

Land North of Solent Road, Havant: Additional Highways Statement

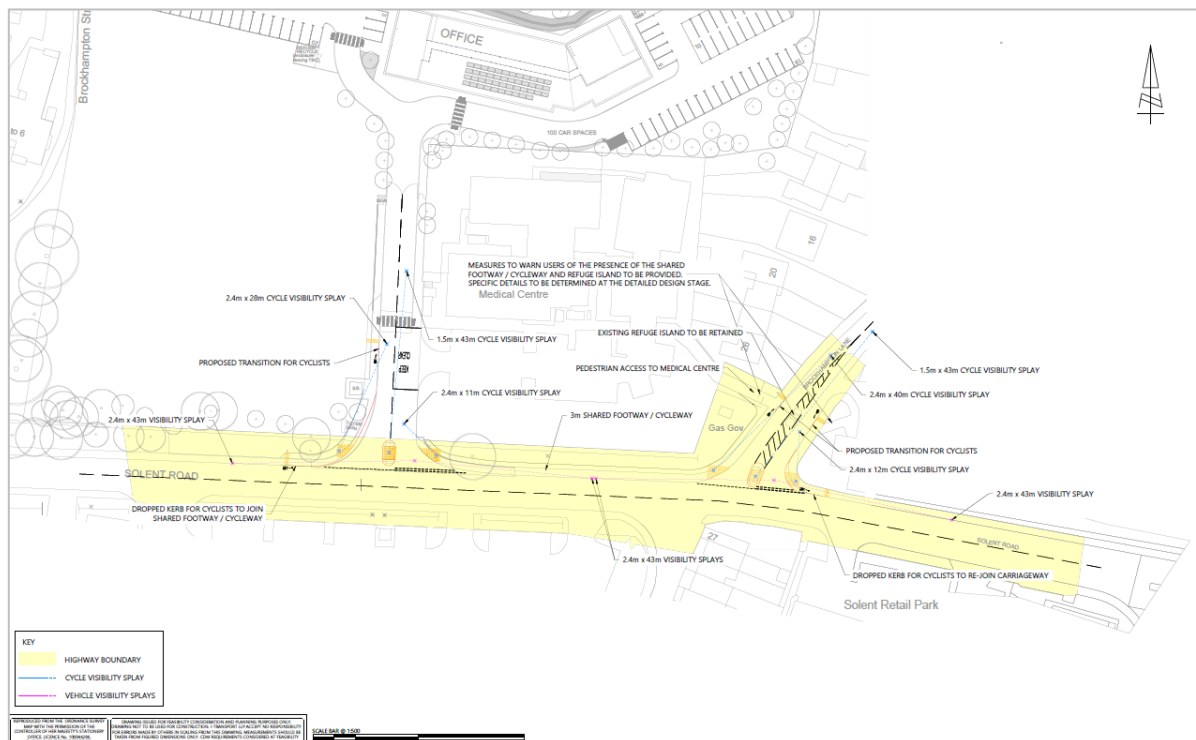
Ref: TW/BB/ITB200083-003B TN

Date: 13 January 2025

SECTION 1 Introduction and Context

- 1.1 Portsmouth Water ('the Applicant') submitted a planning application for the development of 1,848sqm (GIA) of office space on land to the North of Solent Road in Havant.
- 1.2 The application was supported by a Transport Assessment and most recently a supplemental Highways Statement addressing earlier HCC comments (i-Transport report no. **ITB200083-002A**).
- 1.3 All transport matters are agreed with Hampshire County Council (HCC) as the Local Highway Authority, who confirmed in the latest consultation response (7 October 2024) they have no objections to the development proposals, subject to Conditions and S106 Obligations. The agreed access strategy is shown on Drawing **ITB200083-GA-001C** which utilises the Bosmere Medical Centre access.

Image 1.1 – Agreed Access Strategy

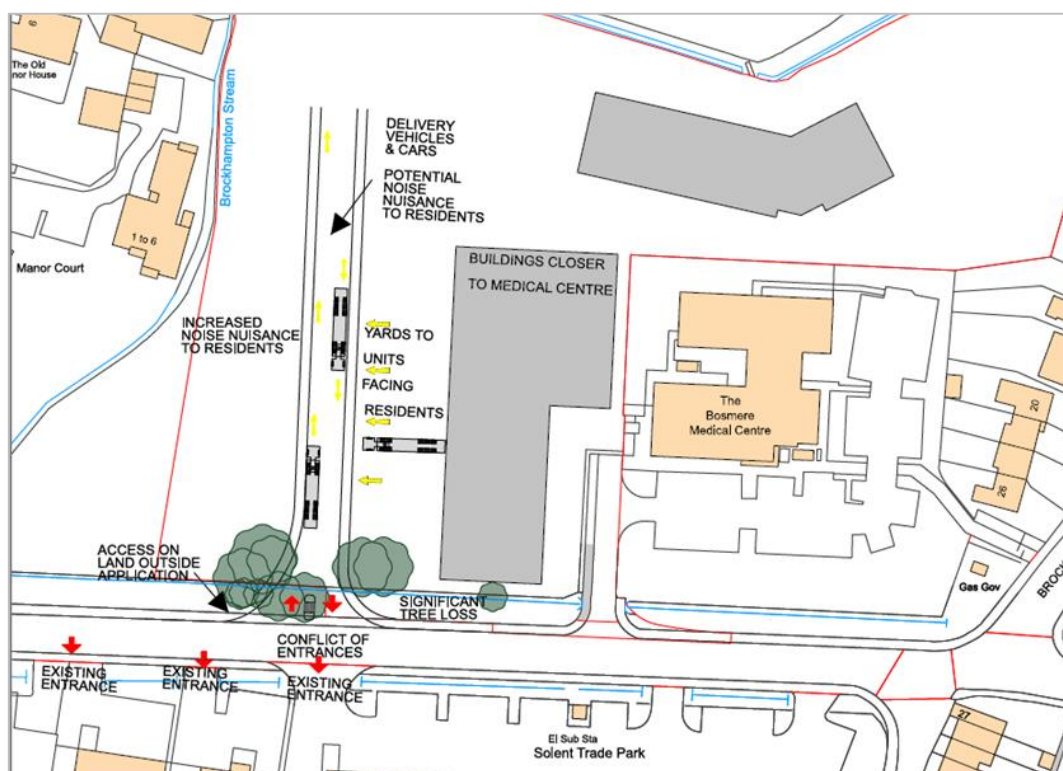


- 1.4 The proposed access is both safe and suitable to serve the planned development, meets necessary design standards, operates within capacity, and has been subject to independent Road Safety Audit.
- 1.5 However, it is understood that local stakeholders have raised queries around the proposed access strategy (as shown on i-Transport drawing no. **ITB200083-GA-001C**). Specifically, comments are raised in relation to the proposals to utilise the existing Bosmere Medical Centre access to serve the site, rather than deliver a separate, stand-alone access onto Solent Road to serve the development.
- 1.6 This note responds to these queries by clarifying why the proposed access strategy is the most suitable solution to serve the scheme and explains the other options considered and not taken forward.

SECTION 2 Access Optioneering – Alternative Access Options

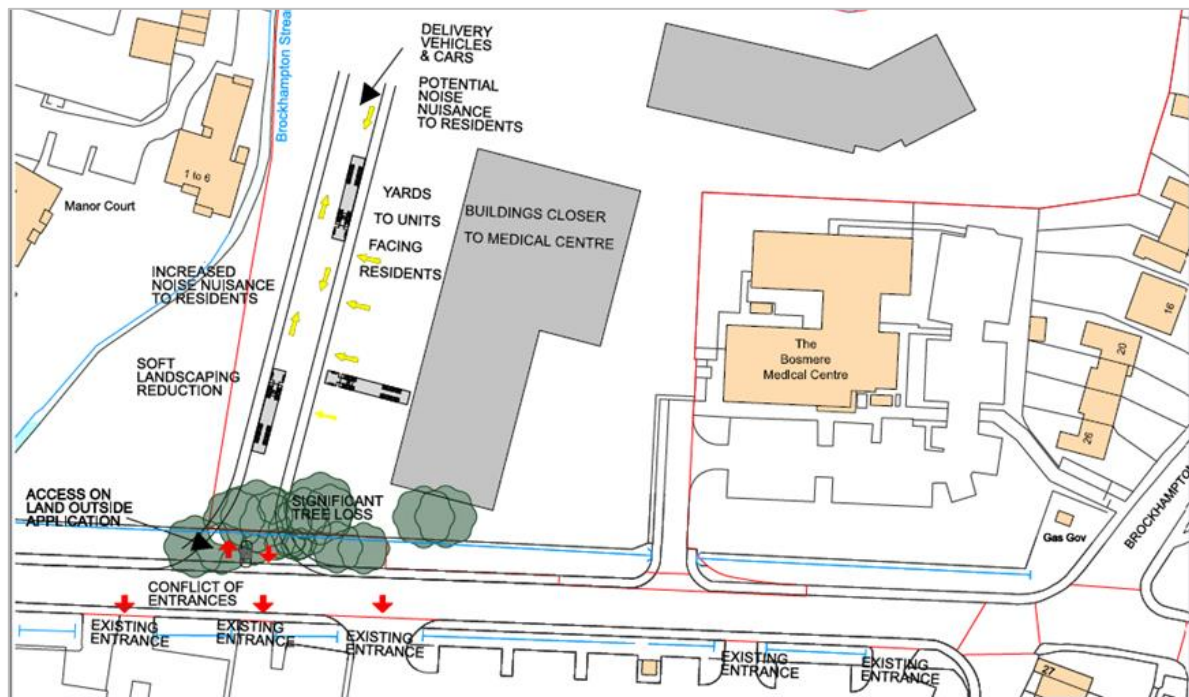
- 2.1 The National Planning Policy Framework (NPPF) requires that safe and suitable access is delivered to development proposals for all users. As such, an access optioneering exercise was undertaken early in the project timeline (c. 2021) to determine the proposed access strategy.
- 2.2 Through this process, in addition to the preferred and agreed access strategy, various alternative options to deliver access directly onto Solent Road were considered and are summarised below.
- 2.3 Please note that the buildings labelled 'Buildings Closer to Medical Centre' on the below plan extracts are no longer proposed, and do not form part of the development proposals.

Image 2.1: Solent Road Alternative Access Option 1



Source: Extract of Cornish Architects drawing no. 19003-TP-013 Rev B

Image 2.2: Solent Road Alternative Access Option 2



Source: Extract of Cornish Architects drawing no. 19003-TP-014 Rev B

2.4 Further to the two alternative options summarised above, a third access option was also considered that positioned the site access junction a short distance (c. 5m-10m) to the west of the existing Bosmere Medical Centre access. This would have seen the access junction positioned broadly in the location of the buildings labelled 'Buildings Closer to Medical Centre' (as shown on the extracts above)¹.

2.5 Specific to highway design matters, the alternative access options onto Solent Road would result in:

- i An unnecessary creation of access points onto Solent Road, creating additional conflict points directly opposite various existing industrial accesses. This is unnecessary on the basis that the access to the Bosmere Medical Centre can suitably accommodate the proposed development, as demonstrated within the supporting highways material.
- ii Impact on an existing ditch present on the northern side of Solent Road. To deliver a new access point would require the culverting of this ditch, or a significant extension provided to the existing culvert at the Bosmere Medical Centre access. This would result in unnecessary engineering works that would also require separate Ordinary Water Course (OWC) consent.

¹ As specified in Paragraph 2.3 above, please note that these buildings are no longer proposed as part of the development proposals.

- iii A sub-optimal junction arrangement with the introduction of a left-right staggered junction to the Solent Trade Park on the southern side of Solent Road. As per HCC's latest highway design guidance (TG2), left-right staggered junctions are less preferred than right-left staggered junctions² and the stagger distance to the Solent Trade Park access would be less than 30m, contrary to guidance in HCC's TG2 document, and requiring a Departure from Standard (DfS)³.
- iv Impeded visibility, with the necessary visibility splays from the junction entering the existing Bosmere Medical Centre access junction. This would be contrary to guidance in HCC's TG3 guidance document and would require a DfS⁴.

2.6 More widely, the options were also considered across various technical disciplines (including transport, planning, environmental and arboriculture), raising the following additional considerations:

- i To deliver either of the stand-alone access options would result in significant tree loss along the southern site frontage onto Solent Road. This would negatively impact the character of the area and result in the loss of valuable trees on the site frontage.
- ii The alternative access options would position the access road close to existing residential properties on Brockhampton Road - this would likely result in an increased noise nuisance to those existing residents.
- iii Either alternative access option would reduce the extent of soft landscaping that could be delivered at the western site boundary, negatively impacting the scheme.
- iv The alternative access options would potentially require land that falls outside of the ownership of the Applicant and would not be deliverable.

SECTION 3 Access Strategy Conclusions

3.1 The information within this note demonstrates the access options considered and the reasons why direct access to Solent Road was dismissed.

3.2 Irrespective, it is noted that:

- 1 The proposed access strategy (as detailed on i-Transport drawing no. **ITB200083-GA-001C**) is the access arrangement that has been submitted for determination, not an alternative. It is this access that must be determined on its own merits.
- 2 Through submissions made to date, the proposed access strategy has been demonstrated to provide safe and suitable access to the development proposals. The access strategy has been subject to a Road Safety Audit and has been agreed with HCC as the Local Highway Authority.

² Ref: Paragraph 4.3.11 of HCC's TG2 – Alignment Design highway design guidance document

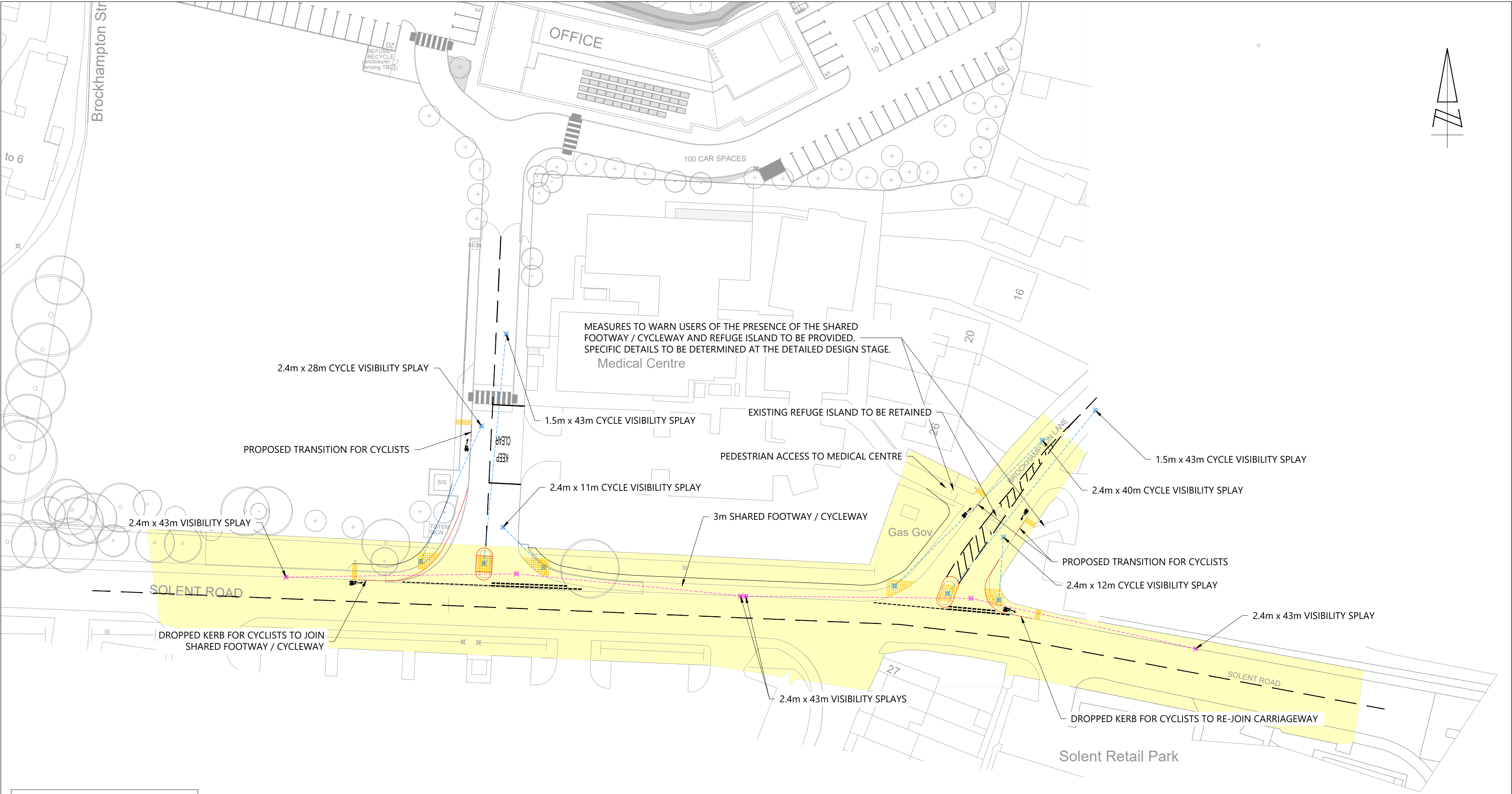
³ Ref: Page 24 of HCC's TG2 – Alignment Design highway design guidance document

⁴ Ref: Paragraph 3.3.5 of HCC's TG3 – Stopping Sight Distances and Visibility Splays

- 3 National Planning Policy Guidance (NPPF) requires that safe and suitable access is provided, and this is achieved in the proposed design.

3.3 Based on the above, there are no reasons to refuse the planning application on access matters, or indeed on highways grounds.

DRAWINGS



KEY

HIGHWAY BOUNDARY

CYCLE VISIBILITY SPLAY

VEHICLE VISIBILITY SPLAYS

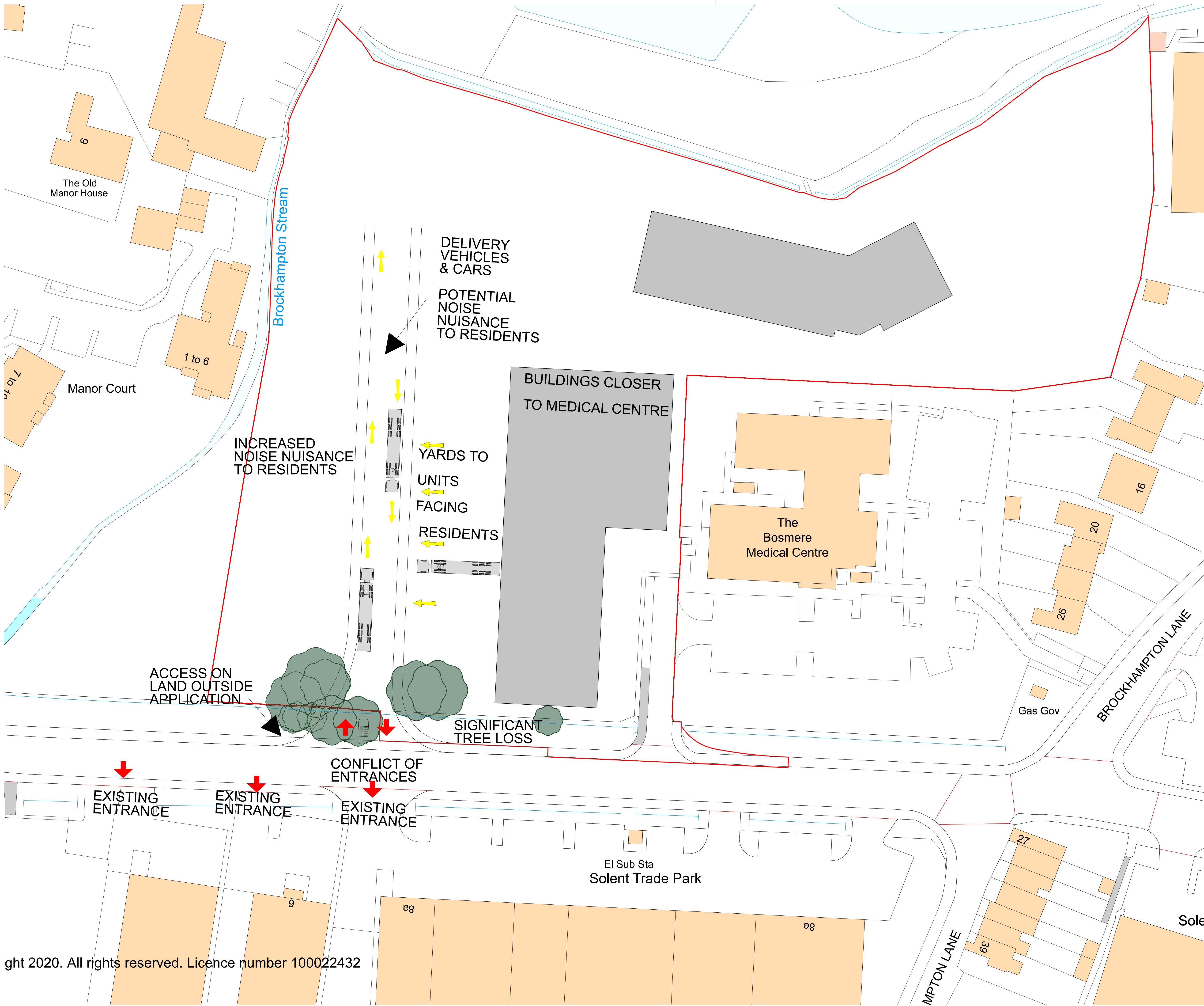
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REV		DATE		BY		DESCRIPTION				CHK	APD	PROJECT:					CLIENT:					DRAWN: JMc		CHECKED: BB		APPROVED: TW									
STATUS: FOR INFORMATION										NORTH OF SOLENT ROAD										PORTSMOUTH WATER										PROJECT No: ITB200083		SCALE @ A2: 1:500		DATE: 21.05.24	
																				DRAWING No: ITB200083-GA-001										REV: C					

APPENDIX A. ALTERNATIVE ACCESS OPTIONS



NOTES

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B	Text amended for clarity	ED	01/11/2021
A	Amended to Highways consultant comments, OS extended	ED	29/10/2021
Rev	Description	Chk	Date

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Project Title. **SOLENT ROAD HAVANT**

Drawing Title. **ALTERNATIVE SITE ACCESS STUDY 1**

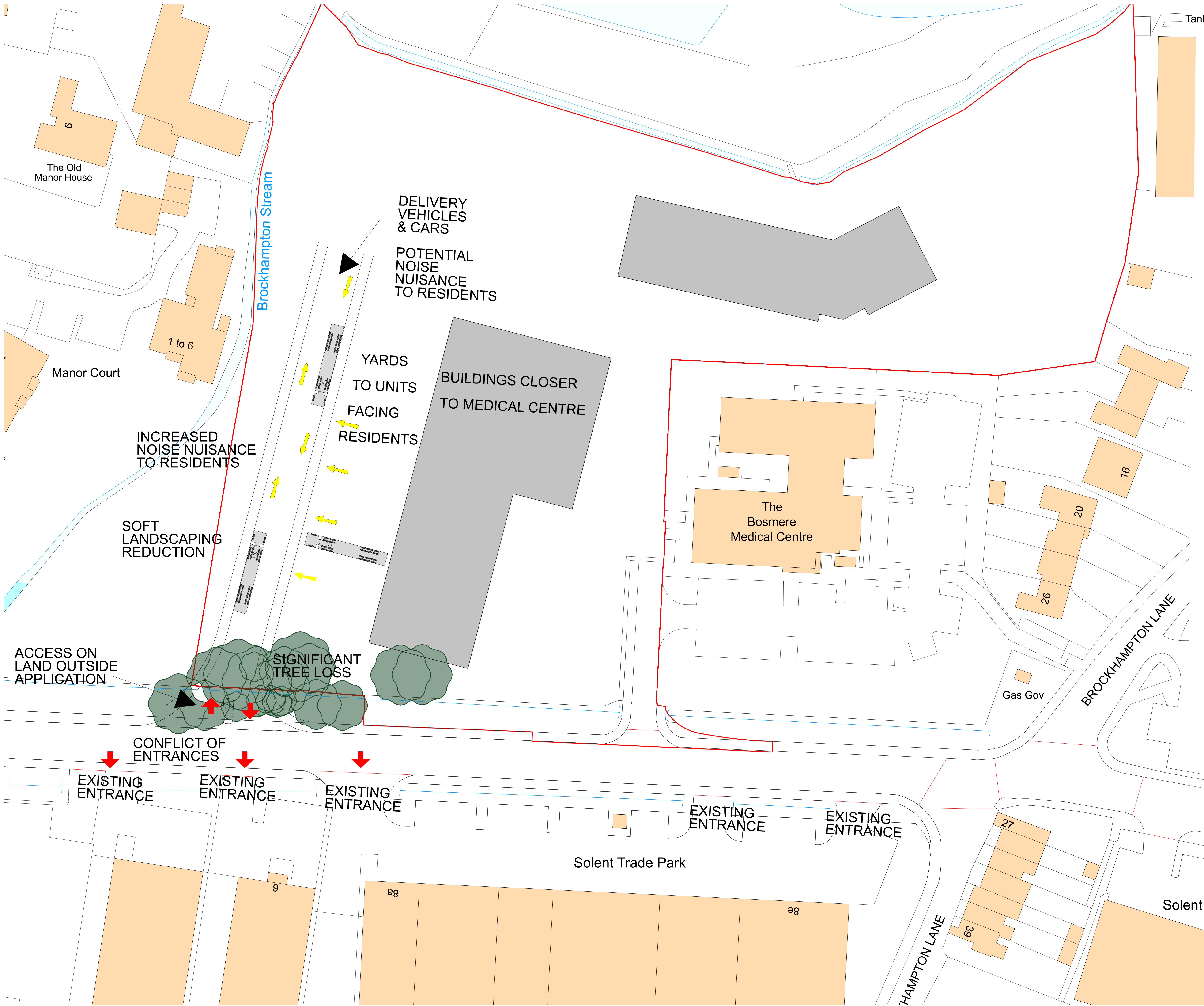
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Project Title. **SOLENT ROAD HAVANT**

Drawing Title. **ALTERNATIVE SITE ACCESS STUDY 2**

Drawing Status. **TOWN PLANNING**

0 5 metres 40

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Drawing No. **19003 - TP - 014** Rev. **B**