authority within MODE drawing J32-5257-012 Rev A as part of the Transport Assessment V1.1 dated April 2023.

Site Access:

The response dated 07 October 2024 outlines that the site access junction and access road has been designed to a 20mph design speed resulting in a visibility splay requirement of 2.4m X 25m. The drawing demonstrates that at the proposed refuge crossing and at the western uncontrolled crossing point visibility can be provided in excess of the requirements. However, at the eastern uncontrolled crossing point, due to third-party land constraints the maximum achievable visibility is 11.0m. Given that the RSA1 has not raised any safety concerns and that speeds are likely to be less than 20mph in this location given the proximity of the raised table and access arrangements, on balance the Highway Authority are minded to accept the reduced visibility in this instance.

Brockhampton Lane/Solent Road Junction:

The response dated 07 October 2024 sets out that Brockhampton Lane is subject to a 30mph speed limit providing a requirement for visibility splays of 2.4m X 43.0m at all crossing points. It can be demonstrated that the required visibility is achievable at the central refuge island. Whilst the eastern controlled crossing point has only been drawn to 40.0m, it does appear that the required 43.0m can be achieved. Due to third-party land constraints with the retail park, achievable visibility is shown to be constrained on the eastern uncontrolled crossing point at 12.0m. Given that the RSA1 has not raised any safety concerns and that there are likely to be low speed and low flow vehicular movements in this location, the Highway Authority are minded to accept the reduced visibility in this instance. This will be subject to a departure from standard at the S278 stage.

Refuse/Serving Arrangements – Brockhampton Lane:

The response dated 07 October 2024 outlines that In order to upgrade the existing refuge island at the Brockhampton Lane/Solent Road junction to cater for pedestrians and cyclists the size of the junction has been increased. To ensure that the proposed improvements do not hinder the ability of the refuse vehicle to access Brockhampton Lane, swept path analysis has been provided for both the existing and proposed arrangements (drawing ITB200083-GA-002).

The drawings outline that the 11.20m 'super large' refuse vehicle currently overruns the footway on the western side of the carriageway when turning in left to Brockhampton Lane from Solent Road east, this is demonstrated as being an existing issue which will not exacerbated by the proposed improvement works. To confirm this, the Highway Authority have engaged with the refuse team at Havant Borough Council directly and it has been confirmed that refuse vehicles access Brockhampton lane from Solent Road west and turn right. Therefore, the proposed improvements will not impact the ability for the refuse vehicle to access Brockhampton Lane.

Orindary Watercourse Consent:

The response dated 07 October 2024 sets out that the applicant has acknowledged the requirement for OWC given the requirements for the exiting culvert to be extended to facilitate the site access proposals. The S278 agreement will need to be entered into prior to commencement to ensure OWC consent is achieved before the commencement of any development on site.

HGV Use:

The response dated 07 October 2024 outlines that the applicant has confirmed through direct discussions that HGV use is required for servicing arrangements for the proposed offices. It is therefore understood that limited HGV movements are proposed and therefore no further tracking was required. The applicant is reminded that given the required space for HGVs to manoeuvre on site, all movements should occur outside of operational hours and will be appropriately secured through a planning condition. Additionally, HGV use will be secured for office use only through an appropriate planning condition given the safe and suitable operation of the site access has only been assessed for these limited movements in mind.

**S106 Contributions**

As set out within the formal response dated 26 March 2024, The Highway Authority have frequently raised the importance of mitigating the off-site impact of the development on the Solent Road corridor considering the addition of the proposed development trips on this constrained part of the network. Whilst it is acknowledged improvements are to be provided as part of the site access works, the need for a financial contribution towards the wider Solent Road corridor in addition to the S278 works to mitigate against the impact of the development were discussed with the applicant directly. Whilst the Highway Authority are content that the additional extents of the scheme to the west of the site should be delivered through S106 funding to ensure a coherent delivery of the scheme the issues arising from the development on Solent Road itself remain a concern, which the current extents of the S278 works would not aid in mitigating appropriately. The S278 improvements serve to directly access the development from the existing cycle routes.

Solent Road is not conducive to on-carriageway cycling due to the traffic flows present. Considering 81.3% of people to this site and forecast to drive to work (56 and 58 trips in the AM and PM peaks respectively and 451 daily vehicular trips), it is imperative that adequate improvements are made towards sustainable infrastructure improvements to encourage travel to work via sustainable modes. Modal shift from these vehicle users is necessary to reduce the reduction in the private car to ensure compliance with LTP4. Alternatively, provision which enables existing journeys to be undertaken by sustainable modes can offset the additional vehicle demand generated by this development and in particular at the Solent Road junction with Park Road North/South.

The works set out by the Kingscroft development have been costed at £1.5 million. The Highway Authority will require a proportionate contribution towards

the cost of these works to mitigate against the impact of any future development which has an impact on the Solent Road Corridor. A contribution towards these works is considered directly related to the development due to the impact the additional development trips have on a congested part of the network and signalised junction which is discussed further within this response.

The impact on the Solent Road corridor is having to be considered holistically alongside this site, the Kingscroft Farm and Palk Road application, all which lead to existing trips on this already congested part of the network. Financial contributions are therefore necessary from these sites to cover the cost of these works.

The response dated 07 October 2024 further sets out that the strategy to agree the proportionate contribution figure towards these improvement works have been discussed and agreed with the applicant directly. The Highway Authority have been mindful that any proportionate contribution needs to appropriately consider the fact that this development is delivering a section of this identified scheme between the site access and Brockhampton Lane via a S278 agreement. It has therefore been agreed with the applicant that a fair and proportionate financial contribution of £476,677.25 will be paid by the applicant towards the provision of this identified improvement scheme along the Solent Road corridor and secured through a S106 agreement.

The improvement scheme aims to reduce the private car reliance of this development by encouraging use of sustainable modes to travel to and from the site in accordance with the NPPF and LTP4. Additionally, this scheme will also mitigate the impact of the development traffic on the Solent Road corridor and the Solent Road/Park Road South signalised junction which has already been demonstrated by the applicant to operate over theoretical design capacity within the AM Peak period.

### **Internal Road Network**

#### *Pedestrian Routeing:*

The response dated 26 March 2024 sets out that drawing J32-5257-PS-016 confirms the termination of the footway on the western side of the access road adjacent to the zebra crossing. This is agreed.

*\*Note – drawing J32-5257-PS-016 has been superseded by drawing ITB2000083-GA-001 Rev C\**

Drawing ITB2000083-GA-001 Rev C provides the associated visibility splays in accordance with HCC TG3.

#### *Bosmere Medical Centre Access:*

The response dated 23 October 2023 sets out that whilst the Highway Authority did not have any safety concerns with the access proposals, the applicant has proposed additional measures to ensure that the access arrangement will not compromise the operation of the Bosmere Medical Centre. The use of the stop line was not agreed however 'keep clear' markings were supported.

The response dated 26 March 2024 outlines that the stop line on the northern side of the zebra crossing adjacent to the medical centre has been removed and 'Keep Clear' markings have been provided in its place as shown within drawing J32-5257-PS-016. This is agreed.

*\*Note – drawing J32-5257-PS-016 has been superseded by drawing ITB2000083-GA-001 Rev C\**

Internal HGV Use:

The response dated 26 March 2024 outlines that drawing J32-5257-AT-A04 shows a 16.5m articulated vehicle manoeuvring within the proposed office car park. The manoeuvre relies on the whole of the eastern car park, with the TAA suggesting that this servicing is to be undertaken out of hours. The servicing of the offices via an articulated vehicle out of hours should be secured through an appropriate planning condition to ensure the movement can be undertaken. Under no circumstances should any reversing of HGVs occur on the carriageway.

Gates:

The response dated 26 March 2024 outlines that the applicant confirms that the proposed gates into the Portsmouth Water Offices are to remain open during the operational hours of the development. This will therefore reduce the risk of any vehicles blocking back towards both the Bosmere Medical Centre and Solent Road accesses. The operation of the gates is considered acceptable and will be secured through an appropriate planning condition.

Traffic Calming/Speed Reducing Features:

The response dated 07 October 2024 sets out that in order to achieve the proposed design speed of 20mph, the development access road is to include a raised zebra crossing. As agreed with the Highway Authority, the HS confirms that the raised zebra crossing will not exceed a maximum gradient of 1:20. All roads, footways and cycleways associated within the development will be required to be built to national recognised highway design standards.

Zebra Crossing into Portsmouth Water Offices:

The response dated 20 October 2023 sets out that 25.0m forward visibility in accordance with HCC TG3 for a 20mph design speed has been shown within drawing J32-5237-012 Rev A. the forward visibility was considered acceptable in principle at the time, but limited evidence was provided to ensure that the 20mph design speed will be maintained. The introduction of the speed reducing features set out above reference within the response dated 07 October 2024 is appropriate to ensure a 20mph design speed will be maintained and therefore this matter is appropriately resolved.

**Parking Provision**

The formal response dated 20 October 2023 sets out that the applicant is proposing 100 vehicle parking spaces for the offices. This exceeds the minimum requirement of 1 space per 30m<sup>2</sup> of office space as laid out within Havant Borough Councils Parking SPD. The spaces are to measure 2.4m X 4.8m with accord with the minimum standards.

The applicant has undertaken a parking accumulation analysis to support the car parking quantum. As previously stated, the Highway Authority are satisfied that the proposed parking provided will not lead to any overspill parking on the wider highway network, nor will it encourage any parking within the adjacent Bosmere Medical Centre car park. Notwithstanding the above, as per the previous response dated 09 September 2021, confirmation was requested as to how Portsmouth Water would ensure employees would not park in the medical centre car park. The response dated 26 March 2024, addresses this point outlining that the applicant has included a measure within the travel plan under the responsibility of the travel plan co-ordinator to ensure that future employees of the site do not park within the Bosmere Medical Centre. The travel plan co-ordinator will ensure that all staff are aware that they should only park within the designated car park for this office space. This management measure is agreed.

The response dated 26 March 2024 sets out that Havant Borough Council's Parking SPD does not provide specific EV charging requirements for office developments. The Highway Authority understand however, that other districts are suggesting 20% of the total parking provision to be equipped with EV chargers. The applicant is however proposing 20% (20 spaces) of the overall parking provision to be equipped with EV charging facilities which equates to this 20% proposed elsewhere across the County. The Parking Authority should confirm agreement to the level of provision. The management of these spaces to ensure that they are appropriately utilised will be the responsibility of the applicant to ensure that no overspill parking occurs on the highway network. This should be considered in addition to the Travel Plan measures to ensure that staff parking only occurs within the office car park.

In terms of cycle parking provision, the response dated 20 October 2023 sets out that the applicant is proposing 12 long stay and 4 short stay spaces to be provided within secure and sheltered storage with accords with standards. The final decision regarding parking quantum is for Havant Borough Council to determine as the Local Parking Authority. The Highway Authority will be satisfied that

### **Trip Generation**

The response dated 20 October 2023, sets out the agreed trip generation assessment for the proposed development. The agreed trip rates for the Portsmouth Water offices have been based on the TRICS database in conjunction with Portsmouth Water staff 'Travel to Work' data. It was assumed that due to the locality of the office relocation, staff are to travel to work as per existing arrangements. The modal split of vehicle drivers is 81.3%. The previously agreed trip rates are as follows:

|                 | <b>AM Peak (08:00-09:00)</b> |       |        | <b>PM Peak (17:00-18:00)</b> |       |       |
|-----------------|------------------------------|-------|--------|------------------------------|-------|-------|
|                 | Arr.                         | Dept. | Total. | Arr.                         | Dept. | Total |
| Trip Generation | 52                           | 4     | 56     | 8                            | 50    | 58    |

Whilst the removal of the industrial units will lead to a reduction in trips generated by the development, this only leads to a reduction of 15 and 11 vehicle trips in the AM and PM peaks respectively. The trips generated by the office use still contributes 79% in the AM peak and 85% in the PM peak of the previously agreed trip rates.

Given the percentage of people (81.3%) that drive to work, it is even more imperative that improvements are made towards the sustainable infrastructure improvements to encourage travel to work via sustainable travel modes and offset the impact of the additional vehicular trips along the Solent Road corridor network.

**Multimodal trip generation:**

The applicant has used the same method for vehicular trip generation to analyse the proposed multimodal trip generation as set out within the response dated 20 October 2023. The applicant will be providing a proportionate contribution towards walking and cycling improvements along the Solent Road corridor to accommodate the 10 walking and cycling trips (assuming that access to bus and rail services would be or should be on foot or cycle given the location of these facilities) in the AM and PM peaks and encourage modal shift for those 81.3% of employees that currently utilise the private car to travel to work.

**Traffic Distribution/Assignment**

The response dated 20 October 2023, sets out the agreed trip distribution which is as follows:

- North on Brockhampton Road – 12%
- East on Solent Road – 46%
- South on Brockhampton Road – 42%

**Baseline Traffic Data Collection:**

The response dated 20 October 2023 outlines that the baseline traffic data collection has been agreed with the Highway Authority. To clarify baseline traffic data was obtained from MCC surveys undertaken at junction's set out within Figure 8.1 of the Initial TA dated 03 May 2021 on 04 November 2023 between 07:00-10:00 and 16:00-19:00 at the pre-application stage.

Given the Covid-19 pandemic it was agreed that a Coronavirus factor was to be utilised comparing the data collected with that from a DfT counter located on Brockhampton Road. For ease the coronavirus factor applied to the base traffic flows are set out below, it was agreed with the Highway Authority that this would be applied to the base data obtained to inform the baseline traffic flows of the assessment work.

|                    | <b>AM Peak (08:00-09:00)</b> | <b>PM Peak (17:00-18:00)</b> |
|--------------------|------------------------------|------------------------------|
| Coronavirus Factor | 1.665                        | 1.242                        |

**Committed Developments:**

The response dated 20 October 2023 sets out the relevant committed developments.

The Forty Acres Farm development (planning reference APP/18/00450) has been included as a committed development. Turning moments from this development have been added to the network for the 2023 and 2026 future year scenarios.

It is noted that the committed developments do not include the Palk Road (APP/22/01231) and Kingscroft Farm (APP/22/00669) developments which have become live planning applications whilst this application has been dormant and following agreement of the traffic distribution scope. These development sites have however modelled the Solent Road / Brockhampton Road / Marples Way roundabout and the Brockhampton Road / Harts Farm Way / Brookside Road / Southmoor Lane roundabout. Due to the trips from these sites dispersing across a number of routes they have not been required to consider the Solent Road / Park Road South signalised junction. The assessment of the wider junction network within the Palk Road and Kingscroft applications would utilise TEMPRO growth rates which would allow for growth as a result of this committed development through its allocation in the Local Plan. It is therefore considered that the Palk Road and Kingscroft development sites will be considering this development within their assessment work appropriately and it would be unnecessary for this application to consider these schemes through revised assessment parameters.

**TEMPro Growth Factors:**

The response dated 26 March 2024, sets out the revised TEMPro Growth Rates for the future year scenario which have been agreed:

|           | <b>AM Peak (08:00-09:00)</b> | <b>PM Peak (17:00-18:00)</b> |
|-----------|------------------------------|------------------------------|
| 2020—2026 | 1.0565                       | 1.0547                       |

**Junction Assessments**

The response dated 20 October 2023 sets out the agreed junction modelling scope:

- Site Access / Solent Road;
- Solent Road / Brockhampton Road / Marples Way roundabout;
- Brockhampton Road / Harts Farm Way / Brookside Road / Southmoor Lane roundabout
- Solent Road / Park Road South signalised junction

Within the response dated 26 March 2024, utilising the revised TEMPro growth rates as set out above, revised modelling was undertaken for the 'future year' scenarios which are as follows:

- 2026 future year
- 2026 future year + committed development
- 2026 future year + committed development + development

The following junctions which have been modelled by Junctions 9 and their associated maximum RFC values for the 2026 future year + committed development + development scenario are as follows:

| <b>Junction</b>                                                           | <b>RFC</b> |
|---------------------------------------------------------------------------|------------|
| Site Access/Solent Road                                                   | 0.22       |
| Solent Road/Brockhampton Road/Marples Way roundabout                      | 0.54       |
| Brockhampton Road/Harts Farm Way/Brookside Road/Southmoor Lane roundabout | 0.64       |

In theory the junctions can operate within capacity for the 2026 future year + committed development + development scenario. Notwithstanding the above, improvements to be made to encourage sustainable travel and reduce the reliance on the private car are still necessary in order to ensure a genuine choice of modes is available on the corridor.

*Solent Road/Park Road South signalised junction:*

The response dated 26 March 2024 outlines that the Solent Road / Park Road South signalised junction has been re-modelled using LinSig considering the revised TEMPRO growth rates. The TA notes that adjustments have been made to the signal timings in future year models with the development traffic to 'better balance' the traffic signal stages. Therefore, no results are shown identifying the impact of the development on the junction.

The Highway Authority previously raised the unacceptability of the amending the cycle times to up to 150 seconds as a form of mitigation, particularly considering that these signals are linked with the Havant SCOOT region which operates a maximum cycle time of 120 seconds and therefore all modelling should be consistent. Increasing the cycle time to manipulate the result with the development is not acceptable. All previous comments raised on the model build still stand and therefore the modelling is not agreed.

Notwithstanding the above, the Highway Authority consider that no further modelling of this junction needs to be provided by the applicant. Despite amendments to the cycle time, the modelling results suggest that within the AM Peak period, the Degrees of Saturation exceeds 100% on the Park Road South, Park Road North and Solent Road arm suggesting that the junction is operating over theoretical design capacity.

Considering the complexities of this signalised junction and its relationship with the Havant SCOOT region, the Highway Authority consider it is appropriate for additional modelling considerations to be undertaken by the Highway Authority taking into account the cumulative impact of the 3 development sites.

The Highway Authority through the recent Transforming Cities Fund identified a capacity improvements scheme for Langstone Roundabout which sought to ease traffic through the Solent Road junction. This element of the scheme was to extend the northbound 3rd lane of the junction back to the Langstone roundabout exit. Increasing this left turn capacity from Park Road South means some additional green time can be applied to Solent Road. Similar extents of works have been implemented on the Park Road South approach to Langstone Roundabout recently costing a figure like that of the identified sustainable travel works. The Highway Authority wish to determine through revised modelling work whether these improvements would be sufficient to mitigate the cumulative impacts should the Highway Authority wish to prioritise capacity improvements with any secured funding. Alternatively sustainable travel improvements rather than capacity improvements could be a more appropriate form of mitigation for this development in order to achieve modal shift in accordance with LTP4.

Given the accident history, proposed private car use from this development, distribution towards the signals and operational capacity of this junction, improvements to the sustainable travel infrastructure along the Solent Road corridor are vital and directly related to the development to mitigate against any additional vehicular trips through this junction. Therefore, a contribution towards the wider Solent Road works in addition to the S278 works being provided is key to offset the vehicular impact on this already constrained junction and provide an opportunity for modal shift

*Harts Farm Way/A27 'tear drop' junction:*

The response dated 20 October 2023, sets out that the Highway Authority recommended that the applicant engaged in discussions with National Highways regarding the impact of the development traffic on the A27 'tear drops' arrangement. Whilst it is acknowledged that 0.58% additional trips in 2026 for both the AM and PM peaks are to travel through this junction, the Highway Authority needed to be satisfied that the addition of the development traffic would still allow the junction to operate satisfactorily.

The Highway Authority understand that National Highways have no concerns with the ongoing operation of the junction considering the additional development traffic. This is further confirmed with a no objections response provided by National Highways on 21<sup>st</sup> October 2021. Considering as this junction falls within the jurisdiction of National Highways, the Highway Authority are satisfied that further assessment work at this junction is not required.

**Construction Phase**

The formal response dated 07 October 2024, sets out that A CTMP is to be

secured through an appropriate planning condition which will appropriately manage all traffic matters including delivery arrangements, construction movements, delivery timings and consideration of the management and suitability of HGV access during the construction phase.

At the CTMP stage it may be necessary to consider measures such as localised junction widening to accommodate the required movements, phased delivery of the s278 access works or restrictions on the size of vehicles and vehicle movements. This can be secured through the CTMP if considered necessary.

### **Travel Plan**

The response dated 26 March 2024 confirms that the Highway Authority have reviewed the revised travel plan and are satisfied that the required amendments set out within the response dated 20 October 2023 have been made. This travel plan is therefore agreed and will be secured through a S106 agreement should this site receive planning consent along with approval and monitoring fee requirements.

### **Recommendations**

As set out within the formal response dated 07 October 2024, the Highway Authority therefore provide no objections to this planning application subject to the following s106 obligation and conditions:

#### Conditions:

- No development shall start on site until a construction method statement has been submitted to and approved in writing by the Planning Authority, which shall include:
  - a) A programme of and phasing of demolition (if any) and construction work;
  - b) The provision of long-term facilities for contractor parking;
  - c) The arrangements for deliveries associated with all construction works;
  - d) Methods and phasing of construction works;
  - e) Access and egress for plant and machinery;
  - f) Protection of pedestrian routes during construction;
  - g) Location of temporary site buildings, compounds, construction material, and plant storage areas;
  - h) Details of the methodology for ensuring dirt is not transferred onto the highway from the site (i.e. wheel washers), and onwards mitigation should this fail, such as the employment of mechanical road sweepers, and the subsequent refresh of street

lining (as and when required) should this be damaged during the process.

Demolition and construction work shall only take place in accordance with the approved method statement.

*Reason - In order that the Planning Authority can properly consider the effect of the works on the amenity of the locality and in the interest of Highway Safety*

- The approved lines of site splays on drawings ITB200083-GA-001 Rev C, J32-5257-012 Rev A and J32-5257-005 Rev E) shall be kept free of any obstruction exceeding 0.6m in height above the adjacent carriageway

*Reason – In the interest of Highway Safety*

- HGV use should be secured to occur outside of the operational hours of the office only and be restricted office use only

*Reason – In the interest of Highway Safety*

- The proposed gates into the Portsmouth Water Offices are to remain open during the operational hours of the development

*Reason – In the interest of Highway Safety*

- In relation to all roads, footways and cycleways to be provided on site the following requirements shall be met:
  - a) All roads, footways and cycleways, whether to be adopted or otherwise, shall be built to national recognised design construction standards and completed prior to occupation
  - b) A verification report by a suitably qualified engineer confirming that all unadopted roads, footways and cycleways have been built to the nationally recognised design construction standards shall be provided to the Local Planning Authority on completion of the final road surface or prior to occupation. The report shall include the relevant construction details that the roads, footways and cycleways have been built to and details of the professional qualifications of the person providing the verification.

*Reason: To ensure that the development is provided to an appropriate standard.*

#### S106 Obligations:

- Prior to commencement to enter into a highway agreement or the site access and active travel improvement works as shown indicatively within drawing ITB200083-GA-001 rev C

- Prior to occupation the site access and active travel improvement works to be completed to completion certificate standard
- Prior to commencement payment of a financial contribution of £476,677.25 with respect to walking and cycling improvements along the Solent Road corridor between Harts Farm Way and Park Road South
- Prior to occupation, the full travel plan to be submitted to and agreed in writing with the Highway Authority
- Prior to occupation payment (by developer) of HCC fees in respect of approval (£1,500) and monitoring (£15,000) of the full travel plan
- Prior to occupation, provision of a bond or cash deposit of £14, 300 with respect to measures within the travel plan

Yours faithfully,

Sophie Osborne  
Senior Transport Planner – Highways Development Planning  
Hampshire 2050