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Enquiries To Sophie Osborne

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Date 7 October 2024

My reference 054524

Your reference APP/21/00601

Email havantdc@hants.gov.uk

Dear Mr Eaves,

Land north of Solent Road (adjacent to Bosmere Medical Centre) Havant

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

Thank you for your re-consultation on the above full planning application. In response to previous comments raised by the Highway Authority dated 26th March 2024 the applicant has submitted a Highways Statement (HS) dated 29th July 2024. The Highway Authority have reviewed the HS and have the following comments to make.

Meeting

A meeting was held with the applicant on the 10 May 2024 to discuss outstanding matters raised by the Highway Authority. The summary provided within table 1.1 of the HS provide an accurate representation of matters discussed.

Stage One Road Safety Audit (RSA1)

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

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.

In response to previous comments, the shared use provision has been extended to tie in with the shared use path to access the medical centre with a 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 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:

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 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:

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/Servicing Arrangements – Brockhampton Lane:

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.

Ordinary Watercourse Consent (OWC):

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 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.

Internal Network

Gates:

The applicant has confirmed 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 Features:

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.

Section S106 contributions

The applicant has engaged with the Highway Authority to discuss the proportionate contribution to be provided from this site towards the Solent Road corridor sustainable transport improvement works. As set out within the previous formal response, 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.

As raised previously, the total cost of the Solent Road improvement scheme as drawn up by the Kingscroft Farm development is costed at £1,435,027. 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.

Construction Phase

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.

Recommendations

Having regard to the above the Highway Authority provide no objections to this planning application subject to the following conditions and S106 obligations:

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:

- i) 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
- j) 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 sincerely,

Sophie Osborne
Senior Transport Planner – Highways Development Planning
Hampshire 2050