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Date 20 October 2023

My reference 050865

Your reference APP/21/00601

Email [havantdc@hants.gov.uk](mailto: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. Since the Highway Authority previously responded ( 09 September 2021), the applicant seeks consent only for the Portsmouth Water offices, with the industrial units removed from the development proposals. The footprint for the offices remains unchanged.

The submitted Transport Assessment (hereafter TA), dated 10 April 2023, to support this application consolidates the previous TA and TAA with reference to the industrial units removed. The Highway Authority have reviewed this revised TA and have the following comments to make.

### **Policy Status**

The application site has been allocated in the adopted version of the Havant Borough Council Local Plan (Allocations) dated July 2014 under policy reference BD14 for 6,600m<sup>2</sup> of new office floorspace. The adopted local plan also referred to the potential relocation of the Portsmouth Water offices from the current site (H14) to this site. The applicant is proposing to construct 1,848m<sup>2</sup> of new office accommodation which falls within the allocation.

### **Sustainable Access**

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

Following the previous response as referred to above, discussions have been

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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 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:

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.

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**Personal Injury Accidents (PIA)**

The applicant has supplied 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)**

The applicant has undertaken a Stage One Road Safety Audit on the development proposals, supported by a designer's response. The auditor has raised several problems (2.1-4.2) which are referenced where appropriate throughout this response. For clarity, audit problems 3.1 and 4.2 have been resolved and it is agreed that audit items 2.1 and 4.1 can be resolved at the detailed design stage.

**Site Access**

Access to the site is to remain unchanged following the omission of the industrial unit and is shown within drawing J32-5257-005 Rev E. As previously requested, the highway boundary has been overlayed on this drawing.

For clarity, the existing 'T' junction is to be extended to provide access to the development with the access road widened to accommodate vehicle movements. The existing access is to be modified through a larger kerb radius to accommodate HGV movements and the provision of a 2.0m wide refuge island supported with dropped kerbs and tactile paving. Access to the Bosmere Medical Centre is to remain unchanged. The applicant should widen the refuse island to support cycle movements to not prejudice against the future shared use aspirations along Solent Road.

As previously agreed, 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

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would be able to be provided when recorded speeds are required at the detailed design stage.

It is noted that audit problem 3.1 of the RSA1 requires vegetation to be cut back or replaced with low level vegetation to ensure visibility is maintained at all times. The designer's response notes trees are to be removed as part of the site access works to achieve the required visibility. Considering that this is to be ensured as part of the site access works it is agreed that this audit item is resolved. The applicant is reminded that any trees to be removed that fall within the highway boundary will require a S278 license for their removal and subject to a CAVAT payment in accordance with HCC TG15.

As requested previously, pedestrian visibility splays at the crossing access point as shown within drawing J32-5237-012 Rev A. These are agreed. Cyclist visibility splays in accordance with HCC TG3 should also be provided. The applicant has been made aware that vegetation maintenance will be required to ensure appropriate visibility can be maintained which was picked up within item 4.2 of the RSA1. Visibility will be suitably conditioned as part of any future planning consent to ensure that obstructions do not exceed 0.6m in height. Annotations have been provided on drawing J32-5257-012 Rev A to state that vegetation maintenance will be required. It is therefore agreed that this audit item has been resolved.

Additionally, the Highway Authority requested that the applicant engaged in conversations with the OWC team at HCC to discuss the culvert and the implications that the site access works may have on this. Additional OWC consent may be required to implement these works and the applicant should determine directly whether these works are agreeable. The Highway Authority are unclear as to whether these discussions have taken place and welcome sight of these comments.

Protective fencing is to be provided at the site access to prevent pedestrians inadvertently entering the culvert in response to item 4.1 of the RSA1. It is agreed that the extent of any mitigation required can be agreed at the detailed design stage.

HGV tracking at the site access has been shown within drawing J32-5257-003 Rev E and J32-5257-004 Rev E, which has been previously agreed with the Highway Authority. Whilst the industrial unit element has been removed from this application, the TA refers to the fact that occasional access may be required for larger vehicles outside of working hours. Should this be the case then HGV tracking should be provided internally to ensure this movement is achievable within the car parking layout.

The TA notes that the vehicular access into the site is to be gated. Further commentary is requested from the applicant regarding the operation of the gates. The applicant should ensure that the provision of gates does not lead to blocking back onto the highway. Confirmation is requested on this point.

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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 as previously agreed and is discussed further within this response.

**Pedestrian Access and Routeing:**

Concerns were raised within the previous response regarding the pedestrian connections into the site from Solent Road and the interaction with the zebra crossing adjacent to the medical centre access. The revised site layout as shown within drawing 23002-TP-003 Rev L shows tactile provision along the footway on the western side of the carriageway upon accessing the zebra crossing point, with the footway on the eastern side to tie in with the existing provision at the medical centre. As requested previously, this crossing point should be supported by HCC TG3 compliant visibility splays.

Considering the time in which additional information has been submitted to the Highway Authority, HCC TG10 has been released requiring all footways to be 2.0m. The widths of the proposed footways should be confirmed to ensure that these meet the required standards.

Following the removal of the industrial units it is unclear why the footway on the western side of the carriageway extends and leads to nowhere with no further opportunities to cross the access road. The footway should either terminate at the zebra crossing point or extended to tie in with the existing provision within the office car park.

**Zebra Crossing into Portsmouth Water Offices:**

In response to the previous comments, further consideration has been given to the interaction of the proposed zebra crossing and refuse/servicing movements. The tacking shown for the refuse and rigid truck requires manoeuvring over the crossing point to access the bin store and therefore, appropriate forward visibility should be provided to ensure that conflicts at the crossing point do not occur.

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 TA is misleading when suggesting that this has already been agreed with the Highway Authority. Whilst the forward visibility shown is acceptable in principle, there is limited evidence within the design to ensure that a 20mph design speed will be maintained considering the straight alignment of the access road. The virtual road humps as shown within drawing 23002-TP-003 Rev L are not considered to be an acceptable measure to reduce vehicle speeds sufficiently. It was requested that a gradual raise of the crossing to 50mm above the carriageway level and 1:20 ramps would be a satisfactory method to reduce speeds. Additional speed reducing measures will also be required past the gates into the offices before the bend to further reduce vehicle speeds. A variety of speed reduction measures should be used making vehicle users feel that they are in a space prioritised for pedestrians. The same method of the raised hump (without the

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addition of the crossing point could be utilised as an example). These matters are outstanding, and it is requested that further details are provided.

**Bosmere Medical Centre Access:**

Whilst the Highway Authority do 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 TA states that the site layout has been revised to include a stop line on the northern side of the zebra crossing to further raise awareness of the medical centre access on the approach. The Highway Authority raised during direct discussions with the applicant that this arrangement is not supported as it could cause confusion to vehicle users and consequently compromise on highway safety. It is also not a TSRGD compliant use of a stop line. As requested, it appears that this has been removed from drawing 23002-TP-003 Rev L, and consistency should be provided between the drawings submitted and commentary within the TA.

Notwithstanding the above, the Highway Authority support the provision of the 'keep clear' markings to allow those accessing Bosmere Medical Centre a clear path, particularly during the network peak hours.

**Parking Provision**

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 Council's Parking SPD. The spaces are to measure 2.4m X 4.8m with accord with the minimum standards. No reference has been made to EV charging provision however this will be Havant Borough Council's responsibility as Local Parking Authority to raise this matter. EV charging space requirements should be confirmed with the Planning Authority as this may need additional space to accommodate the charging infrastructure and for safe operation.

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. To date, no consideration has been given to this point.

Regarding cycle parking provision, 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

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appropriate parking provision has been provided subject to written confirmation from Havant Borough Council that this is agreed.

### **Trip Generation**

For clarity, 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. 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**

For clarity the agreed trip distribution is as follows:

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

### **Baseline Traffic Data Collection:**

Methods of collecting baseline traffic data for assessment were previously agreed with the Highway Authority.

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### Committed Developments:

As previously requested by the Highway Authority 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.

### Traffic Growth:

The applicant has utilised the following TEMPRO growth rates for the Havant 014 Super Output Area within the junction modelling:

| Growth Factor | AM Peak (08:00-09:00) | PM Peak (17:00-18:00) |
|---------------|-----------------------|-----------------------|
| 2020-2023     | 1.029185              | 1.027984              |
| 2020-2026     | 1.048028              | 1.046421              |

Whilst reference to the TEMPRO growth rates notes 2023 and 2026, commentary within the TA appears to suggest that growth rates have been considered for 2023 and 2025. The Highway Authority have reviewed the previously submitted TAA (dated October 2021) and understand that the 2020-2026 TEMPRO growth rates should be 1.0565 and 1.0547 or the AM and PM peaks respectively, with the growth rates provided within this TA consistent with those previously provided for 2020-2025. It is therefore requested that the correct growth rates are applied to accurately assess the traffic growth.

### **Junction Assessments**

The scope of the modelling has been previously agreed with the Highway Authority which is as follows:

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

The agreed scenarios to be modelled are as follows:

- 2020 baseline (with Covid-19 adjustment factor);
- 2023 baseline + committed development;
- 2023 baseline + committed development + development;
- 2026 baseline + committed development; and
- 2026 baseline + committed development + development

All junctions have been modelled with Junctions 9, except for the Solent Road / Park Road South signalised junction which has been modelled with LinSig. Whilst the modelling has been reviewed at this stage, it is requested that modelling is re-run utilising the correct TEMPRO growth rates for 2026 to ensure that the full impact at these junctions have been considered appropriately. Notwithstanding the above, the modelling results have been reviewed and the Highway Authority have the following comments to make.

The maximum RFC values for the junctions modelled via Junctions 9 for the 2026 baseline + committed development + development scenario are as follows:

| Junction                                                                        | RFC  |
|---------------------------------------------------------------------------------|------|
| Site Access / Solent Road junction                                              | 0.21 |
| Solent Road / Rockhampton Road / Marples Way roundabout                         | 0.54 |
| Brockhampton Road / Harts Farm Way / Brookside Road / Southmoor Lane roundabout | 0.63 |

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Whilst in theory the above junctions are able to operate within capacity for the 2026 baseline + committed development + development scenario, this does not negate the need for the identified improvements to the sustainable travel infrastructure within this response to reduce the reliance on the private car. The RFC values at the site access that is shared with the Bosmere Medical Centre is well under capacity in both the AM and PM peak periods, showing that the proposed development should not hinder emergency access, and access to the medical centre to both staff and patients.

**Solent Road / Park Road South signalised junction:**

The ITS team have reviewed the junction modelling at this signalised junction and are content that the model structure is generally appropriate; however, the Highway Authority wish to make the following comments on the model build.

In previous models the cycle time remained consistent at 120 seconds across all modelled scenarios. The new model 'with dev' scenarios has increased the cycle time to 150 seconds which is not an appropriate form of mitigation. 120 seconds is considered the maximum cycle time during which a pedestrian is prepared to wait for a green light to cross, particularly where a staggered crossing is present. An additional 30 second delay is unacceptable as would be detrimental to pedestrians and may result in unsafe pedestrian movements against the red pedestrian signal. Additionally, the junction forms part of the Havant SCOOT region which operates a maximum cycle time of 120 seconds and therefore this model cycle time should be consistent.

The Stage 5 is run in every cycle in the modelling whereas on site it will be demanded dependent phase I (Park Road Southbound exit ped). This is representative of the AM peak which has a high pedestrian demand. In the PM peak the demand level for crossing is likely to be lower and two cycles should be modelled with stage 5 appearing only once.

Pedestrian Phase G runs for a significant length of time and it is reasonably unlikely a pedestrian crossing would extend through the inter-green past the traffic-to-traffic interstage. The modelling has the inter-green from Phase G delaying phase D by 1 second which seems unlikely. It is suggested that Phase G is removed from stage 2 in this instance.

Finally, it would be helpful for any future revised model submissions to have the scenario name replicate the flow group scenario as this makes it easier to review the model.

Given the accident history, private car use, proposed distribution and operational capacity of this junction, improvements to the sustainable travel infrastructure along the Solent Road corridor are considered vital and directly related to the development to mitigate against any additional vehicular trips through this junction. This is only like to be exacerbated following the amendments to the model build and use of the correct TEMPRO growth rates.

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**Harts Farm Way / A27 'teardrop' junction:**

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.

**Travel Plan**

This travel plan has been assessed using Hampshire County Council's (HCC's) evaluation criteria for the assessment of travel plans – *A Guide to Development Related Travel Plans*. Whilst the quality of this travel plan is generally good, some amendments are required before it can be approved.

**Introduction (Section 1):**

The end occupiers view on travel planning/sustainable travel should be included. If they don't have such policies, a statement of support from Portsmouth Water for the contents of the travel plan should be included.

A summary of key policies related to travel planning should also be included (e.g. NPPF, HCC's draft LTP4, local parking standards, among others).

**Development details (Section 2):**

Walking and cycling isochrone maps should be included in this section, or as an appendix if necessary.

**Travel plan strategy (Section 5):**

Contact details of the travel plan coordinator should be provided to HCC when available.

A cost estimate for the travel plan coordinator should be given. This should include the number of hours expected to work on the travel plan per year, and an hourly rate.

**Monitoring (Section 6):**

Snapshot surveys should be conducted in years where full surveys are not carried out. A minimum response rate of 35% for surveys should be aimed for. Measures to encourage survey completion (e.g. entry into a prize draw for shopping vouchers) should be included.

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An alternative method of survey should be included (e.g. automatic traffic counts/TRICS surveys) if the survey response rate falls noticeably below 35%.

Measures and initiatives (Section 8):

The following measures should be considered for inclusion in the travel plan:

- The provision of showers and changing facilities with lockers
- On site security
- Bike service stations or bike repair equipment to be provided to staff
- Formation of a bicycle users group (BUG)
- Introduction of the cycle to work scheme, or a loan scheme for cycles
- The travel plan coordinator to collaborate with local public transport providers to improve services, negotiate discounts, and trial initiatives.
- Employee loans for public transport season tickets
- The provision of priority car parking spaces for car sharers
- The use of a dedicated website or social media to advertise the travel plan
- The travel plan coordinator to offer personalised journey planning

Action plan (Section 9):

The action plan in Table 9.1 must include cost estimates for each measure, including a cost estimate for the travel plan coordinator. This information is used to determine the value of the travel plan cash deposit, and the travel plan cannot be approved without this information.

Delivery and enforcement:

A section should be included which lays out the following:

- That the travel plan will be secured via a Section 106 agreement
- A commitment to pay HCC's evaluation and monitoring fees
- Commitment to pay a travel plan cash deposit equal in value to the cost of the action plan (including TPC) plus a surety of 10%.

Recommendations:

This travel plan will require further amendments as set out above before it can be considered acceptable for submission in conjunction with the proposed site.

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**Recommendations**

Whilst the majority of matters regarding the site access and internal layout are agreed, further information is requested from the applicant regarding the traffic impact for the proposed development and sustainable travel measures as mitigation towards any additional trips generated by the development particularly at the Solent Road / Park Road South junction. These improvements to the infrastructure are key to ensure that the development can be regarded as sustainable to offset any additional vehicular trips.

I trust that the above is clear but please do not hesitate to contact Sophie Osborne on the above number/email should you require any further information.

Yours faithfully,

Sophie Osborne  
Transport Planner – Highways Development Planning  
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