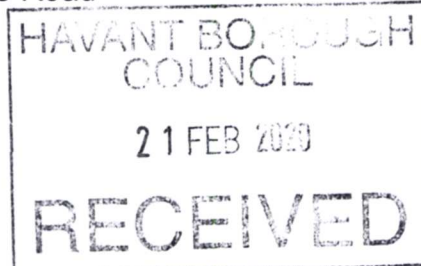




Head of Development Planning
Havant Borough Council
Civic Offices
Civic Centre Road
HAVANT
Hampshire
PO9 2AX



*Economy, Transport and Environment Department
Elizabeth II Court West, The Castle
Winchester, Hampshire SO23 8UD*

Tel: 0300 555 1375 (General Enquiries)
0300 555 1388 (Roads and Transport)
0300 555 1389 (Recycling Waste & Planning)
Textphone 0300 555 1390
Fax 01962 847055

www.hants.gov.uk

Enquiries to

Chris Hirst

My reference

6/3/13/199 (APP1906)

Direct Line

01962 846877

Your reference

APP/19/00703

Date

17th February 2020

Email

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 response dated 11th September 2019, the applicant has submitted a response note to address the outstanding matters raised. The points raised within this note are addressed below.

Personal Injury Accident Data

Updated Personal Injury Accident (PIA) data has been provided up until 31st March 2019. The updated data identifies 3 further accidents on top of the 22 incidents identified within the study area in the previous Transport Assessment (TA).

The accident data has been reviewed and it is noted that there are no accident clusters prevalent across the study area. It is therefore acknowledged that this development will not exacerbate any existing safety issues on the network.

Sustainable Transport

Walking and Cycling

Works to upgrade Footpath 51 have previously been undertaken to the north and south of the technology path given its use as a utility link. However,

further works are required to the surfacing of the path to improve the drainage and reduce the levels of standing water. In doing so, this will help to ensure that the route is available all year round as a pedestrian and cycle connection to the north and south of the site, serving the additional number of employees that will be generated by the re-development of the park. The Highway Authority therefore maintains that a contribution is required towards the upgrade of the footpath to ensure it is available as a walking/cycling route all year round.

Drawing number 20428-04 Rev B details a walking route branching off Footpath 51, travelling to the east of the proposed car park through the site. To accommodate for cyclists as well and pedestrians, the route should be provided to at least a 2.5m width to Penner Road to provide continuous pedestrian/cycle access through the development.

Bus

Within the Highway Authority's previous response, the applicant was asked to investigate the existing bus stop facilities in the vicinity of the site and whether these facilities could be improved to increase the uptake of sustainable transport from the site.

The northbound stop includes a shelter with a flagpole and timetable details. The southbound stops consists of a simple flagpole and timetable details. Given the potential to encourage the uptake of bus travel from the site, the applicant should liaise with the Highway Authority regarding the provision of a proportionate contribution towards upgrades to these stops, featuring an additional shelter and inclusion of Real Time Information (RTI).

Proposed Development

It is noted that the existing onsite gym is proposed to be relocated as part of the redevelopment of the business park. The size of the gym is expected to decrease upon relocation and is currently understood to serve the wider public, rather than employees of the business park specifically. For this reason, it is not anticipated that there will be any new trips generated by the newly located gym.

Dimensions have now been provided for the parking bays, confirming that each space will be 2.4m wide and 4.95m in length which is suitable when considered against Havant Borough Council's (HBC's) Supplementary Planning Document for parking. A 1.8% increase in the number of parking bays is proposed following the redevelopment, in line with the re-allocated land use. The level of parking provision provided by the development is ultimately for HBC to comment on as the parking authority.

The updated bund profile has been reviewed and is now considered acceptable.

Internal Site Layout

An updated walking and cycling routes drawing has been provided (drawing number 20428-04 Rev B) which details some amendments to the pedestrian provision through the site. Comments on the pedestrian and cyclist provision within the development have been provided above.

The updated site layout plan (0152 Rev N) features the provision of traffic barriers to control traffic movements during certain times of the day. This point is addressed below.

HGV Movements

The surveys undertaken on-site indicate that 46 HGV movements are generated by the park every day. A pro-rata increase of this number suggests that 70 HGV movements would be generated by the site when at full occupancy. The current on-site B8 land use (data centre) generates less HGV movements than predicted by the TRICS assessment. However, given the potential for the current occupiers to change, especially following the re-development, a worst-case scenario should be assumed to include the potential that the B8 land use reverts back to the forecast warehouse function.

Following the re-development, the HGV trip generation varies across the proposed scenarios. These scenarios are summarised in the table below:

Development Scenario	Daily HGV Trip Generation	Percentage Increase
B1(c) (assuming current B8 usage)	103	124%
B8 (assuming current B8 usage)	200	335%
B1(c) (assuming warehouse usage)	170	270%
B8 (assuming warehouse usage)	267	480%

Depending on which re-development scenario is eventually adopted, there will be at least a 124% increase in the number of daily HGV movements to and from the technology park. The surveys indicate that 61% of HGV's routing to the site will do so from the west, whilst the remaining 39% will route via the eastern access. The Highway Authority previously raised concerns with the management of this arrangement to prevent additional HGVs using the Langstone Road access above those indicated in the distribution assignment, especially given the proposed increase in the number of daily HGV movements.

To address this concern, drawing number 0155 Rev E has been produced, detailing a traffic management strategy for the park. This features the provision of two access barriers which restricts access into the centre and northern section of the technology park when approaching from the western access. It is understood that the barriers will operate between 7:30 – 9:00 and will restrict the west-east flow through the park. The barrier would prevent additional vehicles approaching from the western access and travelling through the park before egressing the site through the eastern access onto Langstone Road. With the barriers in place, the parking provision will be available as follows:

- 100% of parking available from the west;
- 29% of this parking will be available from the west only; and
- The remainder will be accessible from both the east and west.

Whilst the above proposal appears sufficient for managing the movement of HGVs through the park, the proposed traffic management will remain private, meaning there is no guarantee that the barriers will operate within the proposed timeframe. The applicant should commit to an obligation within the S106 agreement which would set the working hours for the operation of the barriers. Confirmation is also required as to how HGV drivers will be made aware of this arrangement, including the restricted access to the park from the east. This will prevent trips to the park incorrectly being made through the eastern access.

Langbrook Close U-Turning

To reduce the number of motorists u-turning in Langbrook Close to access the business park, the applicant is proposing to erect signage to improve driver awareness of the junction immediately south of the A27 roundabout and also ban u-turning movements within the junction.

Whilst the proposal to ban the u-turning movement is noted, this requires enforcement by the police who would need to monitor these daily movements. Should this be unachievable, motorists will continue to undertake this manoeuvre. However, the Highway Authority has identified alternative measures, which includes the scope to improve the signage to the technology park to increase driver awareness of the right turn lane coming off the roundabout.

To further improve access into the park from Langstone Road, the applicant should also investigate the shortening of the existing length of central hatching from the roundabout to provide a longer right turn lane into the site whilst still complying with DMRB CD116. This lining and signing scheme would allow motorists to better anticipate the presence of the right turn lane and any potential vehicles queuing to turn into the site. As such, the applicant should engage with the Highway Authority regarding the provision of improved signage and the shortening of the central hatching from the A27 roundabout.

Junction Modelling

The Highway Authority raised a number of comments about the junction modelling which was undertaken by the applicant in the original TA. The TN comments on the concerns raised in the HA's initial response. The junction model files have also been provided for review.

Langstone Road Site Access

To model the site access junction with Langstone Road, the applicant has built a Junctions 9 model. The access road is modelled as two lanes which is considered acceptable. Likewise, the 3.25m lane width used within the model is inline with CAD measurements and is therefore considered acceptable as

well. The model has been re-run with these parameters and it is noted that the results reported in the TA for the AM and PM peak hour for different scenarios do not match the model results.

A simplified LinSig model has been developed to model the right turn arrangement into the site. Only the right turn lane on Langstone Road has been modelled giving way to the Langstone Road northbound traffic. The LinSig modelling approach used for the right turn lane is considered acceptable; however, the model has been re-run and it is noted that the results in the TA differ from those provided in the model.

Minor amendments are required to the model to confirm its acceptability. The signal control needs to be provided at a correct distance of approximately 150m and the green signal stage which discharges vehicles to the right turn lane needs to be updated to two instances replicating the traffic platooning from the southbound roundabout stop-line and A27 EB off-slip stop-line.

Harts Farm Way Roundabout

The geometric parameters have been checked inline with CAD measurements and these are deemed acceptable, except from the Southmoor Lane approach which appears to have been over-estimated which could be a result of the cycle lane markings near the kerb not being considered. A sensitivity test has been performed with the correct road width which suggests only a marginal increase in delay as a result.

Traffic flow data has not been provided for the roundabout. Based on the model flows, there is a likelihood of unequal lane usage at Brockhampton Road and Harts Farm Way in the AM peak and only at Brockhampton Road in the PM peak. This is due to the lane markings which suggests that only left turners can use the flare lane, which is comparatively low in numbers than the sum of ahead and right turning traffic which would be using the far-side lane.

The potential unequal lane usage should be checked and potentially re-run with the correct intercept corrections should this be required.

Junction Model Results

Whilst there are a few matters which need to be addressed before the model files can be considered acceptable, the Highway Authority has reviewed the model outputs provided within the original Transport Assessment.

The Harts Farm Way roundabout and Langstone Road access have been modelled under the following scenarios:

- Existing Layout (70% Occupancy);
- Existing Layout (100% Occupancy);
- Proposed Re-Development – B1C Scenario; and
- Proposed Re-Development – B8 Scenario.

The applicant has provided information from the estate management team which clarifies that occupancy of the technology park began to decrease around February 2018. Since the decline, occupancy levels have sat around 70%. The applicant has therefore modelled the existing situation (70%) and carried out a pro-rata increase of the vehicular flows to understand the situation at 100% occupation. The outputs from the two junction assessments are assessed below.

Harts Farm Way Roundabout

Under the 2019 modelling scenarios noted above, the Harts Farm Way Roundabout operates within capacity across all approaches. In the AM peak hour of the 70% occupancy scenario, the busiest arm of the junction is the Harts Farm Way approach, operating at a Ratio to Flow Capacity (RFC) of 0.60 in the AM peak hour. When factored up to 100% occupancy, the RFC of this arm of the roundabout marginally increases to 0.66 in the AM peak. Following the re-development, the RFC decreases to 0.65 (B1c Scenario) and 0.64 (B8 Scenario).

When assessed to a future year of 2024, the junction is still modelled to operate within practical capacity. The Harts Farm Way roundabout is therefore considered suitable for accommodating the proposed re-development.

Langstone Road Site Access

To understand the future operation of the site access junction with Langstone Road, modelling has also been undertaken to 2024 under the aforementioned scenarios.

Under the current 2019, 70% occupancy scenario, the left turn movement out of the site access operates at an RFC of 0.70 in the PM peak hour. Uplifting this assessment to 100% occupancy increases the RFC of the approach to 1.06. The right turn movement from Langstone Road into the development is also approaching capacity in the AM peak, with an RFC of 0.89. Following the proposed redevelopment, the junction is still forecast to operate over capacity on the site access left turn movement in the PM peak hour, with an RFC of 1.01 and 0.98 under the B1c and B8 scenarios respectively. The right turn into the site from Langstone Road is also proposed to operate at respective RFCs of 0.89 and 0.87 and is therefore over practical design capacity.

The redevelopment scenarios have been modelled to a 2024 future year scenario. Under this assessment both the B1c (RFC of 1.04) and B8 (RFC of 1.01) scenarios operate over capacity on the left turn out of the access in the PM peak. The Langstone Road right turn movement into the site also experiences worsening capacity, with respective RFCs of 0.93 and 0.91 across the two scenarios. It is therefore noted that the junction will operate over capacity under both of the redevelopment scenarios. A summary of the

relevant scenarios and the junction approaches close to or over capacity are summarised in Tables 1 and 2 below.

Table 1 – Langstone Road Site Access Operational (2019)

Development Scenario	Site Access Left Turn (AM)	Site Access Left Turn (PM)	Langstone Road Right Turn (AM)	Langstone Road Right Turn (PM)
Existing 70% Occupancy	0.09	0.70	0.71	0.11
Existing 100% Occupancy	0.15	1.06	0.94	0.11
B1c Redevelopment Scenario	0.14	1.01	0.89	0.11
B8 Redevelopment Scenario	0.14	0.98	0.87	0.11

Table 2 – Langstone Road Site Access Operation (2024)

Development Scenario	Site Access Left Turn (AM)	Site Access Left Turn (PM)	Langstone Road Right Turn (AM)	Langstone Road Right Turn (PM)
B1c Redevelopment Scenario	0.15	1.04	0.93	0.11
B8 Redevelopment Scenario	0.15	1.01	0.91	0.11

Currently, no mitigation proposals have been put forward by the applicant to ensure that the access onto Langstone Road will operate within design capacity once the site reaches 100% occupancy under either of the redevelopment scenarios. Given that the proposed redevelopment scenarios will increase the level of flow through the junction, tipping it over capacity under the scenarios modelled above, the applicant should identify an improvement scheme to mitigate the impact of the development.

Travel Plan

An updated Travel Plan has been provided to address the comments raised within the Highway Authority's previous response. The latest revision of the TP has been reviewed and considered acceptable. The TP approval fee, monitoring fee and cash deposit should be secured within the S106 agreement.

Recommendation

The Highway Authority requires further information to address a number of remaining concerns with the application:

- 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.

I trust the above is clear, should you have any queries please do not hesitate to contact Chris Hirst on the number noted above.

Yours Faithfully,

A handwritten signature in blue ink, appearing to be 'SM' or 'Stuart Morton', written in a cursive style.

Stuart Morton – Transport Team Leader