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Enquiries To Sophie Osborne

Direct Line 0370 779 5232

Date 9 September 2021

My reference 033173

Your reference APP/21/00601

Email havantdc@hants.gov.uk

Dear Sir,

Land north of Solent Road (adjacent to Bosmere Medical Centre) Havant

Proposed Portsmouth Water Headquarters building (Use Class E(g)(i) use) and new employment premises (Use Class B2.B8/E(g)(iii) use); widened access onto Solent Road; and associated access, car parking, landscaping and works; including the felling of 7No. trees the subject of TPO No.1801 in order to improve the access and allow for the development.

Thank you for the opportunity to comment on the planning application for the above site. The Highway Authority have considered the information provided within the Transport Assessment (hereafter, TA) and the comments regarding the proposed development are set out below.

Policy Status

The application site has been allocated in the adopted version of the Havant Borough Local Plan (Allocations), dated July 2014, and also features as an allocation in the emerging local plan. The applicant is proposing the use of 4,048m² of floorspace in this site. The Local Plan also identifies the potential relocation of Portsmouth Water (hereafter, PW) offices from their current site (H14) to this proposed new site (BD14). The TA, which supports this application, provides a summary of the relevant transport planning policies.

Site Location

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The proposed site is situated in a primarily industrial and retail area, located opposite Solent Trade Park, with Bosmere Medical Centre neighbouring the site. The site is accessed via Solent Road, which also provides an access to Bosmere Medical Centre. The proposed development site is currently on undeveloped land.

Sustainable Access

Walking and Cycling:

Surrounding the site there is a network of pedestrian and cycle routes along key highway links providing connectivity to local bus stops, Havant and Bedhampton train stations and nearby residential areas. Pedestrian access to the site will be retained, keeping the existing footway along the western kerb to the site as well as keeping the existing informal zebra crossing. The pedestrian footway is proposed to continue along the eastern kerb line of the access providing access for staff to the office building. The termination point of this path doesn't tie into the proposed extended zebra crossing. As this connection point provides the onward route out of the site to Solent Road this arrangement should be amended to provide a suitable waiting area and tactile paving provision for the crossing. As the design stands the arrangement would be unsuitable to cater for those with visual or mobility impairments. Additionally, the site is proposed to have a gated pedestrian access to allow secure access for employees.

Furthermore, along Solent Road, there are lit footways on both sides of the carriageway and at the signalised junction between the Tesco Extra and Park Road South. There are further signalised and unsignalised crossing points from the proposed site to the station.

Although the applicant has undertaken a pedestrian and cycling audit on Solent Road, the Highway Authority require an audit of the wider pedestrian and cycle network, in particular the links to Bedhampton and Havant rail station. This audit should be fully supported by a WCHAR assessment as per Hampshire County Council's Technical Guidance Note (TG19).

Buses:

The site is serviced by frequent bus services (30, 31, 700) with the nearest bus stops located 500m east of the site on Park Road South. These bus stops provide a shelter, seating, and timetable, increasing the attractiveness and convenience of travel via bus. The Xelabus service (74) also runs with request stops provided adjacent to the site access on Solent Road. Despite not being mentioned in the TA, Havant Bus Station is located circa 0.8km away from the site with further frequent bus services (21, 23, 27, 37, 39) to the surrounding area.

Rail:

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The site is well located in relation to Bedhampton and Havant train stations. Bedhampton station is located circa 900m NW of the site, with Havant station being located circa 1.0km NE. Both are accessible in under 15 mins walking and 4 mins cycling. Havant and Bedhampton train stations offer frequent services to Portsmouth Harbour, Southampton Central, Brighton and London.

Personal Injury Accidents (PIA)

In the TA, PIA data has been provided via Crashmap Pro, however, the Highway Authority do not accept the use of Crashmap data. The applicant is required to gather the most recent 5-year PIA data using Hampshire Constabulary records. As demonstrated in the current PIA analysis in the TA, the Highway Authority would expect the search area to include:

- Site access / Solent Road
- Solent Road / Brockhampton Road / Marples Way roundabout
- Solent Road / Tesco Access
- Solent Road / Park Road South signalised junction

Site Access

The site is proposed to share the current access with Bosmere Medical Centre via Solent Road. Solent Road is a two-way single carriageway subject to a 30mph speed limit. The proposed development will upgrade the existing access, whilst retaining access to Bosmere Medical Centre. In order to accommodate turning manoeuvres of HGVs accessing the development, the existing access will be modified to provide a wider bellmouth with larger kerb radii. In addition, the site access will be provided with a 2.0m wide pedestrian refuge island, dropped kerbs and tactile paving to provide safe crossing facilities for pedestrians considering the width of the proposed bellmouth. The applicant is required to provide pedestrian visibility splays at this crossing point due to the crossing being inset at the junction. Additionally, in order to maintain these visibility splays, vegetation should be cut back behind the splay and maintained, preferably to a minimum of 1m as laid out in Hampshire County Council Technical Guidance TG3 (3.3.4). Further guidance is also laid out in Hampshire County Council Technical Guidance TG15.

The site access provides visibility splays of 2.4m X 90m. The Highway Authority accepts this given that the splays are in excess of the requirements for the posted 30mph speed limit.

The applicant states in the designer's response to the Stage 1 Road Safety Audit Report that in order to maintain the visibility splay at this access point, trees will be removed. However, the Highway Authority require an updated diagram of the access

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which overlays the Highway Boundary. The applicant should be made aware trees located within the highway boundary, will require a S278 license for their removal and will be subject to a CAVAT assessment where the Highway Authority will seek payment to this value to mitigate the loss of the asset and facilitate replacement tree planting as per TG15. Regarding the culvert at the western side of the access, conversations should be held with HCC OWC team to discuss the culvert and the implications that the site access may have on this. Additional OWC consent may be required to construct the access works and the applicant should determine directly whether this is likely to be agreeable.

In terms of swept path analysis, further clarification is needed with some aspects of the design. Drawing J32-5257-006 and J32-5257-010 shows upon accessing the industrial units, the HGV is shown to cross the pavement in order to meet their destination. Thus, further clarification is required on the pedestrian routing to ensure the safety of pedestrians on private land. Furthermore, drawing J32-5257-011 shows that when the refuse vehicle and rigid truck manoeuvres they overrun the pedestrian crossing in order to complete their manoeuvre. The applicant will be required to show visibility splays at this crossing point to ensure that pedestrians and vehicles will be able to see each other. If visibility splays are not adequate, then the applicant should explore the scope to extend the footway provision and move the crossing further east so that vehicles reversing are not reversing over the pedestrian crossing.

Parking Provision

The applicant proposes that the parking provision for the development proposal has been designed in accordance with Havant Borough Council's Parking Supplementary Planning Document, dated July 2016. In total, the applicant proposes 100 spaces for the office and 39 car parking spaces for the industrial site, measuring a minimum of 2.4m X 4.8m. Furthermore, the applicant proposes 12 long-stay and 4 short-stay cycle spaces in secure and sheltered locations for the offices, and 2 Sheffield hoops (4 cycle spaces) per industrial unit that are provided internally due to the land use.

The Highway Authority are satisfied that parking is to be provided in accordance with the relevant parking standards. The applicant should be made aware that ultimately the final decision regarding parking is with Havant Borough Council as the Parking Authority. Thus, the applicant should secure confirmation from HBC about whether the proposed parking provision will be accepted or not.

Internal Road Network

Whilst it is acknowledged that, based on adopted parking standards, there is considered adequate parking for the proposed development, the applicant should outline how they will ensure that employees of the Portsmouth Water site will not park in the car park for the medical practice, to ensure that the existing provision remains unaffected by the proposed development.

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Trip Generation

Through the pre-application consultation, it was agreed between the applicant and the Highway Authority that the applicant should send out questionnaires to Portsmouth Water employees to gather travel to work data to use in conjunction with calculated trip rates. Given the locality of the relocation, the applicant found that most staff would continue to travel to work as per their existing arrangements. Using the responses from the data in conjunction with the TRICS assessment, the following vehicle trip rates have been provided for the proposed development:

Mode	AM (08:00-09:00) Peak Hour Period			PM (17:00-18:00) Peak Hour Period		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Vehicle Driver	52	4	56	8	50	58

Furthermore, during pre-application discussions, the Highway Authority did not accept that there would only be 1 OGV trip per day due to the size of the industrial units (2,200m²), this has since been updated to reflect 4 OGV trips per day (3 AM, 1 PM). Additionally, the applicant was asked to provide LGV trip rates which have since been provided in the TA. The Highway Authority are satisfied that 2 LGV (2AM, 0PM) trips per day will not have a detrimental impact on the wider highway network.

Traffic Distribution/Assignment

During pre-application discussions, the Highway Authority requested further evidence supporting the proposed traffic distribution, with the applicant being asked to model further junctions (Brockhampton Road / Harts Farm Way / Brookside Road / Southmoor Lane roundabout; Harts Farm Way / A27 'teardrop' junction) inclusive of the junctions that had previously been modelled. This has since been completed in the TA and the accepted distribution is therefore as follows:

- North on Brockhampton Road – 12%
- East on Solent Road – 46%
- South on Brockhampton Road – 42%

The TA sets out that it is not necessary for the applicant to model the Harts Farm Way / A27 'teardrop' junction due to a very small percentage of traffic (>1%) using this junction. However, this is not the case as a significant amount of traffic both arrives and departs via Harts Farm way to the site. The Highway Authority therefore require an

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understanding of the impact to Harts Farm Way as a result of these additional movements. The HE should also be consulted on whether they have modelling requirements for the junction.

Additionally, as requested by the Highway Authority during the pre-app, the applicant has provided further details regarding traffic distribution. Due to 46% of traffic expected to head east on Solent Road, there are operational capacity concerns with the Solent Road / Park Road South signalised junction which will be highlighted later in this response.

Junction Assessments

Following pre-application, the applicant was asked to model the junction impact of the following:

- Site Access / Solent Road
- Solent Road / Brockhampton Way / Marples Way roundabout
- Brockhampton Road / Harts Farm Way / Brookside Road / Southmoor Lane roundabout

Over the following traffic flow scenarios during the AM and PM peak hours (08:00-09:00 and 17:00-18:00 respectively):

- 2020 baseline (with COVID-19 adjustment factor)
- 2023 baseline (inclusive of committed development)
- 2025 baseline (inclusive of development)
- 2023 baseline + development
- 2025 baseline + development

In addition to what has already been modelled, the Highway Authority require further modelling of the Solent Road / Park Road South signalised junction. The Highway Authority have concerns as to whether the proposed site will cause this junction to be over capacity due to a predicted 46% of traffic using this junction on their commute to work. Furthermore, the Highway Authority require modelling up until 2026 at all previous junctions that have been modelled in addition to the Solent Road / Park Road South signalised junction. A detailed review of the junction modelling shall be provided once the modelling has been updated.

An approved model for the Solent Road/Park Road South junction is available to purchase from the Highway Authority at a cost to the applicant. Further discussions

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should be held with the Highway Authority to arrange for the modelling of the aforementioned junction.

Travel Plan

This Framework Travel Plan has been assessed using Hampshire County Council's (HCC's) evaluation criteria for the assessment of Travel Plans – "A Guide to Development Related Travel Plans". Whilst the quality of this Travel Plan is generally good, it still requires some amendments before it can be approved.

Background:

The Travel Plan references the National Planning Policy Framework and the Planning Policy Practice Guidance 'Travel Plans, Transport Assessments and Statements' (2014). However, there are a number of important policies and guidelines missing from this section. The following should be added in to the Travel Plan:

- CIHT'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)

Consultation and Partnerships:

The Travel Plan should contain evidence of preliminary liaisons with local cycle shops and public transport operators to scope the possibility of arranging for discounts on equipment and services respectively. These communications can then form the basis for further negotiations between these companies and the Travel Plan Coordinator (TPC).

Measures:

A number of additional measures should be considered for inclusion into the Travel Plan;

Walking:

- Showers, changing facilities and lockers for storing clothes

Cycling:

- Showers, changing facilities and lockers

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- Formation of a bicycle users group (BUG)
- Provision of an interest free loan for a bike
- Pool bikes and mileage allowances for cycle use
- Bike Service Stations (staff and visitors)

Public Transport:

- Collaboration with local public transport providers to improve services, negotiate discounts and trial initiatives
- Works buses / shuttle buses
- Employers can consider provision of interest free loans to purchase season tickets (up to £5000 can be provided without tax implications)
- Guaranteed ride home for staff in emergency situations
- Introduce “collection from station” service for visitors

Marketing and promotion:

- Advertising TP to staff through recruitment – e.g. how to get there for interview and on the website

Action Plan:

An Action Plan is included within the Framework Travel Plan. Unfortunately, it is not detailed enough and should be revised to include 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:

The Travel Plan states that a Travel Plan Coordinator (TPC) will be identified in the future. More detail should be provided in relation to the following matters;

- Number of hours to be spent on the Travel Plan per week
- Number of weeks per year to be worked on

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- The cost per hour of the Travel Plan coordinator
- Total cost of the TPC

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 should also be a commitment to undertake Snapshot surveys in Years 2 and 4 to ensure that the Travel Plan is on track.

Delivery and Enforcement:

There should be a reference in the document to a means for enforcing the Travel Plan. Typically, this is accomplished through a Section 106 agreement.

A commitment to pay HCC's [monitoring and approval](#) fees should be included in the Travel Plan. Sanctions should be in place in the event that the commitments stated in the Travel Plan are not met. This includes any remedial measures which could be implemented if the targets are not met, e.g., personalised transport planning.

Conclusion:

The Travel Plan will require further amendments as set out above before it can be considered acceptable for submission in conjunction with the proposed site. If you have any questions, please do not hesitate to contact Debbi Smith by email on debbi.smith3@hants.gov.uk.

Recommendations

The Highway Authority require the following information before any formal recommendations can be made:

- Pedestrian and cycle audit of the wider pedestrian and cycle network which should be fully supported by a WCHAR assessment (HCC TG19);
- Analysis of the most recent 5-year PIA data using Hampshire Constabulary records;
- Visibility splays for the pedestrian crossing at the site access and outside of the PW offices;
- Amendments to the internal footway provision on the eastern side to accommodate the zebra crossing appropriately into the revised layout.

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- Provision of an updated site access diagram with the inclusion of the highway boundary to understand whether trees that are proposed are located within the highway;
- Further clarification regarding the pedestrian movements inside the site;
- Explore the scope of moving the pedestrian crossing outside the PW offices further east if visibility splays are not adequate;
- An outline as to how the applicant will prevent PW employees from parking in the car park for the medical practice;
- Modelling of the Solent Road / Park Road South signalised junction;
- Modelling of all junctions mentioned in the TA and the Solent Road / Park Road South signalised junction up until 2026; and
- Amendments to the Travel Plan.

I trust that the above is clear, but please do not hesitate to contact Sophie Osborne on the above number/email should you require any further information.

Yours faithfully,

Gemma McCart

Transport Team Leader – Highways Development Planning

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