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<i>Date</i>	6 th May 2022	<i>Email</i>	Chris.hirst@hants.gov.uk

For the attention of David Eaves

Dear Sir

Outline Planning Application for Phased demolition of existing buildings and the erection of new flexible use employment floorspace (Use Classes E(g)(i)-(iii)/B2/B8) and ancillary uses (Use Classes E(b), E(d) and E(f)); and associated works. All matters reserved except Access.

Thank you for consulting the Highway Authority on the above planning application.

The applicant is seeking planning permission for the complete re-development of Langstone Technology Park. Planning permission was previously granted under reference APP/19/00703 (and subsequently varied under reference APP/21/00405) to allow for the partial demolition of some of the existing buildings and replacement with 11,290m² of flexible employment floorspace. The proposed development would result in wholesale demolition onsite, with new buildings constructed to accommodate flexible employment space and a new internal road layout to suit.

The applicant has submitted a Transport Assessment (TA) to address the highway implications of the proposed development. Following a review of this document, the Highway Authority wish to make the following comments.

Planning History

The Highway Authority previously recommended no objection to the re-development of the technology park under planning references APP/19/00703 and APP/21/00405, subject to planning conditions and Section 106 obligations. The following measures were secured:

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

- 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 were also secured for the provision of a CTMP and traffic barriers within the site to restrict access from Langstone Road between 07:30 – 09:00.

Following the demolition of some of the existing buildings and replacement with flexible use industrial buildings, the total floorspace amounted to 64,330m². The follow up Section 73 application marginally reduced the total quantum of floorspace allowed on site.

Pre-Application

The applicant previously engaged in pre-application discussions with the Highway Authority. The Highway Authority requested the following additional information in support of the complete re-development of the site:

- Replication of the previous S106 obligations and conditions secured under the previous planning permission;
- Provision of a WCHAR to identify any pedestrian and cycling deficits in the vicinity of the site;
- Investigation into the upgrade of Footpath 51 to the north of the development to cater for cyclists;
- Revisions to the internal layout to prevent through-traffic;
- Latest 5 year accident data from Hampshire Constabulary;
- Turning counts to understand the distribution of traffic from the site;
- Junction modelling for the Harts Farm Way/Brockhampton Road Roundabout and Langstone Road site access, with consideration given towards a mitigation scheme at the latter; and
- Provision of a travel plan.

These requirements are referred to throughout this response.

Sustainable Modes of Transport

Walking and Cycling

Within the Highway Authority's pre-application response, the applicant was required to carry out a WCHAR as part of any planning application supporting development at the site. However, it is noted that a WCHAR has not been undertaken as part of the application. The Highway Authority therefore requires a WCHAR to assess the quality of local walking and cycling routes in the vicinity of the site to identify whether any improvements are required. The WCHAR should be carried out in accordance with Hampshire County Council's Technical Guidance TG19 document.

Notwithstanding the requirement for a WCHAR, the applicant has carried out a high-level assessment of walking and cycling facilities currently available to the site. The appraisal reiterates the need to upgrade Footpath 51 to cater for cyclists as well as pedestrians, a position corroborated by the Highway Authority. The widened path will need to be supported by signage to direct cyclists from the existing facilities along Langstone Road to the link under the A27, as secured within the previous permission. To supplement the proposed signage, the existing shared use facilities on Langstone Road will need to be extended to provide a safe and continuous route for cyclists into the site. The access road does not currently provide any cycle facilities which extend from the existing provision, nor is there a safe location for cyclists to access the upgraded facilities provided along Footpath 51. The cycle access strategy from the east will need to be revisited to ensure that a holistic, LTN 1/20 compliant scheme is achieved which extends from the existing facilities on Langstone Road.

The applicant should also engage with the Highway Authority to discuss the contribution value towards the upgrade of Footpath 51 in light of the increase in construction costs since the funding was previously secured.

It is noted that no crossing facilities are provided at the point at which Footpath 51 crosses the eastern access road to access the footpath running to the west of Langbrook Close and Brookmead Way. This matter should be identified within the WCHAR and addressed via provision of crossing facilities.

To the west of the site, there is a lack of signage to direct cyclists to and from local cycle facilities. The WCHAR should also review the infrastructure to the west of the site, with signage and upgrades proposed where necessary to ensure that cyclists have a clear and continuous route to the development.

A walking isochrone is provided within Appendix A of the TA to identify incremental walking distances from the site, although no facilities have been identified within the plan to demonstrate which facilities are located within a walkable distance from the development. Whilst this work was undertaken as part of the previous planning application and the Highway Authority are satisfied that facilities are available, the WCHAR will need to be undertaken to confirm whether any missing pedestrian and cycle links need to be implemented to ensure that the facilities are accessible. The WCHAR should also commit to improving wayfinding for the local walking and cycling routes

around the site, particularly in the northeastern corner where Footpath 51 connects with Footpath 50.

Bus and Rail

The nearest bus stops are currently available on Langstone Road, serving the regular service into Havant. Through the previous planning permission, the Highway Authority secured a £25,000 contribution towards the relocation and upgrade of the northbound bus stop, as previously identified within the Hayling Island Transport Assessment. This scheme has recently been undertaken by Hampshire County Council to address safety concerns regarding the previous proximity of the bus stop to the pedestrian island on Langstone Road.

Therefore, the monies previously secured towards the northbound bus stop improvements should be utilised towards improving the southbound bus stop, including the pedestrian and cycle links from the site to this facility as this will also provide a key facility to serve the site.

Havant rail station is located approximately 1.3km to the north of the site. Frequent train services are available at the station, meaning it presents a viable alternative mode of travel to the site.

Personal Injury Accident Data

The applicant has obtained personal injury accident (PIA) data from Crashmap which is not an accepted source of accident data in Hampshire. The applicant should obtain the most recently available accident data from Hampshire Constabulary covering a 5-year period. A supporting analysis should be provided to confirm whether there are any potential accident clusters which may be exacerbated by the proposed development.

Proposed Development

As noted previously, the development proposals include the demolition of existing buildings (51,755m² floorspace) for replacement with 63,290m² of flexible employment floorspace. The proposal also includes 3,000m² dedicated towards office space.

Access to the site will be retained from both Harts Farm Way and Langstone Road. To replicate the previous planning condition which restricted access to the site from Langstone Road between 07:30 – 09:00, the applicant is proposing to implement traffic barriers on Brookside Road, operated via ANPR. The ANPR system will only allow access from Langstone Road during the aforementioned timeframe for pre-approved vehicles only. Clarity is sought from the applicant on how these pre-approved vehicles will be identified, including what the cap on these vehicles is and how vehicles without access who errantly attempt to access the site via Langstone Road will be expected to re-route should they reach the barrier with vehicle(s) waiting behind. Confirmation of how this system will be monitored and maintained in perpetuity is also required from the applicant.

The proposed site layout has been appended to the TA in drawing number PL 005. The internal layout of the site has been set out to provide a continuous

and direct east/west route through the development between Langstone Road and Brookside Road. The layout approved under the previous application did not provide a direct and continuous route through the development, nor did it allow larger vehicles to be able to route from the east to the west. The Highway Authority are concerned that the proposed management methods will not be sufficient for discouraging rat running through the site given the site layout. Alongside the proposed flow barriers, further clarification is sought from the applicant on how the park will be managed to ensure that east-west (and vice versa) movements through the development are appropriately managed.

The internal site layout has been designed to accommodate movements to each unit for articulated vehicles. Appendix E contains tracking for two articulated vehicles passing concurrently throughout the site. The track plots have not been provided separately, meaning it is hard to differentiate between the two movements; however, it appears that the vehicles overhang the footways throughout the site, including through the junction to the west of the access through Brookside Road. Given the nature of the park, it is likely that two articulated vehicles may meet throughout the site, thereby creating a potential safety concern for pedestrians. Revised vehicle tracking should be provided to clearly demonstrate the tracking movements for each vehicle. A Stage 1 Road Safety Audit should also be undertaken to confirm whether any safety concerns arise from the proposed layout.

Footways are provided throughout the site, providing east/west permeability through the development. A connection is provided to the northeastern corner of the development to link into the upgraded Footpath 51 facilities. The previous permission secured this link as a 3m wide shared use route which appears to be replicated within the indicative masterplan provided in Appendix D. Clarity is sought from the applicant that this is correct.

The current site layout requires cyclists to route on carriageway through private roads to get from Brookside Road to Langstone Road, and vice versa. It is noted that cyclists will be allowed to through the site although it is unclear how this will be signed and made available in perpetuity. Clarity is also sought from the applicant on this point.

Phasing Plan

The applicant has set out a proposed phasing plan for the site within the TA, noting that it is their intention to demolish B6000 first to allow for the commencement of construction of the new access route through the site.

The Highway Authority notes the potential flexibility in the phasing strategy and will require a Construction Traffic Management Plan which sets out a clear management strategy for the construction of the development once the applicant has set a strategy moving forward.

Trip Generation

The proposed trip generation for the development has been assessed against the recently approved generation under the consented permission.

To forecast the trip generation from the site, the applicant has utilised the trip rates agreed through the 2019 application which is considered acceptable. The trip rates spanned a number of different land uses to reflect the proposed usage of different buildings on site.

During pre-application discussions, the applicant presented a total trip generation figure of 864 in the AM peak hour and 740 in the PM peak hour for the permitted use. It is noted that the TA now presents a permitted trip use of 901 in the AM peak hour and 768 in the PM peak hour. Because the assessment does not disaggregate the trip rates, it is unclear why the numbers have changed from those previously presented. The Highway Authority requires clarity before the trip rates under the extant permission are accepted.

Two proposed development trip generation scenarios are presented: proposed development assuming all B1b land use and proposed development incorporating 3000m² of B1a office space. As the latter scenario presents a more robust trip assessment, the Highway Authority considers that these figures should be brought forward for consideration. A summary table is included below which sets out the different trip generation figures currently being considered.

Land Use	AM Peak (two-way)	PM Peak (two-way)
Existing Use (Pre-App Figure)	864	740
Existing Use (Current Figure)	901	768
Proposed Development (Assuming B1a)	928	712

The TA summarises that junction modelling is not required for the proposed development because the net trip impact is an additional 27 trips in the AM peak hour and minus 56 in the PM peak hour. However, when assessed against the figures provided at pre-app, the proposed development would result in an increase of 64 in the AM peak hour and reduction of 28 trips in the PM peak hour.

Whilst there are restrictions in place to limit the level of vehicular traffic utilising the Langstone Road site access between 07:30 – 09:00 (therefore covering the AM peak hour), the trip increase within the AM peak hour would require junction modelling for the Harts Farm Way/Brockhampton Road Roundabout.

During pre-app discussions, the applicant intended to investigate improvement schemes at the site access/Langstone Road junction to improve the existing capacity constraints identified through the previous planning application. The TA does not provide any commentary on this point, nor have any further discussions been held with the Highway Authority. Clarity is sought from the applicant as to why an improvement scheme is no longer being looked at given the known capacity constraints at this junction.

Travel Plan

The Highway Authority have reviewed the Framework Travel Plan (FTP) provided in support of the application.

The following amendments are required to the Travel Plan before it can be considered acceptable.

Background

A section should be included which references national and local policy documents relevant to the TP. These may include, but are not limited to:

- National Planning Policy Framework (2019)
- Planning Practice Guidance 'Travel Plans, Transport Assessments and Statements' (2014)
- IHT's 'Guidelines for Providing Journeys on Foot' (2000)
- CIHT's 'Buses in Urban Developments' (2018)
- DfT's Manual for Streets (2007)
- Hampshire's Local Transport Plan 2011-2031 (2013)
- Hampshire County Council's 'A Guide to Development Related Travel Plans' (2009)
- Hampshire County Council's Parking Standards
- LPA Parking SPD (where applicable)
- LPA Clean Air Policy (where applicable)
- LPA Local Plan (where applicable)
- LPA Electric Vehicle SPD (where applicable)
- Neighbourhood Plans (where applicable)

This section should also reference the developer's policies on sustainable travel. If the developer does not have a policy on sustainable travel, a statement of support for the aims of the Travel Plan from a senior member of staff at XLB Property would suffice.

Targets

A table of targets should be included in the FTP; please see the example table below. A percentage decrease or increase should be given to each travel mode. The baseline for these targets can be arrived at by using the MSOA data from the 2011 census or existing survey results for similar developments in the area.

	Baseline	3 rd year	5 th year
Car Driver			
Car Passenger			
Bus			
Train			
Foot			
Cycle			
Powered Two-Wheeler (PTW)			

Table 1 - Example table for displaying modal split targets

An explanation of how these targets have been developed should be included as well (i.e., a justification of these targets considering the site location and sustainable transport infrastructure in the area).

Action Plan

An Action Plan should be included in the appendix which details each measure to be conducted as part of the Travel Plan (including resources to be allocated to the TPC role). The action plan should be similar in layout to the example table below. A cost estimate for these items must be included which is used to approximate a Travel Plan Cash Deposit (see “Delivery and Enforcement”).

Objective	Action	Start Date	Due Date	Responsibility	Mode affected	Cost Estimate

Table 2 - Example Action Plan

Roles and Responsibilities

A commitment should be included for the TPC to establish a steering group to assist with the future development of the Travel Plan. This group should include key stakeholders such as: the occupying companies, local public transport operators and cycle shops, and other local developments.

Monitoring

A minimum 35% response rate must be attained in order for travel questionnaire surveys to be considered statistically significant. If this cannot be achieved, then discussions should be had with HCC regarding carrying out TRICS SAM or ATC surveys.

There are currently no measures in place to encourage members of staff to complete a questionnaire survey. Entry into a prize draw could be offered to those who complete a survey, although it should be noted that the prize should not be travel-related (e.g., bus tickets, cycle vouchers, etc).

A sample questionnaire survey should be provided in the appendices. [An example residential questionnaire survey has been attached which could also be adapted to serve a commercial site.]

Delivery and Enforcement

There should be a reference in the document to a means for enforcing the FTP. Typically, this is accomplished through a Section 106 agreement, not a Planning Condition as suggested in Section 4.6.

Sanctions should be in place in the event that the commitments stated in the FTP are not met. This includes any remedial measures which could be implemented if the targets are not met, e.g., personalised transport planning.

Recommendation

The Highway Authority require the following additional information to address a number of concerns with the application:

- A WCHAR auditing walking and cycling routes available to the site;
- Up-to-date accident data from Hampshire Constabulary;
- Further information regarding the proposed barrier/flow restriction system;
- Updated tracking and an RSA for the internal site layout;
- Provision of a continuous route for cyclists from Langstone Road to Footpath 51;
- Clarification regarding the proposed trip generation;
- Junction modelling for the Harts Farm Way/Brockhampton Road Roundabout (discussions with the Highway Authority required before any modelling takes place); and
- Amendments to the Travel Plan.

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

Yours Sincerely,

Gemma McCart – Transport Team Leader.