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<i>Date</i>	1 st May 2020	<i>Email</i>	Chris.hirst@hants.gov.uk

For the attention of Mr D Eaves

Dear Sir

**Langstone Technology Park, 2B Langstone Road, Havant, PO9 1SA -
Part-demolition of Building 1000 and associated works; the erection of
new flexible industrial units; and a new parking layout with associated
works to layout and access.**

Thank you for re-consultation on the above planning application. Further to the Highway Authority's latest response dated 17th February 2020, the applicant has submitted a further technical note to address the outstanding comments which have been raised. These matters are as follows and addressed below.

- Confirmation that a contribution will be provided towards the upgrade of Footpath 51;
- Widening of the proposed footpath through the development to cater for cyclists
- Engagement with the Highway Authority regarding a contribution towards bus infrastructure;
- Commitment to a clause in the S106 agreement which ensures the proposed traffic barriers will operate during the hours set out by the applicant;
- Updates to the model files as per the above; and
- Investigation into an improvement scheme to the Langstone Road site access junction.

Sustainable Transport Improvements

Bus

*Director of Economy, Transport and Environment
Stuart Jarvis BSc DipTP FCIHT MRTPI*

Further discussions have been held with the applicant to upgrade both the northbound and southbound bus waiting facilities serving the development on Langstone Road. It has been agreed that a contribution of £25,000 will be secured through the s106 agreement towards the upgrade of this infrastructure.

Walking and Cycling

To improve pedestrian and cycle connections through the development, the applicant has agreed to pay a contribution of £67,500 towards the upgrade of the northern section of Footpath 51, between the site access road and the A27. The upgrade will include the tarmacking of the surface of this section of the path and widening it to 2.5m to ensure it is available as an all year pedestrian and cycle connection between the site and Solent Road.

At the point which Footpath 51 meets the site access road, appropriate signage will be provided which directs pedestrians and cyclists onto the existing shared use facilities on Langstone Road. The upgrade of the footpath will also feature the widening of the northern connection into the car park to serve as an additional connection into the development. This will be secured via a s106 obligation.

Internal Traffic Movements

The applicant has provided clarification with regards to the operation of the traffic barriers proposed within the site which will restrict the east to west movement of vehicles between 7:30am – 9:00am. This will encourage motorists to utilise the western access into the site from Harts Farm Way, taking traffic away from the Langstone Road site access. 29% of parking will be available from the western access only to further consolidate this arrangement. Commensurate with the above, traffic modelling has been undertaken for both the Harts Farm Way roundabout and Langstone Road site access junction which is covered below.

To restrict the movement of HGVs through the site, the internal layout has been designed to physically constrain these movements. Given the location of the new employment buildings to the west of the site, HGVs will need to utilise the Harts Farm Way roundabout into the site to access these buildings. A low level of HGV usage will be observed through the Langstone Road site access to service the existing office buildings, reflecting the current arrangement.

Langbrook Close U-Turning

Issues have previously been raised with motorists u-turning in an existing residential cul-de-sac access off Langstone Road. This is partially caused by vehicles insufficiently anticipating the turning into the development, immediately off the A27 roundabout, and having to u-turn at the next available junction.

To address this matter and reduce the number of u-turning vehicles, the applicant has agreed to amend the white lining at the back of the right turn lane when heading southbound from the A27 roundabout. By removing the surplus white lining, additional capacity in the right turn lane will be provided, providing additional space for motorists to wait should there be a queue of vehicles waiting to access the site. This will be supplemented with additional signing at the A27 roundabout to inform motorists of the immediate turn into the site.

Junction Modelling

Updated junction modelling has been undertaken by the applicant to address the comments raised in the Highway Authority's previous response. The latest models files are reviewed below.

Harts Farm Way Roundabout

Previous comments were raised with regards to potential unequal lane usage at the roundabout. The latest model notes unequal lane usage on the Brockhampton Road approach, owing to a reduced number of vehicles turning left using the nearside lane. This is addressed by modelling this arm of the roundabout as only far-side lane with a provision of a bypass for left turning traffic. This is now considered acceptable due to the reduced volume of left turning traffic.

Unequal lane usage has also been noted on the Harts Farm Way approach. A sensitivity test has been undertaken which models the arm with a far-side only approach (mirroring the Brockhampton Road model), showing similar results as the previous model. As such, this matter is also now acceptable.

A sensitivity test has been undertaken for the Harts Farm Way roundabout to ascertain how the junction will operate with additional vehicular trips using the western site access as a result of the internal barriers controlling traffic flow through the site. Across both the B8 and B1c re-development scenarios (modelled to a future year of 2024) junction performance will be very similar, with the biggest delays noted on the Brockhampton Road arm (RFC value of 0.83) and Harts Farm Way arm (RFC value of 0.74). However, these approaches will still be operating within capacity and are therefore considered acceptable.

Langstone Road Site Access

Amendments to the LinSig model used to model the right turn lane into the site have been made to correctly factor the distance between the right turn lane and upstream signals at the roundabout. The discharge of vehicles from these signals has also been factored into the model to reflect the current situation on the ground.

As noted above, the applicant is proposing traffic flow barriers within the site which will reduce the number of movements into the site from Langstone Road, along with providing additional right turn lane capacity and signage at the roundabout. The mitigation measures being proposed as part of this

development are considered acceptable for mitigating future development impact at this access.

Recommendation

The additional information suitably addresses all outstanding Highway matters relating to this application.

Therefore, the Highway Authority raises no objection to the application, subject to securing the following:

S106 Obligations

- Payment of the £67,500 contribution towards the upgrade of Footpath 51 prior to commencement of development;
- Provision of appropriate signage to tie the upgrade Footpath 51 to the existing shared use facilities on Langstone Road with details of the signage requirements to be agreed prior to occupation;
- Payment of the £25,000 contribution towards the bus infrastructure upgrade prior to occupation of development;
- Langstone Road right turn lane works and additional signage at the roundabout to be implemented prior to occupation of development;
- Payment (by developer) of HCC fees in respect of approval (£1,500) and monitoring (£15,000) of the Framework Travel Plan prior to occupation; and
- Provision of a bond, or other form of financial surety, in respect of measures within the Travel Plan prior to occupation.

Conditions

- A Construction Traffic Management Plan shall be submitted to, and approved in writing, by the Local Planning Authority (in consultation with Hampshire County Council Highway Authority) before development commences. This should include construction traffic routes and their management and control, parking and turning provision to be made on site, measures to prevent mud being deposited on the highway, adequate provision for addressing any abnormal wear and tear to the highway, and a programme for construction.

Reason:

In the interest of highway safety

- No development hereby permitted shall be occupied until a Management Plan for the proposed traffic barriers within the site has been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented before any part of the development hereby permitted is occupied and retained in perpetuity.

Reason:

In the interests of highway safety and operation.

I trust that the above is clear however should you have any queries please feel free to contact Chris Hirst on the number noted above.

Yours Faithfully,

Stuart Morton – Transport Team Leader