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Enquiries To Sophie Osborne

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Date 26 March 2024

My reference 052076

Your reference APP/22/00669

Email havantdc@hants.gov.uk

Dear Ms Wells,

Land at Kingscroft Farm adjacent to Ridgway and, Marples Way, Havant

Outline planning application with all matters reserved (except for access) for the development of up to 120 residential dwellings (C3 Use), with access from Meyrick Road, the provision of open space, landscaping and other associated works including demolition of existing buildings on site.

Thank you for your re-consultation on the above outline planning application. In response to previous comments raised by the Highway Authority dated 12 October 2022 and numerous offline discussions, the applicant has submitted a Transport Assessment Addendum (hereafter, TAA) and supporting drawings. The Highway Authority have reviewed this information and have the following comments to make.

It is noted that the quantum of development has since reduced from c. 140 to c. 120 dwellings. This is however not a significant quantum change to alter the previous views of the Highway Authority.

Policy Status

The applicant should be made aware that Hampshire County Council's Local Transport Plan 4 was adopted in February 2024 which provides a set of guiding principles that will be relevant when determining this application.

Walking and Cycling

The WCHAR has been revised in response to previous comments raised. The route to Havant Leisure Centre has been updated to route via New Road which is noted. No further improvements to this route have been identified despite the Highway Authority previously raising deficits in the infrastructure particularly for use by cyclists.

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Footway widths along Brockhampton Road have been confirmed to be 1.8m. This width does not accord with the minimum standards as required by HCC TG10 (2.0m), and therefore appropriate opportunities for all users are not present. Any opportunities to widen these footways have not been considered within the WCHAR.

Further commentary regarding proposed walking and cycling improvements to key trip attractors are discussed further within this response.

Proposed Off-Site Schematic Improvements

S278 works:

It has been agreed with the applicant that the following works are to be provided as part of a package of highway works for the site to be secured through a S278 agreement. These proposed improvement works should be subject to a Stage One Road Safety Audit (RSA1) prior to any recommendation for approval.

1. Refuge Island Crossing at Brunswick Gardens
2. Crossing improvements along New Road within the vicinity of Ingledene Close
3. Pedestrian crossing point with dropped kerbs and tactile paving along West Street
4. Pedestrian and cycle infrastructure improvements on Ridgway, including wayfinding provision

Refuge Island Crossing at Brunswick Gardens:

The Highway Authority highlighted the importance of a refuge crossing point at this location to provide a safe crossing point for parents and children to cross on the desire line to access the local primary schools. From on-site observations parents utilise the hatched area as a waiting area to cross with their children during typical school pick up and drop off periods which is not considered appropriate. The school pick up periods coincides with the AM network peak period and therefore provision of a formal crossing point is considered necessary in providing a safe route to school for parents with young children.

The proposed arrangement is shown within drawing ITB15443-GA-008. The Highway Authority have reviewed this drawing in detail and have the following comments to make. The proposed width of the refuge crossing is proposed to be 2.0m. It is requested that this is widened to a minimum width of 2.2m, to provide increased protection for those waiting to cross. It would appear there is suitable hatching width for this additional island width to be accommodated.

It is noted that the visibility splays of the proposed refuge crossing point have been based on the 30mph posted speed limit and not recorded speeds. The full achievable visibility should be provided to ensure that at the S278 stage when speed surveys will be required, appropriate visibility can be achieved.

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The provision of the refuge island crossing requires the removal of the diverge lane into Brunswick Gardens along with alterations to the existing radius of the junction on the right-hand side. Brunswick Gardens in its entirety should be realigned with the kerb line also altered on the western side of the carriageway. The alterations to Brunswick Gardens should be supported by swept path analysis for all vehicles requiring access to ensure that safe and suitable access can be maintained. The lane widths along Bedhampton Road should also be confirmed considering the addition of the refuge island.

The applicant should be made aware that amendments may be required to the existing TRO at the detailed design stage to facilitate provision of this refuge crossing.

Crossing Improvements along New Road:

The Highway Authority have identified a deficit in the current pedestrian crossing point along New Road within the vicinity of Ingledene Close and the Level Crossing. The existing crossing provision is not clear due to a lack of tactile paving presence. The existing crossing location is considered appropriate in location in that it is on a clear desire line and benefits from a central refuge waiting area. The provision of tactile paving will improve the conspicuousness of the crossing point and make it suitable for all users.

No drawing has been submitted indicating these crossing improvements and this should be provided to be secured through the S106 agreement. Similarly to the refuge crossing, the maximum achievable visibility should be shown on the drawing to ensure that on receipt of recorded speeds appropriate visibility can be achieved.

Pedestrian crossing point on West Street:

The pedestrian infrastructure on the southern side of West Street is substandard with no crossing provision to access the continuous footway on the northern side of the carriageway. This is considered necessary to encourage walking into Havant Town Centre from the development site. The indicative location has been shown within drawing ITB15443-GA-009 which does not conflict with existing driveways.

The required visibility has been based on TG3 guidance for a 30mph design speed. The maximum achievable forward visibility should be shown to ensure appropriate visibility can be achieved when speed data is obtained at the S278 stage.

The Highway Authority understand that there is a presence of on-street parking along West Street that is permanently utilised due to a lack of off-carriageway parking for residential properties. This is likely to block any achievable visibility, although it is acknowledged there are limited opportunities where formal crossing provision could be provided. A departure may be appropriate in this instance to be put forward for consideration given the presence of the parking to allow the visibility to be measured to the centreline where needed given the context of the location of this crossing point.

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Pedestrian and Cycle Infrastructure Improvements along Ridgeway:

Providing an appropriate pedestrian and cycle connection onto Ridgeway from the site provides opportunities to access the Solent Road Retail Park, Tesco Supermarket, and employment opportunities along Harts Farm Way via sustainable modes. This is considered directly relevant to the site and therefore key to mitigate the impact of the private car for those shorter journeys to comply with LTP4. The provision of wayfinding was also discussed as being necessary to direct future resident on the route to take as currently this is convoluted and unclear.

The proposed improvements along the Ridgeway are shown on drawing ITB15443-GA-010 combined with the wider strategic improvements along the Solent Road corridor. These improvements to be delivered via a S278 agreement should be shown separately on one comprehensive drawing to be secured through the S106 agreement. This drawing should also refer to the provision of wayfinding which has been agreed to be provided as part of these improvement works.

These works will tie in with the wider scheme aspiration along the Solent Road corridor which is discussed below.

S106 Contributions:

There is a real opportunity to overcome deficits with the existing sustainable transport infrastructure along the Solent Road corridor. The applicant has proposed an improvement scheme with the schematic design shown within drawing ITB15443-GA-010. The principles of this scheme have been previously agreed with the applicant and a proportionate contribution will be secured from this application towards the provision of these works.

The scheme encompasses improvements to the Brockhampton Road/Solent Road/Marples Way roundabout, and improvements along Marples Way for cyclists. Additionally, a 2.5m shared use path is proposed along the northern side of Solent Road. Due to topographical constraints and the need to maintain the carriageway width of Solent Road due use by HGVs, it was not feasible to widen the existing footway to 3.0m. The proposed shared use connection is to tie in with the proposals being secured as part of the Portsmouth Water Offices planning application (APP/21/00601).

Considering the use of this route by HGVs, it is requested that swept path analysis is provided for an HGV navigating this revised roundabout arrangement at an appropriate speed to ensure that the required movements can be accommodated with this revised arrangement. The tracking speeds should also be confirmed.

The integration of the schemes with the wider network provides a real opportunity to reduce the reliance of the private car and encouraging walking and cycling as an alternative transport mode to comply with LTP4. This is particularly key for these shorter trips to Solent Retail Park and Havant Town Centre where the private car is commonly utilised.

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It has been agreed that a proportionate contribution is to be provided towards the total cost of these works, which is yet to be agreed with the applicant. The impact on the Solent Road corridor is having to be considered holistically alongside this site, the Portsmouth Water offices and Palk Road application, all which impact already congested part of the network. Financial contributions are therefore considered necessary from these three sites towards the cost of these works and the Highway Authority is discussing a fair and reasonable approach to agreeing a proportionate contribution figure

Cumulative Impact:

Notwithstanding the above contribution discussion, the Highway Authority are also undertaking additional modelling work to identify the impacts of this site along with the applications for Palk Road and Portsmouth Water Offices to understand if there are also capacity improvement opportunities at the junction.

The Highway Authority through the recent Transforming Cities Fund identified a capacity improvements scheme for Langstone Roundabout which sought to ease traffic through the Solent Road junction. This element of the scheme was to extend the northbound 3rd lane of the junction back to the Langstone roundabout exit. Increasing this left turn capacity from Park Road South means some additional green time can be applied to Solent Road. Similar extents of works have been implemented on the Park Road South approach to Langstone Roundabout recently costing a figure like that of the identified sustainable travel works. The Highway Authority wish to determine through revised modelling work whether these improvements would be sufficient to mitigate the impact of the cumulative impact should the Highway Authority wish to prioritise capacity improvements with any secured funding. Alternatively sustainable travel improvements rather than capacity improvements could be a more appropriate form of mitigation for this development.

Further identified improvements:

The applicant has identified additional deficits in tactile paving provision at the West Street/Meyrick Road, West Street/Brockhampton Road and Ridgeway/Marples Way junctions.

The tactile paving provision at the Ridgeway/Marples Way junction should be included on the wider strategic improvements drawing with the option for this to be delivered as part of these wider works. Tactile paving at the other junctions should be provided on a drawing to be secured through the S106 agreement.

Parking Beat Survey – Meyrick Road

The applicant has clarified the results of the Parking Beat Survey for Meyrick Road following concerns previously raised by the Highway Authority regarding a lack of a two-way flow. The results of the parking survey indicate parking stress of 39% along Meyrick Road over the study period.

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The TAA outlines that no parking was recorded along Meyrick Road south of its junction with Knox Road. The Highway Authority understand from on-site observations that this is not suitable for any on-carriageway parking and therefore inclusion of this within the parking beat survey will have skewed the overall results of the parking stress.

The presence of the on-carriageway parking north of Knox Road up to the West Street junction raised cause for concern where a two-way flow cannot be maintained consistently, when considering the intensification of Meyrick Road with the additional development.

Notwithstanding, through engagement with the applicant, it has been agreed that a TRO contribution of £24,000 will be secured through a S106 agreement. This will enable future parking controls along Meyrick Road and Knox Road to be implemented as deemed necessary by the Highway Authority to better manage the presence of on-carriageway parking to ensure two-way flow can be maintained. The applicant therefore does not need to undertake any further assessment work.

Personal Injury Accident (PIA) Data

The applicant has provided revised PIA data for a 5-year period from 1st July 2017-30th June 2022 using data from Hampshire Constabulary records. The use of Hampshire Constabulary data and the study is agreed. However, the data obtained is nearly 2-years out of date which is unacceptable.

Despite the above, the Highway Authority have undertaken their own internal review of accident data for a more recent 5-year period (1st December 2018-30th November 2023) and therefore, no further data sets need to be obtained.

Using the most recent accident data, 6 PIA's (3 slight, 2 serious and 1 fatal) have occurred over the study period. As discussed above, the fatal accident occurred within the vicinity of the junction at Ingledene Close where an elderly pedestrian walked into the carriageway into the path of an oncoming vehicle. It is understood that the pedestrian was not crossing at a dedicated crossing point and parked vehicles obscured their visibility. The crossing improvements proposed by the applicant along New Road within the vicinity of this accident intend to make it clear where pedestrians are to cross, with the aim to minimise accidents like this occurring.

For the other accidents recorded, the Highway Authority are content that these are all isolated incidents with no trend that is unlikely to be exacerbated by this development.

Stage One Road Safety Audit (RSA1)

The applicant has undertaken an independent Stage One Road Safety Audit (RSA1) supported by a designer's response to support the site access arrangements. The RSA1 has raised several audit problems (A.2.1, A.2.2, A.3.1, A.4.1, and A.4.2) which are discussed where appropriate within this response.

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Items A.2.1 relating to drainage matters and items A.2.2 regarding utility covers can be addressed at the S278 detailed design stage.

Site Access

The proposed site access arrangement is shown within drawing ITB15443-GA-001 Rev I. The Highway Authority understand that due to land ownership issue, south of Knox Road the access arrangements will be subject to a S228 agreement where upon completion, the land will be dedicated as highway. The applicant is reminded that the works are undertaken at their own expense and risk. There is no guarantee that the S228 process will be successful.

The first access junction into the site has been converted into a Copenhagen-style junction to prioritise pedestrian movements. This complies with HCC TG10 and is therefore considered appropriate. It is noted that this has been acknowledged within the RSA1 under a separate audit item (A.3.1) as not providing any safety concerns.

As part of the site access works the applicant is providing a revised connection to the existing gravel footpath which abuts the eastern boundary of the site. Additionally, uncontrolled crossing points to tie in with existing footpaths have been added to the site access design, to overcome item A.4.1 of the RSA1. These are agreed. All pedestrian crossing points with tactile paving have been supported by pedestrian visibility splays of 1.5m X 43m which accord with HCC TG3 guidance for a 30mph design speed. This is considered appropriate.

The Highway Authority have been made aware that the proposed access road into the development impacts on an existing Environment Agency Flood Relief Culvert. To date, no culvert has been shown on the site access drawings and it is requested that the location of this should be provided on future drawings for consideration.

It is noted that at the time of writing, the Environment Agency have placed conditions on the alignment of the access road in relation to this culvert. Whilst the applicant may be able to resolve and agree highway matters regarding the principle of the access arrangement, the Highway Authority will be unable to recommend any approval without written confirmation from the Environment Agency that the proposed access arrangements are acceptable and do not interfere with their asset.

The Highway Authority need to understand through the overlay of the EA asset on the proposed access the implications to future adopted highway. In addition, the EA conditions could put increased unacceptable obligations on the future asset owner of the road which would prevent safe access to the site in the event of an emergency. An in-principal agreement for the issuing of a license to construct these works should be obtained from the Environment Agency for the Highway Authority to be satisfied that safe and suitable access into the development site from Meyrick Road can be achieved without unsuitable conditions being placed impacting the future access to the development site.

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Delivery of the access will be secured as a pre-commencement condition with no development permitted to commence on site until the land has been dedicated as highway through a successful S228 agreement and the appropriate licenses have been obtained from the Environment Agency providing authority for the access works to be undertaken. The Highway Authority welcome engagement on this point.

Portsmouth Water Access:

It is understood that Portsmouth Water have been party to discussions regarding formalisation of their existing access and consider these to be acceptable.

Notwithstanding, the Highway Authority have a responsibility to ensure safe and suitable access can be maintained when considering the intensification of development traffic.

Written confirmation has been provided from Portsmouth Water on the operation of the site, retained use and typical traffic numbers utilising the existing site. There are c. 1-2 van/car vehicle movements daily, which typically occur outside of the typical network peak periods. Lorries also access the site although these movements are infrequent.

Swept path analysis has been provided for a 16.5m articulated vehicle and large tipper within drawings ITB15443-GA-004 Rev B and ITB15443-GA-003 Rev B respectively navigating this proposed access for all required movements. These are considered the largest vehicles requiring access and it appears they can navigate the proposed access arrangements appropriately. Notwithstanding, tracking speeds have not been confirmed and should be undertaken at 10mph.

Concerns were previously raised with the stagger distance between the Portsmouth Water access and first access into the development. The current layout with a bellmouth access proposed would require a departure from standard and this will not be formally signed off until the S278 design stage. However, a vehicle crossover arrangement would not require a formal departure. Consideration should be given to a vehicle crossover should this be able to accommodate the required vehicle movements.

It is noted as part of the Portsmouth Water Havant Thicket pipeline interacts with this access for part of the pipeline construction. Given a revised pipeline submission is to be made Portsmouth Water have been asked to consider the construction implications of the combined construction of the pipeline and this scheme. The CTMP for this development will also need to consider such interactions to ensure appropriate delivery. Occupation of this site during the Portsmouth Water construction phase may not be appropriate if suitable management of the access interactions cannot be achieved throughout the construction phase.

Visibility:

Vehicular visibility splays of 2.4m X 43m in accordance with a 30mph design speed are shown on the site access drawing for both the site access junction and realigned Portsmouth Water access. These are agreed.

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25.0m forward visibility has been provided for the first access junction into the development in accordance with a 20mph design speed. It is also requested that 25.0m forward visibility is provided on the opposite side of the carriageway considering the submitted tracking drawings which is discussed further below. The proposed tree planting may need to be revised in this location.

The visibility splays which extend outside of the redline of this outline consent fall under the jurisdiction of the applicant and must be offered up for adoption through the S38 process. The visibility splays are agreed. A suitable planning condition will be provided to ensure that as part a reserved matters application the required visibility will remain unobstructed and not rely on third-party land.

Swept Path Analysis:

Drawing ITB1543-GA-007 Rev A shows two large cars passing with drawing ITB15443-GA-014 Rev A showing a delivery vehicle passing a car at the site access for all associated movements. Swept Path Analysis has also been provided for an '11.20m' super large refuse vehicle and fire tender passing a car within drawings ITB15443-GA-012 Rev A and ITB15443-GA-0013 Rev A respectively.

Tracking speeds have not been confirmed and should be undertaken at a minimum of 10mph. All drawings should therefore be revised. Notwithstanding the above, the Highway Authority have reviewed the submitted drawings and have the following comments to make.

The Highway Authority are content that the two cars and a delivery vehicle can pass a car at the site access for all possible movements. The Highway Authority reserve the right to make further comments once tracking speeds have been confirmed.

The submitted tracking for the refuse vehicle and fire tender raises some concern. The drawing shows that for movements turning right into the first access, the vehicles are unable to undertake the manoeuvre without relying on the opposite side of the carriageway of both access roads. It is requested that the radius of the junction is altered to ease these movements and the radius should be confirmed.

The refuse vehicle and fire tender are unable to pass a car at the junction. Appropriate forward visibility has been provided to ensure that both vehicle users can see each other appropriately before undertaking their manoeuvre, to the right. As raised above this should also be provided for the left-hand side of the junction where the required vehicles cannot pass.

Ranelagh Road Amendments:

It has been established that Ranelagh Road is privately owned and therefore does not fall under the jurisdiction of the Highway Authority or the applicant. Consequently, there are no vehicular rights over this road and development traffic should not be utilising this

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route. Therefore, Ranelagh Road is to be closed for vehicular use from its junction with Meyrick Road.

Notwithstanding, the applicant has proposed pedestrian and cycle improvements at this junction in the form of a modal filter (drawing ITB15443-GA-001 Rev I) which comprises of a 3.0m shared use footway/cycleway with bollards to prevent vehicular access. In response to item A.3.1 of the RSA1, corduroy paving has been provided where existing and proposed footways meet the shared use path to provide an appropriate warning to visually impaired users. This is agreed.

The provision of this link provides an alternative route for future residents to access local facilities and services sustainably via a low trafficked route.

Similarly, to the site access, these works will be subject to a S228 agreement. The construction of the modal filter must therefore meet adoptable design standards. The provision of the Ranelagh Road modal filter will be secured to be delivered and be adopted by the Highway Authority through a successful S228 process prior to commencement along with the site access works.

Internal Road Network

The TAA confirms that the applicant is proposing to offer the internal road network up for adoption by Hampshire County Council, a process that the Highway Authority strongly support. This is to be addressed as part of a future reserved matters application.

In indicative masterplan for the site has been shown within drawing 18.099.02 Rev N. The masterplan is limited in nature of the Highway Authority to provide any meaningful comments.

Notwithstanding, provision of a footway on the opposite side of the carriageway should be provided to improve permeability within the development where dwellings are proposed. This should be amended at the outline stage as this may impact the site access design being secured. The applicant should consider where footway provision may be appropriate on the opposite site of the carriageway.

The Highway Authority offer a pre-application advice service on the internal layout, and it is strongly recommended that the applicant engages in this service at the earliest stage possible before any reserved matters application is submitted to ensure feedback can be integrated into the design before the layout is fixed.

Treatment of Public Footpath No.35:

Through separate discussions with the applicant and Hampshire Countryside Services, it has been agreed that treatment of the PRow running through the centre of the site is to be secured through a detailed condition. The principle of the scheme is detailed within Figure A of the TA and proposed wording of the condition has been agreed with the applicant.

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Engagement should be had with Hampshire Countryside Services to agree on appropriate provision of the PRoW through the internal layout design at the reserved maters stage.

West Street Level Crossing

The applicant has undertaken further assessment work on the operation of the West Street level crossing. The Highway Authority do not agree with the narrative provided within the TAA which suggests that the level crossing can operate with ample spare capacity in the peak periods. Additionally, the applicant has not provided queuing activity over the daily period along with the average and maximum length of time the barriers are down for which was previously requested.

The Highway Authority are aware through assessment work undertaken by the Palk Road application (APP/22/01231) that the level crossing is in operation for over half of the peak hour, and in some cases, the frequency of use of the level crossing means that the existing queue cannot clear. Furthermore, the Highway Authority have been engaging with Network Rail and understand that changes to the operation of the rail network are being considered. In a worst case, this could further increase the time in which the level crossing is in operation in the peak periods therefore having knock-on implications on the number of queuing vehicles.

The narrative within the TAA on the operation of this level crossing is therefore not agreed, however the Highway Authority at this stage, consider that no further assessment work needs to be undertaken on the current operation of the level crossing and instead the impact of the proposed development trips on the existing situation is the key consideration.

Assessment work on the development traffic impacts at the level crossing has been laid out below for ease. The applicant has also outlined the two-way percentage impact however in the context of this assessment work, the east and west arm approaches should be considered separately. It is worth noting that this has been based on the trip generation for 140 dwellings for robustness.

Approach	Development Flows	Percentage Impact
AM Peak (08:00-09:00)		
East (West Street)	24	23%
West (Bedhampton Road)	9	7%
PM Peak (17:00-18:00)		
East (West Street)	10	6%
West (Bedhampton Road)	20	15%

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The discussions undertaken with Network Rail will consider whether an additional maximum impact of 23% and 15% in the AM and PM peaks provides operational concerns of the level crossing when considering the peak hour is condensed into less than 30 mins due to the operation of the barriers. The Highway Authority, reserve the right to further interrogate the impact of the development trips on the level crossing and resultant impacts depending on the outcome of these ongoing conversations with Network Rail.

Knox Road reassignment

As identified above, vehicular access into the development via Ranelagh Road is to be blocked. Thus, previously distributed development traffic has been revised to route via Knox Road. The Highway Authority are content that this does not have any material impact on junctions further afield and the distribution mirrors that previously agreed to route via Ranelagh Road.

Revised Distribution:

Notwithstanding the above, the applicant has undertaken further assessment work assessing the impact of the Bedhampton level crossing on the previously agreed trip distribution.

The TAA assess whether alternative routing would be sought based on the location of the destination when the level crossing is in use. The Highway Authority agree that residents will still choose to route via the level crossing to access Bedhampton. Despite commentary within the TAA the Highway Authority consider that access to the majority Havant, Horndean and Waterlooville will re-route to avoid the level crossing to provide greater certainties with journey time reliability. A similar approach was agreed for the Palk Road application. This will therefore significantly impact the revised re-distribution as laid out within the TAA but provided below for ease with a greater proportion avoiding the level crossing than set out. The Highway Authority have revisited the distribution work undertaken by the applicant within the initial TA and consider that 83.4% routing to avoid the level crossing and 16.6% continuing to route via the level crossing is considered a more appropriate assessment. This also provides a similar scenario to that as agreed as part of the Palk Road application. The distribution should therefore be revised based on this assumed split.

The redistribution presented within the TAA, to take account for the level crossing has suggested a greater quantum of trips to route via Harts Farm Way rather than Solent Road when compared to the previously agreed distribution. Notwithstanding, the route choice would very much dependent on the time of day and traffic situation on the various routes. Ultimately, there are 3 routes to get to the A27 and A3(M) which future residents could take:

1. Via Solent Road and Park Road South
2. Via Harts Farm Way

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3. Via Bedhampton Road and Bedhampton Hill (requires use of Bedhampton level crossing)

It cannot be assumed that the distribution proposed is a fixed assumption on a situation which would be fluid. Additionally, the assumption that a percentage split of vehicles will route right along West Street and turn left at Park Road North/South may also not be realistic during certain times of the day and they would instead route via Solent Road giving them controlled access onto Park Road South.

The impact on the Solent Road is likely to be greater than that currently being forecasted due to this fluidity, and the route that future residents choose to take will be down to personal choice for some locations. Notwithstanding, a robust assessment needs to be ensured and an assumption that distribution will be changed for route avoidance is not an accepted methodology, particularly in the absence of a robust evidence base.

Solent Road provides an element of trip chaining whereby future residents could utilise the services on offer on their way to and from their journey. Harts Farm Way does not provide this offer and the assumption that more trips would route this way is not accepted. . An alternative scenario for the modelling should be undertaken considering a 60/40 split along Solent Road and Harts Farm Way respectively based on the trip chaining assumption.

As part of the wider modelling work along the Solent Road corridor, the Highway Authority will consider these assumptions put forward above to provide a robust assessment of the impact of the development trips on the Solent Road corridor and the Park Road South signalised junction to establish whether any appropriate mitigation can be undertaken when considering the cumulative impact of the additional trips generated from this development along with the Park Road and Portsmouth Water offices application. The Highway Authority welcome engagement with the applicant on the above.

There appears to be a discrepancy as figures TF17 and TF18 only appear to have revised the distribution based on the Knox Road reassignment and has not considered the revised distribution based on the level crossing assessment as laid out above. It is requested that this is revised so that the Highway Authority can consider the impact of the revised distribution on the wider highway network particularly on the Solent Road corridor and the Park Road South signals.

Junction Assessments

The Highway Authority previously requested that the junction modelling provided within the initial TA, was updated to reflect scenarios within the previous response dated 12 October 2022. Notwithstanding, the initial TA provided a 2028 scenario which exceeds those scenarios previously requested by the Highway Authority. The use of this

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scenario has been previously discussed with the applicant and agreed that no further modelling work needs to be undertaken.

For clarity the junctions modelled are as follows:

- Meyrick Road/West Street priority junction
- New Road/West Street/Bedhampton Road priority junction
- Brockhampton Rad/Solent Road/Marples Way roundabout
- Brockhampton Road/Brookside Road/Southmoor Lane/Harts Farm Way roundabout

The maximum RFC for the 2028 'with development' of 0.56 suggests that the junctions are able to operate within capacity for a future year with development scenario. This does not however negate the need for sustainable transport improvements to mitigate the impact of the development on the use of the private car to ensure compliance with LTP4.

Revised Distribution based on Level Crossing:

Based on the revised distribution to avoid the level crossing, the applicant has revised the junction assessments for the following junctions for a 2028 'with development' future year scenario:

- Brockhampton Road/Solent Road/Marples way roundabout
- Brockhampton Road/ Brookside / Harts Farm Way roundabout

The applicant should confirm whether the modelling has been based on figures TF17 and TF18.. Should this be the case the modelling should be revised. The Highway Authority will provide comments on this modelling once this has been confirmed.

Travel Plan

The Highway Authority have reviewed the revised travel plan and are satisfied that the required amendments have been made. This travel plan is therefore agreed and will be secured through a S106 agreement should this site receive planning consent along with approval and monitoring fee requirements.

Recommendations

Having regard to the above, the Highway Authority require the further information requested before a formal recommendation can be made.

Yours sincerely,

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Sophie Osborne
Transport Planner – Highways Development Planning
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