

<b>DECISION-MAKER:</b>	CABINET
<b>SUBJECT:</b>	PROPOSED MOVEMENT REGULATION CHANGES FOR THE "PLATFORM FOR PROSPERITY" ROAD IMPROVEMENT SCHEME (TRO)
<b>DATE OF DECISION:</b>	18 DECEMBER 2012
<b>REPORT OF:</b>	SENIOR MANAGER – PLANNING, TRANSPORT AND SUSTAINABILITY
<b>STATEMENT OF CONFIDENTIALITY</b>	
Not applicable	

### **BRIEF SUMMARY**

On 17th July 2012, the Cabinet approved the outline design of the Platform for Prosperity Road Improvement Scheme and delegated authority to the Highways Manager to undertake any future amendments to the design. As part of the scheme design, proposals were advertised to change the movement regulations in the vicinity of Queens Park (see map at Appendix 1). An objection has been received from The Director of Admiralty House Residents' Association on behalf of the residents of this development. The objection has been brought to Cabinet to determine.

### **RECOMMENDATIONS:**

- (i) To consider and determine the objection set out in Appendix 2 taking into account the objection and the officers' responses to the objection as set out in Appendix 3 and the detail section of the report together with the integrated impact assessment for the Platform for Prosperity project contained in the background documents to this report.

### **REASONS FOR REPORT RECOMMENDATIONS**

1. The proposed changes in movement regulations are required to realise the traffic management benefits planned with the Platform for Prosperity Scheme (if the scheme is approved through due process).
2. The Council has carried out extensive consultation and the scheme has attracted one movement regulation change objection.
3. The traffic analysis undertaken by ROMANSE/Halcrow shows that by increasing traffic capacity in the locality of Platform Road, the prospective increase in travel time from the growth in traffic associated with the port and other prospective developments can be significantly reduced (see Appendix 5). The proposed expansion of the carriageway may however, impact on certain residential or business properties adjoining the scheme and these can be considered through the Planning process together with any mitigation required from the Environmental Impact Assessment. Overall however, the benefits for the community in economic and social terms outweigh any impact or interference with adjoining property rights for the reasons set out in the report.

### **ALTERNATIVE OPTIONS CONSIDERED AND REJECTED**

4. The alternative of retaining the current traffic movement and carriageway alignment was rejected as the scheme benefits could not be realised in these circumstances.

## **DETAIL (Including consultation carried out)**

5. The objections to the proposed movement regulations changes are shown at Appendix 2. These objections are outlined below in bold with the officer's response below each point (in paragraphs 6-13 below). Whilst some of the issues raised are not directly related to the Movement Regulations, they have been included and commented on to provide a comprehensive response.

6. **No traffic data has been compiled or circulated to date, only recently have traffic measuring systems been introduced to platform road and the surrounding areas.**

Appendix 3 describes the range of traffic modelling and measurement that have been undertaken to develop the design.

7. **Economic growth - this will be for ABP and nobody else**

The scheme has received direct support for the proposals from the Hampshire Chamber of Commerce, Business Solent, West Quay, Carnival, ABP, and businesses within the Port. The infrastructure improvements will support further regeneration in the City Centre, including the Royal Pier and Town Depot redevelopment sites.

8. **Negative affect on rental business and on the property values at Admiralty House. Refusal of ABP to allow access to our 18 space car park next to the building.**

For Admiralty House residents who rent spaces from ABP in the Pan Handle Car Park, ABP will offer alternative spaces in the Triangle car park further west. Compensation can be claimed for a property that has been reduced in value caused by the physical factors of the use of a new or altered road. Compensation is available in these circumstances and details of the claims procedure will be published towards the end of the works, when the Compensation Statutory Timetable commences. The residents of Admiralty House were sent a letter dated 6 May 2012, that set out how compensation can be claimed under Part I of the Land Compensation Act 1973 ('the Act').

The potential need to pay compensation as a result of delivering the scheme, requires a full assessment to be undertaken, it is anticipated that this potential cost can be funded from within the contingency in the currently approved scheme budgets. Part of the Council funding will be set aside for this purpose over the six year period of the claim window

9. **The scheme will destroy the Vokes Memorial Gardens which is used for peaceful contemplation and destroy/displace established trees in the area.**

The Pan Handle Car Park is to be acquired by the City Council to replace the section of Vokes Memorial Gardens, which will be taken by the scheme. The scheme provides the City Council with the opportunity to improve the recreational value of this space through new landscaping, planting and improved accessibility. The project team will work with the local community to develop a design for this area.

10. **Colony of bats that live in and around Admiralty House that will be affected.**

A detailed survey of bats has been undertaken as part of the assessment of the scheme's impact on the natural environment. Although the survey did not identify a bat colony at Admiralty House, it has not been disproved and impacts to this potential roost will be considered through the landscaping design.

11. **The new PFP plan will also bring additional noise, light and pollution to this area.**

The Environmental Impact Assessment will be accessible to the public and, decided upon through due planning processes. The recommendation is that the movement regulations are approved subject to formal planning approval with any related mitigation measures.

12. **Admiralty House is a building of national significance with a prestigious grade II listed status. This PFP plan will encroach the building; both we the residents and English Heritage oppose these plans, as it will destroy the beauty and prestige of this building by having a 6 lane motorway style road outside it.**

English Heritage continues to be consulted about the scheme proposals. The City Council proposes to acquire the land currently occupied by the Pan Handle Car Park and reallocate it as parkland. Replacing the car park with parkland will improve the setting of the listed building. Otherwise the recommendation is that the movement regulations are approved subject to formal planning approval with any related mitigation measures.

The scheme design in the vicinity of Admiralty House is shown at Appendix 4.

13. **The Council's consultation was a joke, the process was biased and transparent to benefit one company ABP, who happen to be the biggest private contributor to the scheme. Local residents were misled with a non scaled map and unrepresentative visualisations for the area. There was no reference to the Localism Act.**

The consultation for this prospective development has fully complied with due processes related to the Town and Country Planning Act 1990, Planning and Compulsory Purchase Act 2004, the Localism Act 2011 and for the proposed highway regulation the Road Traffic Regulation Act 1984 / The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. In addition, the Council has undertaken extended consultation with the local community by sending over 2000 local residents and businesses copies of the scheme leaflet and invitations to attend the public exhibition. The exhibitions were held on the 29 / 30<sup>th</sup> May and 1<sup>st</sup> June 2012. The engineering drawings and photo montages used to communicate the latest scheme proposals were clear and accurate in their content. A total of 83 people visited the exhibitions over the three days, with others contacting directly via email or telephone conversation. 55% of people that made comments are generally in favour of the scheme, whilst 17% are clearly against the proposals, with 28% not expressing a clear preference. All those who attended the public exhibitions were sent a follow up letter in July 2012.

The letter set out a summary of the general response at the exhibition to the proposal, an outline of the City Council's formal decision making process and the various issues raised by all those who commented on the proposal. The letter also set out the design amendments and measures deployed to address or alleviate the concerns raised by some of the attendees. There has therefore been strong community engagement and this work continues through the Platform Road Working Group, through which interested residents and businesses are continuing to shape the prospective scheme design. The movement regulation proposals were advertised on 3<sup>rd</sup> August in the Daily Echo and on Street Notices. Further Street Notices were posted on 22<sup>nd</sup> August extending the public consultation period until 14<sup>th</sup> September.

14. **Integrated Impact Assessment (IIA) - Traffic Management summary**

The Integrated Impact Assessment (Stage 1) was undertaken by the SCC Transport policy team. The project team consulted with Southampton Action for Access Group and the scheme will provide additional benefits from controlled crossings and tactile pavements. In terms of community safety improved access and use of Queens Park will be of benefit. Health and Well being will require due consideration and mitigation of the Environmental Impact (e.g. noise and vibration) and these measures will be covered in the Stage 2 assessment. The IIA highlights benefits in the area of Poverty and Deprivation from the growth in employment (e.g. 360 direct jobs) and similarly the local economy is forecast to benefit from the growth in port business and the regeneration of Royal Pier and Town Quay. The Environmental Impact Assessment Screening report has identified the scheme lies partially within 200m of several receptors for air quality. A detailed assessment of the impact on air quality will be undertaken and reported in the Stage2 of the IIA. In terms of the Natural Environment the overall effect has been assessed as Neutral, the scheme design will however be developed to assuming the presence of a local bat population.

**RESOURCE IMPLICATIONS**

**Capital/Revenue**

15. The approved E&T capital programme contains the capital scheme for Platform for Prosperity with an estimate of £7,040,000 with funding of £5.595m of Regional Growth Fund and £1.445m of City Council capital funding. The cost estimate includes a 44% optimism bias (contingency), which is applied to schemes at this stage of development.

**Property/Other**

16. The scheme requires the widening of Platform Road on its southern side. This impacts on Open Space (Vokes Memorial Gardens) and also requires some third party land, primarily from ABP. Cabinet approved the purchase of the freehold interest of Pan Handle Car Park, Eastern Dock Southampton on 16<sup>th</sup> October 2012.

**LEGAL IMPLICATIONS**

**Statutory power to undertake proposals in the report:**

17. The main powers to deliver the scheme are Part 13 of the Town and Country Planning (General Permitted Development) Order 1995, the Highways Act

1980, as Amended and the Road Traffic Regulation Act 1984. The proposals in this report are also authorised by virtue of s.1 Localism Act 2011 (the general power of competence) subject to compliance with pre and post commencement limitations (including the need to obtain the relevant traffic regulation and planning consents).

**Other Legal Implications:**

18. In preparing and determining the proposals set out in this report, the Council is required to have regard to the provisions of Equalities legislation, the Human Rights Act 1988 and s.17 Crime and Disorder Act 1998 (the duty to have regard to the need to remove or reduce crime and disorder in the area). It is considered that the proposals set out in this report may have an impact on neighbouring residents and business as a result of the road re-alignment, but that any interference with property rights that may result from these proposals are nonetheless necessary and proportionate, having regard to the wider needs of the area in relation to the promotion of economic and social growth of the port and commercial sector and ensuring the road network is appropriately designed to meet the traffic management and anti-congestion needs of the City for the future. The impact of these proposals has been assessed as part of their introduction and consultation and key considerations identified as part of that process are set out in the main body of this report. An Integrated Impact Assessment of the Platform Road Scheme has been prepared in relation to the wider project including the impact of the proposals in this report) and members are asked to note and take into account that assessment in determining this matter.

**POLICY FRAMEWORK IMPLICATIONS**

19. The “Platform to Prosperity” scheme is consistent with the Council’s policy framework. The scheme has been safeguarded in the Local Development Plan and identified as a priority within the Local Transport Plan.

<b>AUTHOR:</b>	Name:	Graham Muir	Tel:	023 8079 8063
	E-mail:	<a href="mailto:graham.muir@bblivingplaces.com">graham.muir@bblivingplaces.com</a>		

**KEY DECISION?** Yes

<b>WARDS/COMMUNITIES AFFECTED:</b>	Bargate
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## SUPPORTING DOCUMENTATION

### Appendices

1.	Map Showing proposed changes in movement regulations in the vicinity of Queens Park.
2.	Objection correspondence from the Director of Admiralty House Resident's Association
3.	Response from Traffic Management describing traffic modelling and measurement work undertaken as part of the design process.
4.	Map of the scheme design in the vicinity of Admiralty House
5.	Travel Time Forecast from Town Quay to Dock Gate 4, 2010 – 2030.

### Documents In Members' Rooms

1.	Integrated Impact Assessment (Stage 1)
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### Equality Impact Assessment

Do the implications/subject of the report require an Equality Impact Assessment (EIA) to be carried out.	Yes
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### Other Background Documents

**Equality Impact Assessment and Other Background documents available for inspection at:** (see above in Members' Rooms).

Title of Background Paper(s)

Relevant Paragraph of the Access to Information Procedure Rules / Schedule 12A allowing document to be Exempt/Confidential (if applicable)

1.	Cabinet report dated 17 July 2012 - 'Platform for prosperity' – Platform Road Improvement scheme – Project approvals	
2.	Cabinet report dated 16 October 2012 - Appropriation of Vokes Memorial Gardens and part of Queens Park to enable to construction of the Platform Road scheme	