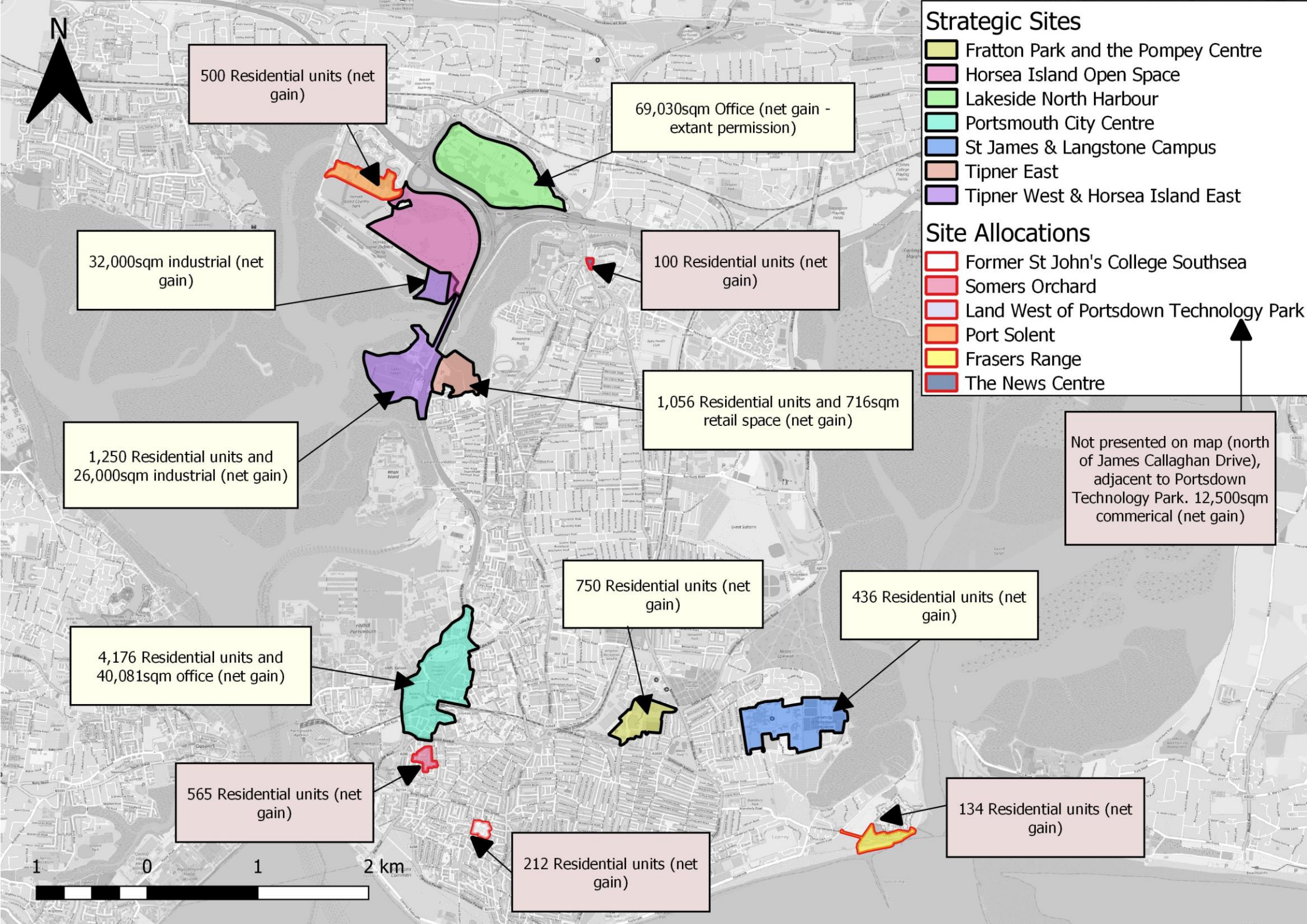
# Appendix A- Local Plan Strategic Sites and Site Allocations Map


N
500 Residential units (net gain)
69,030sqm Office (net gain - extant permission)
32,000sqm industrial (net gain)
100 Residential units (net gain)
1,056 Residential units and 716sqm retail space (net gain)
1,250 Residential units and 26,000sqm industrial (net gain)
Not presented on map (north of James Callaghan Drive), adjacent to Portsdown Technology Park. 12,500sqm commerical (net gain)
750 Residential units (net gain)
436 Residential units (net gain)
4,176 Residential units and 40,081sqm office (net gain)
565 Residential units (net gain)
134 Residential units (net gain)
212 Residential units (net gain)
1 0 1 2 km
Strategic Sites
Fratton Park and the Pompey Centre
Horsea Island Open Space
Lakeside North Harbour
Portsmouth City Centre
St James & Langstone Campus
Tipner East
Tipner West & Horsea Island East
Site Allocations
Former St John's College Southsea
Somers Orchard
Land West of Portsdown Technology Park
Port Solent
Frasers Range
The News Centre

# Appendix B - Strategic Modelling Assumptions Note

# PORTSMOUTH – LOCAL PLAN MODELLING UPDATE

MODELLING ASSUMPTIONS FOR SRTM

| IDENTIFICATION TABLE | |
|---|---|
| **Client/Project owner** | Portsmouth City Council |
| **Project** | Portsmouth – Local Plan Modelling Update |
| **Title of Document** | Modelling Assumptions for SRTM |
| **Type of Document** | Technical Note |
| **Date** | 19/07/2023 |
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| **Number of pages** | 30 |

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# 1. INTRODUCTION

## 1.1 Overview

1.1.1 Portsmouth City Council, 'PCC, the Council', is developing a new strategy for the city though a new Local Plan for Portsmouth. The plan will set out the planning strategy for meeting future development needs in the city for the period up to 2040. Once adopted, the Local Plan will replace policies in existing planning policy documents and form the basis for taking decisions on planning applications.

1.1.2 SYSTRA Ltd has been commissioned by the Council to provide evidence and support in the development of the Local Plan, in the form of a full plan-level Transport Assessment for Regulation 19 Consultation Stage. The key purpose of this assessment is the evaluation of the impact of proposed development sites on the surrounding transport network.

1.1.3 This follows SYSTRA's previous commission (2018-2020) of providing a draft Transport Assessment for a Local Plan period of up to 2036. The previous study was conducted in four parts, as follows;

- Part 1: A review of existing high level analysis to support assessment of strategic sites in the city and identification of key issues, constraints and opportunities
- Part 2: Analysis of the impact of development in the new Local Plan
- Part 3: An assessment of possible mitigation measures to support growth
- Part 4: On-going advice and support to the Council related to the above.

1.1.4 Since the previous study, the Council have noted several updates in relation to site allocation sizes, alongside various transport projects within the city having progressed. These updates therefore need to be reflected in an updated Transport Assessment and associated transport modelling to assess overall impacts.

## 1.2 Purpose of this Technical Note

1.2.1 This technical note summarises the Strategic Modelling Assumptions to be applied in the model runs using the strategic Solent Sub-Regional Transport Model (SRTM), which will provide the evidence base to inform the Regulation 19 Transport Assessment. The assumptions have been informed by the previous study and relevant discussions with the Council to agree the proposed methodology.

# 2. SOLENT TRANSPORT – SUB REGIONAL TRANSPORT MODEL (SRTM) BACKGROUND

## 2.1 Model Development

**2.1.1** SYSTRA was commissioned, as part of a wider team, to support Solent Transport with the development and application of the SRTM for this nationally important area. An update to the original 2010 model was completed in early 2017 to bring the base year forward to 2015. In early 2021, a further update was completed to revalidate the model against a 2019 base year.

**2.1.2** The SRTM has been developed to support a wide-ranging set of interventions across the Solent Transport sub-region, and is specifically required to be capable of:

- Forecasting changes in travel demand, road traffic, public transport patronage and active mode use over time as a result of changing economic conditions, land-use policies and development, and transport improvement and interventions (schemes);
- Testing the impacts of land-use and transport policies and strategies within a relatively short model run time; and
- Testing the impacts of individual transport interventions in the increased detail necessary for preparing submissions for inclusion in funding programmes.

## 2.2 Sub Regional Transport Model Context and Scope

2.2.1 The SRTM is a suite of linked models comprising the following components as shown in Figure 1:

- The Main Demand Model (MDM) which predicts when (time of day), where (destination choice) and how (choice of mode) journeys are made;
- the Gateway Demand Model (GDM) which predicts demand for travel from ports and airports;
- the Road Traffic Model (RTM) which determines the routes taken by vehicles through the road network and journey times, accounting for congestion;
- the Public Transport Model (PTM) which determines routes and services chosen by public transport passengers; and
- a Local Economic Impact Model (LEIM) which uses inputs including transport costs to forecast the quantum and location of households, populations and jobs.

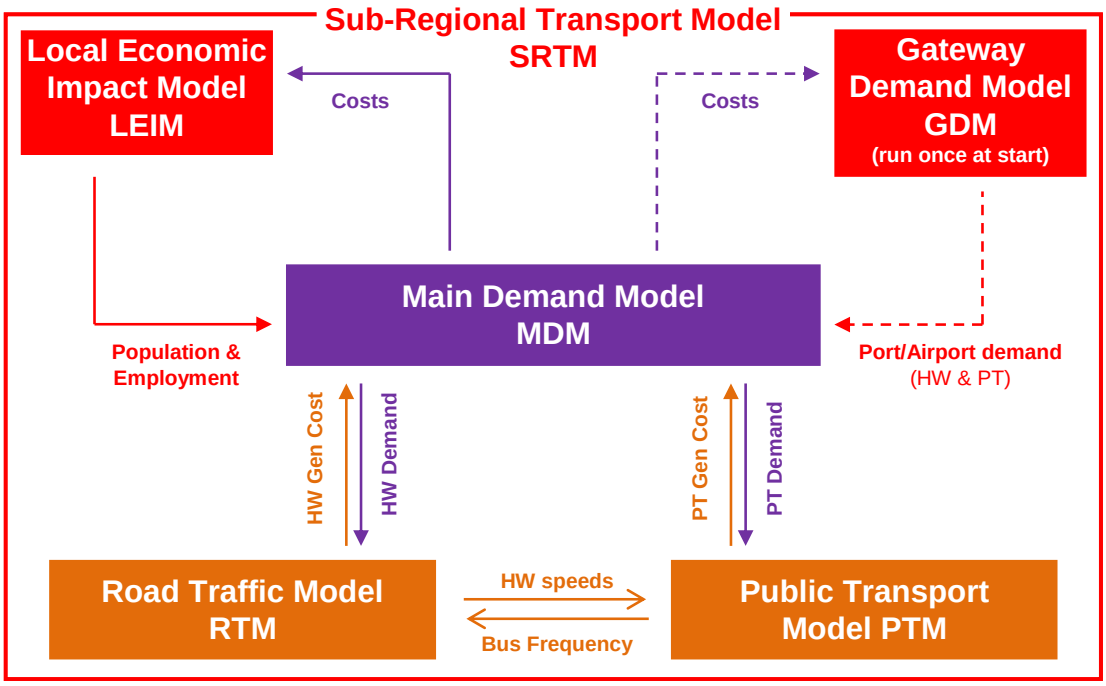



**Figure 1. Solent Transport Sub-Regional Transport Model**

2.2.2 The modelled area of the SRTM is divided into four regions, shown in Figure 2 which differ by zone aggregation and modelling detail. Portsmouth is within the Core Fully Modelled Area (the most detailed region of the model). The zones within the borough are shown in Figure 3.

2.2.3 In accordance with guidance three weekday periods are modelled in the SRTM:

- AM peak: 08:00 to 09:00, being the busiest hour between 07:00 and 10:00, (defined as 38.2% of the three hours for Highway and 40% for Public Transport);
- Inter peak: average of 10:00 to 16:00 (i.e. 16.7% of the six hours for both modes); and
- PM peak: 17:00 to 18:00, the busiest hour between 16:00 and 19:00, (defined as 35.8 % of the three hours for Highway and 40% for Public Transport).

2.2.4 The SRTM has a base year of 2019, and forecast years of 2026, 2031, 2036, and 2041. For this Local Plan assessment, scenarios were forecast to 2041. As the Local Plan period is up to 2040, only committed development until 2040 has been included in the model.

2.2.5 The SRTM is a strategic model and the scope of the model is extensive. As such, the analysis of specific localised traffic conditions necessitates a degree of interpretation and a common-sense approach in conjunction with a knowledge of local baseline conditions.

**Figure 2. SRTM Study Area**

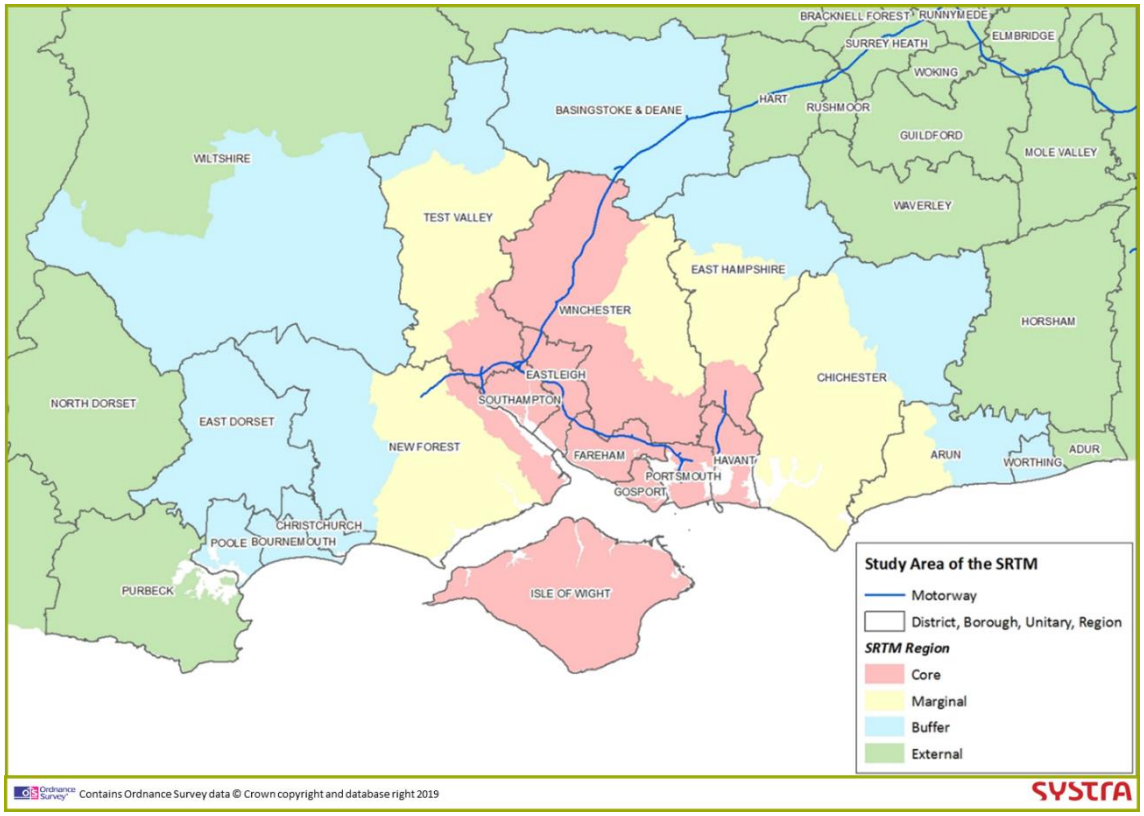
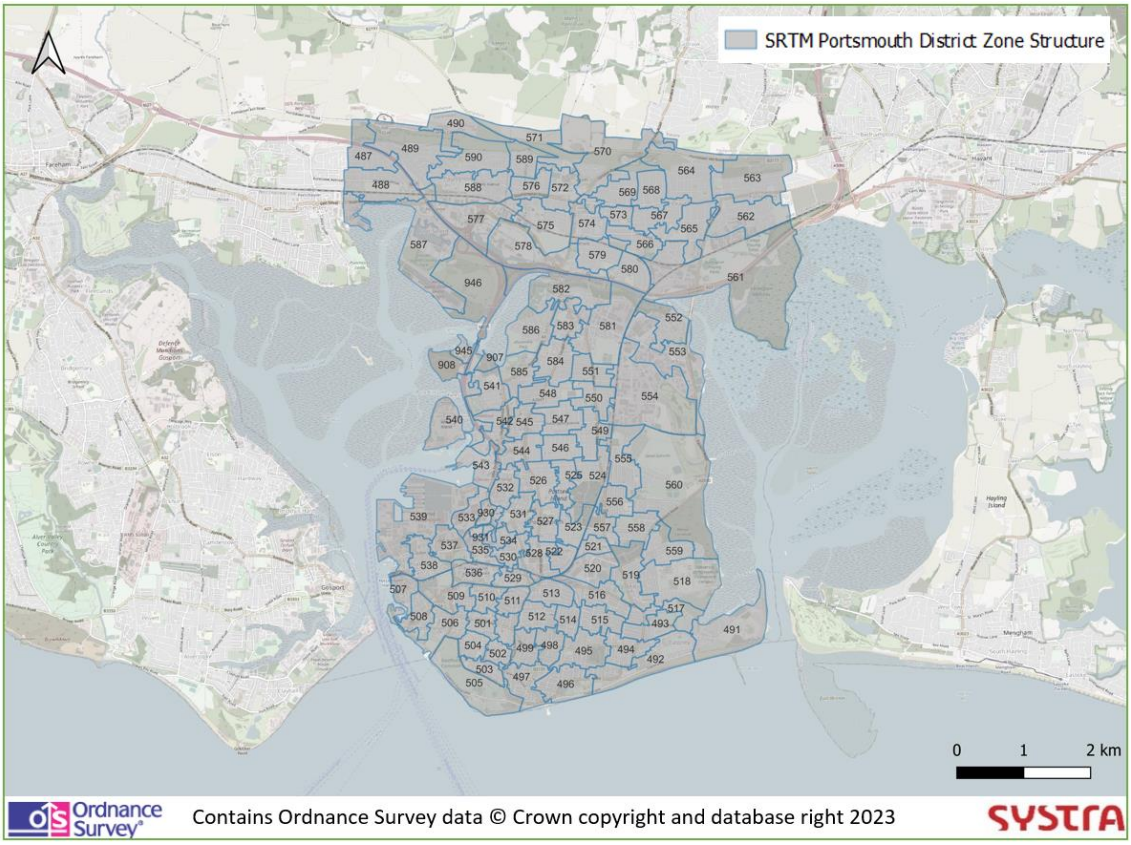



**Figure 3. SRTM Portsmouth District Zone Structure**



# 3. SRTM MODEL SCENARIOS

3.1.1 The following scenarios will be included in the Strategic Model for both the AM (07:00-10:00) and PM (16:00-19:00) network peaks. It is noted that 2041 is the closest scenario year available in the SRTM to align with the 2040 Local Plan period. For Portsmouth, only growth up to 2040 will be included.

- Scenario 1: 2019 Base - Current SRTM Base Model
- Scenario 2: 2041 Baseline - No Local Plan development within Portsmouth except for committed sites
- Scenario 3: 2041 Do Minimum - Full Local Plan development without transport mitigation
- Scenario 4: 2041 Do Something - Full Local Plan development with transport mitigation

3.1.2 **Scenario 1 – 2019 Base - Current SRTM Base Model**

3.1.3 The SRTM has a Base year of 2019 and represents infrastructure and development as at that time point. The base year model is calibrated and validated against observed data collected in 2019 to provide the basis from which the future modelled years (Scenarios 2-4) are developed.

**Scenario 2 – 2041 Baseline - No Local Plan development in Portsmouth except for committed sites**

3.1.4 The Baseline forms the scenario against which the proposed Local Plan development quantum scenarios will be assessed.

3.1.5 In this study, the Baseline includes all current (at time of commissioning) completed development and infrastructure within Portsmouth, in addition to all committed development and infrastructure through to 2040. In the Baseline, no allowance is made for Local Plan allocations within Portsmouth.

3.1.6 Outside of Portsmouth, development growth is assumed to continue in accordance with the adopted Local Plan's for the respective Borough's and in accordance with TEMPro v7.2 growth projections for the SRTM modelled area a whole (TEMPro v7.2 provides more robust results compared to TEMPro v8). The Fareham Local Plan was adopted in April 2023 and therefore has not yet been included in the SRTM. This will be included into the SRTM at this stage of the process.

**Scenario 3 – 2041 Do Minimum *With Full Local Plan Development, Without Mitigation Measures***

3.1.7 The Do Minimum scenario builds on the Scenario 2 - 2041 Baseline, with the addition of the full quantum of proposed development associated to the Portsmouth Local Plan. HELAA site growth is also included in this scenario. Growth outside the borough is identical to the Baseline. Where specific site allocations are not supplied, remaining development will be considered windfall and distributed evenly across the zones in Portsmouth. By comparing the outputs of the Do Minimum scenario with the 2041 Baseline, the transport impacts resulting from the Portsmouth Local Plan proposals can be isolated.

**Scenario 4 – 2041 Do Something *With Full Local Plan Development, With Mitigation Measures***

3.1.8 Scenario 4 will incorporate the highway mitigation measures which are to be proposed by SYSTRA in collaboration with PCC, as part of the local junction mitigation for the Local Plan, following review of the Scenario 1-3 model assessments. Scenario 4 captures the impact of these interventions in the wider context of the full Borough and surrounding areas.

## 3.2 Trip Rates

3.2.1 The trips rates used within SRTM are originally taken from the National Trip End Model and factored to match the South Hampshire levels of car and PT trip making in the Base Year. The rates are disaggregated by type of person, trip purpose, car availability and mode.

3.2.2 For each trip purpose (HB Work, HB Employer Business etc) the trip rates are aggregated into the three household car availability and four person types (12 categories in total). These aggregated trip rates are shown in **Appendix A**. Table 5 in **Appendix A** describes the NTEM employment categories E01 to E15.

3.2.3 The SRTM zones have been classified into 5 levels of PT accessibility (ie the cost difference between accessing car and PT from that zone). Using the same level of disaggregation (person type, purpose car availability and mode) the SRTM calculates accessibility factors and applies these to its trip rates. Further detail on the trip generation procedures in the SRTM are provided in Chapter 2 of the Model Development Report (Microsoft Word - TfSH_R2 MDM Model Development Report_2015Base_20191122.docx (solent-transport.com))

3.2.4 Because the SRTM has been developed specifically to model the South Hampshire area, SYSTRA will use the inbuilt functionality of the SRTM for determining trip generation as opposed to developing and applying trip rates specific to Portsmouth Local Plan. Utilisation of the SRTM's trip rate methodology is consistent with other applications of the SRTM in support of Local Plans including, most recently, the Fareham Local Plan that was adopted in early 2023.

## 3.3 DfT Circular 01/2022

3.3.1 The DfT Circular 01/2022 'Strategic Road network and the delivery of sustainable development' was published in December 2022 and sets of the policy of the Secretary of State in relation to the Strategic Road Network (SRN). When undertaking any assessment in future as part of the preparation of the Local Plan, the Council should ensure that it accords with the policy advice outlined in this document.

3.3.2 Key points in the policy include, but are not limited to:

- The policy provides a significantly greater emphasis on the principles of sustainable development. Consequently, the Council will be expected to promote development at locations that are or can be made sustainable (in accordance with the long-standing requirements of the National Planning Policy Framework (NPPF)) and where opportunities to maximise walking, wheeling, cycling, public transport and shared travel have been identified;
- The policy is also clear that plan-making and decision-taking should ensure that developments optimise the potential of sites to support local facilities and sustainable transport networks. As such, this thinking should be embedded into site selection and how to develop Local Plan policies; and

- It is the responsibility of the Council to present a robust transport evidence base in support of the Local Plan. Demand forecasting models and cumulative assessment should be undertaken which has been prepared to avoid, or significantly reduce, the need for additional infrastructure on the SRN and where development can be delivered through identified improvements to the local transport network, to include infrastructure that promotes walking, wheeling, cycling and public transport and shared travel.

3.3.3 The Local Plan strategic assessment will ensure that any mitigation measures considered in the Do Something scenario will consider a range of sustainable and active travel modes including walking, cycling, public transport and shared travel. Trip rates to represent the population mix and characteristics for each zone in the SRTM are accounted for in the model. Consequently, a robust evidence base supporting the Local Plan will be provided, where any mitigation noted has been prepared to avoid the need for significant infrastructure on the SRN, identifying improvements and balancing priorities across all modes of transport.

# 4. STRATEGIC DEVELOPMENT SITES

## 4.1 Zones

4.1.1 In SYSTRA's previous study, new zones were required at several of the strategic development sites to appropriately capture the impact of the developments on the network. Based on discussions between SYSTRA and the Council it was agreed changes to the zoning were required to reflect development of the Port Solent, Horsea Island, Tipner East and Tipner West sites. All other strategic development sites did not require changes to the zoning.

4.1.2 The key changes to the Strategic Model Zoning were as follows and are now permanently coded within the SRTM:

- Port Solent and Horsea Island: Creation of a new Zone 946 to accommodate new employment floorspace on the south of Horsea Island;
- Tipner West: Creation of a new Zone 945 to separate the existing industrial (Zone 908) and proposed residential land uses;
- Tipner East: Creation of a new Zone 944 to separate committed development within this zone from Zone 907, allowing different loading locations.

4.1.3 The resultant changes to the zoning to reflect the above strategic sites are outlined in Figure 4**,** with a more detailed view of the Tipner changes illustrated in Figure 5.

**Figure 4. Port Solent, Horsea Island and Tipner Amendments**

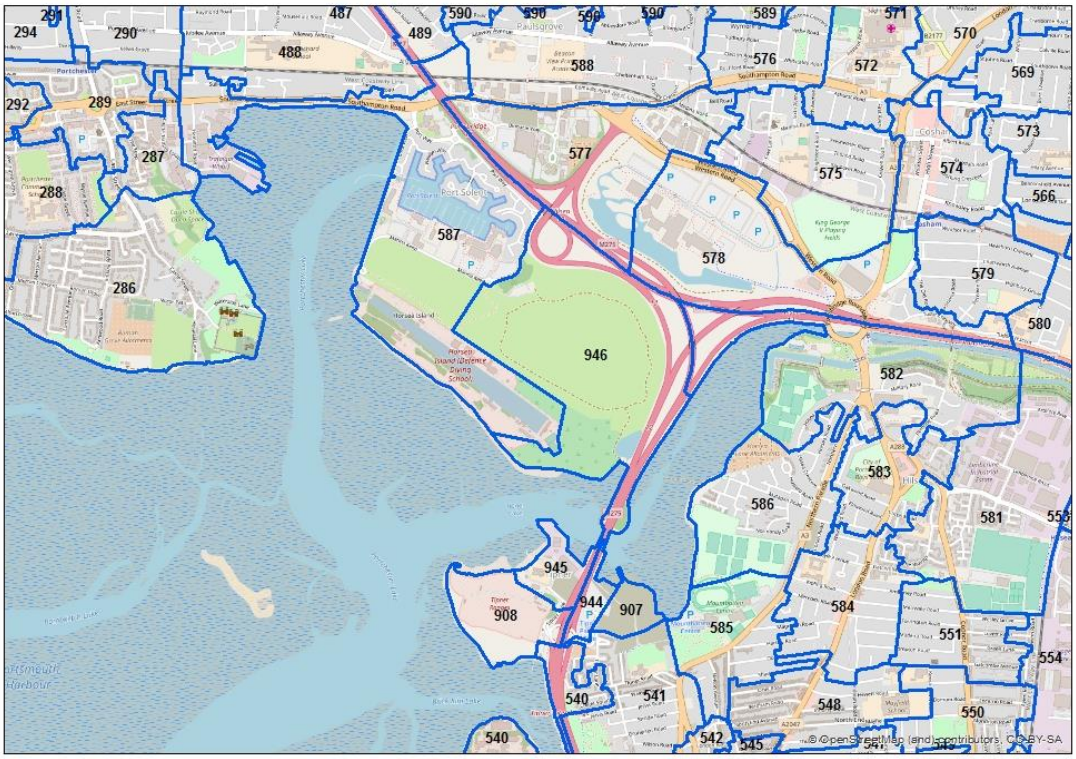
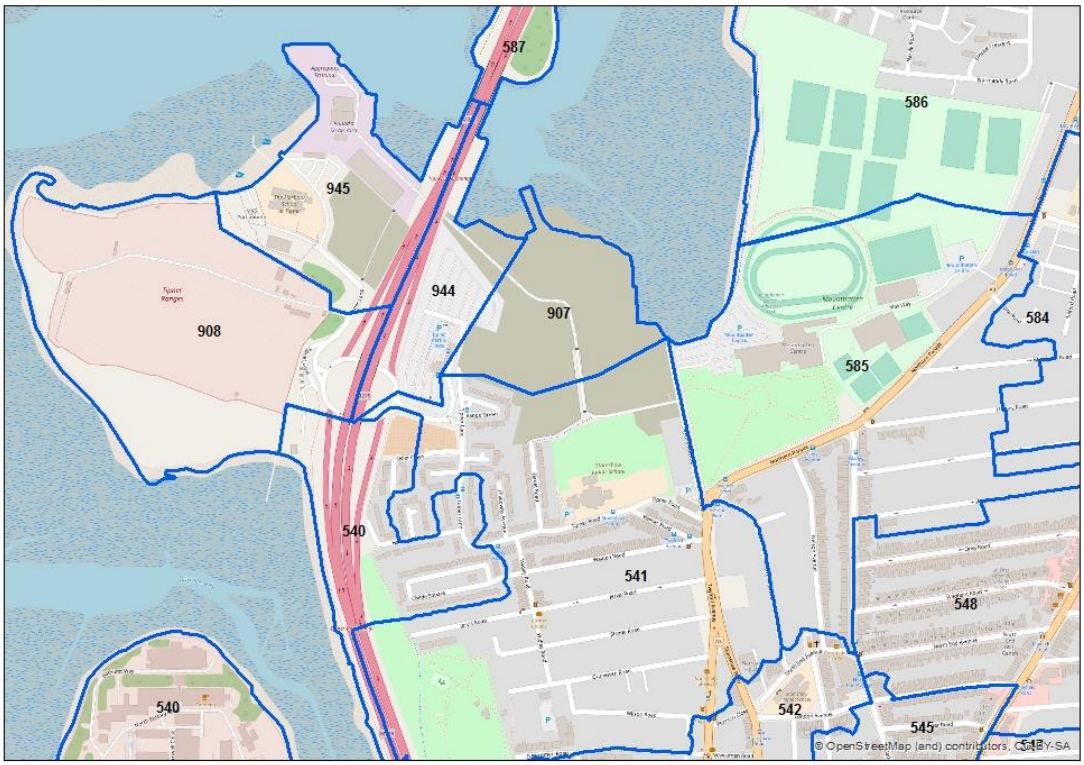


Figure 5. Tipner East and West Zone Amendments




4.1.4 The changes to the strategic model zones are reflected in all modelled scenarios, including baseline runs, to ensure consistency and allow for zone comparison between scenarios. Within the baseline scenarios those zones associated solely with strategic allocation sites do not have traffic loading from them given that the Local Plan trips are only considered in the Do Minimum scenarios.

## 4.2 Access

4.2.1 In SYSTRA's previous study, the proposed access arrangements for each strategic development was discussed and agreed with the Council. Similar to the zoning plans, alterations were required to reflect development of the Port Solent and Horsea Island developments, Tipner East and West, and St James and Langstone Campus. It was agreed that all other strategic development sites did not require changes to the access loading points.

4.2.2 The key changes to the Strategic Model access arrangements for the Baseline and Do Minimum scenarios were as follows and are now also permanently coded within the SRTM:

- Port Solent and Horsea Island: New access loading point providing connection to the new zone at the south of Horsea Island, connecting to Port Way;
- Tipner West: New access loading point providing connection to the M275;
- Tipner East (Zone 907): New access loading point providing connection between the new zone at Tipner East with Twyford Avenue;
- Tipner East (Zone 944): New access loading point providing access between Tipner East and the M275;
- St James and Langstone Campus: New access loading points connecting Zone 518 to Moorings Way to the north of the zone allowing both north and south loading from the zone; and
- Incorporation of the Tipner Bridge. The bridge will connect Tipner with Horsea Island, with the proposed access arrangements illustrated in Figure 9. The bridge is

proposed to only allow access for public transport and has been reflected accordingly in the model with associated vehicle type restrictions.

4.2.3 Maps showing the alterations to the access points which will be included in the Strategic Model runs for the Baseline and Do Minimum 1 scenarios are provided in Figure 6, Figure 7 and Figure 8.

**Figure 6. Port Solent, Horsea Island and Tipner – Access Point Changes**

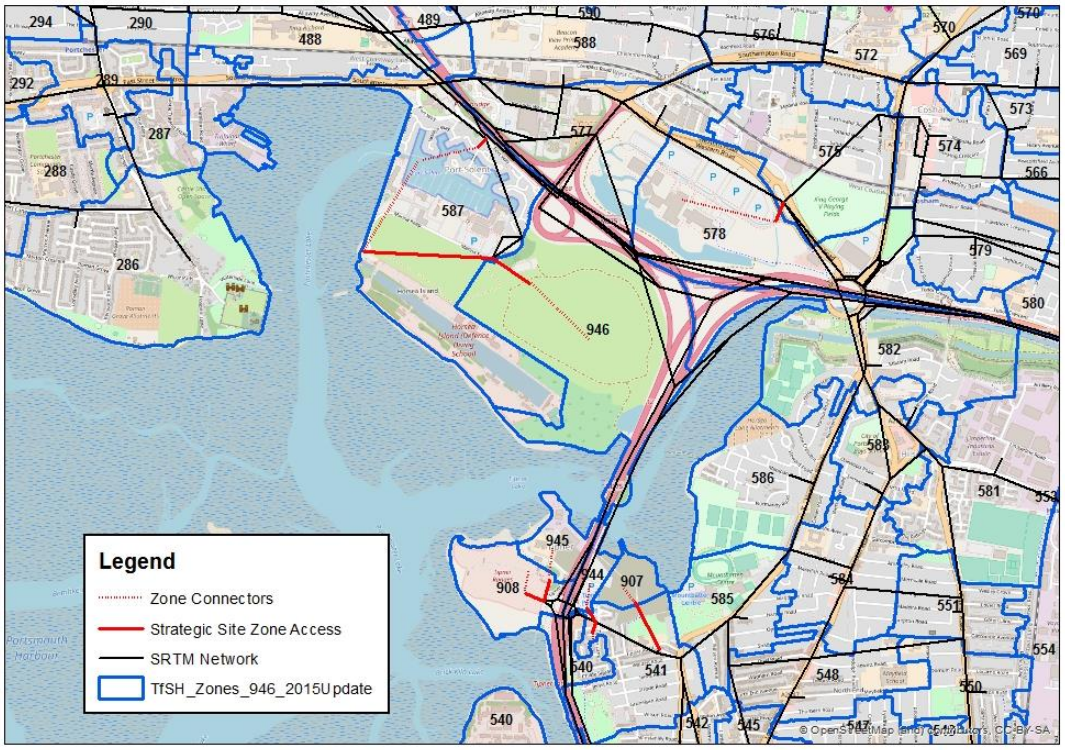
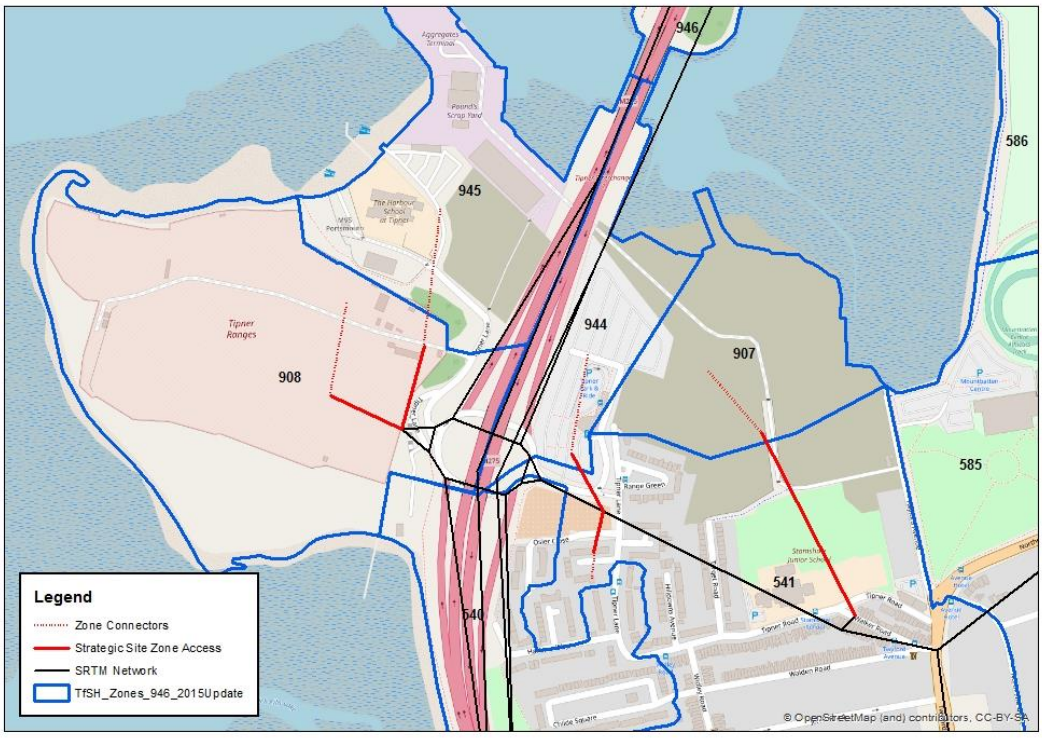



**Figure 7. Tipner East and West – Access Point Changes**




4.2.4 The link at the Tipner Lane/ Tipner Lane junction (from the M275) is a no through road for vehicles, preventing access to Twyford Avenue. Therefore, the vehicle link between M275

and Twyford Avenue is currently coded in the SRTM as a public transport only link, with no buses on this link. Therefore, this represents no vehicles using this link.

**Figure 8. Twyford Avenue. St James and Langstone Campus – Access Point Changes**

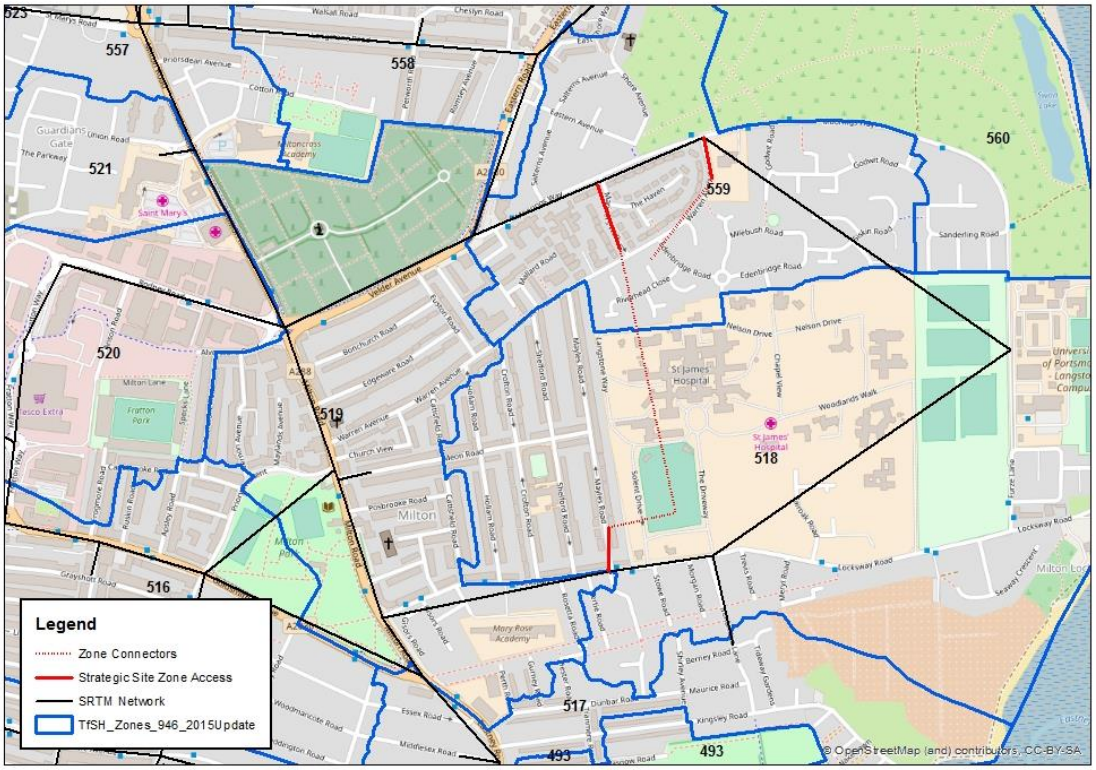
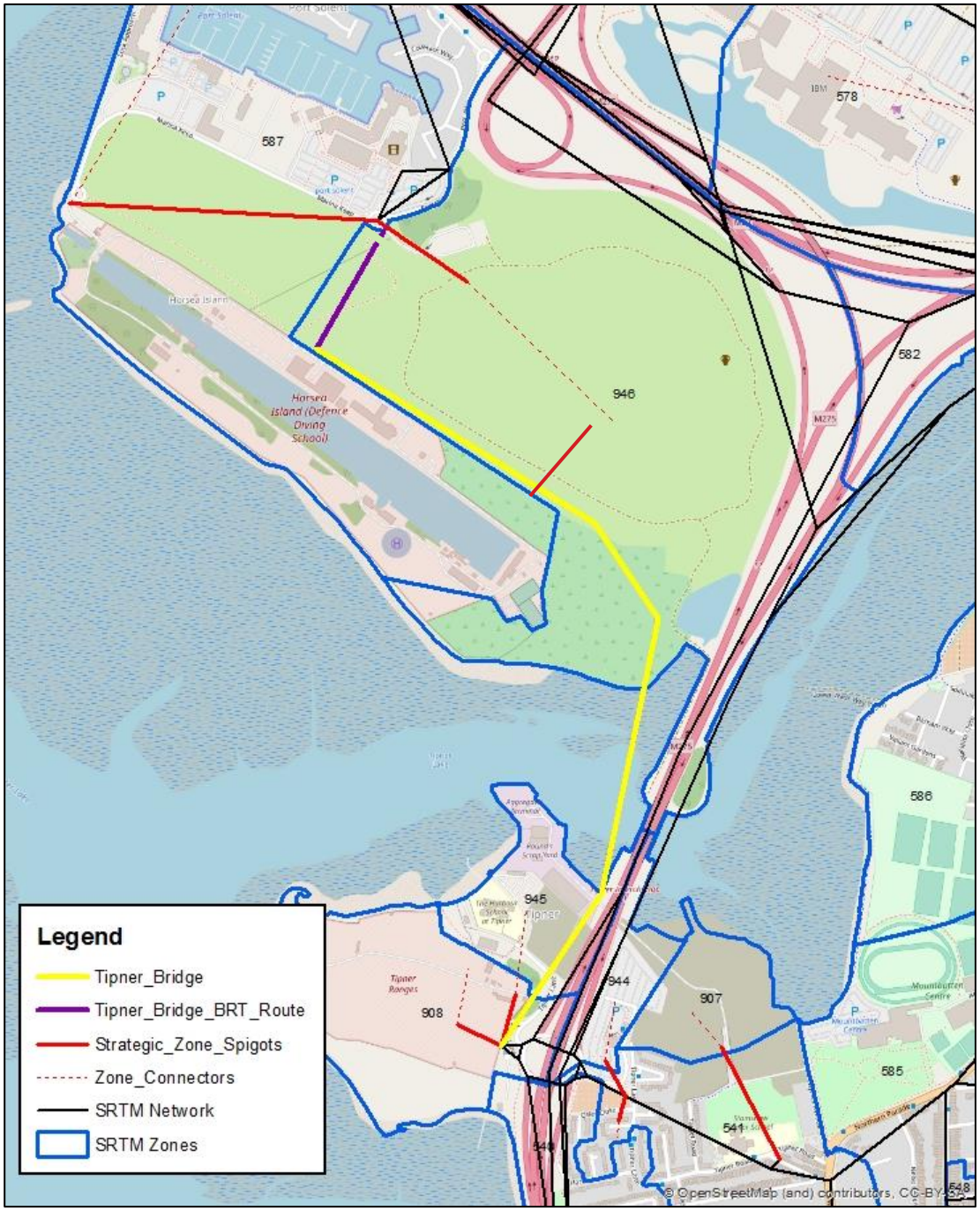


Figure 9. Port Solent, Horsea Island and Tipner – Access Point




4.2.5 It is noted that Tipner Bridge will be a public transport only route, with all other vehicle types using the M275.

4.2.6 Overall, no further changes to the SRTM zoning and access points are required as a result of the Local Plan allocations. All the key changes mentioned in this section of the note have been retained and are included in the model.

# 5. HIGHWAY NETWORK

## 5.1 Committed Schemes

5.1.1 Following consultation with the Council, a list of committed land use and highway schemes have been confirmed for inclusion in the SRTM model runs. A breakdown of the schemes which are included within the SRTM can be found in **Appendix B**. This includes schemes within Portsmouth and those in adjacent boroughs. Drawings of relevant highway schemes in Portsmouth that are included in the SRTM network can be found in **Appendix C**.

**5.1.2** 'Further discussions will take place with the Council regarding the committed schemes for inclusion in the Do Something scenarios prior to the SRTM model runs associated with mitigation schemes. This includes discussion on the proposed road layout associated with the City Centre North scheme, which is currently at planning application stage ( Planning reference: 22/01243/CS3).

## 5.2 Tipner Park and Ride

5.2.1 As per the previous study, the Council has requested clarification on how the Tipner Park and Ride is currently incorporated in the SRTM model.

5.2.2 It is understood that the Park and Ride site currently has a capacity of 665 spaces and could be expanded by 2041 to 1500-2000 spaces. However, the SRTM does not model capacity of spaces and therefore the expansion will not be directly accounted for in the SRTM runs. This is not felt to have a significant detrimental impact on the validity of the results, as currently there is no capacity constraint on the Tipner Park & Ride. Any plans for expansion can be addressed at mitigation stage if necessary.

5.2.3 Should the Council require an adjustment to the modelling to consider the Park and Ride expansion, bus frequency is modelled within the SRTM and can be altered where appropriate to reflect any proposed upgrade. For reference, the current bus frequency coding is consistent with the times provided at http://parkandride.portsmouth.gov.uk/times.shtml.

# 6. LAND USE – NET CHANGE

## 6.1 Net Gains/Losses

**6.1.1** PCC has provided SYSTRA with all land use changes/committed developments (completion and permission sites) for the 2041 Baseline and 2041 Do Something scenarios. This has been provided for a range of land uses (residential, retail, industrial, office, warehousing, hotel & accommodation, healthcare, leisure, C2 residential institutions and student accommodation), alongside Housing and Economic Land Availability Assessment (HELAA) residential and employment sites. Net gains/ losses for both completions and permission sites with regards to all land-uses can be found within the spreadsheet attached in **Appendix D.**

6.1.2 Whilst the land use spreadsheet does not include development outside of the city, large scale developments in Fareham, Havant and Winchester have been included in the model, as outlined in **Appendix B**, due to their potential impact on the Portsmouth network.

6.1.3 The following inclusions and assumptions have been made regarding net gains and losses associated with land uses for each scenario:

**2041 Baseline**

- Includes all completions and permissions (gains/losses).

**2041 Do Minimum**

- Includes all completions and permissions (gains/losses). Includes Local Plan site allocations, as shown in Table 1 below. Includes HELAA sites information;
- All Local Plan site allocations are assumed to be net gains as agreed with the Council – Local Plan growth is only associated with residential, retail, industrial and office land uses;
- Any HELAA and Local Plan sites which are already a permission, are not included in final HELAA or Local Plan allocation figures as this would lead to double counting- this includes Lakeside with extant permission for 69,030sqm of office space. Whilst this is treated as a permission for modelling purposes, it is noted that 50,000sqm of this is an LP allocation. However, to avoid double counting, this is only being treated as a permission.
- All HELAA sites are associated with residential and employment land uses and are assumed to be net gains as agreed with the Council; and
- Of the 40,081sqm of office space associated with the City Centre, 20,000sqm of this is office space associated with the City Centre North area, (as per planning reference: 22/01243/CS3), the remaining office space has been distributed proportionally to each zone, based on the agreed split of residential unit numbers.
- For the student accommodation land use, a discount has been applied to the total completions and permission figures (a discount of 2.5 units). This is due to student accommodation not been treated as one full residential dwelling.

**Table 1. Local Plan Site Allocations – Net Gains**

| STRATEGIC SITE | ALLOCATION |
|---|---|
| Tipner East | • 1,056 residential units<br>• 716sqm retail space |

| STRATEGIC SITE | ALLOCATION |
|---|---|
| Tipner West and Horsea Island | • 1,250 residential units<br>• 58,000sqm industrial space |
| Lakeside | • 50,000sqm office space (this is treated as a permission for the purposes of modelling given the extant consent, alongside an additional 19,030sqm of extant permission). |
| City Centre | • 4,176 residential units<br>• 40,081sqm office space |
| Fratton Park & Pompey Centre | • 750 residential units |
| St James & Langstone Harbour | • 436 residential units |
| **Total** | • **7,668 residential units**<br>• **40,081sqm office space (however an additional 50,000sqm treated as a permission)**<br>• **58,000sqm industrial space**<br>• **716sqm retail space** |

6.1.4 SYSTRA has developed a series of heat maps to demonstrate the net gains and losses in the 2041 Do Minimum scenario, including completed and committed development, HELAA sites and Local Plan allocations, in each Portsmouth zone of the strategic model. The heat maps have been presented for residential, retail, office and industrial land uses. These land uses are those with Local Plan strategic site allocations assigned to them. These maps are presented in Figure 10 to Figure 13. The heat maps use different scales in relation to the key for presentation purposes.

**Figure 10. Residential Growth – 2041 Do Minimum**

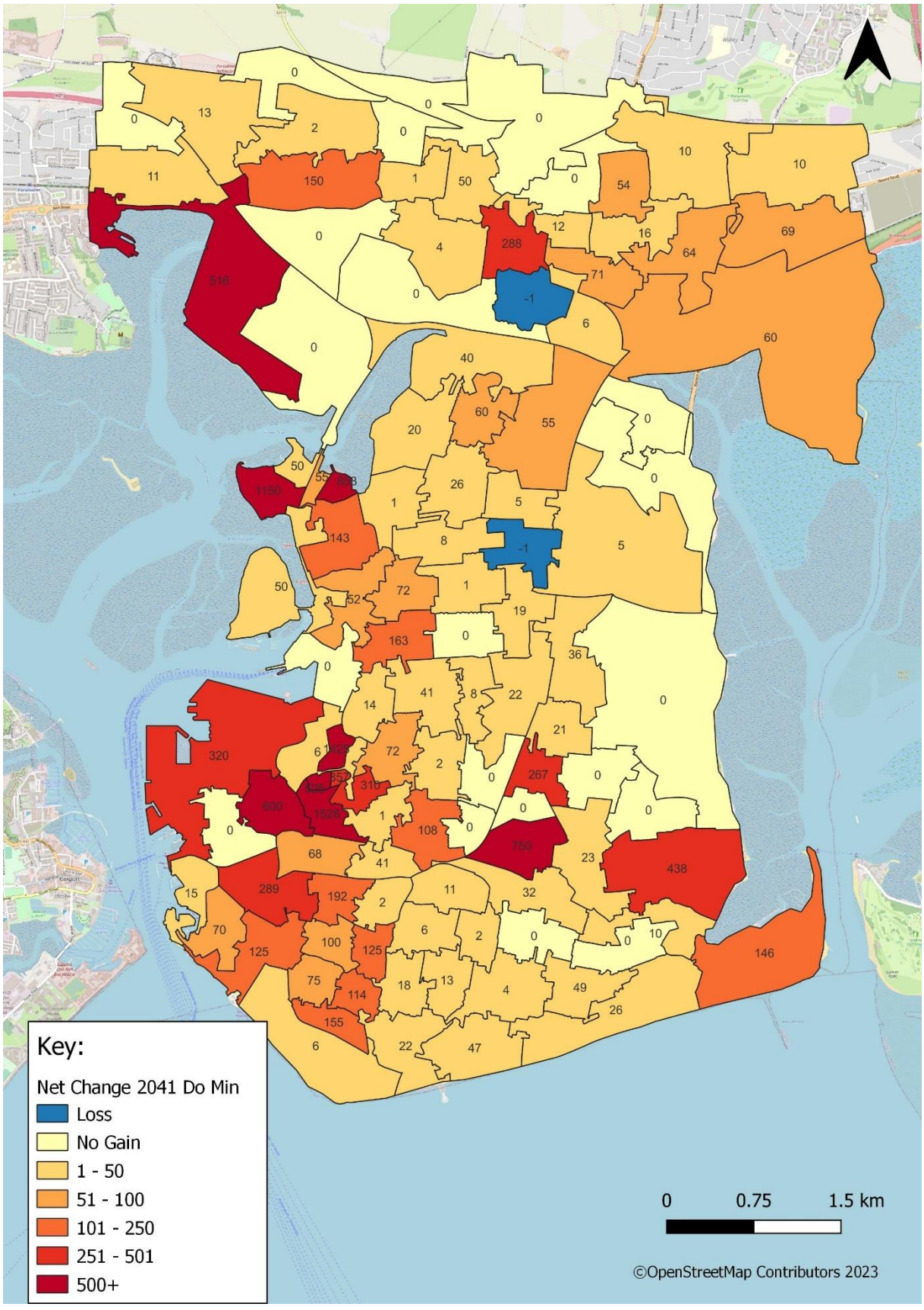


**Figure 11. Industrial Growth – 2041 Do Minimum**

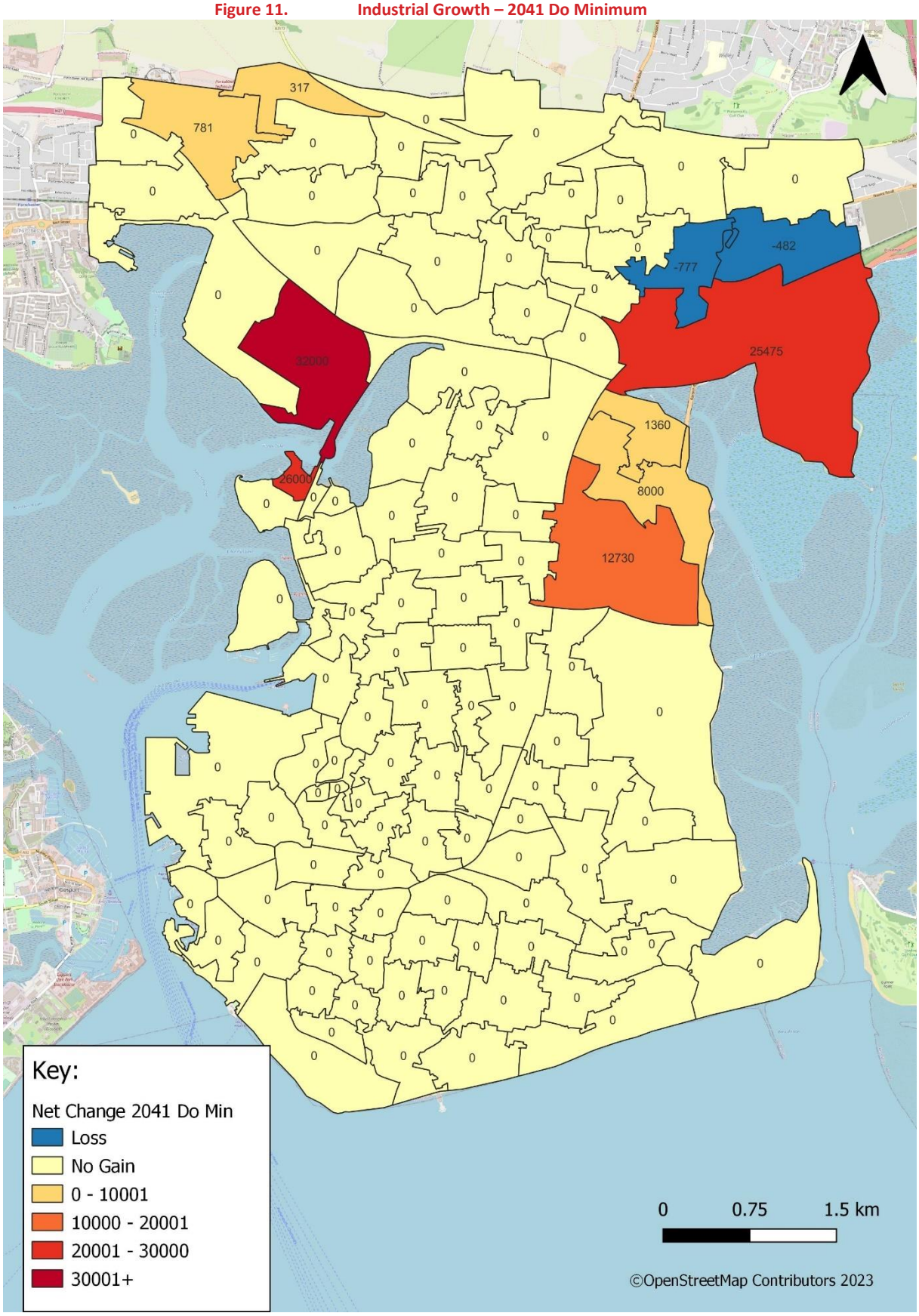


Figure 12. Office Growth – 2041 Do Minimum

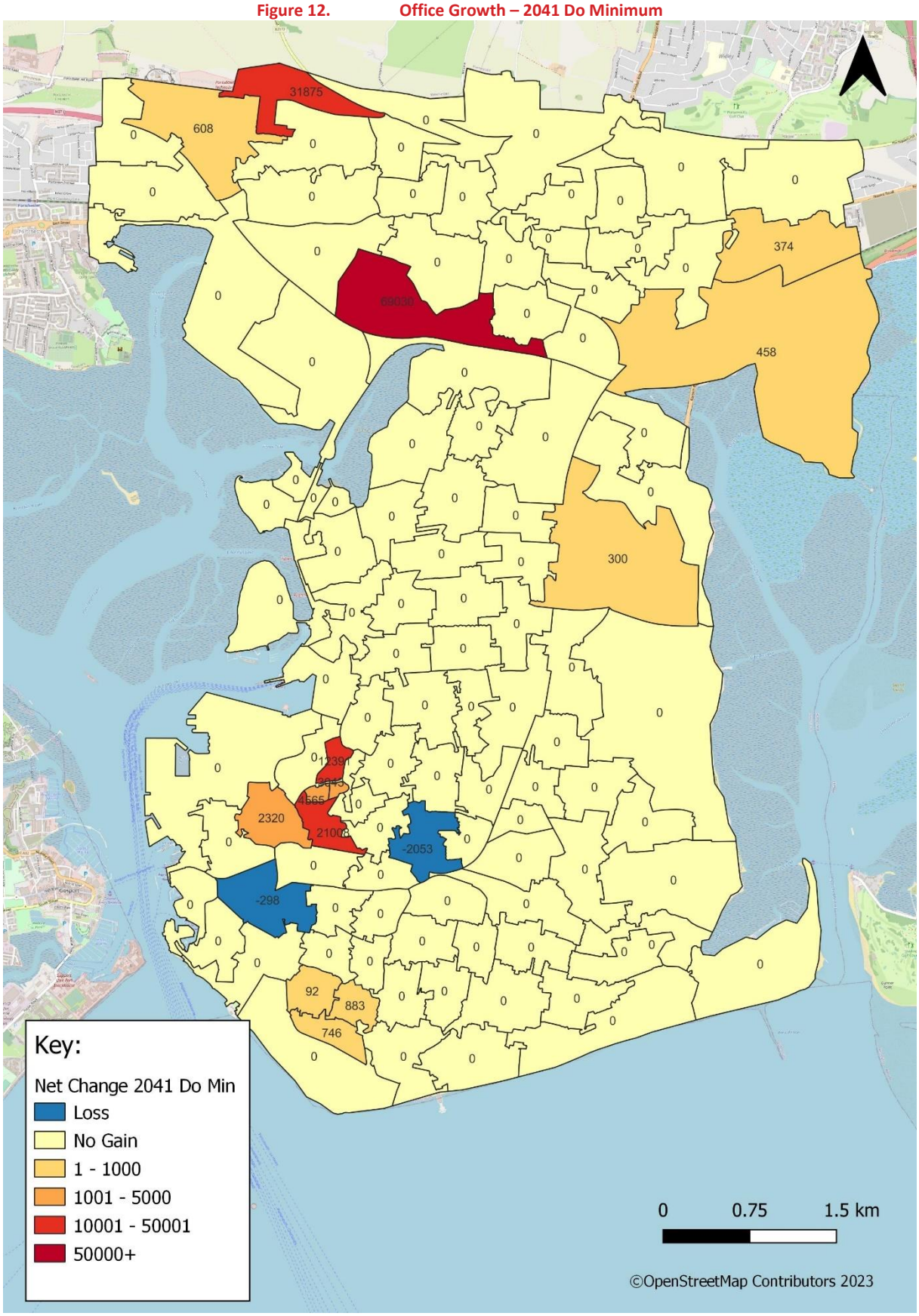
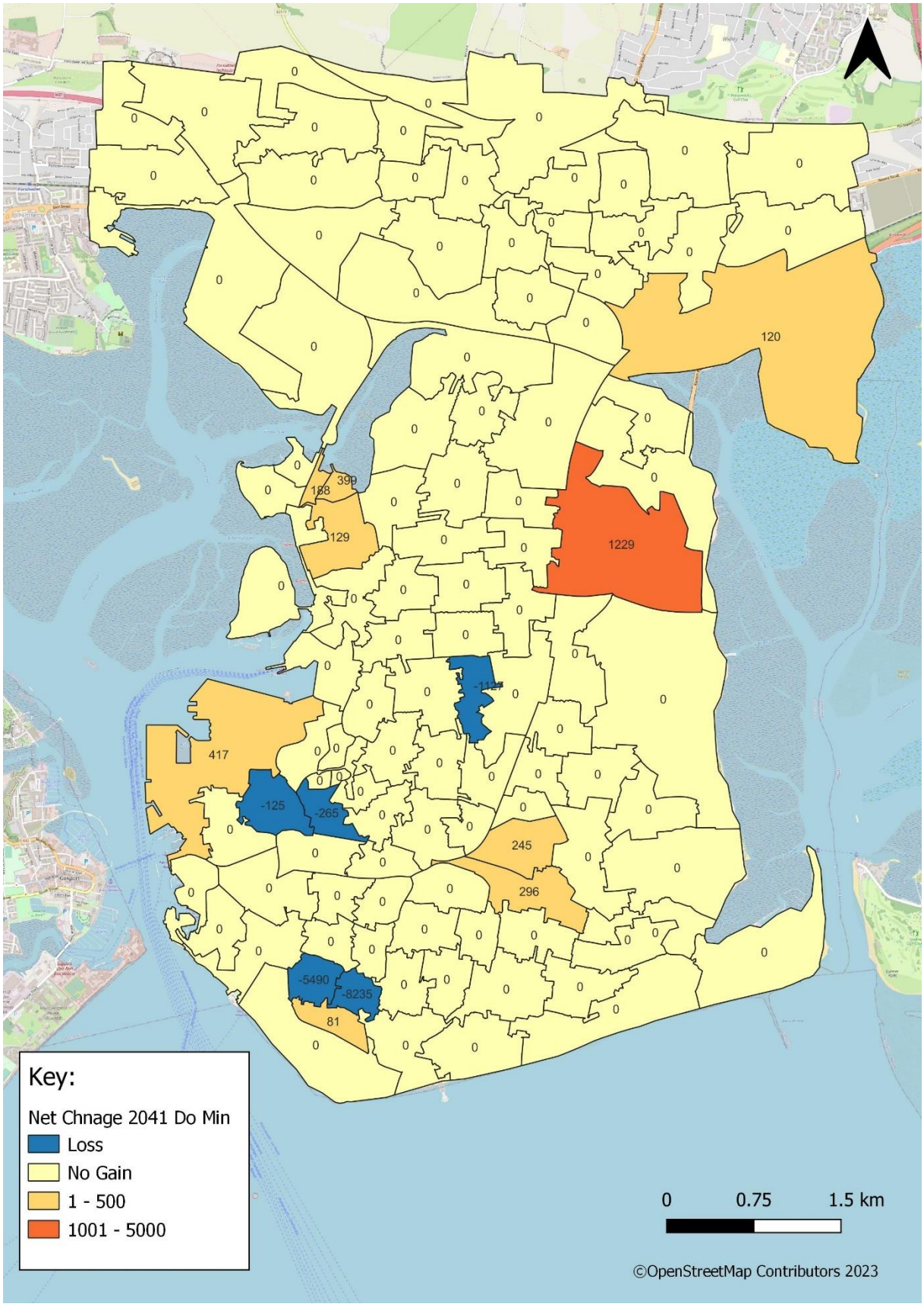


**Figure 13. Retail Growth – 2041 Do Minimum**



**2041 Do Something**

- Includes all land use and highway assumptions associated with the Do Minimum scenario. Mitigation measures will be incorporated into this scenario.

## 6.2 Total Growth

6.2.1 Table 2 below provides a summary of total growth across all zones associated with the 2041 Do Minimum scenario. As noted above, the Do Minimum 2041 figures include total Local Plan allocation numbers, any completion and permission gains/losses and any HELAA site gains which have been broken down in the table. A breakdown of this growth by zone is provided in **Appendix D** for each land use.

**Table 2. Net Change – Total Growth/ Breakdown**

| LAND USE | NET CHANGE | NET CHANGE BREAKDOWN |
|---|---|---|
| **Residential** | +12,875 dwellings | . 1,465 dwellings = Completions & Permissions<br>. 7,668 dwellings = LP Site Allocations (this excludes those already included in permissions)<br>. 3,742 = HELAA Sites (this excludes those already included in permissions) |
| **Retail** | -12,138sqm | . -12,854sqm = Completions & Permissions<br>. 716sqm = LP Site Allocations |
| **Office** | +145,342sqm<br><br>*Any discrepancies due to rounding of the LP Site Allocation figures | . 78,582sqm = Completions & Permissions<br>. 40,081sqm = LP Site Allocations<br>. 26,680sqm = HELAA Sites (this excludes those already included in permissions) |
| **Industrial** | +105,404sqm | . 3,004sqm = Completions & Permissions<br>. 58,000sqm = LP Site Allocations<br>. 44,400sqm =HELAA Sites |

| LAND USE | NET CHANGE | NET CHANGE BREAKDOWN |
|---|---|---|
| **Warehousing** | +3,827sqm | . Completions & Permissions Only |
| **Hotels & Accommodation** | +11,312sqm | . Completions & Permissions Only |
| **Healthcare** | -1,356sqm | . Completions & Permissions Only |
| **Leisure** | +9,164sqm | . Completions & Permissions Only |
| **C2 Residential Institutions** | +98 dwellings | . Completions & Permissions Only |
| **Student Accommodation** | +332 dwellings (discounted value) | . Completions & Permissions Only |
| **Primary & Secondary Education** | +9,300sqm | . Completions & Permissions Only |
| **Higher Education** | +21,701qm | . Completions & Permissions Only |

6.2.2 In total, approximately 319,355sqm of growth is expected in the 2041 Do Minimum scenario, across all land uses. A growth of 12,875 dwellings is expected in the 2041 Do Minimum scenario.

6.2.3 In addition to this, any windfall associated with the Local Plan for the above land uses will be modelled at 2041 Do Minimum stage, for the residential land uses. A total windfall of 790 residential units will be modelled and split equally between the model zones within Portsmouth. There is no windfall for office, industrial and retail land use.

# 7. SUMMARY

## 7.1 Conclusion

7.1.1 This technical note summarises the Strategic Modelling Assumptions to be applied in the model runs using the strategic Solent Sub-Regional Transport Model (SRTM), which will provide the evidence base to inform the Transport Assessment for Regulation 19 Consultation Stage. The assumptions have been informed by previous work undertaken by SYSTRA and relevant discussions with the Council to agree the proposed methodology.

7.1.2 The SRTM model scenarios have been agreed and highlighted, including 2019 baseline and a 2041 model year, with growth until 2040 accounted for to align with the Local Plan period. SYSTRA has developed a series of heat maps to demonstrate the net change in each zone of the strategic model for residential, industrial, office and retail land uses, the land uses associated with the Local Plan site allocations. In total, the following growth is associated with the 2041 Do Minimum scenario based on total Local Plan allocation numbers, any completion and permission gains/losses and any HELAA site gains:

Table 3. Total Growth

| LAND USE | NET CHANGE |
|---|---|
| **Residential** | +12,875 dwellings |
| **Retail** | -12,138sqm |
| **Industrial** | +145,342sqm |
| **Office** | +105,404sqm |
| **Warehousing** | +3,827sqm |
| **Hotels & Accommodation** | +11,312sqm |
| **Healthcare** | -1,356sqm |
| **Leisure** | +9,164sqm |
| **C2 Residential Institutions** | +98 dwellings |
| **Student Accommodation** | +332 dwellings (discounted value) |
| **Primary & Secondary Education** | +9,300sqm |

| LAND USE | NET CHANGE |
|---|---|
| **Higher Education** | +21,701sqm |

7.1.3 In addition to this, total windfall of 790 residential units will be modelled in the 2041 Do Minimum run, split equally between model zones within Portsmouth.

7.1.4 This technical note provides a list of land use changes and highway schemes coded into the SRTM in **Appendix B**, within Portsmouth and adjacent boroughs. This technical note provides a list of completions, permissions and allocations (gains/losses) in the 2041 Baseline and 2041 Do Minimum scenarios in **Appendix D**. Any assumptions have been outlined in this report.

7.1.5 This technical note therefore provides a record of all agreed assumptions which will inform the SRTM model runs, including an explanation for the approach taken.

# Appendix A – Aggregated Trip Rates

**Table 1 Person Trip Rates for Car, Public Transport and Active Modes, AM period**

| | Car | | | PT | | | Active Modes | | |
|---|---|---|---|---|---|---|---|---|---|
| **HB Work** | **No car available** | **Comp for car** | **No comp for car** | **No car available** | **Comp for car** | **No comp for car** | **No car available** | **Comp for car** | **No comp for car** |
| **Child** | 0.003 | 0.008 | 0.007 | 0.002 | 0.000 | 0.000 | 0.010 | 0.003 | 0.006 |
| **Working Adult** | 0.140 | 0.345 | 0.438 | 0.160 | 0.064 | 0.025 | 0.171 | 0.076 | 0.032 |
| **Non Working Adult** | 0.004 | 0.032 | 0.048 | 0.009 | 0.006 | 0.004 | 0.016 | 0.012 | 0.013 |
| **Retired** | 0.002 | 0.017 | 0.026 | 0.003 | 0.001 | 0.001 | 0.004 | 0.003 | 0.003 |
| **HB Employ Business** | **No car available** | **Comp for car** | **No comp for car** | **No car available** | **Comp for car** | **No comp for car** | **No car available** | **Comp for car** | **No comp for car** |
| **Child** | 0.000 | 0.001 | 0.001 | 0.000 | 0.000 | 0.000 | 0.002 | 0.001 | 0.001 |
| **Working Adult** | 0.008 | 0.021 | 0.044 | 0.004 | 0.002 | 0.002 | 0.002 | 0.003 | 0.002 |
| **Non Working Adult** | 0.001 | 0.002 | 0.004 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.001 |
| **Retired** | 0.001 | 0.002 | 0.004 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.001 |
| **HB Education** | **No car available** | **Comp for car** | **No comp for car** | **No car available** | **Comp for car** | **No comp for car** | **No car available** | **Comp for car** | **No comp for car** |
| **Child** | 0.024 | 0.128 | 0.249 | 0.079 | 0.080 | 0.098 | 0.347 | 0.304 | 0.168 |
| **Working Adult** | 0.002 | 0.025 | 0.037 | 0.004 | 0.001 | 0.000 | 0.019 | 0.019 | 0.005 |
| **Non Working Adult** | 0.008 | 0.053 | 0.131 | 0.033 | 0.052 | 0.077 | 0.083 | 0.080 | 0.055 |
| **Retired** | 0.000 | 0.002 | 0.003 | 0.001 | 0.001 | 0.001 | 0.003 | 0.002 | 0.001 |
| **HB Other** | **No car available** | **Comp for car** | **No comp for car** | **No car available** | **Comp for car** | **No comp for car** | **No car available** | **Comp for car** | **No comp for car** |
| **Child** | 0.011 | 0.052 | 0.094 | 0.011 | 0.004 | 0.002 | 0.049 | 0.035 | 0.022 |
| **Working Adult** | 0.012 | 0.049 | 0.063 | 0.010 | 0.003 | 0.001 | 0.033 | 0.024 | 0.020 |
| **Non Working Adult** | 0.022 | 0.092 | 0.100 | 0.032 | 0.009 | 0.004 | 0.108 | 0.052 | 0.042 |
| **Retired** | 0.018 | 0.108 | 0.129 | 0.026 | 0.007 | 0.004 | 0.083 | 0.056 | 0.059 |

**Table 2 Person Trip Rates for Car, Public Transport and Active Modes, IP period**

| Interpeak<br>Car | CAR | | | PT | | | Active Modes | | |
|---|---|---|---|---|---|---|---|---|---|
| **HB Work** | **No car available** | **Comp for car** | **No comp for car** | **No car available** | **Comp for car** | **No comp for car** | **No car available** | **Comp for car** | **No comp for car** |
| **Child** | 0.001 | 0.006 | 0.002 | 0.001 | 0.000 | 0.000 | 0.004 | 0.002 | 0.002 |
| **Working Adult** | 0.023 | 0.068 | 0.081 | 0.023 | 0.008 | 0.002 | 0.055 | 0.029 | 0.011 |
| **Non Working Adult** | 0.002 | 0.025 | 0.029 | 0.005 | 0.005 | 0.002 | 0.009 | 0.011 | 0.008 |
| **Retired** | 0.001 | 0.011 | 0.013 | 0.002 | 0.001 | 0.000 | 0.002 | 0.002 | 0.002 |
| **HB Employ Business** | **No car available** | **Comp for car** | **No comp for car** | **No car available** | **Comp for car** | **No comp for car** | **No car available** | **Comp for car** | **No comp for car** |
| **Child** | 0.000 | 0.000 | 0.001 | 0.000 | 0.000 | 0.000 | 0.002 | 0.000 | 0.001 |
| **Working Adult** | 0.003 | 0.013 | 0.026 | 0.002 | 0.001 | 0.001 | 0.001 | 0.002 | 0.001 |
| **Non Working Adult** | 0.001 | 0.002 | 0.005 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.001 |
| **Retired** | 0.001 | 0.002 | 0.006 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.001 |
| **HB Education** | **No car available** | **Comp for car** | **No comp for car** | **No car available** | **Comp for car** | **No comp for car** | **No car available** | **Comp for car** | **No comp for car** |
| **Child** | 0.004 | 0.020 | 0.030 | 0.003 | 0.001 | 0.001 | 0.067 | 0.058 | 0.032 |
| **Working Adult** | 0.001 | 0.017 | 0.019 | 0.003 | 0.000 | 0.000 | 0.015 | 0.018 | 0.006 |
| **Non Working Adult** | 0.006 | 0.033 | 0.061 | 0.019 | 0.016 | 0.020 | 0.076 | 0.056 | 0.030 |
| **Retired** | 0.000 | 0.001 | 0.002 | 0.000 | 0.000 | 0.000 | 0.003 | 0.002 | 0.001 |
| **HB Other** | **No car available** | **Comp for car** | **No comp for car** | **No car available** | **Comp for car** | **No comp for car** | **No car available** | **Comp for car** | **No comp for car** |
| **Child** | 0.041 | 0.154 | 0.215 | 0.057 | 0.020 | 0.010 | 0.211 | 0.131 | 0.075 |
| **Working Adult** | 0.042 | 0.165 | 0.190 | 0.051 | 0.012 | 0.004 | 0.140 | 0.063 | 0.037 |
| **Non Working Adult** | 0.092 | 0.354 | 0.406 | 0.156 | 0.040 | 0.020 | 0.379 | 0.188 | 0.132 |
| **Retired** | 0.077 | 0.390 | 0.482 | 0.130 | 0.032 | 0.018 | 0.300 | 0.173 | 0.148 |

**Table 3 Person Trip Rates for Car, Public Transport and Active Modes, PM period**

| | Car | | | PT | | | Active Modes | | |
|---|---|---|---|---|---|---|---|---|---|
| **HB Work** | **No car available** | **Comp for car** | **No comp for car** | **No car available** | **Comp for car** | **No comp for car** | **No car available** | **Comp for car** | **No comp for car** |
| **Child** | 0.000 | 0.009 | 0.005 | 0.000 | 0.000 | 0.000 | 0.002 | 0.003 | 0.003 |
| **Working Adult** | 0.009 | 0.040 | 0.023 | 0.007 | 0.002 | 0.001 | 0.019 | 0.004 | 0.002 |
| **Non Working Adult** | 0.001 | 0.021 | 0.031 | 0.004 | 0.006 | 0.003 | 0.008 | 0.010 | 0.010 |
| **Retired** | 0.000 | 0.007 | 0.007 | 0.001 | 0.000 | 0.000 | 0.001 | 0.001 | 0.001 |
| **HB Employ Business** | **No car available** | **Comp for car** | **No comp for car** | **No car available** | **Comp for car** | **No comp for car** | **No car available** | **Comp for car** | **No comp for car** |
| **Child** | 0.000 | 0.001 | 0.001 | 0.000 | 0.000 | 0.000 | 0.001 | 0.000 | 0.001 |
| **Working Adult** | 0.001 | 0.004 | 0.008 | 0.001 | 0.000 | 0.000 | 0.000 | 0.001 | 0.000 |
| **Non Working Adult** | 0.000 | 0.001 | 0.002 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| **Retired** | 0.000 | 0.001 | 0.002 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| **HB Education** | **No car available** | **Comp for car** | **No comp for car** | **No car available** | **Comp for car** | **No comp for car** | **No car available** | **Comp for car** | **No comp for car** |
| **Child** | 0.000 | 0.002 | 0.006 | 0.000 | 0.000 | 0.000 | 0.000 | 0.001 | 0.001 |
| **Working Adult** | 0.000 | 0.003 | 0.006 | 0.000 | 0.000 | 0.000 | 0.001 | 0.000 | 0.000 |
| **Non Working Adult** | 0.000 | 0.003 | 0.007 | 0.001 | 0.001 | 0.002 | 0.002 | 0.002 | 0.001 |
| **Retired** | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| **HB Other** | **No car available** | **Comp for car** | **No comp for car** | **No car available** | **Comp for car** | **No comp for car** | **No car available** | **Comp for car** | **No comp for car** |
| **Child** | 0.022 | 0.095 | 0.136 | 0.014 | 0.004 | 0.003 | 0.102 | 0.070 | 0.052 |
| **Working Adult** | 0.031 | 0.117 | 0.125 | 0.014 | 0.002 | 0.001 | 0.063 | 0.032 | 0.030 |
| **Non Working Adult** | 0.022 | 0.087 | 0.124 | 0.015 | 0.006 | 0.005 | 0.071 | 0.047 | 0.042 |
| **Retired** | 0.017 | 0.083 | 0.117 | 0.010 | 0.003 | 0.003 | 0.050 | 0.037 | 0.042 |

**Table 4 Person Trip Rates for Car, Public Transport and Active Modes, Off-peak period**

| | Car | | | PT | | | Active Modes | | |
|---|---|---|---|---|---|---|---|---|---|
| **HB Work** | **No car available** | **Comp for car** | **No comp for car** | **No car available** | **Comp for car** | **No comp for car** | **No car available** | **Comp for car** | **No comp for car** |
| **Child** | 0.004 | 0.024 | 0.014 | 0.003 | 0.001 | 0.001 | 0.016 | 0.008 | 0.011 |
| **Working Adult** | 0.172 | 0.453 | 0.542 | 0.190 | 0.074 | 0.028 | 0.245 | 0.109 | 0.045 |
| **Non Working Adult** | 0.007 | 0.078 | 0.108 | 0.019 | 0.017 | 0.009 | 0.033 | 0.033 | 0.030 |
| **Retired** | 0.003 | 0.035 | 0.046 | 0.006 | 0.002 | 0.001 | 0.008 | 0.006 | 0.006 |
| **HB Employ Business** | **No car available** | **Comp for car** | **No comp for car** | **No car available** | **Comp for car** | **No comp for car** | **No car available** | **Comp for car** | **No comp for car** |
| **Child** | 0.001 | 0.002 | 0.002 | 0.000 | 0.000 | 0.000 | 0.004 | 0.002 | 0.002 |
| **Working Adult** | 0.012 | 0.038 | 0.078 | 0.006 | 0.003 | 0.003 | 0.004 | 0.005 | 0.003 |
| **Non Working Adult** | 0.001 | 0.004 | 0.011 | 0.000 | 0.000 | 0.001 | 0.000 | 0.001 | 0.002 |
| **Retired** | 0.002 | 0.005 | 0.012 | 0.000 | 0.000 | 0.001 | 0.000 | 0.001 | 0.002 |
| **HB Education** | **No car available** | **Comp for car** | **No comp for car** | **No car available** | **Comp for car** | **No comp for car** | **No car available** | **Comp for car** | **No comp for car** |
| **Child** | 0.029 | 0.151 | 0.285 | 0.082 | 0.081 | 0.099 | 0.414 | 0.362 | 0.201 |
| **Working Adult** | 0.003 | 0.046 | 0.061 | 0.007 | 0.002 | 0.001 | 0.035 | 0.037 | 0.011 |
| **Non Working Adult** | 0.014 | 0.089 | 0.199 | 0.054 | 0.069 | 0.099 | 0.161 | 0.138 | 0.085 |
| **Retired** | 0.001 | 0.004 | 0.005 | 0.001 | 0.001 | 0.001 | 0.007 | 0.004 | 0.002 |
| **HB Other** | **No car available** | **Comp for car** | **No comp for car** | **No car available** | **Comp for car** | **No comp for car** | **No car available** | **Comp for car** | **No comp for car** |
| **Child** | 0.074 | 0.301 | 0.445 | 0.082 | 0.028 | 0.014 | 0.362 | 0.236 | 0.149 |
| **Working Adult** | 0.085 | 0.331 | 0.378 | 0.075 | 0.018 | 0.006 | 0.237 | 0.119 | 0.087 |
| **Non Working Adult** | 0.136 | 0.533 | 0.630 | 0.202 | 0.055 | 0.028 | 0.558 | 0.287 | 0.217 |
| **Retired** | 0.111 | 0.581 | 0.728 | 0.165 | 0.041 | 0.025 | 0.434 | 0.265 | 0.249 |

**Table 5 Trip Attraction Factors**

| SRTM Trip Purpose | | HBW Work | HBB Employers business | HBE Education | HBO Shopping | HBO Personal Business | HBO Personal Business | HBO Personal Business | HBO Recreation | HBO Visiting Friends | HBO Holiday |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **NTEM Employment Categories** | **E** | **P1** | **P2** | **P3** | **P4** | **P5a** | **P5b** | **P5c** | **P6** | **P7** | **P8** |
| **All Jobs** | **E1** | 4.4431 | | | | | | | | | |
| **Households** | **E2** | | | | | | | | | 3.0535 | |
| **Primary and secondary schools** | **E3** | | 0.4963 | 43.4826 | | | | | | | |
| **Higher education** | **E4** | | 0.4963 | 43.4826 | | | | | | | |
| **Adult education** | **E5** | | 0.4963 | 43.4826 | | | | | 30.2114 | | |
| **Hotels and camp sites** | **E6** | | 0.4963 | | | | | | | | 16.3236 |
| **Retail trade** | **E7** | | 0.4963 | | 35.7643 | | | | | | |
| **Health / Medical** | **E8** | | 0.4963 | | | 54.2395 | | | | | |
| **Services** | **E9** | | 0.4963 | | | | | 19.5396 | | | |
| **Industry, Construction and transport** | **E10** | | 0.4963 | | | | | | | | |
| **Restaurants and bars** | **E11** | | 0.4963 | | | | 0.5833 | | 30.2114 | | |
| **Recreation** | **E12** | | 0.4963 | | | | | | 60.4229 | | |
| **Agriculture and fishing** | **E13** | | 0.4963 | | | | | | | | 3.2647 |
| **Business** | **E14** | | 0.2482 | | | | | | | | |
| **Holiday accommodation** | **E15** | | | | | | | | | | 16.3236 |

## Approval

| Version | Name | | Position | Date | Modifications |
|---|---|---|---|---|---|
| 1 | Author | Esha Shah | Consultant | 31/05/2023 | First Draft for Council Comments |
| | Checked by | Liz Hensby / Emma Jolly | Associate Director/ Principal Consultant | 01/06/2023 | |
| | Approved by | Chris Whitehead | Projects Director | 01/06/2023 | |
| 2 | Author | Esha Shah | Consultant | 07/06/2023 | V2 following client queries |
| | Checked by | Liz Hensby / Emma Jolly | Associate Director/ Principal Consultant | 07/06/2023 | |
| | Approved by | Chris Whitehead | Projects Director | 07/06/2023 | |
| 3 | Author | Esha Shah | Consultant | 14/07/2023 | V3 following client queries |
| | Checked by | Liz Hensby / Emma Jolly | Associate Director/ Principal Consultant | 19/07/2023 | |
| | Approved by | Chris Whitehead | Projects Director | 19/07/2023 | |

# Appendix C - Committed Transport and Highway Schemes in the SRTM

| DISTRICT | ADDRESS | DESCRIPTION | Net Gain 2019 - 2026 | Net Gain 2019- 2031 | Net Gain 2019- 2036 | Net Gain 2019- 2041 |
|---|---|---|---|---|---|---|
| East Hampshire (Core) | KEYDELL NURSERY AND HAVANT ROAD HORNDEAN WATERLOOVILLE | RESIDENTIAL DEVELOPMENT - ESTIMATED 220 DWELLINGS | 0 | 0 | 0 | 0 |
| East Hampshire (Core) | NORTH OF JAMES COPSE ROAD HORNDEAN | RESIDENTIAL DEVELOPMENT - ESTIMATED 85 DWELLINGS | 56 | 56 | 56 | 56 |
| Fareham | AREAS A AND C EAST OF RALEY ROAD LOCKS HEATH SOUTHAMPTON | RESIDENTIAL DEVELOPMENT - ESTIMATED 79 DWELLINGS | 20 | 49 | 49 | 49 |
| Fareham | FAREHAM STATION WEST FAREHAM | RESIDENTIAL DEVELOPMENT - ESTIMATED 80 FLATS | 50 | 80 | 80 | 80 |
| Fareham | GENESIS CENTRE CENTRE WAY LOCKS HEATH FAREHAM | RESIDENTIAL DEVELOPMENT - ESTIMATED 35 DWELLINGS | 35 | 35 | 35 | 35 |
| Fareham | LAND AT HEATH ROAD LOCKS HEATH | RESIDENTIAL DEVELOPMENT - ESTIMATED 70 DWELLINGS | 70 | 70 | 70 | 70 |
| Fareham | WELBORNE FAREHAM | MIXED DEVELOPMENT INCLUDING AN ESTIMATED 6000 DWELLINGS | 690 | 2170 | 3720 | 4970 |
| Gosport | BARCLAY HOUSE GOSPORT | RESIDENTIAL DEVELOPMENT - ESTIMATED 25 DWELLINGS | 25 | 25 | 25 | 25 |
| Havant | BEACHLANDS HAYLING ISLAND | MIXED DEVELOPMENT - INCLUDING ESTIMATED 125 DWELLINGS | 125 | 125 | 125 | 125 |
| Havant | CABBAGEFIELD ROW LEIGH PARK HAVANT | RESIDENTIAL DEVELOPMENT - ESTIMATED 116 DWELLINGS | 116 | 116 | 116 | 116 |
| Havant | DUNSBURY WAY DUNSBURY WAY LEIGH PARK HAVANT | RESIDENTIAL DEVELOPMENT - ESTIMATED 72 DWELLINGS | 0 | 15 | 15 | 15 |
| Havant | HAVANT GARDEN CENTRE BARTONS ROAD HAVANT | RESIDENTIAL DEVELOPMENT - ESTIMATED 49 DWELLINGS | 0 | 49 | 49 | 49 |
| Havant | LEIGH PARK CENTRE LEIGH PARK CENTRE LEIGH PARK HAVANT | MIXED DEVELOPMENT - INCLUDES ESTIMATED 62 DWELLINGS | 0 | 62 | 62 | 62 |
| Havant | PADNELL GRANGE PADNELL ROAD COWPLAIN WATERLOOVILLE | RESIDENTIAL DEVELOPMENT - ESTIMATED 84 DWELLINGS | 84 | 84 | 84 | 84 |
| Havant | PORTSMOUTH WATER HEADQUARTERS HAVANT | RESIDENTIAL DEVELOPMENT - ESTIMATED 120 DWELLINGS | 0 | 120 | 120 | 120 |
| Havant | RIDERS LANE ALLOTMENTS RIDERS LANE HAVANT | RESIDENTIAL DEVELOPMENT - ESTIMATED 65 DWELLINGS | 0 | 65 | 65 | 65 |
| Havant | SSE OFFICES SITE BARTONS ROAD HAVANT | RESIDENTIAL DEVELOPMENT - ESTIMATED 90 DWELLINGS | 0 | 80 | 80 | 80 |
| Havant | STROUDEN COURT STOUDEN COURT LEIGH PARK HAVANT | MIXED DEVELOPMENT - INCLUDING ESTIMATED 40 DWELLINGS | 40 | 40 | 40 | 40 |
| Havant | WEST OF ASDA BLUE STAR SITE WATERLOOVILLE | MIXED DEVELOPMENT - INCLUDING ESTIMATED 50 DWELLINGS | 50 | 50 | 50 | 50 |
| Havant | WEST OF COLDHARBOUR FARM EMSWORTH HAVANT | RESIDENTIAL DEVELOPMENT - ESTIMATED 47 DWELLINGS | 47 | 47 | 47 | 47 |
| New Forest (Core) | ELING WHARF/ELING QUAY ELING LANE TOTTON SOUTHAMPTON | MIXED REDEVELOPMENT - ESTIMATED 400 DWELLINGS | 0 | 0 | 400 | 400 |
| New Forest (Core) | LAND ADJACENT TO BLACKFIELD PRIMARY SCHOOL BLACKFIELD FAWLEY | RESIDENTIAL DEVELOPMENT - ESTIMATED 30 DWELLINGS | 0 | 30 | 30 | 30 |
| New Forest (Core) | LAND AT CORKS FARM MARCHWOOD | RESIDENTIAL DEVELOPMENT - ESTIMATED 150 DWELLINGS | 60 | 150 | 150 | 150 |
| New Forest (Core) | LAND AT DURLEY FARM HOUNSDOWN, TOTTON SOUTHAMPTON | RESIDENTIAL DEVELOPMENT - ESTIMATED 80 DWELLINGS | 25 | 80 | 80 | 80 |
| New Forest (Core) | LAND SOUTH OF BURY ROAD MARCHWOOD | RESIDENTIAL DEVELOPMENT - ESTIMATED 700 DWELLINGS | 20 | 300 | 700 | 700 |
| New Forest (Core) | THE FORMER FAWLEY POWER STATIO FAWLEY | MIXED DEVELOPMENT - ESTIMATED 1380 DWELLINGS | 50 | 630 | 1380 | 1380 |
| New Forest (Core) | LAND ADJACENT TO FORMER FAWLEY POWER STATION FAWLEY | RESIDENTIAL DEVELOPMENT - 120 DWELLINGS | 10 | 10 | 120 | 120 |
| Test Valley (Core) | LAND AT HOE LANE NORTH BADDESLEY | RESIDENTIAL DEVELOPMENT - ESTIMATED 300 DWELLINGS | 300 | 300 | 300 | 300 |
| Test Valley (Core) | PARK FARM STONEHAM | RESIDENTIAL DEVELOPMENT - ESTIMATED 50 DWELLINGS | 50 | 50 | 50 | 50 |
| Test Valley (Core) | WHITENAP ROMSEY | RESIDENTIAL DEVELOPMENT - ESTIMATED 1300 DWELLINGS | 200 | 950 | 1300 | 1300 |
| Winchester (Core) | CATTLEMARKET SITE ANDOVER ROAD WINCHESTER | RESIDENTIAL DEVELOPMENT - ESTIMATED 150 DWELLINGS | 120 | 150 | 150 | 150 |
| Winchester (Core) | CLAYFIELD PARK MAIN ROAD COLDEN COMMON | RESIDENTIAL DEVELOPMENT - ESTIMATED 53 DWELLINGS | 35 | 48 | 48 | 48 |
| Winchester (Core) | MORGANS YARD WINCHESTER ROAD WALTHAM CHASE | RESIDENTIAL DEVELOPMENT - ESTIMATED 100 DWELLINGS | 100 | 100 | 100 | 100 |
| Portsmouth | PORT SOLENT BOATYARDS PORT SOLENT PORTSMOUTH | RESIDENTIAL DEVELOPMENT - ESTIMATED 500 DWELLINGS | 150 | 500 | 500 | 500 |
| Portsmouth | TIPNER FIRING RANGE TIPNER PORTSMOUTH | RESIDENTIAL DEVELOPMENT - ESTIMATED 600 DWELLINGS | 120 | 370 | 600 | 600 |
| Southampton | 24-32 Canute Road and 157-159 Albert Road South | Allocated in CCAP | 0 | 53 | 53 | 53 |
| Southampton | AVIATION MUSEUM ALBERT ROAD SOUTH SOUTHAMPTON | RESIDENTIAL DEVELOPMENT -ESTIMATED 45 DWELLINGS | 45 | 45 | 45 | 45 |
| Southampton | Car Park adj 14-18 College Street | Allocated in CCAP | 0 | 25 | 25 | 25 |
| Southampton | Car Park, Kings Park Road | Allocated in CCAP | 0 | 50 | 50 | 50 |
| Southampton | Cedar Press | AP 9 (nb. awaiting decision on 113 flats) - Allocated site in CCAP | 122 | 122 | 122 | 122 |
| Southampton | Central Station | AP21, CCAP estimated numbers; Central Station 64 | 0 | 0 | 64 | 64 |
| Southampton | College Street car park | Allocated in CCAP | 0 | 80 | 80 | 80 |
| Southampton | East of Castle Way | Allocated in CCAP | 0 | 108 | 108 | 108 |
| Southampton | FACTORY UNITS STANTON ROAD & MILL ROAD MILLBROOK SOUTHAMPTON | REDEVELOP WITH ESTIMATED 25 DWELLINGS | 25 | 25 | 25 | 25 |
| Southampton | LAND BETWEEN JESSAMINE ROAD AND WARREN AVENUE SOUTHAMPTON | REDEVELOP WITH ESTIMATED 27 DWELLINGS | 27 | 27 | 27 | 27 |
| Southampton | RESERVOIR SITE GLEN EYRE ROAD BASSETT SOUTHAMPTON | RESIDENTIAL DEVELOPMENT - ESTIMATED 70 DWELLINGS | 0 | 0 | 70 | 70 |
| Southampton | ROYAL PIER AREA TOWN QUAY SOUTHAMPTON | REDEVELOP FOR MIXED USES INCLUDING ESTIMATED 311 DWELLINGS | 70 | 311 | 311 | 311 |
| Southampton | Sites either side of Northern Above Bar | Allocated in CCAP | 0 | 231 | 231 | 231 |
| Southampton | SOUTH HANTS HOSPITAL CAR PARK ONSLOW ROAD/ST MARYS ROAD SOUTHAMPTON | REDEVELOP WITH ESTIMATED 75 DWELLINGS | 0 | 75 | 75 | 75 |
| Southampton | SURETY HOUSE OLD REDBRIDGE ROAD REDBRIDGE SOUTHAMPTON | REDEVELOP WITH ESTIMATED 27 DWELLINGS | 27 | 27 | 27 | 27 |
| Southampton | Western Gateway including City Industrial Estate (part of CCAP Quarter) | Western Gateway 100 dwellings + 60 dwll for City Industrial Estate | 0 | 0 | 0 | 160 |
| East Hampshire (Marginal) | HAMPSHIRE COUNTY COUNCIL DEPOT PADDOCK WAY PETERSFIELD | RESIDENTIAL DEVELOPMENT - ESTIMATED 42 DWELLINGS | 15 | 42 | 42 | 42 |
| East Hampshire (Marginal) | LAND AT BULMER HOUSE SITE RAMSHILL PETERSFIELD | RESIDENTIAL DEVELOPMENT - ESTIMATED 40 DWELLINGS | 40 | 40 | 40 | 40 |
| East Hampshire (Marginal) | LAND NORTH OF BUCKMORE FARM BELL HILL PETERSFIELD | RESIDENTIAL DEVELOPMENT - ESTIMATED 101 DWELLINGS | 40 | 85 | 85 | 85 |
| East Hampshire (Marginal) | LAND WEST OF THE CAUSEWAY PETERSFIELD | RESIDENTIAL DEVELOPMENT - ESTIMATED 56 DWELLINGS | 20 | 56 | 56 | 56 |
| New Forest (Marginal) | LAND AT BROCKHILLS LANE NEW MILTON | RESIDENTIAL DEVELOPMENT - ESTIMATED 130 DWELLINGS | 130 | 130 | 130 | 130 |
| New Forest (Marginal) | LAND AT HORDLE LANE HORDLE | RESIDENTIAL DEVELOPMENT - ESTIMATED 160 DWELLINGS | 105 | 160 | 160 | 160 |
| New Forest (Marginal) | LAND AT MILFORD ROAD LYMINGTON | RESIDENTIAL DEVELOPMENT - ESTIMATED 185 DWELLINGS | 185 | 185 | 185 | 185 |
| New Forest (Marginal) | LAND EAST OF EVERTON ROAD HORDLE | RESIDENTIAL DEVELOPMENT - ESTIMATED 100 DWELLINGS | 100 | 100 | 100 | 100 |
| New Forest (Marginal) | LAND EAST OF LOWER PENNINGTON LANE LYMINGTON | RESIDENTIAL DEVELOPMENT - ESTIMATED 100 DWELLINGS | 100 | 100 | 100 | 100 |
| New Forest (Marginal) | LAND NORTH OF MANOR ROAD MILFORD ON SEA | RESIDENTIAL DEVELOPMENT - ESTIMATED 110 DWELLINGS | 110 | 110 | 110 | 110 |
| New Forest (Marginal) | LAND SOUTH OF GORE ROAD NEW MILTON | RESIDENTIAL DEVELOPMENT - ESTIMATED 160 DWELLINGS | 105 | 160 | 160 | 160 |
| New Forest (Marginal) | LAND AT ASHURST HOSPITAL ASHURST | RESIDENTIAL DEVELOPMENT - ESTIMATED 30 DWELLINGS | 30 | 30 | 30 | 30 |
| New Forest (Marginal) | LAND AT THE FORMER LYNDHURST PARK HOTEL LYNDURST | RESIDENTIAL DEVELOPMENT - ESTIMATED 50 DWELLINGS | 50 | 50 | 50 | 50 |
| New Forest (Marginal) | LAND AT WHARTONS LANE ASHURST | RESIDENTIAL DEVELOPMENT - ESTIMATED 60 DWELLINGS | 60 | 60 | 60 | 60 |
| New Forest (Marginal) | LAND SOUTH OF CHURCH LANE SWAY | RESIDENTIAL DEVELOPMENT - 40 DWELLINGS | 40 | 40 | 40 | 40 |
| New Forest (Buffer) | LAND AT BURGATE FORDINGBRIDGE | RESIDENTIAL DEVELOPMENT - ESTIMATED 400 DWELLINGS | 145 | 345 | 400 | 400 |
| New Forest (Buffer) | LAND AT MOORTOWN LANE RINGWOOD | RESIDENTIAL DEVELOPMENT - ESTIMATED 480 DWELLINGS | 105 | 445 | 480 | 480 |
| New Forest (Buffer) | LAND AT SNAILS LANE RINGWOOD | RESIDENTIAL DEVELOPMENT - ESTIMATED 100 DWELLINGS | 100 | 100 | 100 | 100 |
| New Forest (Buffer) | LAND AT WHITSBURY ROAD FORDINGBRIDGE | RESIDENTIAL DEVELOPMENT - ESTIMATED 330 DWELLINGS | 145 | 330 | 330 | 330 |
| New Forest (Buffer) | LAND NORTH OF HIGHTOWN ROAD RINGWOOD | RESIDENTIAL DEVELOPMENT - ESTIMATED 270 DWELLINGS | 125 | 270 | 270 | 270 |
| New Forest (Buffer) | LAND NORTH OF STATION ROAD ASHFORD | RESIDENTIAL DEVELOPMENT - ESTIMATED 140 DWELLINGS | 140 | 140 | 140 | 140 |
| New Forest (Buffer) | LAND SOUTH OF DERRITT LANE BRANSGORE | RESIDENTIAL DEVELOPMENT - ESTIMATED 100 | 100 | 100 | 100 | 100 |
| Test Valley (Buffer) | GEORGE YARD/ BLACK SWAN YARD EASTERN AVENUE ANDOVER | MIXED DEVELOPMENT - INCLUDING ESTIMATED 100 DWELLINGS | 0 | 100 | 100 | 100 |

| DISTRICT | ADDRESS | DESCRIPTION | Net Gain 2019 - 2026 | Net Gain 2019- 2031 | Net Gain 2019- 2036 | Net Gain 2019- 2041 |
|---|---|---|---|---|---|---|
| East Hampshire (Core) | 102 DOWNHOUSE ROAD CATHERINGTON WATERLOOVILLE | RESIDENTIAL DEVELOPMENT - 29 DWELLINGS | 29 | 29 | 29 | 29 |
| East Hampshire (Core) | DEVELOPMENT LAND EAST OF HORND ROWLANDS CASTLE ROAD HORNDEAN WATERLOOVILLE | RESIDENTIAL ESTIMATED 954 DWELLINGS | 269 | 669 | 954 | 954 |
| Eastleigh | 10-20 ROMSEY ROAD EASTLEIGH | REDEVELOPMENT FOR 49 DWELLINGS | 49 | 49 | 49 | 49 |
| Eastleigh | ABBEY FRUIT FARM GRANGE ROAD NETLEY ABBEY | RESIDENTIAL DEVELOPMENT OF 93 DWELLINGS | 92 | 92 | 92 | 92 |
| Eastleigh | AND ADJ LAND ST SWITHUN WELLS CHURCH ALLINGTON LANE FAIR OAK | RESIDENTIAL DEVELOPMENT FOR 72 DWELLINGS | 31 | 31 | 31 | 31 |
| Eastleigh | BERRY FARM HAMBLE LANE BURSLEDON | RESIDENTIAL DEVELOPMENT OF 166 DWELLINGS | 27 | 27 | 27 | 27 |
| Eastleigh | CHALCROFT FARM AND LAND WEST O BURNETTS LANE HORTON HEATH | OUTLINE - RESIDENTIAL DEVELOPMENT OF UP TO 950 DWELLINGS | 520 | 950 | 950 | 950 |
| Eastleigh | CWM, CORNER OF MORTIMERS LANE AND KNOWLE LANE FAIR OAK | REDEVELOP SITE WITH 27 DWELLINGS | 27 | 27 | 27 | 27 |
| Eastleigh | DRAPER TOOLS LIMITED HURSLEY ROAD CHANDLERS FORD | ERECT 130 DWELLINGS, CARE HOME AND 10 CLOSE CARE UNITS | 20 | 140 | 140 | 140 |
| Eastleigh | FAIR OAK LODGE ALLINGTON LANE FAIR OAK | RESIDENTIAL DEVELOPMENT FOR 49 DWELLINGS | 42 | 42 | 42 | 42 |
| Eastleigh | FIR TREE FARM AND VICTORIA FAR FIR TREE LANE HORTON HEATH | OUTLINE - RESIDENTIAL DEVELOPMENT OF UP TO 450 DWELLINGS | 250 | 450 | 450 | 450 |
| Eastleigh | LAND AT CROWS NEST LANE BOTLEY | RESIDENTIAL DEVELOPMENT OF UP TO 50 DWELLINGS | 50 | 50 | 50 | 50 |
| Eastleigh | LAND AT PROVIDENCE HILL BURSLEDON | RESIDENTIAL DEVELOPMENT FOR 62 DWELLINGS | 50 | 50 | 50 | 50 |
| Eastleigh | LAND AT ST JOHNS ROAD, FOORD ROAD AND HEDGE END | RESIDENTIAL DEVELOPMENT OF 216 DWELLINGS | 106 | 106 | 106 | 106 |
| Eastleigh | LAND AT TOYNBEE ROAD EASTLEIGH | RESIDENTIAL DEVELOPMENT - ESTIMATED 191 DWELLINGS | 30 | 71 | 71 | 71 |
| Eastleigh | LAND EAST OF KNOWLE LANE FAIR OAK | RESIDENTIAL DEVELOPMENT OF 34 DWELLINGS | 29 | 29 | 29 | 29 |
| Eastleigh | LAND NORTH AND EAST OF BOORLEY WINCHESTER ROAD BOTLEY | RESIDENTIAL DEVELOPMENT - 1400 DWELLINGS | 615 | 774 | 774 | 774 |
| Eastleigh | LAND NORTH OF CRANBURY GARDENS BURSLEDON | ERECTION OF 45 DWELLINGS | 45 | 45 | 45 | 45 |
| Eastleigh | LAND NORTH OF GRANGE ROAD NETLEY ABBEY | RESIDENTIAL DEVELOPMENT OF UP TO 89 DWELLINGS | 89 | 89 | 89 | 89 |
| Eastleigh | LAND NORTH OF MORTIMERS LANE FAIR OAK | RESIDENTIAL DEVELOPMENT OF 85 DWELLINGS | 49 | 49 | 49 | 49 |
| Eastleigh | LAND NORTH WEST OF BOORLEY GRE WINCHESTER ROAD BOTLEY | RESIDENTIAL DEVELOPMENT OF UP TO 680 DWELLINGS | 300 | 680 | 680 | 680 |
| Eastleigh | LAND OFF BOTLEY ROAD WEST END | RESIDENTIAL DEVELOPMENT FOR 100 DWELLINGS | 100 | 100 | 100 | 100 |
| Eastleigh | LAND SOUTH OF BURSLEDON ROAD BURSLEDON | RESIDENTIAL DEVELOPMENT OF 200 DWELLINGS | 137 | 137 | 137 | 137 |
| Eastleigh | LAND SOUTH OF MADDOXFORD LANE BOORLEY GREEN | OUTLINE - RESIDENTIAL DEVELOPMENT OF UP TO 50 DWELLINGS | 50 | 50 | 50 | 50 |
| Eastleigh | LAND WEST OF HAMMERLEY FARM BURNETTS LANE HORTON HEATH | RESIDENTIAL DEVELOPMENT OF 104 DWELLINGS | 90 | 90 | 90 | 90 |
| Eastleigh | LAND WEST OF WOODHOUSE LANE HEDGE END | OUTLINE - ERECTION OF 605 DWELLINGS | 259 | 605 | 605 | 605 |
| Eastleigh | MITCHELL HOUSE SOUTHAMPTON ROAD EASTLEIGH | PRIOR APPROVAL TO CONVERT B1A OFFICES INTO 67 FLATS | 67 | 67 | 67 | 67 |
| Eastleigh | PEMBERS HILL FARM MORTIMERS LANE FAIR OAK | RESIDENTIAL DEVELOPMENT FOR 242 DWELLINGS | 242 | 242 | 242 | 242 |
| Eastleigh | THE MOUNT HOSPITAL CHURCH ROAD BISHOPSTOKE EASTLEIGH | RETIREMENT COMMUNITY- 217 RETIREMENT & 11 PRIVATE DWELLINGS | 53 | 53 | 53 | 53 |
| Eastleigh | NORTH STONEHAM PARK CHESTNUT AVENUE/STONEHAM LANE EASTLEIGH | RESIDENTIAL DEVELOPMENT OF 1157 DWELLINGS | 708 | 708 | 708 | 708 |
| Fareham | WEST OF WICOR PRIMARY SCHO LAND NORTH OF CRANLEIGH ROAD PORCHESTER FAREHAM | RESIDENTIAL DEVELOPMENT OF 120 DWELLINGS | 37 | 37 | 37 | 37 |
| Fareham | BROOK LANE & SOUTH OF LAND TO THE EAST OF BROOKSIDE DRIVE WARSASH | RESIDENTIAL DEVELOPMENT FOR UP TO 85 DWELLINGS | 85 | 85 | 85 | 85 |
| Fareham | LAND NORTH OF FUNTLEY ROAD FAREHAM | RESIDENTIAL DEVELOPMENT FOR 27 DWELLINGS | 27 | 27 | 27 | 27 |
| Fareham | SWANWICK MARINA BRIDGE ROAD SWANWICK | REDEVELOP SITE FOR MIXED USES INCLUDING 50 DWELLINGS | 50 | 50 | 50 | 50 |
| Gosport | ANGLESEY LODGE ANGLESEY ROAD GOSPORT | RESIDENTIAL DEVELOPMENT FOR 25 ASSISTED LIVING FLATS | 25 | 25 | 25 | 25 |
| Gosport | DAEDALUS MANOR WAY LEE-ON-THE-SOLENT | REDEVELOP FOR RESIDENTIAL AND COMMERCIAL USES - EST 498 DWLS | 193 | 193 | 193 | 193 |
| Gosport | GOSPORT WATERFRONT GOSPORT WATERFRONT GOSPORT | MIXED DEVELOPMENT - INCLUDING ESTIMATED 693 DWELLINGS | 310 | 604 | 645 | 645 |
| Gosport | PRIDDYS HARD HERITAGE AREA GOSPORT | MIXED DEVELOPMENT - INCLUDING ESTIMATED 100 DWELLINGS | 100 | 100 | 100 | 100 |
| Gosport | ROWNER RENEWAL PROJECT GRANGE ROAD, HOWE ROAD & NIMRO ROWNER GOSPORT | REDEVELOP WITH UP TO 700 RESIDENTIAL UNITS & RETAIL | 10 | 10 | 80 | 80 |
| Gosport | ROYAL CLARENCE YARD AND ST GEORGE BARRACKS NORTH WEEVIL LANE GOSPORT | RESIDENTIAL DEVELOPMENT - 662 DWELLINGS | 55 | 55 | 55 | 55 |
| Gosport | ROYAL HASLAR HOSPITAL HASLAR ROAD GOSPORT | MIXED DEVELOPMENT - INCLUDING 300 RESIDENTIAL DWELLINGS | 286 | 286 | 286 | 286 |
| Havant | 154 GOODWILLIE TIMBER YARD LONDON ROAD WATERLOOVILLE | REDEVELOP SITE WITH 96 DWELLINGS | 0 | 96 | 96 | 96 |
| Havant | COLT INTERNATIONAL LTD NEW LANE HAVANT | MIXED USE DEVELOPMENT INCLUDING UP TO 100 NEW HOMES | 100 | 100 | 100 | 100 |
| Havant | FORMER OAK PARK SCHOOL HAVANT | MIXED DEVELOPMENT - INCLUDING 99 DWELLINGS | 99 | 99 | 99 | 99 |
| Havant | GRAINGER DEVELOPMENT SITE LONDON ROAD WATERLOOVILLE | RESIDENTIAL DEVELOPMENT - 436 DWELLINGS | 0 | 210 | 210 | 210 |
| Havant | LAND AT FORTY ACRE FARM HAVANT ROAD HAVANT | RESIDENTIAL DEVELOPMENT OF 320 DWELLINGS AND A CARE HOME | 230 | 320 | 320 | 320 |
| Havant | LAND SOUTH OF BARTONS ROAD HAVANT | RESIDENTIAL DEVELOPMENT - 175 DWELLINGS | 147 | 147 | 147 | 147 |
| Havant | MEADOWLANDS SCHOOL HAVANT | RESIDENTIAL DEVELOPMENT - 43 DWELLINGS | 43 | 43 | 43 | 43 |
| Havant | SOUTHLEIGH PARK HOUSE EASTLEIGH ROAD HAVANT | RESIDENTIAL DEVELOPMENT - 90 DWELLINGS | 90 | 90 | 90 | 90 |
| Havant | WESSEX AND NETWORK RAIL NEW LANE HAVANT | MIXED DEVELOPMENT - INCLUDING 41 DWELLINGS | 41 | 41 | 41 | 41 |
| Havant | WEST OF SELANGOR AVENUE LAND NORTH OF HAVANT ROAD HAVANT ROAD EMSWORTH | RESIDENTIAL DEVELOPMENT FOR 147 DWELLINGS | 146 | 146 | 146 | 146 |
| Havant | WOODCROFT FARM WOODCROFT LANE WECOCK WATERLOOVILLE | RESIDENTIAL DEVELOPMENT - 289 DWELLINGS | 252 | 252 | 252 | 252 |
| New Forest (Core) | 2 SOUTH STREET HYTHE | RESIDENTIAL DEVELOPMENT - 43 RETIREMENT APARTMENTS | 43 | 43 | 43 | 43 |
| New Forest (Core) | AREA 7 HANGER FARM AIKMAN LANE TOTTON SOUTHAMPTON | RESIDENTIAL DEVELOPMENT - 432 DWELLINGS | 0 | 60 | 270 | 330 |
| New Forest (Core) | LAND AT BROKENFORD LANE TOTTON SOUTHAMPTON | RESIDENTIAL DEVELOPMENT - 45 DWELLINGS | 45 | 45 | 45 | 45 |
| New Forest (Core) | LAND AT FOREST LODGE FARM FAWLEY ROAD HYTHE | RESIDENTIAL DEVELOPMENT - 45 DWELLINGS | 45 | 45 | 45 | 45 |
| New Forest (Core) | LAND NORTH OF LOPERWOOD LANE LOPERWOOD LANE CALMORE TOTTON | RESIDENTIAL DEVELOPMENT - ESTIMATED 1000 DWELLINGS | 300 | 780 | 1000 | 1000 |
| Test Valley (Core) | FORMER NORTH HILL SAWMILL YARD BADDESLEY ROAD FLEXFORD CHANDLERS FORD | OUTLINE - ERECT CARE VILLAGE OF UP TO 149 EXTRA CARE UNITS | 149 | 149 | 149 | 149 |
| Test Valley (Core) | GANGER FARM GANGER FARM LANE ROMSEY | RESIDENTIAL DEVELOPMENT - 275 DWELLINGS | 108 | 108 | 108 | 108 |
| Test Valley (Core) | LAND AT ABBOTSWOOD SANDY LANE ABBOTSWOOD ROMSEY | RESIDENTIAL DEVELOPMENT - 800 DWELLINGS | 27 | 27 | 27 | 27 |
| Test Valley (Core) | LAND AT REDBRIDGE LANE NURSLING | RESIDENTIAL DEVELOPMENT OF 330 DWELLINGS | 110 | 110 | 110 | 110 |
| Test Valley (Core) | LAND EAST OF ROWNHAMS LANE ROWNHAMS | RESIDENTIAL DEVELOPMENT FOR 380 DWELLINGS | 380 | 380 | 380 | 380 |
| Test Valley (Core) | NIGHTINGALE LODGE GREATWELL DRIVE ROMSEY | REDEVELOP SITE WITH 54 EXTRA CARE UNITS | 54 | 54 | 54 | 54 |
| Test Valley (Core) | ROMSEY BREWERY PRINCES ROAD ROMSEY | CONVERT MALTHOUSE TO 44 FLATS & ERECT 211 DWELLINGS | 10 | 60 | 110 | 160 |
| Test Valley (Core) | STANBRIDGE EARLS STANBRIDGE LANE AWBRIDGE | REDEVELOP SITE WITH 155 UNIT CARE COMMUNITY | 155 | 155 | 155 | 155 |
| Test Valley (Core) | WEST OF BAROONA CUPERNHAM LANE ROMSEY | RESIDENTIAL DEVELOPMENT FOR 73 DWELLINGS | 73 | 73 | 73 | 73 |
| Winchester (Core) | ABBEY MILL STATION ROAD BISHOPS WALTHAM SOUTHAMPTON | REDEVELOP SITE WITH 70 DWELLINGS | 50 | 70 | 70 | 70 |
| Winchester (Core) | ALBANY FARM WINCHESTER ROAD BISHOPS WALTHAM | RESIDENTIAL DEVELOPMENT - 135 DWELLINGS | 135 | 135 | 135 | 135 |
| Winchester (Core) | AREA 2 LADY BETTYS DRIVE WHITELEY FAREHAM | RESIDENTIAL DEVELOPMENT ESTIMATED 75 DWELLINGS | 75 | 75 | 75 | 75 |
| Winchester (Core) | AREA BETWEEN FRIARSGATE SILVER HILL BROADWAY WINCHESTER | REDEVELOP WITH MIXED USES ESTIMATED 307 DWELLINGS | 70 | 307 | 307 | 307 |
| Winchester (Core) | BARTON FARM ANDOVER ROAD WINCHESTER | RESIDENTIAL DEVELOPMENT - 2000 DWELLINGS | 675 | 1250 | 1758 | 1758 |
| Winchester (Core) | GRAINGER DEVELOPMENT SITE NEWLANDS LANE WATERLOOVILLE | RESIDENTIAL DEVELOPMENT - 2114 DWELLINGS | 1050 | 1475 | 1499 | 1499 |
| Winchester (Core) | KINGS SCHOOL HOUSE SARUM ROAD WINCHESTER | RESIDENTIAL DEVELOPMENT FOR 33 SHELTERED ELDERLY FLATS | 33 | 33 | 33 | 33 |
| Winchester (Core) | LAND AT COPPICE HILL BISHOPS WALTHAM | RESIDENTIAL DEVELOPMENT - 73 DWELLINGS | 37 | 37 | 37 | 37 |
| Winchester (Core) | LAND AT HILLPOUND THE LAKES SWANMORE SOUTHAMPTON | RESIDENTIAL DEVELOPMENT - ESTIMATED 140 DWELLINGS | 49 | 49 | 49 | 49 |
| Winchester (Core) | LAND AT MARTIN STREET BISHOPS WALTHAM | RESIDENTIAL DEVELOPMENT - 59 DWELLINGS | 59 | 59 | 59 | 59 |
| Winchester (Core) | LAND AT STANMORE ESTATE NORTH OF STANMORE LANE WINCHESTER | RESIDENTIAL DEVELOPMENT - 76 DWELLINGS | 76 | 76 | 76 | 76 |
| Winchester (Core) | LAND EAST OF SCHOOL ROAD WICKHAM | RESIDENTIAL DEVELOPMENT - 82 DWELLINGS | 82 | 82 | 82 | 82 |
| Winchester (Core) | LAND EAST OF VILLAGE CENTRE DENMEAD | RESIDENTIAL DEVELOPMENT - 91 DWELLINGS | 82 | 82 | 82 | 82 |
| Winchester (Core) | LAND EAST OF WINCHESTER ROAD WICKHAM | RESIDENTIAL DEVELOPMENT - 120 DWELLINGS | 120 | 120 | 120 | 120 |
| Winchester (Core) | LAND OFF HOOKPIT FARM LANE HOOKPIT FARM LANE KINGS WORTHY WINCHESTER | RESIDENTIAL DEVELOPMENT - 35 DWELLINGS | 35 | 35 | 35 | 35 |
| Winchester (Core) | NORTH WHITELEY WHITELEY | MIXED DEVELOPMENT - INCLUDING UP TO 3,500 DWELLINGS | 1418 | 3018 | 3496 | 3496 |
| Winchester (Core) | POLICE HEADQUARTERS ROMSEY ROAD WINCHESTER | REDEVELOP WITH 244 DWELLINGS | 244 | 244 | 244 | 244 |
| Winchester (Core) | SANDYFIELDS NURSERY MAIN ROAD COLDEN COMMON | RESIDENTIAL DEVELOPMENT - 171 DWELLINGS | 113 | 113 | 113 | 113 |
| Winchester (Core) | VINEYARD TANGIERS LANE BISHOPS WALTHAM | RESIDENTIAL DEVELOPMENT - 132 DWELLINGS | 132 | 132 | 132 | 132 |
| Winchester (Core) | WORTHY DOWN CAMP WORTHY DOWN WINCHESTER | ERECTION OF 90 MOD DWELLINGS | 30 | 30 | 30 | 30 |
| Portsmouth | 117-127 FRATTON ROAD FRATTON PORTSMOUTH | MIXED DEVELOPMENT INCLUDING 30 DWELLINGS | 30 | 30 | 30 | 30 |
| Portsmouth | 7-11 HIPPODROME HOUSE GUILDHALL WALK PORTSMOUTH | RESIDENTIAL DEVELOPMENT - 71 DWELLINGS | 71 | 71 | 71 | 71 |
| Portsmouth | ADJACENT HOMEHEIGHTS CLARENCE PARADE SOUTHSEA | ERECT 114 FLATS IN 2 BLOCKS | 38 | 38 | 38 | 38 |
| Portsmouth | BRUNEL HOUSE 42 THE HARD PORTSMOUTH | PRIOR APPROVAL FOR GAIN OF 153 DWELLINGS | 153 | 153 | 153 | 153 |
| Portsmouth | FORMER DAIRY SITE STATION ROAD PORTSMOUTH | RESIDENTIAL DEVELOPMENT - 108 DWELLINGS | 108 | 108 | 108 | 108 |
| Portsmouth | FORMER KINGSTON PRISON MILTON ROAD PORTSMOUTH | MIXED DEVELOPMENT INCLUDING 267 DWELLINGS | 267 | 267 | 267 | 267 |
| Portsmouth | MONEYFIELDS SPORTS & SOCIAL CL MONEYFIELD AVENUE PORTSMOUTH | MIXED DEVELOPMENT - INCLUDING 26 DWELLINGS | 26 | 26 | 26 | 26 |
| Portsmouth | NIGHTCLUB QUEENS HOTEL OSBORNE ROAD SOUTHSEA PORTSMOUTH | ERECT 30 FLATS AND CONVERT PART OF HOTEL TO 30 FLATS | 60 | 60 | 60 | 60 |
| Portsmouth | TIPNER URBAN PRIORITY AREA TIPNER PORTSMOUTH | RESIDENTIAL DEVELOPMENT - ESTIMATED 1276 DWELLINGS | 258 | 828 | 1196 | 1276 |
| Southampton | 101-119 ST. MARY STREET SOUTHAMPTON | RESIDENTIAL DEVELOPMENT - 25 DWELLINGS | 25 | 25 | 25 | 25 |
| Southampton | 11 QUEENSWAY HOUSE QUEENSWAY SOUTHAMPTON | RESIDENTIAL DEVELOPMENT FOR 25 FLATS. | 25 | 25 | 25 | 25 |
| Southampton | 6-12 ROYAL CRESCENT ROAD SOUTHAMPTON | MIXED DEVELOPMENT TO INCLUDE 36 DWELLINGS | 36 | 36 | 36 | 36 |
| Southampton | 86-93 EAST STREET SOUTHAMPTON | RESIDENTIAL DEVELOPMENT 132 DWELLINGS | 132 | 132 | 132 | 132 |
| Southampton | AND ADJOINING LAND BARGATE SHOPPING CENTRE QUEENSWAY SOUTHAMPTON | MIXED DEVELOPMENT INCLUDING 519 DWELLINGS | 287 | 519 | 519 | 519 |
| Southampton | BROWNHILL HOUSE RESIDENTIAL HO LOWER BROWNHILL ROAD SOUTHAMPTON | REDEVELOPMENT OF THE SITE TO PROVIDE 29 HOMES | 29 | 29 | 29 | 29 |
| Southampton | CENTENARY QUAY VICTORIA ROAD WOOLSTON SOUTHAMPTON | REDEVELOP SITE FOR MIXED USE INCLUDING 1628 DWELLINGS | 761 | 761 | 761 | 761 |
| Southampton | DUKES KEEP MARSH LANE SOUTHAMPTON | RESIDENTIAL DEVELOPMENT - 147 DWELLINGS | 147 | 147 | 147 | 147 |
| Southampton | FORMER OAKLANDS SCHOOL FAIRISLE ROAD SOUTHAMPTON | REDEVELOPMENT OF SITE WITH 103 DWELLINGS | 103 | 103 | 103 | 103 |
| Southampton | FORMER TOWN DEPOT SITE CHAPEL RIVERSIDE ALBERT ROAD NORTH SOUTHAMPTON | MIXED DEVELOPMENT INCLUDING 457 DWELLINGS | 362 | 362 | 362 | 362 |
| Southampton | FROBISHER HOUSE BLECHNYDEN TERRACE SOUTHAMPTON | PRIOR APPROVAL FOR 63 DWELLINGS - Updated by SCC to 114 total | 114 | 114 | 114 | 114 |
| Southampton | LAND AT MEGGESON AVENUE MEGGESON AVENUE TOWNHILL PARK SOUTHAMPTON | REDEVELOPMENT OF TOWNHILL PARK ESTATE WITH 665 DWELLINGS. | 213 | 318 | 318 | 318 |
| Southampton | Leisure World | Leisure World application - outline planning permitted 16/03/21 | 100 | 400 | 650 | 650 |
| Southampton | NORWICH HOUSE SOUTHBROOK ROAD SOUTHAMPTON | PRIOR APPROVAL FOR 74 DWELLINGS - SCC updated to 98 total | 98 | 98 | 98 | 98 |
| Southampton | Olleco, Royal Crescent Road | 19/00813/FUL approved - Permitted site | 91 | 91 | 91 | 91 |
| Southampton | ORDNANCE SURVEY ROMSEY ROAD SOUTHAMPTON | REDEVELOP FOR MIXED USES INCLUDING 641 DWELLINGS | 241 | 241 | 241 | 241 |
| Southampton | PAYNES ROAD AND RICHMOND WORKS 111-113 PITT ROAD SOUTHAMPTON | MIXED DEVELOPMENT - 40 DWELLINGS AND INDUSTRIAL USES | 40 | 40 | 40 | 40 |
| Southampton | SEAFARER CENTRE 12-14 QUEENS TERRACE SOUTHAMPTON | CONVERSION OF OFFICE INTO 27 FLATS | 27 | 27 | 27 | 27 |
| Southampton | SUMMERS STREET MERIDIAN SITE RADCLIFFE ROAD SOUTHAMPTON | MIXED REDEVELOPMENT - 360 DWELLINGS | 264 | 264 | 264 | 264 |
| Southampton | THE FIRE HOUSE VINCENTS WALK SOUTHAMPTON | MIXED DEVELOPMENT - 39 DWELLINGS & INDUSTRIAL USES | 38 | 38 | 38 | 38 |
| Southampton | UNITED DAIRIES STRATTON ROAD SHIRLEY SOUTHAMPTON | REDEVELOP WITH 65 DWELLINGS | 49 | 49 | 49 | 49 |

| DISTRICT | ADDRESS | DESCRIPTION | Net Gain 2019 - 2026 | Net Gain 2019-2031 | Net Gain 2019-2036 | Net Gain 2019-2041 |
|---|---|---|---|---|---|---|
| Southampton | WATERMARK WEST QUAY WESTERN ESPLANADE LANSDOWNE HILL SOUTHAMPTON | REDEVELOP FOR MIXED USES INCLUDING UP TO 260 DWELLINGS | 200 | 260 | 260 | 260 |
| Southampton | WOODSIDE LODGE WIMPSON LANE SOUTHAMPTON | RESIDENTIAL DEVELOPMENT FOR 98 ELDERLY FLATS | 98 | 98 | 98 | 98 |
| East Hampshire (Marginal) | LAND AT CAUSEWAY FARM PETERSFIELD | RESIDENTIAL DEVELOPMENT - 200 DWELLINGS | 31 | 31 | 31 | 31 |
| East Hampshire (Marginal) | LAND AT PENNS FIELD HEATHFIELDS ROAD PETERSFIELD | RESIDENTIAL DEVELOPMENT - 85 DWELLINGS | 85 | 85 | 85 | 85 |
| East Hampshire (Marginal) | LAND NORTH EAST OF ANDLERS ASH ANDLERS ASH ROAD LISS | 77 RESIDENTIAL UNITS | 77 | 77 | 77 | 77 |
| East Hampshire (Marginal) | LAND SOUTH OF DURFORD ROAD PETERSFIELD | RESIDENTIAL DEVELOPMENT FOR 70 DWELLINGS | 70 | 70 | 70 | 70 |
| New Forest (Marginal) | LAND NORTH OF SCHOOL LANE MILFORD ON SEA | RESIDENTIAL DEVELOPMENT - 42 DWELLINGS | 42 | 42 | 42 | 42 |
| Winchester (Marginal) | LAND AT THE DEAN ALRESFORD | RESIDENTIAL DEVELOPMENT - 136 DWELLINGS | 76 | 76 | 76 | 76 |
| Winchester (Marginal) | LAND EAST OF SUN LANE ALRESFORD | RESIDENTIAL DEVELOPMENT - 320 DWELLINGS | 160 | 320 | 320 | 320 |
| East Hampshire (Buffer) | FOREST CENTRE PINE HILL ROAD BORDON | MIXED DEVELOPMENT - INCLUDING 29 DWELLINGS | 29 | 29 | 29 | 29 |
| East Hampshire (Buffer) | LAND AT CADNAM FARM UPPER ANSTEY LANE SHALDEN ALTON | RESIDENTIAL DEVELOPMENT FOR 275 DWELLINGS | 40 | 40 | 40 | 40 |
| East Hampshire (Buffer) | LAND EAST OF WILL HALL FARM BASINGSTOKE ROAD ALTON | RESIDENTIAL DEVELOPMENT FOR 180 DWELLINGS | 96 | 96 | 96 | 96 |
| East Hampshire (Buffer) | LORD MAYOR TRELOAR HOSPITAL CHAWTON PARK ROAD ALTON | RESIDENTIAL DEVELOPMENT - 522 DWELLINGS | 521 | 521 | 521 | 521 |
| East Hampshire (Buffer) | LOWSLEY FARM YEOMANS LANE LIPHOOK | RESIDENTIAL DEVELOPMENT - 330 DWELLINGS | 246 | 246 | 246 | 246 |
| East Hampshire (Buffer) | WHITEHILL & BORDON BORDON | MIXED DEVELOPMENT - ESTIMATED 4000 DWELLINGS | 1144 | 1972 | 2545 | 3270 |
| New Forest (Buffer) | LAND EAST OF WHITSBURY ROAD FORDINGBRIDGE | RESIDENTIAL DEVELOPMENT - 145 DWELLINGS | 96 | 96 | 96 | 96 |
| New Forest (Buffer) | LAND WEST OF CROW LANE RINGWOOD | RESIDENTIAL DEVELOPMENT - 175 DWELLINGS | 25 | 25 | 25 | 25 |
| Test Valley (Buffer) | ENHAM PLACE NEWBURY ROAD ENHAM ALAMEIN | REDEVELOP SITE WITH 81 RESIDENTIAL CARE UNITS | 81 | 81 | 81 | 81 |
| Test Valley (Buffer) | GUILBERT HOUSE GREENWICH WAY ANDOVER | PRIOR APPROVAL - CONVERT B1 OFFICES INTO 66 FLATS | 66 | 66 | 66 | 66 |
| Test Valley (Buffer) | LAND AT PICKET PIECE OX DROVE/WALWORTH ROAD ANDOVER | RESIDENTIAL DEVELOPMENT OF 930 DWELLINGS | 150 | 226 | 226 | 226 |
| Test Valley (Buffer) | LAND AT PICKET TWENTY ANDOVER | RESIDENTIAL DEVELOPMENT - 1753 DWELLINGS | 337 | 337 | 337 | 337 |
| Test Valley (Buffer) | LAND EAST OF ICKNIELD WAY ANDOVER | RESIDENTIAL DEVELOPMENT - 2834 DWELLINGS | 715 | 715 | 715 | 715 |

| | | | | | | | Permissions | | | | | | Allocations | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Gains | | | | Losses | | Gains | | | |
| | | | | | | | Raw | | | | Raw | | Raw | | | |
| District | ADDRESS | | TOWN | PROPOSAL | PLANSTATUS | Sqm | Retail | B1-8 | Hotel & Accomm | Leisure | B8 | Leisure | Retail | B1-8 | Hotel & Accomm | Leisure |
| Southampton City | | 3 BASSETT AVENUE | SOUTHAMPTON | CHANGE OF USE FROM D1 TO B1A OFFICES | PERMISSION | 734 | 0 | 734 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Havant | | 16 ASTON ROAD | WATERLOOVILLE | CHANGE OF USE FROM D2 LEISURE TO B8 WAREHOUSE | PERMISSION | 650 | 0 | 650 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| East Hampshire (Core) | LAND EAST OF HORNDEAN | ROWLANDS CASTLE ROAD | HORNDEAN | MIXED USE DEVELOPMENT INCLUDING 1.7HA OF EMPLOYMENT LAND | PERMISSION | 6800 | 0 | 6800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| East Hampshire (Buffer) | | 35 WOOLMER WAY | BORDON | ADDITIONAL INDUSTRIAL UNIT | PERMISSION | 416 | 0 | 416 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Gosport | | 46 MARINE PARADE EAST | LEE ON THE SOLENT | REDEVELOPMENT & REPLACEMENT SAILING CLUB | PERMISSION | 465 | 0 | 0 | 0 | 465 | 0 | 0 | 0 | 0 | 0 | 0 |
| New Forest (Core) | | 97 COMMERCIAL ROAD | TOTTON | NEW OFFICE BUILDING | PERMISSION | 462 | 0 | 462 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fareham | | 100 WICKHAM ROAD | FAREHAM | REPLACEMENT OFFICES WITH 7 FLATS OVER AND ERECT 6 HOUSES | PERMISSION | 803 | 0 | 803 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Eastleigh | | 123 WINCHESTER ROAD | CHANDLERS FORD | ADDITION OF SECOND FLOOR FOR OFFICE USE | PERMISSION | 314 | 0 | 314 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Southampton City | | 125 HIGH STREET | SOUTHAMPTON | CHANGE OF USE FROM A1 RETAIL TO D2 LEISURE | PERMISSION | 234 | 0 | 0 | 0 | 234 | 0 | 0 | 0 | 0 | 0 | 0 |
| Southampton City | | 136 ABOVE BAR STREET | SOUTHAMPTON | CHANGE OF USE TO D2 SNOOKER HALL | PERMISSION | 922 | 0 | 0 | 0 | 922 | 0 | 0 | 0 | 0 | 0 | 0 |
| Test Valley (Buffer) | | 282 WEYHILL ROAD | ANDOVER | B8 WAREHOUSE EXTENSION | PERMISSION | 415 | 0 | 415 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Eastleigh | B & Q | CHESTNUT AVENUE | CHANDLERS FORD | REMAINING PHASE OF HEADQUARTERS OFFICE/RESEARCH | PERMISSION | 3591 | 0 | 3591 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Eastleigh | CHALCROFT FARM & LAND W. OF | BURNETTS LANE | EASTLEIGH | MIXED USE DEVELOPMENT INCLUDING 6HA OF B1B/C, B2 & B8 USES | PERMISSION | 24000 | 0 | 24000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Gosport | | 42948 HIGH STREET | GOSPORT | REDEVELOPMENT FOR 70 BED HOTEL | PERMISSION | 70 | 0 | 0 | 70 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Eastleigh | | 44105 ROMSEY ROAD | EASTLEIGH | REDEVELOPMENT FOR MIXED USES INCLUDING GROUND FLOOR OFFICES | PERMISSION | 845 | 0 | 845 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Winchester (Core) | | 44509 HIGH STREET | WINCHESTER | REDEVELOPMENT AND CONVERSION TO 62 BED HOTEL | PERMISSION | 62 | 0 | 0 | 62 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Portsmouth City | 117-127 | FRATTON ROAD | FRATTON | MIXED DEVELOPMENT INCLUDING A1-A4 FLOORSPACE | PERMISSION | 365 | 365 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Gosport | 132A | HIGH STREET | GOSPORT | CHANGE OF USE FROM A1 RETAIL TO D2 SNOOKER/POOL HALL | PERMISSION | 373 | 0 | 0 | 0 | 373 | 0 | 0 | 0 | 0 | 0 | 0 |
| Southampton City | 144-149 | HIGH STREET & WEST STREET | SOUTHAMPTON | REDEVELOPMENT FOR STUDENT FLATS AND RETAIL UNIT (A1-5) | PERMISSION | 275 | 275 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| East Hampshire (Buffer) | 16 HARTLEY PARK FARM BUSINESS | SELBORNE ROAD | ALTON | REPLACEMENT B8 WAREHOUSE/B1(C) INDUSTRIAL BUILDING | PERMISSION | 736 | 0 | 736 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Gosport | 166 FAREHAM REACH | FAREHAM ROAD | GOSPORT | ERECTION OF BUILDING FOR MIXED EMPLOYMENT USES (B1, B2 & B8) | ALLOCATION | 400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 400 | 0 | 0 |
| Southampton City | 18-22 | CUMBERLAND PLACE | SOUTHAMPTON | MIXED DEVELOPMENT INCLUDING A1/A2/D2 | PERMISSION | 263 | 263 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fareham | 22-24 | THACKARY MALL | FAREHAM | REDEVELOP AND CONVERT OFFICES/RETAIL TO C1 HOTEL USE | PERMISSION | 84 | 0 | 0 | 84 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Eastleigh | EAST HORTON BUSINESS PARK | KNOWLE LANE | FAIR OAK | MIXED USE DEVELOPMENT INCLUDING FOUR B1A OFFICE UNITS | PERMISSION | 1248 | 0 | 1248 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Eastleigh | FAIR OAK VILLAGE CENTRE | FAIR OAK RD/SUMMERLANDS RD | FAIR OAK | REDEVELOPMENT FOR RETAIL | ALLOCATION | 1840 | 0 | 0 | 0 | 0 | 0 | 0 | 1840 | 0 | 0 | 0 |
| Portsmouth City | 53-55 | BURRFIELDS ROAD | PORTSMOUTH | CHANGE OF USE TO A1 RETAIL AND B8 STORAGE | PERMISSION | 225 | 225 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| East Hampshire (Marginal) | 6 COOMBES FORESTRY. NEW BUILDINGS | WINCHESTER ROAD | STROUD | DETACHED OFFICE/AMENITY BUILDING | PERMISSION | 247 | 0 | 247 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Portsmouth City | 6 ST GEORGES INDUSTRIAL ESTATE | RODNEY ROAD | SOUTHSEA | CHANGE OF USE TO B1, B2 & B8 | PERMISSION | 260 | 0 | 260 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Havant | 77 JINGLES HOTEL | HORNDEAN ROAD | EMSWORTH | TWO STOREY HOTEL EXTENSION | PERMISSION | 14 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| East Hampshire (Buffer) | 8 FOREST CENTRE | PINEHILL ROAD | BORDON | CHANGE OF USE AND EXTENSION TO FORM D2 GYM | PERMISSION | 480 | 0 | 0 | 0 | 480 | 0 | 0 | 0 | 0 | 0 | 0 |
| Southampton City | 88-94 | PORTSWOOD ROAD | SOUTHAMPTON | REDEVELOPMENT FOR FLATS AND CLASS A2 LETTING OFFICE | PERMISSION | 395 | 395 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| New Forest (Marginal) | 9 KINGS FARM | KINGS FARM LANE | HORDLE | CHANGE OF USE FROM BARN TO B8 STORAGE | PERMISSION | 360 | 0 | 360 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Eastleigh | 95-101 | BOURNEMOUTH ROAD | CHANDLERS FORD | PART REDEVELOPMENT & EXTENSION TO WORKSHOPS | PERMISSION | 448 | 0 | 448 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Test Valley (Core) | ABBOTSWOOD | CUPERNHAM LANE | ROMSEY | LOCAL CENTRE RETAIL DEVELOPMENT | PERMISSION | 387 | 387 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Eastleigh | FORMER ALSTOM RAILWAY LAND | CAMPBELL ROAD | EASTLEIGH | LOCAL PLAN ALLOCATION FOR B2 OR B8 USES | ALLOCATION | 76000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76000 | 0 | 0 |
| East Hampshire (Marginal) | ADHURST ST. MARY | LONDON ROAD | SHEET | CONVERSION FOR MIXED USES INCLUDING HOTEL | PERMISSION | 69 | 0 | 0 | 69 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| East Hampshire (Buffer) | ALICE HOLT LODGE | GRAVEL HILL LODGE | HOLT POUND | TWO STOREY OFFICE & LABORATORY BUILDING | PERMISSION | 600 | 0 | 600 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Eastleigh | FORMER CIVIC OFFICES SITE | VILLENEUVE ST.GEORGES WAY | EASTLEIGH | FOUR STOREY OFFICE BLOCK | PERMISSION | 6879 | 0 | 6879 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Southampton City | AMERICAN WHARF | ELM STREET | SOUTHAMPTON | MIXED DEVELOPMENT INCLUDING B1 OFFICES | PERMISSION | 511 | 0 | 511 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Test Valley (Core) | AMPFIELD GOLF CLUB | WINCHESTER ROAD | AMPFIELD | EXTENSION TO EXISTING GOLF CLUB BUILDING | PERMISSION | 434 | 0 | 0 | 0 | 434 | 0 | 0 | 0 | 0 | 0 | 0 |
| Eastleigh | HILTINGBURY RECREATION GROUND | HILTINGBURY ROAD | CHANDLERS FORD | PARTIAL REDEVELOPMENT FOR NEW SPORTS PAVILION | PERMISSION | 1145 | 0 | 0 | 0 | 1145 | 0 | 0 | 0 | 0 | 0 | 0 |
| Test Valley (Marginal) | ANDOVER GAS AND WATER | SALISBURY ROAD | ABBOTTS ANN | REPLACEMENT B1C WORKSHOP | PERMISSION | 336 | 0 | 336 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Test Valley (Buffer) | ANDOVER GYM CLUB, SALTO CENTRE | CHARLTON ROAD | ANDOVER | EXTENSION TO PROVIDE NEW GYMNASTICS HALL | PERMISSION | 295 | 0 | 0 | 0 | 295 | 0 | 0 | 0 | 0 | 0 | 0 |
| Eastleigh | LAND AT | CHICKENHALL LANE | EASTLEIGH | OPEN STORAGE WITH ANCILLARY OFFICES, STORAGE & VEHICLE WASH | PERMISSION | 1736 | 0 | 1736 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Eastleigh | LAND AT | CHICKENHALL LANE | EASTLEIGH | ALLOCATION FOR INDUSTRIAL USE | ALLOCATION | 16000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16000 | 0 | 0 |
| New Forest (Marginal) | B & W NURSERY | SALISBURY ROAD | PLAITFORD | CHANGE OF USE OF HORTICULTURAL BUILDINGS TO INDUSTRIAL | PERMISSION | 575 | 0 | 575 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Eastleigh | NORTH AND EAST OF BOORLEY GREEN | WINCHESTER ROAD | BOTLEY | COMMERCIAL DEVELOPMENT UP TO 4,355M2 | PERMISSION | 4355 | 0 | 4355 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Southampton City | BARGATE SHOPPING CENTRE AND AD | QUEENSWAY | SOUTHAMPTON | 152 FLATS, RETAIL, RESTAURANTS AND STUDENT ACCOMMODATION | PERMISSION | 941 | 941 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Winchester (Core) | BARN AT | MERDON CASTLE LANE | HURSLEY | CHANGE OF USE FROM AGRICULTURAL TO B8 | PERMISSION | 281 | 0 | 281 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Eastleigh | NORTH STONEHAM PARK | CHESTNUT AVENUE/STONEHAM LANE | EASTLEIGH | MAJOR DEVELOPMENT TO INCLUDING B1A FLOORSPACE | PERMISSION | 3160 | 0 | 3160 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Test Valley (Marginal) | BEAR AND RAGGED STAFF | ROMSEY ROAD | STONYMARSH | 14 BEDROOM ACCOMMODATION BLOCK | PERMISSION | 14 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Test Valley (Core) | BELBINS BUSINESS PARK | CUPERNHAM LANE | ROMSEY | ERECTION OF A 2-STOREY B1 OFFICE BUILDING | PERMISSION | 261 | 0 | 261 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Eastleigh | NORTH STONEHAM PARK | CHESTNUT AVENUE/STONEHAM LANE | EASTLEIGH | MIXED DEVELOPMENT INCLUDING RETAIL | PERMISSION | 1700 | 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Eastleigh | NORTH STONEHAM PARK | CHESTNUT AVENUE/STONEHAM LANE | EASTLEIGH | MIXED DEVELOPMENT INCLUDING LEISURE | PERMISSION | 1750 | 0 | 0 | 0 | 1750 | 0 | 0 | 0 | 0 | 0 | 0 |
| Eastleigh | NORTHERN BUSINESS PARK | EASTLEIGH AIRPORT | EASTLEIGH | BUSINESS PARK. | ALLOCATION | 78000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78000 | 0 | 0 |
| Eastleigh | RAILTRACK LAND | EASTLEIGH AIRPORT | EASTLEIGH | BUSINESS PARK | ALLOCATION | 34000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34000 | 0 | 0 |
| Winchester (Core) | BISHOPS HILL HOUSE | GRAVEL HILL | SWANMORE | DEMOLITION OF EXISTING AND ERECTION OF REPLACEMENT OFFICE | PERMISSION | 316 | 0 | 316 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| East Hampshire (Buffer) | BLACKNEST WORKS | BLACKNEST ROAD | BLACKNEST | INDUSTRIAL/WAREHOUSE UNITS & EXTENSIONS | PERMISSION | 339 | 0 | 339 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| East Hampshire (Buffer) | BROAD VIEW FARM | BLACKNEST ROAD | BINSTED | NEW BARN TO BE USED AS CAFE, SHOP AND ACCOMMODATION | PERMISSION | 627 | 0 | 0 | 0 | 627 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fareham | 32-34 FAREHAM INDUSTRIAL PARK | STANDARD WAY | FAREHAM | CHANGE OF USE FROM D2 LEISURE TO B1/B2/B8 | PERMISSION | 1538 | 0 | 1538 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Portsmouth City | BRUNEL HOUSE, 42 | THE HARD | PORTSMOUTH | CHANGE OF USE FROM GROUND FLOOR TO A1 RETAIL AND D2 GYM | PERMISSION | 417 | 417 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Winchester (Core) | BTA CAR SALES, REDHILL SERVICE | WINCHESTER ROAD | WICKHAM | REPLACEMENT VEHICLE WORKSHOPS | PERMISSION | 219 | 0 | 219 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fareham | AREA 12, PHASE 2, SOLENT BUSINESS PARK | ROOKERY AVENUE | WHITELEY | BUSINESS PARK DEVELOPMENT. VACANT LAND | ALLOCATION | 23526 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23526 | 0 | 0 |
| Fareham | DAEDALUS, HANGERS EAST | CHARK LANE | STUBBINGTON | DEVELOPMENT FOR B1/B2/B8/AEROSPACE USE | PERMISSION | 13900 | 0 | 13900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| East Hampshire (Marginal) | CAR PARK AT | ST. PETERS ROAD | PETERSFIELD | MIXED DEVELOPMENT INCLUDING A1-A2 RETAIL | PERMISSION | 328 | 328 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fareham | DAEDALUS, HANGERS WEST | CHARK LANE | LEE ON SOLENT | DEVELOPMENT FOR B1/B2/B8/AEROSPACE USE | PERMISSION | 21912 | 0 | 21912 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fareham | LAND ADJACENT TO RAYMARINE | CARTWRIGHT DRIVE | FAREHAM | LIGHT INDUSTRIAL/WAREHOUSE UNIT (B1C/B2/B8 USES) | ALLOCATION | 4509 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4509 | 0 | 0 | 0 | 0 |
| Southampton City | CENTENARY QUAY | JOHN THORNEYCROFT ROAD | SOUTHAMPTON | REDEVELOPMENT FOR MIXED USES INCLUDING HOTEL | PERMISSION | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fareham | LAND ADJACENT TO SHOGUN HOUSE | NEWGATE LANE | FAREHAM | VACANT INDUSTRIAL LAND | LAPSED | 1480 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fareham | LAND AT LITTLE PARK FARM | LITTLE PARK FARM ROAD | PARK GATE | LOCAL PLAN ALLOCATION FOR INDUSTRY | ALLOCATION | 22400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22400 | 0 | 0 | 0 | 0 |
| Fareham | LIDL AND 10-23 APEX CENTRE | SPEEDFIELDS PARK | FAREHAM | REDEVELOPMENT FOR REPLACEMENT RETAIL STORE | PERMISSION | 2294 | 2294 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fareham | SWANWICK MARINA | BRIDGE ROAD | FAREHAM | REDEVELOPMENT OF MARINA INCLUDING RETAIL | PERMISSION | 1200 | 1200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Eastleigh | CLEANSING SERVICES GROUP | GRANGE ROAD | HEDGE END | REDEVELOPMENT FOR B2 USE | PERMISSION | 690 | 0 | 690 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fareham | WELBORNE | A.32 | FAREHAM | ALLOCATION FOR MIXED USES INCLUDING EMPLOYMENT | ALLOCATION | 105000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ###### | 0 | 0 | 0 | 0 |
| Test Valley (Marginal) | COTTONWORTH FARM | FULLERTON ROAD | COTTONWORTH | CHANGE OF USE TO WINERY | PERMISSION | 465 | 0 | 465 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fareham | WELBORNE | A.32 | FAREHAM | ALLOCATION FOR MIXED USES INCLUDING A1 RETAIL | ALLOCATION | 6100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6100 | 0 | 0 | 0 | 0 |
| Winchester (Core) | CRANBURYS | THOMPSONS LANE | OWSLEBURY | REDEVELOPMENT FOR WAREHOUSE AND ANCILLARY OFFICE | PERMISSION | 667 | 0 | 667 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Southampton City | CROSSHOUSE HARD | CROSSHOUSE ROAD | SOUTHAMPTON | INDUSTRIAL ALLOCATION (WINPLAN).IN USE AS BOAT CLUB | ALLOCATION | 400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 400 | 0 | 0 | 0 | 0 |
| Test Valley (Core) | CUPERNHAM HOUSE | CUPERNHAM LANE | ROMSEY | WAREHOUSE EXTENSION | PERMISSION | 438 | 0 | 438 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Test Valley (Marginal) | CURLEWS FARM | COOKS LANE | LOCKERLEY | CHANGE OF USE TO B1 OFFICE USE | PERMISSION | 316 | 0 | 316 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Gosport | DAEDALUS | | LEE-ON -SOLENT | MIXED USE DEVELOPMENT INCLUDING A1/A2/A3 RETAIL | ALLOCATION | 1075 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1075 | 0 | 0 | 0 | 0 |
| Gosport | DAEDALUS | | LEE-ON-SOLENT | MIXED USE DEVELOPMENT INCLUDING LEISURE USES | PERMISSION | 2321 | 0 | 0 | 0 | 2321 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Gosport | FORMER HMS DAEDALUS SITE | BROOM WAY | LEE-ON-SOLENT | REDEVELOPMENT AND RE-USE FOR B1/B2/B8 | PERMISSION S | 66053 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Gosport | GOSPORT TOWN CENTRE | MUMBY ROAD/HIGH STREET/SOUTH S | GOSPORT | ALLOCATION FOR RENEWAL OF TOWN CENTRE OFFICE FLOORSPACE | ALLOCATION | 7000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7000 | 0 | 0 | 0 | 0 |
| Gosport | HASLAR HOSPITAL | HASLAR ROAD | GOSPORT | REDEVELOPMENT/CONVERSION INCLUDING B1A SMALL BUSINESS UNITS | PERMISSION | 2758 | 0 | 2758 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Gosport | HASLAR HOSPITAL | HASLAR ROAD | GOSPORT | MIXED USE DEVELOPMENT INCLUDING A3 RESTAURANT | PERMISSION | 1324 | 1324 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Test Valley (Marginal) | DUNWOOD CHIPPING DEPOT | SALISBURY ROAD | SHERFIELD ENGLISH | ERECTION OF A WORKSHOP FOR B8 AND B2 USES | PERMISSION | 475 | 0 | 475 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Gosport | HUHTAMAKI (UK) LTD | ROWNER ROAD | GOSPORT | REDEVELOPMENT OF OFFICES AND WAREHOUSE WITH MIXED B USES | PERMISSION | 11660 | 0 | 11660 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Gosport | LAND AT | AERODROME ROAD | GOSPORT | ALLOCATION FOR INDUSTRIAL USE | ALLOCATION | 1280 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1280 | 0 | 0 | 0 | 0 |
| Test Valley (Marginal) | EASTOVER FARM | SALISBURY ROAD | ABBOTTS ANN | REPLACEMENT AND CONVERSION OF BARNS FOR B1/B8 USES | PERMISSION | 132 | 0 | 132 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Gosport | LAND AT ROWNER ROAD & | GRANGE ROAD | GOSPORT | ALLOCATION FOR INDUSTRIAL USE | ALLOCATION | 9600 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9600 | 0 | 0 | 0 | 0 |
| New Forest (Marginal) | EVERTON GARAGE LTD, 5 | OLD CHRISTCHURCH ROAD | EVERTON | EXTENSION TO WORKSHOP; DEMOLITION OF EXISTING FLATS | PERMISSION | 209 | 0 | 209 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Winchester (Marginal) | EXTON PARK | ALLENS FARM LANE | EXTON | TWO STOREY OFFICE EXTENSION | PERMISSION | 627 | 0 | 627 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Gosport | PRIDDYS HARD | HERITAGE WAY | GOSPORT | ALLOCATION FOR MIXED DEVELOPMENT INCLUDING OFFICES | ALLOCATION | 4960 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4960 | 0 | 0 | 0 | 0 |
| Gosport | PRIDDYS HARD HERITAGE AREA | HERITAGE WAY | GOSPORT | MIXED USE DEVELOPMENT INCLUDING A3 RETAIL | ALLOCATION | 1240 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1240 | 0 | 0 | 0 | 0 |
| Gosport | WATERFRONT | MUMBY ROAD | GOSPORT | ALLOCATION FOR MIXED DEVELOPMENT INCLUDING OFFICES | ALLOCATION | 20869 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20869 | 0 | 0 | 0 | 0 |
| East Hampshire (Buffer) | FOREST CENTRE | PINEHILL ROAD | BORDON | RECONFIGURATION OF RETAIL CENTRE & TWO ADDITIONAL UNITS | PERMISSION | 349 | 349 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Gosport | WATERFRONT & BUS STATION | MUMBY ROAD | GOSPORT | ALLOCATION FOR MIXED USE REDEVELOPMENT INCLUDING RETAIL | ALLOCATION | 5350 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5350 | 0 | 0 | 0 | 0 |
| Havant | BAE SYSTEMS | ELETTRA AVENUE | WATERLOOVILLE | REDEVELOPMENT OF SITE FOR B1/B2/B8 INDUSTRY AND A3/A4 RETAIL | PERMISSION | 8587 | 0 | 8587 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Havant | BROCKHAMPTON WEST | HARTS FARM WAY | HAVANT | LOCAL PLAN ALLOCATION FOR HI-TECH USES | ALLOCATION | 37600 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37600 | 0 | 0 | 0 | 0 |
| Havant | DUNSBURY HILL FARM | PARK LANE | WATERLOOVILLE | DEVELOPMENT FOR B1/B2/B8 AND HOTEL USES | PERMISSION | 42700 | 0 | 42700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Southampton City | FORMER EAST STREET SHOPPING CENTRE | EAST STREET | SOUTHAMPTON | REDEVELOPMENT FOR STUDENT FLATS & GROUND FLOOR RETAIL | PERMISSION | 260 | 260 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Havant | DUNSBURY HILL FARM | PARK LANE | WATERLOOVILLE | OUTLINE CONSENT FOR HOTEL/CONFERENCE FACILITY | PERMISSION | 5574 | 0 | 0 | 0 | 5574 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Havant | E BLOCK, FORMER BAE SYSTEMS | ELETTRA AVENUE | WATERLOOVILLE | CHANGE OF USE FROM INDUSTRIAL TO LEISURE AND/OR RETAIL | PERMISSION | 4750 | 0 | 0 | 0 | 4750 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Havant | FORMER COLT INTERNATIONAL SITE | NEW LANE | HAVANT | REDEVELOPMENT FOR MIXED USES INCLUDING 2860M2 OF EMPLOYMENT | PERMISSION | 2860 | 0 | 2860 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Havant | HERMITAGE PARK | HARTS FARM WAY NORTH | HAVANT | REDEVELOPMENT FOR B1/B2/B8 ( LOCAL PLAN POLICY BD10) | PERMISSION | 12097 | 0 | 12097 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| East Hampshire (Buffer) | FORMER SILAGE BARN, NORTON FARM | SELBORNE ROAD | SELBORNE | CHANGE OF USE/REPLACEMENT FOR B8 WAREHOUSE | PERMISSION | 576 | 0 | 576 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Havant | LAND ADJACENT TO FULFLOOD ROAD | FULFLOOD ROAD | HAVANT | ERECTION OF B1A/B1B OFFICES AND B8 WAREHOUSE | PERMISSION | 3030 | 0 | 3030 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Havant | LAND AT KINGSCROFT FARM | MARPLES WAY | HAVANT | LOCAL PLAN ALLOCATION FOR B2/B8 INDUSTRY | ALLOCATION | 10840 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10840 | 0 | 0 | 0 | 0 |
| Havant | LAND NORTH OF REGIONAL BUSINESS CENTRE | HARTS FARM WAY | HAVANT | LOCAL PLAN ALLOCATION FOR HI -TECH USES (POLICY BD9) | ALLOCATION | 3360 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3360 | 0 | 0 | 0 | 0 |
| Winchester (Core) | GREENER LANDSCAPES LTD | THOMPSONS LANE | OWSLEBURY | STORAGE BUILDING | PERMISSION | 264 | 0 | 264 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Southampton City | GROUND FLOOR UNIT RS35 | WEST QUAY SHOPPING CENTRE | SOUTHAMPTON | CHANGE OF USE OF RETAIL UNIT TO D2 LEISURE | PERMISSION | 366 | 0 | 0 | 0 | 366 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Portsmouth City | HARWIN ENGINEERS LTD | FITZHERBERT ROAD | PORTSMOUTH | CONSTRUCTION OF INFILL EXTENSION | PERMISSION | 274 | 0 | 274 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| New Forest (Core) | ELING WHARF | ELING | TOTTON | ALLOCATION FOR EMPLOYMENT USE. POLICY TOT11 | ALLOCATION | 60000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60000 | 0 | 0 | 0 | 0 |
| Gosport | HASLAR HOSPITAL | HASLAR ROAD | GOSPORT | MIXED USE REDEVELOPMENT INCLUDING A1 RETAIL | PERMISSION | 339 | 339 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| New Forest (Core) | FORMER VERSALIS UK LTD SITE | CADLAND ROAD | FAWLEY | VACANT REDEVELOPMENT SITE | ALLOCATION | 75200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75200 | 0 | 0 | 0 | 0 |
| East Hampshire (Buffer) | HEADLEY PARK HOTEL | PICKETTS HILL | HEADLEY | 73 BEDROOM HOTEL, 14 LODGES & 1 COTTAGE | PERMISSION | 88 | 0 | 0 | 88 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| New Forest (Core) | HYTHE GASWORKS | CADLAND ROAD | HARDLEY | VACANT EXPANSION LAND | PERMISSION | 18240 | 0 | 18240 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Test Valley (Marginal) | HILL FARM GARAGE | ANDOVER ROAD | SUTTON SCOTNEY | REDEVELOPMENT OF WORKSHOP FOR OFFICE, RECEPTION & STORE | PERMISSION | 848 | 0 | 848 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| New Forest (Core) | LAND AT | HARRIER WAY | HARDLEY | INDUSTRIAL/STORAGE DEVELOPMENT | PERMISSION | 2308 | 0 | 2308 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Winchester (Core) | HOLIDAY INN HOTEL WINCHESTER | TELEGRAPH WAY | WINCHESTER | EXTENSION TO EXISTING HOTEL TO PROVIDE ADDITIONAL ROOMS | PERMISSION | 32 | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Eastleigh | HOME FARM | ST. JOHNS ROAD | HEDGE END | MIXED USE DEVELOPMENT INCLUDING B1(C) LIGHT INDUSTRIAL UNIT | PERMISSION | 265 | 0 | 265 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| New Forest (Core) | LITTLE TESTWOOD FARM | | TOTTON | ALLOCATION FOR EMPLOYMENT USES. POLICY TOT. 12 | ALLOCATION | 5200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5200 | 0 | 0 | 0 | 0 |
| New Forest (Core) | MARCHWOOD & CRACKNORE INDUSTRIAL ESTATE | NORMANDY WAY | MARCHWOOD | DEVELOPMENT OF B1 (B) & (C), B2 AND B8 PLUS OPEN STORAGE | PERMISSION | 29083 | 0 | 29083 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| New Forest (Core) | MARCHWOOD INDUSTRIAL PARK | NORMANDY WAY | MARCHWOOD | 3 LIGHT INDUSTRIAL BUILDINGS | PERMISSION | 1865 | 0 | 1865 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| New Forest (Core) | NEWMANS COPSE | HOUNSDOWN BUSINESS PARK | TOTTON | WAREHOUSE AND ANCILLARY OFFICES & MEZZANINE FLOOR | PERMISSION | 5800 | 0 | 5800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Havant | INTERBRIDGES SITE | NORTH STREET | EMSWORTH | VETRINARY SURGERY AND 600M2 OF COMMERCIAL FLOORSPACE | PERMISSION | 600 | 0 | 600 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| East Hampshire (Core) | JUBILEE HALL | CROUCH LANE | HORNDEAN | B1C WORKSHOP AND B1A OFFICE EXTENSIONS TO COMMUNITY HALL | PERMISSION | 274 | 0 | 274 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Portsmouth City | KEPPELS HEAD CAR PARK, 19-20 | THE HARD | PORTSMOUTH | 6 STOREY HOTEL AND CAFE | PERMISSION | 24 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Gosport | KFC/BURGER KING RESTAURANTS, | FAREHAM ROAD | GOSPORT | ERECTION OF A3 RESTAURANTS | PERMISSION | 71 | 71 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Test Valley (Buffer) | KIMPTON MANOR FARM | DOWN ROAD | KIMPTON | CHANGE OF USE FROM AGRICULTURAL TO B1/2/8, A1/2/3 OR D2 USES | PERMISSION | 500 | 0 | 500 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Winchester (Core) | KNOWLE HOSPITAL | MAYLES LANE | KNOWLE | CHANGE OF USE OF PART OF SOUTH WING TO 4 OFFICE UNITS | PERMISSION | 515 | 0 | 515 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| New Forest (Core) | PETRO-CHEMICAL WORKS | | FAWLEY | VACANT EXPANSION LAND FOR PETRO-CHEMICAL USES | ALLOCATION | 24000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24000 | 0 | 0 | 0 | 0 |
| Portsmouth City | LAKESIDE BUSINESS PARK | WESTERN ROAD | COSHAM | A3 RESTAURANT | PERMISSION | 680 | 680 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| New Forest (Core) | PETRO-CHEMICAL WORKS | | FAWLEY | DEVELOPMENT RESTRICTED TO REFINERY RELATED USES | ALLOCATION | 74000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74000 | 0 | 0 | 0 | 0 |
| New Forest (Core) | SITE OF POND 1, MARCHWOOD INDUSTRIAL ESTATE | EAST ROAD | MARCHWOOD | FLEXIBLE EMPLOYMENT USES B1, B2 & B8 | PERMISSION | 14269 | 0 | 14269 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Test Valley (Core) | ADANAC PARK | ADANAC DRIVE | NURSLING | B1 DEVELOPMENT | PERMISSION | 75012 | 0 | 75012 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Test Valley (Core) | BENHAM CAMPUS | UNIVERSITY PARKWAY | CHILWORTH | B1 DEVELOPMENT; EXTENSION TO EXISTING RESEARCH PARK | PERMISSION | 4322 | 0 | 4322 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| New Forest (Core) | LAND ADJACENT TRIDENT BUSINESS | SHORE ROAD | HYTHE | 6 INDUSTRIAL UNITS | PERMISSION | 645 | 0 | 645 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Southampton City | LAND ADJACENT WEST QUAY MULTI STOREY | HARBOUR PARADE | SOUTHAMPTON | ERECTION OF A HOTEL COMPRISING 209 HOTEL BEDROOMS | PERMISSION | 209 | 0 | 0 | 209 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Test Valley (Core) | CASTLE HILL FARM | FLEXFORD ROAD | NORTH BADDESLEY | WAREHOUSE EXTENSION AND CANOPY | PERMISSION | 1341 | 0 | 1341 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Test Valley (Core) | GANGER FARM | GANGER FARM LANE | ROMSEY | SPORTS PAVILION AND PITCHES | PERMISSION | 2020 | 0 | 0 | 0 | 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Gosport | LAND AT | DOCK ROAD | GOSPORT | INDUSTRIAL ALLOCATION | ALLOCATION | 520 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 520 | 0 | 0 | 0 |
| Test Valley (Core) | OYSTER HOUSE | ANDES ROAD | NURSLING | EXTENSIONS TO COMMERCIAL VEHICLE SERVICING BUILDINGS | PERMISSION | 2241 | 0 | 2241 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Test Valley (Core) | PHASE 2B NURSLING INDUSTRIAL ESTATE | MAURETANIA ROAD | NURSLING | ALLOCATION FOR STORAGE AND DISTRIBUTION | ALLOCATION | 14800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14800 | 0 | 0 | 0 |
| Test Valley (Core) | TROJANS AND HARDMOOR SPORTS GR | STONEHAM LANE | EASTLEIGH | NEW SPORTS CLUBHOUSE AND PITCHES | PERMISSION | 3597 | 0 | 0 | 0 | 3597 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Portsmouth City | LAND AT | PORTFIELD ROAD | PORTSMOUTH | B1/B2/B8 INDUSTRIAL UNIT | PERMISSION | 972 | 0 | 972 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| New Forest (Marginal) | LAND AT | HANNAH WAY | LYMINGTON | BLOCK OF THREE INDUSTRIAL UNITS | PERMISSION | 675 | 0 | 675 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Test Valley (Core) | UNIT 5 ROMSEY INDUSTRIAL ESTATE | GREATBRIDGE ROAD | ROMSEY | REDEVELOPMENT FOR 6 B1C INDUSTRIAL UNITS | PERMISSION | 1203 | 0 | 1203 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| New Forest (Buffer) | LAND AT | CROW ARCH LANE & CROW LANE | RINGWOOD | MIXED USE DEVELOPMENT INCLUDING D2 FITNESS CENTRE | PERMISSION | 200 | 0 | 0 | 0 | 200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| New Forest (Buffer) | LAND AT | CROW ARCH LANE AND CROW LANE | RINGWOOD | MIXED USE DEVELOPMENT INCLUDING 40 BED HOTEL | PERMISSION | 40 | 0 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Test Valley (Buffer) | LAND AT | PICKET TWENTY | ANDOVER | LOCAL CENTRE RETAIL DEVELOPMENT | PERMISSION | 375 | 375 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Test Valley (Core) | LAND AT ABBOTSWOOD | CUPERNHAM LANE | ROMSEY | OFFICE UNITS IN LOCAL CENTRE | PERMISSION | 495 | 0 | 495 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Test Valley (Core) | LAND AT ABBOTSWOOD | CUPERNHAM LANE | ROMSEY | PUBLIC HOUSE WITHIN LOCAL CENTRE | PERMISSION | 749 | 749 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Winchester (Core) | 4300 | PARKWAY | WHITELEY | OFFICE DEVELOPMENT | PERMISSION | 2423 | 0 | 2423 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Winchester (Marginal) | LAND AT BARTON INDUSTRIAL ESTATE | OX DROVE WAY | UPPER WIELD | B2 INDUSTRIAL BUILDING | PERMISSION | 484 | 0 | 484 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| East Hampshire (Buffer) | LAND AT BEAVER INDUSTRIAL ESTATE | MIDHURST ROAD | LIPHOOK | BUSINESS UNIT AS PART OF RESIDENTIAL DEVELOPMENT SCHEME | PERMISSION | 345 | 0 | 345 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Eastleigh | LAND AT BOORLEY GREEN | WINCHESTER ROAD | BOTLEY | MIXED USE DEVELOPMENT INCLUDING RETAIL | PERMISSION | 375 | 375 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Eastleigh | LAND AT BOORLEY GREEN | WINCHESTER ROAD | BOTLEY | MIXED USE DEVELOPMENT INCLUDING A3 | PERMISSION | 320 | 320 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Eastleigh | LAND AT BOORLEY GREEN | WINCHESTER ROAD | BOTLEY | MIXED DEVELOPMENT INCLUDING SPORTS PAVILION | PERMISSION | 366 | 0 | 0 | 0 | 366 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Eastleigh | LAND AT BOORLEY GREEN | WINCHESTER ROAD | BOTLEY | 44 BEDROOM HOTEL EXTENSION AND LEISURE FACILITIES | PERMISSION | 44 | 0 | 0 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Winchester (Core) | BARTON FARM | ANDOVER ROAD | WINCHESTER | MIXED DEVELOPMENT INCLUDING B1A OFFICES | PERMISSION | 5000 | 3000 | 2000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Winchester (Core) | BEREWOOD, W. OF WATERLOOVILLE EMPLOYMENT AREA | HOUGHTON AVENUE | WATERLOOVILLE | DEVELOPMENT FOR MIXED USES INCLUDING EMPLOYMENT | PERMISSION | 77000 | 0 | 77000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Winchester (Core) | CARFAX SITE | GLADSTONE STREET | WINCHESTER | MIXED USE SITE INCLUDING B1A OFFICES | ALLOCATION | 2720 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2720 | 0 | 0 | 0 |
| New Forest (Buffer) | LAND AT CROW ARCH LANE AND CROW LANE | CROW | RINGWOOD | MIXED DEVELOPMENT INCLUDING A1/A2/A3 RETAIL | PERMISSION | 300 | 300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Winchester (Core) | CHILCOMB PARK | CHILCOMB LANE | CHILCOMB | REDEVELOPMENT FOR BUSINESS, ENTERPRISE, AND INNOVATION PARK | PERMISSION | 6325 | 0 | 6325 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Winchester (Core) | FORMER FRIARSGATE MEDICAL CENTRE | FRIARSGATE | WINCHESTER | CHANGE OF USE FROM MEDICAL CENTRE TO B1A OFFICES | PERMISSION | 1858 | 0 | 1858 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| New Forest (Marginal) | LAND AT FOMER ARNEWOOD TURKEY | BARROWS LANE | SWAY | CHANGE USE OF PLOT A TO B8 STORAGE | PERMISSION | 640 | 0 | 640 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Winchester (Core) | HUMPHREY FARMS | HAZELEY ROAD | TWYFORD | REDEVELOPMENT OF COMMERCIAL SITE FOR B1 & B8 UNITS | PERMISSION | 4840 | 0 | 4840 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Winchester (Core) | LAND AT BOTTINGS INDUSTRIAL ESTATE | HILLSONS ROAD | BOTLEY | POLICY 57 LOCAL PLAN ALLOCATION FOR B1,B2,B8 USES | ALLOCATION | 16240 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16240 | 0 | 0 | 0 |
| Southampton City | LAND AT HORSESHOE BRIDGE | | SOUTHAMPTON | ALLOCATION FOR COMMERCIAL USE | PERMISSION | 800 | 0 | 800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Winchester (Core) | LAND AT BUSHFIELD CAMP | BADGER FARM ROAD | WINCHESTER | ALLOCATION FOR KNOWLEDGE PARK (POLICY RT.5/WT.3) | ALLOCATION | 192000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ###### | 0 | 0 | 0 |
| Winchester (Core) | LAND AT LITTLE PARK FARM | LITTLE PARK FARM ROAD | FAREHAM | ALLOCATION FOR INDUSTRY | ALLOCATION | 5200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5200 | 0 | 0 | 0 |
| Winchester (Core) | LAND AT SEGENSWORTH NORTH, | CONCORD WAY | WHITELEY | BUSINESS PARK DEVELOPMENT | ALLOCATION | 10960 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10960 | 0 | 0 | 0 |
| Winchester (Core) | LAND OPPOSITE TANNERY HOUSE | CONCORDE WAY | WHITELEY | B1/B2/B8 INDUSTRIAL UNIT | PERMISSION | 1880 | 0 | 1880 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Winchester (Core) | LYCROFT FARM | PARK LANE | SWANMORE | CHANGE OF USE FROM AGRICULTURAL TO B1C AND B8 | PERMISSION | 1333 | 0 | 1333 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Test Valley (Buffer) | LAND AT PICKET TWENTY | BRIDLE WAY | ANDOVER | MIXED DEVELOPMENT INCLUDING EMPLOYMENT | PERMISSION | 940 | 0 | 940 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Test Valley (Buffer) | LAND AT PICKET TWENTY | BRIDLE WAY | ANDOVER | MIXED DEVELOPMENT INCLUDING A3 RETAIL | PERMISSION | 500 | 500 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Winchester (Core) | NEW BARNS FARM | DROVE ROAD | SOUTHWICK | CHANGE OF USE OF BARNS FROM AGRICULTURAL TO B2 & B8 | PERMISSION | 1156 | 0 | 1156 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Winchester (Core) | NEWDOWN FARMS | LONDON ROAD | MICHELDEVER | REPLACE AGRICULTURAL BUILDING WITH NEW B8 STORAGE BUILDING | PERMISSION | 1024 | 0 | 1024 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Southampton City | LAND AT PRINCES STREET | | SOUTHAMPTON | INDUSTRIAL ALLOCATION (WINPLAN) | ALLOCATION | 120 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 120 | 0 | 0 | 0 |
| Portsmouth City | LAND AT QUEEN STREET, HAVANT STREET | QUEEN STREET | PORTSMOUTH | 120 BEDROOM HOTEL WITH ANCILLARY A3 USE AT GROUND FLOOR | PERMISSION | 120 | 0 | 0 | 120 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Winchester (Core) | NORTH WINCHESTER FARM | STOKE CHARITY ROAD | KINGSWORTHY | CHANGE OF USE FROM AGRICULTURAL TO B1 & B8 USE | PERMISSION | 4135 | 0 | 4135 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Winchester (Core) | NORTHFIELDS POULTRY FARM | NORTHFIELDS | TWYFORD | CHANGE OF USE OF FARM BUILDINGS TO B1 AND B8 | PERMISSION | 3361 | 0 | 3361 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Test Valley (Core) | LAND AT SLEEPY HOLLOW FARM | AMPFIELD HILL | AMPFIELD | REDEVELOPMENT FOR 3 B1A BUSINESS UNITS | PERMISSION | 575 | 0 | 575 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Winchester (Core) | PLOTS 2000-2500 AND 3400 | SOLENT BUSINESS PARK | WHITELEY | 10 3 STOREY OFFICE UNITS | ALLOCATION | 26594 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26594 | 0 | 0 | 0 |
| Winchester (Core) | SILVER HILL | | WINCHESTER | ALLOCATION WIN4. MIXED DEVELOPMENT INCLUDING OFFICES | ALLOCATION | 3920 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3920 | 0 | 0 | 0 |
| Eastleigh | LAND AT WIDE LANE/MITCHELL WAY | | EASTLEIGH | EMPLOYMENT ALLOCATION FOR B2 USE | ALLOCATION | 960 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 960 | 0 | 0 | 0 |
| Eastleigh | LAND EAST OF | BOURNEMOUTH ROAD | EASTLEIGH | 6-STOREY 153 BEDROOM HOTEL AND LEISURE FACILITIES | PERMISSION | 153 | 0 | 0 | 0 | 153 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Winchester (Core) | SILVER HILL DEVELOPMENT | TANNER STREET | WINCHESTER | ALLOCATION WIN4 FOR MIXED DEVELOPMENT INCLUDING RETAIL | ALLOCATION | 3920 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3920 | 0 | 0 | 0 |
| Winchester (Core) | SOLENT 2, AREA 12 | SOLENT WAY | WHITELEY | B1 BUSINESS PARK.13HA WINCHESTER DISTRICT, 11HA IN FAREHAM | ALLOCATION | 7600 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7600 | 0 | 0 | 0 |
| Winchester (Core) | THE CATTLEMARKET | ANDOVER ROAD | WINCHESTER | ALLOCATION FOR MIXED USES INCLUDING B1A OFFICES | ALLOCATION | 5680 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5680 | 0 | 0 | 0 |
| Winchester (Core) | WESSEX GATE | MOORSIDE ROAD | WINCHESTER | REDEVELOPMENT OF SITE FOR B1/B2/B8. | PERMISSION | 2277 | 0 | 2277 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Winchester (Core) | WINCHESTER SPORT AND LEISURE C | BAR END ROAD | WINCHESTER | SPORTS AND LEISURE CENTRE | PERMISSION | 9937 | 0 | 0 | 0 | 9937 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Portsmouth City | FORMER M.O.D. FIRING RANGES | TIPNER | PORTSMOUTH | ALLOCATION FOR EMPLOYMENT USE | ALLOCATION | 30000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30000 | 0 | 0 | 0 |
| Portsmouth City | LAND NORTH OF CATHERINE HOUSE | STANHOPE ROAD | PORTSMOUTH | 152 BEDROOM HOTEL | PERMISSION | 152 | 0 | 0 | 152 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Portsmouth City | FORMER SELF DRIVE DEPOT | AIRPORT SERVICE ROAD | PORTSMOUTH | B2 WORKSHOP/MOT/AFTERSALES CENTRE | PERMISSION | 1835 | 0 | 1835 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Portsmouth City | LAKESIDE | WESTERN ROAD | PORTSMOUTH | MIXED DEVELOPMENT INCLUDING A1 RETAIL | PERMISSION | 1160 | 1160 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Portsmouth City | LAKESIDE BUSINESS PARK, E. OF | NORTHARBOUR | PORTSMOUTH | MIXED DEVELOPMENT INCLUDING OFFICES (69030M2), RETAIL, HOTEL | PERMISSION | 69030 | 0 | 69030 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Portsmouth City | LAND AT | ARUNDEL STREET | PORTSMOUTH | ALLOCATION SITE, POLICY CD2/DC30 FOR OFFICE DEVELOPMENT. | ALLOCATION | 1800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1800 | 0 | 0 | 0 |
| New Forest (Marginal) | LARK FARM | SHELLEY LANE | OWER | CHANGE OF USE OF NORTH AND CENTRAL BARNS TO B1/B8 | PERMISSION | 499 | 0 | 499 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Portsmouth City | LAND AT HORSEA ISLAND EAST | PORT SOLENT | PORTSMOUTH | ALLOCATION FOR EMPLOYMENT USES | ALLOCATION | 25000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25000 | 0 | 0 | 0 |
| Portsmouth City | LAND AT PORT SOLENT | MARINA KEEP | PORT SOLENT | ALLOCATION FOR MIXED USES INCLUDING EMPLOYMENT | ALLOCATION | 2000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2000 | 0 | 0 | 0 |
| Portsmouth City | LAND AT TIPNER EAST | TIPNER | PORTSMOUTH | ALLOCATION FOR EMPLOYMENT USE | ALLOCATION | 1000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1000 | 0 | 0 | 0 |
| Portsmouth City | LAND NORTH OF | GOLDSMITH AVENUE | PORTSMOUTH | LOCAL PLAN ALLOCATION. REDEVELOPMENT FOR B1/B2/B8 USES | ALLOCATION | 9600 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9600 | 0 | 0 | 0 |
| Southampton City | LOVERIDGE TRADING ESTATE | SOUTHBROOK ROAD | SOUTHAMPTON | REDEVELOPMENT FOR 6 B1B/B1C INDUSTRIAL UNITS | PERMISSION | 252 | 0 | 252 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Portsmouth City | PORTSDOWN TECHNOLOGY PARK | SOUTHWICK ROAD | COSHAM | REDEVELOPMENT FOR 2-4 STOREY OFFICES/LABORATORIES | PERMISSION | 6857 | 0 | 6857 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Test Valley (Core) | MALTHOUSE COTTAGE | SOUTHAMPTON ROAD | ASHFIELD | REPLACEMENT WORKSHOP, OFFICE AND STORAGE | PERMISSION | 450 | 0 | 450 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Portsmouth City | QUEENSBURY SHELTERS | FITZHERBERT ROAD | PORTSMOUTH | REDEVELOPMENT FOR 17 B1/B2/B8 UNITS | PERMISSION | 4154 | 0 | 4154 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Portsmouth City | RAVELIN PARK | MUSEUM ROAD | PORTSMOUTH | CLASS D2 SPORTS AND LEISURE CENTRE | PERMISSION | 4760 | 0 | 0 | 0 | 4760 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Portsmouth City | VOYAGER PARK, PHASES 6-9 | PORTFIELD ROAD | HILSEA | REDEVELOPMENT FOR B1/B2/B8 USES | PERMISSION | 2083 | 0 | 2083 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| East Hampshire (Core) | MAYS COPPICE FARM | WHICHERS GATE ROAD | ROWLANDS CASTLE | CHANGE OF USE TO B8 STORAGE AND LINK EXTENSION | PERMISSION | 378 | 0 | 378 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Southampton City | 516 | PORTSMOUTH ROAD | SOUTHAMPTON | CHANGE OF USE FROM RETAIL WAREHOUSE TO B8 SELF STORAGE | PERMISSION | 3422 | 0 | 3422 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| East Hampshire (Marginal) | MERRYFIELD FARM | SOAMES LANE | ROPLEY | CHANGE OF USE FROM AGRICULTURAL TO B1A OFFICES | PERMISSION | 333 | 0 | 333 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

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| Test Valley (Buffer) | MOTLEY MILL | WEYHILL ROAD | WEYHILL | CHANGE OF USE FROM GRAIN STORE TO B1 AND B8 | PERMISSION | 906 | 0 | 906 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Southampton City | N. WILLIAMS AND CO. | VICTORIA STREET | SOUTHAMPTON | ERECTION OF 959M2 B1(C) EXTENSION | PERMISSION | 959 | 0 | 959 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Eastleigh | NETLEY SAILING CLUB | ROYAL VICTORIA COUNTRY PARK | NETLEY ABBEY | TWO STOREY SAILING CLUB BUILDING | PERMISSION | 235 | 0 | 0 | 0 | 235 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Southampton City | 390-392 | SHIRLEY ROAD | SOUTHAMPTON | REDEVELOPMENT FOR LIDL FOODSTORE | PERMISSION | 2200 | 2200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Southampton City | CENTURIAN BUSINESS PARK | BITTERNE WHARF | SOUTHAMPTON | RESIDUAL PHASE OF INDUSTRIAL PARK | ALLOCATION | 1920 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1920 | 0 | 0 | 0 | 0 | 0 |
| Winchester (Marginal) | NEW FARM ENGINEERING | NEW FARM ROAD | ALRESFORD | REDEVELOPMENT FOR 4 DWELLINGS AND OFFICES | PERMISSION | 356 | 0 | 356 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fareham | NEW PARK GARAGE | STATION ROAD | PARK GATE | ERECTION OF 10 FLATS & 4 COMMERCIAL UNITS (A1 OR A2) | PERMISSION | 400 | 400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Winchester (Core) | NEW PLACE HOTEL, NEW PLACE | HIGH STREET | SHIRRELL HEATH | ALTERATIONS TO MAIN BUILDING FOR 14 ADDITIONAL HOTEL SUITES | PERMISSION | 14 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Southampton City | CHAPEL RIVERSIDE | ALBERT ROAD NORTH | SOUTHAMPTON | 457 RESIDENTIAL UNITS, 4963M2 COMMERCIAL, 946M2 RETAIL | PERMISSION | 4963 | 0 | 4963 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Southampton City | COOPERVISION, UNIT 1 MOUNTPARK | WIDE LANE | SOUTHAMPTON | MEZZANINE FLOOR EXTENSION | PERMISSION | 2570 | 0 | 2570 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Southampton City | FMR. FORD CAR PARK/ ORION IND. | WIDE LANE | SOUTHAMPTON | CAR DEALERSHIPS WITH ANCILLARY WORKSHOPS | PERMISSION | 12120 | 0 | 12120 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Southampton City | FORMER BARGATE SHOPPING CENTRE | QUEENSWAY | SOUTHAMPTON | 159 FLATS, RESTAURANTS, RETAIL & STUDENT ACCOMMODATION | PERMISSION | 1548 | 1548 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Southampton City | IKEA | WEST QUAY ROAD | SOUTHAMPTON | GROUND FLOOR EXTENSION TO EXISTING B8 WAREHOUSE | PERMISSION | 1352 | 0 | 1352 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Southampton City | LAND AT MOUNT PLEASANT ROAD | MOUNT PLEASANT ROAD | SOUTHAMPTON | INDUSTRIAL ALLOCATION | ALLOCATION | 2800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2800 | 0 | 0 | 0 | 0 | 0 |
| Southampton City | LEISURE WORLD | WEST QUAY ROAD | SOUTHAMPTON | LEISURE WORLD DWELLINGS, PLUS LEISURE, HOTEL, OFFICE | PERMISSION | 28218 | 5490 | 9800 | 438 | 12490 | 5400 | 11650 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Southampton City | LEVEL 00 PODIUM, BLOCKS J2 & J | JOHN THORNEYCROFT ROAD | SOUTHAMPTON | CHANGE OF USE FROM RETAIL TO LEISURE | PERMISSION | 5732 | 0 | 0 | 0 | 5732 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Southampton City | MARINE QUARTER, CENTENARY QUAY | VICTORIA ROAD | SOUTHAMPTON | REDEVELOPMENT OF SITE FOR MIXED USES INCLUDING INDUSTRY | PERMISSION | 28381 | 0 | 28381 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Southampton City | PARKER HOUSE | JOHN THORNEYCROFT ROAD | SOUTHAMPTON | CHANGE OF USE FROM D2 LEISURE TO B8 STORAGE & ADD MEZZANINE | PERMISSION | 2478 | 0 | 2478 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Havant | NORTHNEY MARINA | NORTHNEY ROAD | HAYLING ISLAND | SINGLE STOREY OFFICE EXTENSION | PERMISSION | 250 | 0 | 250 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| East Hampshire (Buffer) | OLD PARK FARM | FORGE ROAD | KINGSLEY | REDEVELOPMENT OF GRAIN STORE FOR B8 WAREHOUSE | PERMISSION | 281 | 0 | 281 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Southampton City | PRINCES STREET | NORTHAM | SOUTHAMPTON | INDUSTRIAL ALLOCATION (WINPLAN) VACANT LAND | ALLOCATION | 1640 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1640 | 0 | 0 | 0 | 0 | 0 |
| Southampton City | ROYAL PIER WATERFRONT | WEST QUAY ROAD | SOUTHAMPTON | ALLOCATION FOR MIXED USES INCLUDING EMPLOYMENT | ALLOCATION | 73036 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73036 | 0 | 0 | 0 | 0 | 0 |
| Southampton City | ROYAL PIER WATERFRONT | WEST QUAY ROAD | SOUTHAMPTON | AP23 Royal Pier Waterfront | ALLOCATION | 3400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3400 |
| Southampton City | ROYAL PIER WATERFRONT | WEST QUAY ROAD | SOUTHAMPTON | AP 23 IoW ferry terminal | ALLOCATION | 2451 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2451 | 0 | 0 | 0 | 0 | 0 | 0 |
| Southampton City | STATION QUARTER SOUTHSIDE | WESTERN ESPLANADE | SOUTHAMPTON | ALLOCATION FOR MIXED USES INCLUDING OFFICES | ALLOCATION | 17446 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17446 | 0 | 0 | 0 | 0 | 0 |
| Southampton City | UNITS 1-4 MILLHOUSE BUSINESS CENTRE | HAZEL ROAD | SOUTHAMPTON | REDEVELOPMENT OF SITE WITH B8 WAREHOUSE. | PERMISSION | 2139 | 0 | 2139 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Southampton City | PILGRIM HOUSE | CANUTE ROAD | SOUTHAMPTON | CHANGE OF USE FROM RESTAURANT TO B1A OFFICES | PERMISSION | 565 | 0 | 565 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Winchester (Core) | PITT DOWN FARM | FARLEY MOUNT ROAD | HURSLEY | CHANGE OF USE FROM AGRICULTURAL TO B1/B8 USE | PERMISSION | 411 | 0 | 411 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Southampton City | UNITS A,B,C BROOKLANDS COURTYARD | FIRST AVENUE | SOUTHAMPTON | CHANGE OF USE FROM D1 TRAINING TO B1C, B2, B8 | PERMISSION | 1347 | 0 | 1347 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Test Valley (Buffer) | PLOT 34, WALWORTH BUSINESS PARK | WALWORTH ROAD | ANDOVER | TWO INDUSTRIAL UNITS | PERMISSION | 977 | 0 | 977 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Southampton City | WATERMARK WEST QUAY, HARBOUR P | PORTLAND TERRACE | SOUTHAMPTON | MIXED USE DEVELOPMENT INCLUDING CINEMA | PERMISSION | 16717 | 0 | 0 | 0 | 16717 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Test Valley (Buffer) | PLOT 48, WALWORTH INDUSTRIAL ESTATE | SOUTH WAY | ANDOVER | PRODUCTION UNIT | PERMISSION | 823 | 0 | 823 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Test Valley (Buffer) | PLOT 66, WALWORTH BUSINESS PARK | SOUTH WAY | ANDOVER | CHANGE OF USE FROM B8 TO B2 AND EXTENSION | PERMISSION | 926 | 0 | 926 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| East Hampshire (Marginal) | BUCKMORE FARM | BECKHAM LANE | PETERSFIELD | REDEVELOPMENT AND CONVERSION FOR B1 USE | PERMISSION | 5528 | 0 | 5528 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| New Forest (Marginal) | CAIRD AVENUE | ASHLEY | NEW MILTON | B1 DEVELOPMENT | ALLOCATION | 6480 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6480 | 0 | 0 | 0 | 0 | 0 |
| New Forest (Marginal) | PLOT D2 AMPRESS PARK | SOUTHAMPTON ROAD | LYMINGTON | 3 B1 AND 2 B2 INDUSTRIAL UNITS | PERMISSION | 670 | 0 | 670 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| New Forest (Marginal) | LAND EAST OF | CAIRD AVENUE | NEW MILTON | MIXED DEVELOPMENT INCLUDING B1/B2 INDUSTRIAL USES | ALLOCATION | 16621 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16621 | 0 | 0 | 0 | 0 | 0 |
| New Forest (Marginal) | LAND EAST OF CAIRD AVENUE | CAIRD AVENUE | NEW MILTON | ALLOCATION FOR EMPLOYMENT, POLICY NMT.6 | ALLOCATION | 20000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20000 | 0 | 0 | 0 | 0 | 0 |
| Eastleigh | PORT HAMBLE MARINA | SATCHELL LANE | HAMBLE-LE-RICE | ERECTION OF A REPLACEMENT INDUSTRIAL BUILDING | PERMISSION | 940 | 0 | 940 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| New Forest (Marginal) | LAND SOUTH OF GORDLETON INDUSTRIAL ESTATE | HANNAH WAY | LYMINGTON | CONSTRUCT 4 BUILDINGS FOR B1-8 USE | PERMISSION | 7140 | 0 | 7140 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Portsmouth City | PORTSMOUTH PARK HOTEL | EASTERN ROAD | PORTSMOUTH | TWO A3/A5 RESTAURANT UNITS | PERMISSION | 447 | 447 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Portsmouth City | PREMIER INN | PORTSMOUTH ROAD | PORTSMOUTH | 48 BEDROOM EXTENSION | PERMISSION | 48 | 0 | 0 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| New Forest (Marginal) | PLOT J1 & J2 AMPRESS PARK | SOUTHAMPTON ROAD | LYMINGTON | INDUSTRIAL DEVELOPMENT | ALLOCATION | 2280 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2280 | 0 | 0 | 0 | 0 | 0 |
| New Forest (Marginal) | SAWMILL BUILDINGS, EXBURY GARDENS | SUMMER LANE | EXBURY | EXTEND AND REFURBISH OUTBUILDINGS FOR COMMERCIAL USE | PERMISSION | 1168 | 0 | 1168 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Gosport | PRIDDYS HARD HERITAGE AREA | HERITAGE WAY | GOSPORT | MIXED USE DEVELOPMENT INCLUDING D2 LEISURE | PERMISSION | 440 | 0 | 0 | 0 | 440 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Test Valley (Marginal) | CPV LTD, WOODINGTON MILL | WOODINGTON ROAD | WELLOW | B1/B2 COMMERCIAL UNIT | PERMISSION | 2540 | 0 | 2540 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Test Valley (Marginal) | NEW ABBEY HOUSE | FYFIELD ROAD | WEYHILL | STORAGE BUILDING AND COVERED AREA | PERMISSION | 1210 | 0 | 1210 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Test Valley (Marginal) | PHASE 2, THE GRANGE | ROMSEY ROAD | STONEYMARSH | B1 OFFICE ACCOMMODATION IN BLOCKS 100 AND 200 | PERMISSION | 1417 | 0 | 1417 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Test Valley (Marginal) | WEST DEAN SAWMILLS | EAST DEAN ROAD | WEST DEAN | ERECTION OF A SAWMILL BUILDING | PERMISSION | 1673 | 0 | 1673 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Winchester (Core) | READYPOWER ENGINEERING | BASINGSTOKE ROAD | MICHELDEVER | B8 STORAGE UNIT AND STORAGE USE OF LAND | PERMISSION | 360 | 0 | 360 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| New Forest (Marginal) | RHH FRANKS LTD, 96 GORE ROAD INDUSTRIAL ESTATE | GORE ROAD | NEW MILTON | TWO STOREY LIGHT INDUSTRIAL/STORAGE EXTENSION | PERMISSION | 644 | 0 | 644 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| East Hampshire (Buffer) | | 34 STATION ROAD | LIPHOOK | THREE NEW WAREHOUSE BUILDINGS FOR B8 | PERMISSION | 2055 | 0 | 2055 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Winchester (Core) | RIVERS ENGINEERING | MOORSIDE ROAD | WINCHESTER | REPLACEMENT B2 UNIT AND ADDITIONAL A3/A5 COFFEE SHOP | PERMISSION | 967 | 0 | 967 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Test Valley (Core) | ROWNHAMS WEST SERVICES | M.27 WESTBOUND | ROWNHAMS | 40 BEDROOM HOTEL EXTENSION | PERMISSION | 40 | 0 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| East Hampshire (Buffer) | ALTON SPORTS CENTRE | CHAWTON PARK ROAD | ALTON | REPLACEMENT SPORTS CENTRE | PERMISSION | 8500 | 0 | 0 | 0 | 8500 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| East Hampshire (Buffer) | BIRDWORLD | FARNHAM ROAD | HOLT POND | PARTIAL REDEVELOPMENT OF BIRDWORLD | PERMISSION | 3530 | 0 | 0 | 0 | 3530 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| East Hampshire (Buffer) | BIRDWORLD AND FOREST LODGE | FARNHAM ROAD | HOLT POUND | REDEVELOPMENT OF BIRDWORLD AND FOREST LODGE GARDEN CENTRE | PERMISSION | 6763 | 6763 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| East Hampshire (Buffer) | LAND AT | WILSOM ROAD | ALTON | LOCAL PLAN ALLOCATION EMP2 FOR EMPLOYMENT USE | ALLOCATION | 14080 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14080 | 0 | 0 | 0 | 0 | 0 |
| Winchester (Core) | SELHURST POULTRY FARM | | SOBERTON HEATH | CHANGE OF USE OF AGRICULTURAL BUILDINGS TO B1 & B8 | PERMISSION | 751 | 0 | 751 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| New Forest (Marginal) | SETTERS FARM WORKSHOPS | MOUNT PLEASANT LANE | LYMINGTON | 5 NEW B1(C) BUSINESS UNITS | PERMISSION | 336 | 0 | 336 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Winchester (Marginal) | SHORLEY FARM | SHORLEY LANE | BEAUWORTH | CHANGE OF USE FROM AGRICULTURAL TO B1/B8 | PERMISSION | 480 | 0 | 480 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| East Hampshire (Buffer) | LAND AT BORDON GARRISON | BOLLEY AVENUE | BORDON | LEISURE CENTRE | PERMISSION | 2727 | 0 | 0 | 0 | 2727 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| East Hampshire (Buffer) | LAND AT LYNCH HILL | WATERBROOK ROAD | ALTON | LOCAL PLAN ALLOCATION EMP1 FOR EMPLOYMENT USES | ALLOCATION | 37600 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37600 | 0 | 0 | 0 | 0 | 0 |
| Gosport | SITE 35, FORTON INDUSTRIAL ESTATE | TORONTO PLACE | GOSPORT | VACANT LAND | ALLOCATION | 360 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 360 | 0 | 0 | 0 | 0 | 0 |
| East Hampshire (Buffer) | LAND AT PRINCE PHILIP BARRACKS | HIGH STREET & BUDDS LANE | BORDON | ALLOCATION FOR 30,000M2 OF TOWN CENTRE RETAIL REDEVELOPMENT | ALLOCATION | 30000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30000 | 0 | 0 | 0 | 0 | 0 | 0 |
| East Hampshire (Buffer) | LAND EAST OF KARMA | FORGE ROAD | KINGSLEY | REDEVELOPMENT FOR REPLACEMENT B1A/B/C AND B2 UNITS | PERMISSION | 1080 | 0 | 1080 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Southampton City | SOUTHAMPTON HARBOUR HOTEL | 5 MARITIME WALK | SOUTHAMPTON | LEISURE DEVELOPMENT FOR 36 HOTEL BEDROOMS | PERMISSION | 36 | 0 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Test Valley (Core) | SPORTS PAVILION | SANDY LANE | NORTH BADDESLEY | 2-STOREY EXTENSION TO SPORTS PAVILION | PERMISSION | 509 | 0 | 0 | 0 | 509 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Test Valley (Marginal) | SPORTS PAVILION | BUCKHOLT ROAD | BROUGHTON | REPLACEMENT SPORTS PAVILION | PERMISSION | 262 | 0 | 0 | 0 | 262 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| East Hampshire (Buffer) | NORTHBROOK FARM | FARNHAM ROAD | BENTLEY | B1 LIGHT INDUSTRIAL AND ANCILLARY B8 STORAGE & DISTRIBUTION | PERMISSION | 3500 | 0 | 3500 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| East Hampshire (Buffer) | RIVERBROOK | WATERBROOK ROAD | ALTON | ALLOCATION FOR B1/B8 USE | ALLOCATION | 3080 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3080 | 0 | 0 | 0 | 0 | 0 |
| Fareham | SWANWICK MARINA | - | SWANWICK | MIXED USE REDEVELOPMENT INCLUDING A3 RESTAURANT | PERMISSION | 883 | 883 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| New Forest (Marginal) | SWAYLET FARM | ARNEWOOD BRIDGE ROAD | SWAY | REPLACEMENT UNITS | PERMISSION | 476 | 0 | 476 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| East Hampshire (Buffer) | 'TECHFOREST', FORMER LOUISBURG | | BORDON | CONSENT FOR B1, B2 & D1 USES | PERMISSION | 13530 | 0 | 13530 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| East Hampshire (Buffer) | UNIT 1-2 | MILL LANE | ALTON | A1 RETAIL REDEVELOPMENT | PERMISSION | 6112 | 6112 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Test Valley (Marginal) | THE DELL | DOCTORS HILL | SHERFIELD ENGLISH | LIGHT INDUSTRIAL WORKSHOP EXTENSION | PERMISSION | 325 | 0 | 325 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Test Valley (Buffer) | THE LION | PENTON PARK LANE | CLANVILLE | ADDITION OF 10 HOTEL BEDROOMS | PERMISSION | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| East Hampshire (Buffer) | WOOLMER TRADING ESTATE | SOUTH OF WOOLMER WAY | BORDON | EMPLOYMENT AND LEISURE DEVELOPMENT | PERMISSION | 7297 | 0 | 7297 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| New Forest (Buffer) | THE OFFICE, REDBROOK | RINGWOOD ROAD | FORDINGBRIDGE | CHANGE OF USE TO B1A OFFICE | PERMISSION | 390 | 0 | 390 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| East Hampshire (Marginal) | THE RED LION, NO. 3 | COLLEGE STREET | PETERSFIELD | CONVERSION OF PUB & MASONIC HALL TO 17 HOTEL ROOMS | PERMISSION | 17 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| New Forest (Marginal) | THE YEWS | SOUTHAMPTON ROAD | CADNAM | NEW BUILDING FOR B1 USE | PERMISSION | 324 | 0 | 324 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Test Valley (Core) | TIBBLES BARN | HIGHWOOD LANE | ROMSEY | REBUILD/EXTEND BARN FOR OFFICE USE | PERMISSION | 388 | 0 | 388 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Portsmouth City | TIPNER EAST | TWYFORD AVENUE | PORTSMOUTH | MIXED DEVELOPMENT INCLUDING A1/A2/A3/A5 RETAIL FLOORSPACE | PERMISSION | 237 | 237 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Portsmouth City | TIPNER EAST, PHASE 4 | TWYFORD AVENUE | PORTSMOUTH | MIXED USE REDEVELOPMENT INCLUDING RETAIL | PERMISSION | 235 | 235 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| New Forest (Buffer) | LAND AT EMBANKMENT WAY | | RINGWOOD | INDUSTRIAL/OFFICE DEVELOPMENT | PERMISSION | 3372 | 0 | 3372 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Southampton City | UNIT 1, ASSOCIATED BRITISH PORTS | TOWN QUAY | SOUTHAMPTON | CHANGE OF USE & EXTENSION OF RESTAURANT TO FORM B1A OFFICES | PERMISSION | 618 | 0 | 618 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Eastleigh | UNIT 1, SWAN CENTRE | WELLS PLACE | EASTLEIGH | CHANGE OF USE FROM RESTAURANT TO D2 FITNESS STUDIO | PERMISSION | 496 | 0 | 0 | 0 | 496 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| New Forest (Buffer) | LAND N. & W. OF SANDLEHEATH INDUSTRIAL ESTATE | OLD BRICKYARD ROAD | SANDLEHEATH | B1/B2/B8 DEVELOPMENT | PERMISSION | 1967 | 0 | 1967 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Havant | UNIT 19 | ARNSIDE ROAD | WATERLOOVILLE | MEZZANINE FLOOR FOR ANCILLARY OFFICE USE | PERMISSION | 684 | 0 | 684 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Portsmouth City | UNIT 2 , VENTURE SIDING | GOLDSMITH AVENUE | SOUTHSEA | CHANGE OF USE FROM AUCTION HALL TO D2 SNOOKER HALL | PERMISSION | 322 | 0 | 0 | 0 | 322 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Eastleigh | UNIT 2A DEER PARK FARM INDUSTRIAL ESTATE | KNOWLE LANE | FAIR OAK | REPLACEMENT INDUSTRIAL BUILDING | PERMISSION | 600 | 0 | 600 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| East Hampshire (Buffer) | UNIT 2A, BLACKNEST INDUSTRIAL | BLACKNEST ROAD | BINSTEAD | BUILDING COMPRISING 6 UNITS; DEMOLITION OF 6 EXISTING UNITS | PERMISSION | 810 | 0 | 810 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Winchester (Marginal) | UNIT 3 | PROSPECT ROAD | ALRESFORD | EXTENSION TO B1(C) BUILDING | PERMISSION | 236 | 0 | 236 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Winchester (Core) | UNIT 3600A | PARKWAY | WHITELEY | CHANGE OF USE FROM D1 TO D2 GYM | PERMISSION | 251 | 0 | 0 | 0 | 251 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Eastleigh | UNIT 4 | WOODSIDE ROAD | EASTLEIGH | WAREHOUSE/MANUFACTURING/OFFICE EXTENSION | PERMISSION | 300 | 0 | 300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Eastleigh | UNIT 5 BROOKWOOD AVENUE | BROOKWOOD AVENUE | EASTLEIGH | EXTENSION TO EXISTING LIGHT INDUSTRIAL UNIT | PERMISSION | 300 | 0 | 300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| New Forest (Buffer) | LAND WEST OF | CROW LANE | RINGWOOD | MIXED DEVELOPMENT INCLUDING B1 AND B2 INDUSTRY | PERMISSION | 6000 | 0 | 6000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Test Valley (Core) | UNIT 7 FROBISHER INDUSTRIAL CENTRE | BUDDS LANE | ROMSEY | B1C INDUSTRIAL UNIT | PERMISSION | 242 | 0 | 242 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Eastleigh | UNIT B, DEACON TRADING ESTATE | CHICKENHALL LANE | EASTLEIGH | EXTENSIONS TO INDUSTRIAL/WAREHOUSE UNIT | PERMISSION | 894 | 0 | 894 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Southampton City | UNIT B, SHIRLEY RETAIL PARK, 2 | WINCHESTER ROAD | SOUTHAMPTON | MEZZANINE FLOOR EXTENSION | PERMISSION | 211 | 211 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Eastleigh | UNIT C, WOODSIDE TRADE CENTRE | PARHAM DRIVE | EASTLEIGH | FIRST FLOOR MEZZANINE EXTENSION | PERMISSION | 543 | 0 | 543 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Test Valley (Buffer) | ANDOVER BUSINESS PARK | MONXTON ROAD | ANDOVER | BUSINESS PARK DEVELOPMENT FOR B1/B2/B8 USES | PERMISSION | 66678 | 0 | 66678 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Test Valley (Buffer) | FAIRGROUND SITE | FAIRVIEW ROAD | WEYHILL | REDEVELOPMENT OF BUILDERS YARD FOR B1/B2/B8 USES | PERMISSION | 1373 | 0 | 1373 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Portsmouth City | UNITS R77 & L08, | GUNWHARF QUAYS | PORTSMOUTH | MEZZANINE FLOOR FOR B8 STORAGE TO RETAIL UNITS | PERMISSION | 360 | 0 | 360 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| East Hampshire (Marginal) | UPPER ADHURST FARM | LONDON ROAD | LISS | REDEVELOPMENT/REPLACE INDUSTRIAL UNITS | PERMISSION | 675 | 0 | 675 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Portsmouth City | VENTURE SIDING | GOLDSMITH AVENUE | PORTSMOUTH | TWO B8 UNITS WITH TRADE COUNTERS | PERMISSION | 335 | 0 | 335 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Test Valley (Marginal) | VILLAGE HALL | HIGH STREET | BROUGHTON | SINGLE STOREY REAR EXTENSIONS | PERMISSION | 298 | 0 | 0 | 0 | 298 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Test Valley (Buffer) | LAND AT ANDOVER BUSINESS PARK | HAWKER SIDDELEY WAY | ANDOVER | ERECTION OF A GYM | PERMISSION | 1394 | 0 | 0 | 0 | 1394 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Test Valley (Buffer) | LAND AT EAST ANTON | SMANNELL ROAD | SMANNELL | MIXED DEVELOPMENT INCLUDING EMPLOYMENT | PERMISSION | 2000 | 0 | 2000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Eastleigh | VT SPORTS GROUND | PORTSMOUTH ROAD | BURSLEDON | SPORTS PAVILION | PERMISSION | 286 | 0 | 0 | 0 | 286 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| East Hampshire (Buffer) | WARREN SIGNS, LITTLE EASTFIELD | WOLFS LANE | CHAWTON | REDEVELOPMENT FOR REPLACEMENT COMMERCIAL BUILDINGS | PERMISSION | 460 | 0 | 460 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Test Valley (Buffer) | LAND AT HAREWOOD FARM | LONDON ROAD | ANDOVER | REDEVELOP AGRICULTURAL BUILDINGS FOR B1C/B2 INDUSTRIAL UNITS | PERMISSION | 3767 | 0 | 3767 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Test Valley (Buffer) | LAND AT WALWORTH INDUSTRIAL ESTATE | WALWORTH ROAD | ANDOVER | INDUSTRIAL/WAREHOUSE DEVELOPMENT | PERMISSION | 45300 | 0 | 45300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Test Valley (Buffer) | MERIDIAN PARK | GREENWICH WAY | ENHAM ARCH | B1/B2 INDUSTRIAL UNITS, B1A UNIT AND DEPOT/WORKSHOP | ALLOCATION | 1400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1400 | 0 | 0 |
| Southampton City | WATERMARK WEST QUAY, HARBOUR PARADE | PORTLAND TERRACE | SOUTHAMPTON | MIXED USE DEVELOPMENT INCLUDING HOTEL | PERMISSION | 337 | 0 | 0 | 337 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Test Valley (Buffer) | PLOT 20, EAST PORTWAY | WATT CLOSE | ANDOVER | VACANT EXPANSION LAND | ALLOCATION | 1320 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1320 | 0 | 0 |
| Test Valley (Buffer) | PLOT 35, WALWORTH INDUSTRIAL | SOUTH WAY | ANDOVER | REDEVELOPMENT FOR TWO B2/B8 UNITS | PERMISSION | 5717 | 0 | 5717 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Test Valley (Buffer) | PLOT 73, WALWORTH BUSINESS PARK | COLUMBUS WAY | ANDOVER | A1 RETAIL FOODSTORE AND TWO A1/A3/A5 RETAIL UNITS | PERMISSION | 2624 | 2624 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Test Valley (Buffer) | PLOT 79-82, WALWORTH INDUSTRIAL ESTATE | LIVINGSTONE ROAD | ANDOVER | LIGHT INDUSTRY/WAREHOUSE DEVELOPMENT | ALLOCATION | 1360 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1360 | 0 | 0 |
| East Hampshire (Buffer) | WEST END FARM | SPOLLYCOMBE LANE | UPPER FROYLE | PRIOR APPROVAL, CHANGE OF USE FROM AGRICULTURE TO B8 | PERMISSION | 382 | 0 | 382 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Test Valley (Marginal) | WHITE HART INN | HIGH STREET | STOCKBRIDGE | 10 BEDROOM LETTING ACCOMMODATION BLOCK | PERMISSION | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Test Valley (Marginal) | WHITE HORSE SERVICES | OLD STOCKBRIDGE ROAD | MIDDLE WALLOP | RETAIL EXTENSION TO FILLING STATION | PERMISSION | 245 | 245 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Winchester (Marginal) | WHITEDALE FARM OFFICE | EAST STREET | HAMBLEDON | CHANGE OF USE FROM AGRICULTURAL TO B1A & A2 | PERMISSION | 225 | 0 | 225 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Winchester (Core) | WINCHESTER ROYAL HOTEL | ST. PETER STREET | WINCHESTER | 17 BEDROOM EXTENSION | PERMISSION | 17 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Test Valley (Buffer) | THE NEW BARN | WALWORTH ROAD | PICKET PIECE | NEW B1-8 UNIT AND EXTENSION TO EXISTING | PERMISSION | 2193 | 0 | 2193 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| New Forest (Marginal) | WOODLANDS LODGE HOTEL | BARTLEY ROAD | WOODLANDS | FITNESS CENTRE; WEDDING PAVILION | PERMISSION | 635 | 0 | 0 | 0 | 635 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Test Valley (Buffer) | VIRGINIA WORKS | GREENWICH WAY | ANDOVER | REDEVELOPMENT FOR 2-STOREY B1(C), B2 AND B8 INDUSTRIAL UNITS | PERMISSION | 3915 | 0 | 3915 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

SRTM REF CASE

| District | Scheme | Description | 2019 | 2026 | 2031 | 2036 | 2041 |
|---|---|---|---|---|---|---|---|
| COMMITTED AND INCLUDED IN CURRENT REFERENCE CASE | | | | | | | |
| Portsmouth, Isle of Wight, Havant, Fareham | Portsmouth City Region TCF- Committed schemes package | Package of schemes of various types, including bus priority, interchange, highway / junction improvement, and active travel schemes | | ✔ | ✔ | ✔ | ✔ |
| Southampton. Eastleigh, New Forest | Southampton City Region TCF- Committed schemes package | Package of schemes of various types, including bus priority, interchange, highway / junction improvement, and active travel schemes | | ✔ | ✔ | ✔ | ✔ |
| East Hampshire | Green Lane, Clanfield | Traffic calming | ✔ | ✔ | ✔ | ✔ | ✔ |
| Eastleigh | A335 Leigh Rd / Passfield Avenue | Junction capacity changes | ✔ | ✔ | ✔ | ✔ | ✔ |
| Eastleigh | Sundays Hill Bypass | New road alignment with 7.3m carriageway width and 30mph speed limit | ✔ | ✔ | ✔ | ✔ | ✔ |
| Eastleigh | St John's Link Road | 6.5m carriageway width and 30mph speed limit | | ✔ | ✔ | ✔ | ✔ |
| Eastleigh | Chestnut Avenue / Stoneham Lane Roundabout | Roundabout improvements | ✔ | ✔ | ✔ | ✔ | ✔ |
| Eastleigh | Chestnut Avenue / Passfield Avenue Roundabout | Roundabout improvements | | ✔ | ✔ | ✔ | ✔ |
| Eastleigh | Burnett's Lane Link Road and roundabout | New road alignment between Burnetts Lane and Bubb Lane, extending to access road to Fir Tree Lane. 7.3m carriageway width and 30mph speed limit. Traffic calming or potential closure of Burnetts Lane south of access roundabout. | | ✔ | ✔ | ✔ | ✔ |
| Eastleigh | Botley Road / Burnett's Lane | Signals | | ✔ | ✔ | ✔ | ✔ |
| Eastleigh | Allington Lane / B3037 Fair Oak Road/ Sandy Lane | Signals/ additional lanes between junctions | | ✔ | ✔ | ✔ | ✔ |
| Eastleigh | Botley Bypass | New road between Kings Corner (A3051/ A334 jucntion) and Woodhouse Lane (NE of Hedge End) and associated junctions etc | | ✔ | ✔ | ✔ | ✔ |
| Eastleigh | Southampton Road / Chestnut Avenue | Addition of a right turn lane (4 pcus) | | ☒ | ☒ | ☒ | ☒ |
| Eastleigh | North Stoneham Park development access & link road | Development spine road from Chestnut Avenue near junction with Nightingale Ave (new signalised junction), through development to Stoneham Lane (new roundabout opp concorde club). Diversion of "old" Stoneham Lane to link to spine road | | ✔ | ✔ | ✔ | ✔ |
| Eastleigh | B3037 Mortimers Lane/ B3354 Winchester Road junction, Fair Oak | Enlarged junction | | ✔ | ✔ | ✔ | ✔ |
| Eastleigh | B3037 Eastleigh Rd/ B3354 Botley Rd / Stubbington Way junction, Fair Oak | Signalised junction improvements | | ✔ | ✔ | ✔ | ✔ |
| Eastleigh | Boorley Green development access | New roundabout on B3354 Winchester Road giving access to site | ✔ | ✔ | ✔ | ✔ | ✔ |
| Eastleigh | Boorley Gardens development access | New roundabout on B3354 Winchester Road giving access to site (located south of Boorley Green development roundabout) | | ✔ | ✔ | ✔ | ✔ |
| Eastleigh | Maypole Roundabout Hedge End | Enlargement of roundabout | ✔ | ✔ | ✔ | ✔ | ✔ |
| Eastleigh | M27 J7 technology improvements | MOVA/ SCOOT implementation | | ✔ | ✔ | ✔ | ✔ |
| Eastleigh | A3024 Bursledon Rd access to west of Hamble Lane housing developments | New signalised junction on Bursledon Road | | ✔ | ✔ | ✔ | ✔ |
| Eastleigh | Woodside Avenue/Judd Close, Eastleigh | Fourth arm added to signal junction; ped crossings added | ✔ | ✔ | ✔ | ✔ | ✔ |
| Eastleigh | Winchester Road/Eastleigh Road/Stubbington Way, Fair Oak | MOVA control introduced | ✔ | ✔ | ✔ | ✔ | ✔ |
| Fareham | St Margarets Rbt. | Improvement scheme | ✔ | ✔ | ✔ | ✔ | ✔ |
| Fareham | Peel Common Rbt. | Improvement scheme | ✔ | ✔ | ✔ | ✔ | ✔ |
| Fareham | Gudge Heath Lane | Additional lanes at signals Gudge Heath Lane / The Avenue | ✔ | ✔ | ✔ | ✔ | ✔ |
| Fareham | A27 Southampton Road, Fareham | Widening of carriageway (A27 dualling) | ✔ | ✔ | ✔ | ✔ | ✔ |
| Fareham | Newgate Lane South, Fareham | | ✔ | ✔ | ✔ | ✔ | ✔ |
| Fareham | Station Roundabout (The Avenue approach) | Widening of The Avenue and around Station Roundabout | ✔ | ✔ | ✔ | ✔ | ✔ |
| Fareham | Stubbington Bypass | Bypass | | ✔ | ✔ | ✔ | ✔ |
| Fareham | Peel Common Rbt. | Peel common roundabout Stubbington Bypass scheme | | ✔ | ✔ | ✔ | ✔ |
| Fareham | A27 East St/Castle Trading Estate, Portchester | MOVA control introduced | ✔ | ✔ | ✔ | ✔ | ✔ |
| Fareham | A27 Downend Rd Portchester | Downend Road widened to 2 lane approach | | ✔ | ✔ | ✔ | ✔ |
| Gosport | BRT Eclipse Extension | Eclipse Busway extended 1km south to Rowner Road | | ✔ | ✔ | ✔ | ✔ |
| Gosport | B3333 South Street / Dock Road, Gosport | Conversion of T junction to new 3 arm signal junction | ✔ | ✔ | ✔ | ✔ | ✔ |
| Gosport | Stubbington Lane/Daedalus Spine Road 'Ross House', Lee-on-the-Solent | New 3 arm signal junction | ✔ | ✔ | ✔ | ✔ | ✔ |
| Gosport | Privett Rd / Bury Rd, Gosport | MOVA control introduced | ✔ | ✔ | ✔ | ✔ | ✔ |
| Gosport | Heritage Way/Retail Park, Gosport | New 3 arm signal junction- access to new retail park at Fort Brockhurst | ✔ | ✔ | ✔ | ✔ | ✔ |
| Gosport | Rowner Road/Carisbrooke Road, Gosport | MOVA control introduced | ✔ | ✔ | ✔ | ✔ | ✔ |
| Gosport | A32 Brockhurst Gate retail park junction | Lining and lane changes on A32 Northbound (southern arm of junction) | | ✔ | ✔ | ✔ | ✔ |
| Gosport | A32 Wych Lane | Junction Improvement- extension to right turn lane on southbound carriageway north of the signals. | | ✔ | ✔ | ✔ | ✔ |
| Fareham | A32 Quay Street SCOOT | Implementation of SCOOT signal optimisation | | ✔ | ✔ | ✔ | ✔ |
| Fareham, Gosport | Stubbington Bypass mitigation measures | Mitigation measures in Gosport as included in Stubbington Bypass Business Cases | | ✔ | ✔ | ✔ | ✔ |
| Fareham, Winchester | M27 J9 and Parkway South roundabout | Capacity increases and signalisation | | ✔ | ✔ | ✔ | ✔ |
| Winchester | Whiteley Way/ Parkway northern junction | Conversion of T junction to signalised T junction | | ✔ | ✔ | ✔ | ✔ |
| Winchester | Whiteley Way/ retail park junction | Conversion of roundabout to signalised T junction | | ✔ | ✔ | ✔ | ✔ |
| North Whiteley | Whiteley Way extension | Northward extension of Whiteley Way from current terminus, via North Whiteley major development site, to A3051 Botley Road north of Curbridge | | ✔ | ✔ | ✔ | ✔ |
| North Whiteley | North Whiteley bus network and speed limit changes | Developer funded bus network for North Whiteley development and alteration to speed limits on parts of existing network adjacent to development | | ✔ | ✔ | ✔ | ✔ |
| Havant | Hulbert Rd / Purbook Way Junction (Dunsbury Hill) | Major redesign and partial signalisation of 'ASDA' rbt. | ✔ | ✔ | ✔ | ✔ | ✔ |
| Havant | Dunsbury Hill Farm Business Park | New site access roundabout on Hulbert Rd B2150 | ✔ | ✔ | ✔ | ✔ | ✔ |
| Gosport | A3(M) J3 | Signalisation of N/B off slip onto roundabout | | ✔ | ✔ | ✔ | ✔ |
| Havant | Purbook Way / College Road | Signalisation of priority junction | | ✔ | ✔ | ✔ | ✔ |
| Havant | Interbridges | New signal access (off B2148 between Emsworth rail bridge and A27) | | ✔ | ✔ | ✔ | ✔ |
| Havant | Purbrook Way / Stakes Hill Road | Replacement of roundabout with traffic signals. | | ✔ | ✔ | ✔ | ✔ |
| Havant | Purbrook Way from Stakes Hill Road to College Road | Dual carriageway to replace single carriageway. | | ✔ | ✔ | ✔ | ✔ |
| Havant | Hulbert Rd / Frendstaple Rd / Tempest Ave | Enlarge and modify existing roundabout. | | ✔ | ✔ | ✔ | ✔ |
| Havant | West of Waterlooville development access/ link road | Pedestrian walkway improvmenets along Isambard Brunel road, including widening footways, segregating cycling from pedestrians and improved pedestrian crossing points | | | ☒ | ☒ | ☒ |
| Havant | Harts Farm Way / Southmoor Ln mini roundabout | Improved cycle crossing access and segregated cycle lanes with carriageway widening to accommodate, traffic calming/restricting measures for safer cycle routes. | ✔ | ✔ | ✔ | ✔ | ✔ |
| Havant | Barncroft Way/ New Road | Improved cycle crossing facilities and cycle corridors with priority access | ✔ | ✔ | ✔ | ✔ | ✔ |
| Isle of Wight | Ladybridge Roundabout | Ryde Transport Hub, Pier cycle & walkway corridor improvements | | ✔ | ✔ | ✔ | ✔ |
| Isle of Wight | A259 Havant Road east of A27 Warblington Junction | New signalised junction for access to Land North of Havant Road development | | ✔ | ✔ | ✔ | ✔ |
| Isle of Wight | A27/A259 Warblington Junction | Secured improvements at this junction linked to Land North of Havant Road development | | ✔ | ✔ | ✔ | ✔ |
| Isle of Wight | Eagle Avenue Wecock Farm- mini roundabout | New mini roundabout for Woodcroft development site | | ✔ | ✔ | ✔ | ✔ |
| Havant | NCN22 improvments through Centenary Gardens and Havant Rail Staion Forecourt | Cycle & Pedestrian infractructure improvements through Centenary Gardens and Havant Rail Staion Forecourt | ☒ | ✔ | ✔ | ✔ | ✔ |
| Havant | Bartons Road right turn lane | Right turn lane (access to development) | ✔ | ✔ | ✔ | ✔ | ✔ |
| Havant | Bartons Rd/Petersfield Rd | Extended left turn lane from Bartons Rd into Petersfield Rd | | ✔ | ✔ | ✔ | ✔ |
| Havant | Hambledon Road/Aston Road, Waterlooville | Cycle lanes on Lake road entiehr side of Church Street Roundabout | ✔ | ✔ | ✔ | ✔ | ✔ |
| Havant | Park Road South/Solent Road, Havant | SCOOT control peak times; MOVA control off peak introduced | ✔ | ✔ | ✔ | ✔ | ✔ |
| Havant | E2(BRT) - Welborne - Fareham BRT E2 extension | Changes to Welbourne BRT route, where it becomes an extension to route E2 | ✔ | ✔ | ✔ | ✔ | ✔ |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Havant | Route 2 - The Hard to Paulsgrove | Bus rerouting that no longer serves Cosham Int, Highbury Buildings, Donaldson Rd, St | | ✔ | ✔ | ✔ | ✔ |
| Havant/ Portsmouth | Route 3 - Portsmouth - Portchester Precinct | Bus rerouting that no longer serves Cosham Int, Highbury Buildings, Donaldson Rd, St Agatha's | ✔ | ✔ | ✔ | ✔ | ✔ |
| Isle of Wight | Route 3 - Portsmouth - Fareham | Bus rerouting that no longer serves Cosham Int, Highbury Buildings, Donaldson Rd, St Agatha's | ✔ | ✔ | ✔ | ✔ | ✔ |
| Southampton | Route X4 - Southampton - Fareham | Installation of new roundabout. Signalisation of junction with Shide Road. Widening of approach to two lanes at St Georges approach roundabout | ✔ | ✔ | ✔ | ✔ | ✔ |
| Isle of Wight | Route E1 - Gosport - Fareham - Portsmouth (via Elson) | Extenion bus route E1 to Portsmouth (previusly stopped at Fareham) | | ✔ | ✔ | ✔ | ✔ |
| Isle of Wight | Route 7 - Waterlooville-Portsmouth direct rapid transit service | Changes to bus routing and services for Route 7 | | | ✔ | ✔ | ✔ |
| Portsmouth | Route 8 - Waterlooville-Portsmouth direct rapid transit service | Changes to bus routing and services for Route 8 | ✔ | ✔ | ✔ | ✔ | ✔ |
| Portsmouth | Route 18 - Southsea - Paulsgrove | Bus route changes that not serve St Agatha's | ✔ | ✔ | ✔ | ✔ | ✔ |
| Portsmouth | Route 20 - Havant - The Hard | Bus route changes that do not serve St Agatha's | ✔ | ✔ | ✔ | ✔ | ✔ |
| Portsmouth | Route 23 - Leigh Park - The Hard | Bus route changes that do not serve Cosham Int, Highbury Buildings, Donaldson Rd, St Agatha's | ✔ | ✔ | ✔ | ✔ | ✔ |
| Portsmouth | Route 700 - Flansham Park - Portsmouth | Route change to serve City Shops North | ✔ | ✔ | ✔ | ✔ | ✔ |
| Portsmouth | PnR(Tipner) Route 1 - Tipner - The Hard | Route change to serve City Shops North | ✔ | ✔ | ✔ | ✔ | ✔ |
| Portsmouth | A27 Southampton Rd Port Way (Port Solent Access) | Signal timing update | ✔ | ✔ | ✔ | ✔ | ✔ |
| Portsmouth | Aldi Store Access, Southampton Road- Paulsgrove | Signal timing update | ✔ | ✔ | ✔ | ✔ | ✔ |
| Portsmouth | Anglesea Road Queens Street Alfred Road Bishop Crispian Way | Signal timing update | ✔ | ✔ | ✔ | ✔ | ✔ |
| Portsmouth | Eastney Rd Bransbury Rd Devonshire Ave | Signal timing update | ✔ | ✔ | ✔ | ✔ | ✔ |
| Portsmouth | Fratton Road Lake Road | Signal timing update | ✔ | ✔ | ✔ | ✔ | ✔ |
| Portsmouth | Goldsmith Avenue Milton Road Eastney Road | Signal timing update | ✔ | ✔ | ✔ | ✔ | ✔ |
| Portsmouth | Goldsmith Avenue Priory Crescent Winter Road | Signal timing update | ✔ | ✔ | ✔ | ✔ | ✔ |
| Portsmouth | Kingston Road Kingston Crescent - North End | Signal timing update | ✔ | ✔ | ✔ | ✔ | ✔ |
| Portsmouth | M275 A3 A27, Marriott Junction | Signal timing update | ✔ | ✔ | ✔ | ✔ | ✔ |
| Portsmouth | Market Way Alfred Road Unicorn Road | Signal timing update | ✔ | ✔ | ✔ | ✔ | ✔ |
| Portsmouth | Mile End Road Trafalgar Link Road | Signal timing update | ✔ | ✔ | ✔ | ✔ | ✔ |
| Portsmouth | Milton Road Velder Avenue | Signal timing update | ✔ | ✔ | ✔ | ✔ | ✔ |
| Portsmouth | Milton Rd/ Priory Crescent | Alterations to flares/ kerbing at junction | | ✔ | ✔ | ✔ | ✔ |
| Portsmouth | Fratton Road/Arundel Street | Junction staging revised to provide indicative right-turn (into Arundel Street), MOVA control and new pedestrian crossing facilities added across Arundel Street and the northern arm of Fratton Road. | ✔ | ✔ | ✔ | ✔ | ✔ |
| Portsmouth | Copnor Road/Norway Road | MOVA installed and pedestrian phases added into junction (all arms - walk with traffic) | ✔ | ✔ | ✔ | ✔ | ✔ |
| Portsmouth | London Road/Southwick Hill Road | MOVA installed and new pedestrian phase across Southwick Hill Road | ✔ | ✔ | ✔ | ✔ | ✔ |
| Portsmouth | High Street(Cosham)/Spur Road | Junction refurbished with new all-round pedestrian phase and MOVA | ✔ | ✔ | ✔ | ✔ | ✔ |
| Portsmouth | Copnor Road / Burrfields Road / Stubbington Ave | MOVA for signals on key bus route | | ✔ | ✔ | ✔ | ✔ |
| Portsmouth | Fratton Road / Lake Road / St Mary's Rd | MOVA for signals on key bus route | | ✔ | ✔ | ✔ | ✔ |
| Portsmouth | Eastern Rd / Havant Rd / Farlington Ave | MOVA for signals on key bus route | | ✔ | ✔ | ✔ | ✔ |
| Portsmouth | Portsmouth City Centre - Clean Air Zone | Government mandated CAZ to be rolled out to address NOx exceedances which will charge a fee for HGV, Bus/Coach & Taxis that fall below Euro 4/6 standards. | | ✔ | ✔ | ✔ | ✔ |
| Portsmouth | Southsea Sea Defences | One-way traffic restriction applied to Clarence Esplanade between Serpentine Rd (Aquarium) and Clarence Pier interchange. Traffic will be one-way westbound. | | ✔ | ✔ | ✔ | ✔ |
| Portsmouth | Western Road (A27) Speed limit reduction from NSL to 50mph | Reduced speed limit. Older scheme not previously captured. | ✔ | ✔ | ✔ | ✔ | ✔ |
| Portsmouth | A27 Southampton Road - new development access | New access to north of A27 between Port Solent and Portchester, includes altered lane merge on A27 | | ✔ | ✔ | ✔ | ✔ |
| Portsmouth | Dundas Lane/Dundas spur roundabout- new 4th arm | New arm to provide access to Admiral Lord Nelson School | | ✔ | ✔ | ✔ | ✔ |
| Portsmouth | Various pedestrian crossing schemes | Ped crossing schemes at:<br>Tiger crossing Fawcett Road jct/w Fratton Bridge Roundabout - included loss of flared lane at Fawcett Rd entry to roundabout; Zebra Crossing across Albert Road immediately east of junction with Francis Avenue;<br>Traffic signal crossing Duisburg Way (approx. 90m east of roundabout at Pier Road) | | ✔ | ✔ | ✔ | ✔ |
| Southampton | A33 Western Approach / Redbridge Rd / Millbrook Rd West | Reduction in speed limit from 50mph to 40mph | ✔ | ✔ | ✔ | ✔ | ✔ |
| Southampton | A3024 improvements | Upgrade to various junctions between Botley Road and A334 Bitterne Road East as proposed in HE's M27 Soton Junctions consultation by providing new traffic signal technology and pedestrian crossing facilities, along with a segregated cycle freeway along Bursledon Road and bus priority | | ✔ | ✔ | ✔ | ✔ |
| Southampton | M27 J8 | Capacity enhancement scheme | | ✔ | ✔ | ✔ | ✔ |
| Southampton | Windhover Roundabout | Capacity enhancement scheme | | ✔ | ✔ | ✔ | ✔ |
| Southampton | Woolston - Victoria Rd / Woodley Rd | Changes to Victoria Rd to one way southbound. This scheme also involved making Woodley Rd one way northbound and changes to Victoria Rd/Portsmouth Rd/ Bridge Rd crossroads | ✔ | ✔ | ✔ | ✔ | ✔ |
| Southampton | Swaythling A335 Junctions scheme | Improved signals at 4x junctions in Swaythling on A335/ A35 | ✔ | ✔ | ✔ | ✔ | ✔ |
| Southampton | Woolston Itchen Riverside development | hanges to network in Woolston development area- in addition to Victoria Rd/ Woodley Rd (above). Downgrade/ restrictions to Victoria Road and new John Thornycroft Rd/ Vosper Rd/ Oswald Rd becoming main through route. Includes 2x new roundabouts | ✔ | ✔ | ✔ | ✔ | ✔ |
| Southampton | Wide Lane | New traffic signal controlled junction for Mountpark Access | ✔ | ✔ | ✔ | ✔ | ✔ |
| Southampton | Inner Avenue Southbound | Removal of nearside lane on Inner Avenue SB between Lodge Road and Dorset St to provide new segrargated cycle lane, also new segregated cycle lane on northbound side (no lane changes, but some kerbing/lane width alterations) | ✔ | ✔ | ✔ | ✔ | ✔ |
| Southampton | A33 Millbrook Roundabout | New signal timings/ MOVA following reconstruction scheme | ✔ | ✔ | ✔ | ✔ | ✔ |
| Southampton | A33 Millbrook Road West/Regents Park Road | Adjustments to traffic signal timings/ minor changes to junction layout | ✔ | ✔ | ✔ | ✔ | ✔ |
| Southampton | A3057 Shirley High Street/Park Street | Adjustments to bus lane and traffic signal timings | ✔ | ✔ | ✔ | ✔ | ✔ |
| Southampton | Brownhill Way/Frogmore Lane | Adjustmetnts to traffic signal timings and pedestrian crossing | ✔ | ✔ | ✔ | ✔ | ✔ |
| Southampton | Third Avenue | New two way segregated cycle route creating all traffic one way route eastbound | ✔ | ✔ | ✔ | ✔ | ✔ |
| Southampton | Northam Road/Union Street/Princes Street | Adjustments to layout & signal timings | ✔ | ✔ | ✔ | ✔ | ✔ |
| Southampton | Saltmarsh Lane/ Central Bridge/ Albert Rd North/ Itchen Brdge | Adjusted signal timings | ✔ | ✔ | ✔ | ✔ | ✔ |
| Southampton | A33 West Quay Road corridor | Adjustment to traffic signal timings from Southern Road to Grand Harbour Parade | ✔ | ✔ | ✔ | ✔ | ✔ |
| Southampton | The Avenue cycleway Alma Rd-Avenue Rd | Reduction to one lane southbound between Alma Rd and Avenue Rd | | ✔ | ✔ | ✔ | ✔ |
| Southampton | Stoneham Way/ Wide Lane junction | Signal and cycle improvements | | ✔ | ✔ | ✔ | ✔ |
| Southampton | Thornhill Park Road/Hinkler Road | New signals/MOVA following renovation | | ✔ | ✔ | ✔ | ✔ |
| Southampton | A33 West Quay Road/Leisure World | Changes to access to Leisure World site including new signals, ped-cycle crossings, additional left turn lane into site, removal of ped crossing across West Quay Road | | ✔ | ✔ | ✔ | ✔ |
| Southampton | A33 West Quay Road/Harbour Parade North | New signal controller and changes pedestrian crossing of West Quay Road (new 10m wide crossing no stagger straight across) | | ✔ | ✔ | ✔ | ✔ |
| Southampton | Winchester Road/Dale Road | Changes to signals and lane redistribution to incorporate cycle lane | | ✔ | ✔ | ✔ | ✔ |
| Southampton | St Mary's Road | Changes to St Mary's Road/Charlotte Place link road signals to incorporate cycle bypass lights | | ✔ | ✔ | ✔ | ✔ |
| Southampton | Dorset Street | Infill of subway at Rockstone Lane to new at grade toucan crossing | ✔ | ✔ | ✔ | ✔ | ✔ |
| Southampton | Queensway | New entrance to Bargate Centre redevelopment, changes to The Strand (no long through route from Queensway roundabout), replacement of toucan crossing with parallel cycle-ped zebra. | | ✔ | ✔ | ✔ | ✔ |
| Test Valley | M27 J3 | W/B off-slip and corresponding circulating lane flared to 3 lanes, M271 S/B approach flared to 3 lanes, M271 N/B flare lengthened | ✔ | ✔ | ✔ | ✔ | ✔ |
| Test Valley | M271 Junction 1 / Brownhill Way | Signalisation of M271 Junction 1, additional carriageway on Brownhill Way to Adanac rbt | ✔ | ✔ | ✔ | ✔ | ✔ |
| Test Valley | Romsey Waitrose /Alma Rd mini roundabout | Additional lane on Waitrose entry arm | | ✔ | ✔ | ✔ | ✔ |
| Test Valley | Romsey town centre shared space | Church Street, Bell Street, Market Place- public realm/shared space scheme | ✔ | ✔ | ✔ | ✔ | ✔ |
| Test Valley | Abbotswood network changes | New road links serving Abbotswood development- changes to Braishfield Rd (site access rbt) and Braishfield Rd/ Jermyns Ln/ Sandy Ln roundabout (crossroads replaced with roundabout) | ✔ | ✔ | ✔ | ✔ | ✔ |

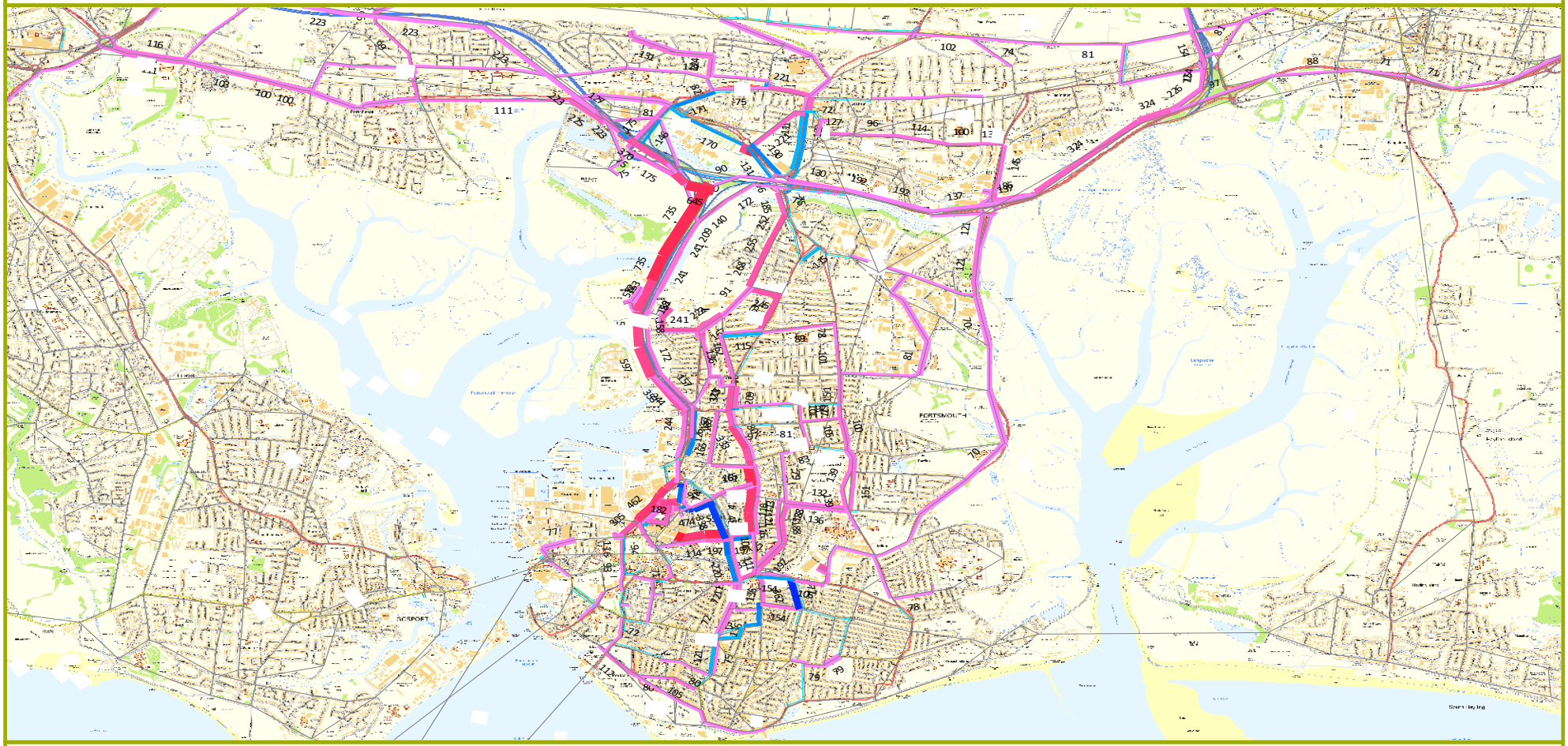
| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Test Valley | Redbridge Lane/ Romsey Rd/ Bakers Drove improvement | Junction improvement | | ☒ | ☒ | ☒ | ☒ |
| Test Valley | Winchester Road/Braishfield Road, Romsey | Conversion of T junction to new 3 arm signal junction | ✓ | ✓ | ✓ | ✓ | ✓ |
| New Forest | Ringwood Rd/Calmore Road, Totton | New ped stage added; MOVA control introduced | ✓ | ✓ | ✓ | ✓ | ✓ |
| New Forest | Rollestone cross roads, Blackfield | MOVA control introduced | ✓ | ✓ | ✓ | ✓ | ✓ |
| New Forest | A326 roundabout/ junction improvements | Improvements to eight A326 junctions between Blackfield and Dibden | | ✓ | ✓ | ✓ | ✓ |
| Winchester | Andover Road/Southern Access Road (Barton Farm development), Winchester | New 3 arm signal junction | ✓ | ✓ | ✓ | ✓ | ✓ |
| Winchester | Andover Road/Northern Access Road, Winchester | New 3 arm signal junction | ✓ | ✓ | ✓ | ✓ | ✓ |
| Winchester | Romsey Rd/Pitt Manor, Winchester | New 3 arm signal junction | ✓ | ✓ | ✓ | ✓ | ✓ |
| Winchester | Pitt Park + Ride site,Winchester | 200 Space Park + Ride site | ✓ | ✓ | ✓ | ✓ | ✓ |
| WInchester | Vaultex Park & Ride site, Winchester | New multi-storey car park (P&R) with 287 spaces accessed off Barfield Close | | ✓ | ✓ | ✓ | ✓ |
| Winchester | New Andover Road | Closure of existing Andover Road to through traffic with traffic being diverted through Kings Barton development spine road. Major junction enhancements at either end of route | | ✓ | ✓ | ✓ | ✓ |
| Winchester | Bar End Road roundabout | New enlarged roundabout to provide access to new Leisure Centre | | ✓ | ✓ | ✓ | ✓ |
| Wickham (Winchester) | A334 Fareham Rd/ Hoads Hill/ A32 School Ln roundabout additional arm | New 4th arm added, togetehr with changes (ped crossing islands and changes to location of splitter islands) on other three arms | | ✓ | ✓ | ✓ | ✓ |
| Smart Motorways | Smart Motorways - M3 | Smart motorway M3 J9 to 14 | | ☒ | ☒ | ☒ | ☒ |

**NOT CONSIDERED COMMITTED**

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Southampton | Northam Rail Bridge | Replacement of existing rail bridge with new, wider bridge/ bridges to remove bottleneck | | | | | |
| Eastleigh | Hamble Lane northern improvements | Widening, junction improvements at northern end of Hamble Lane (Portsmouth Road to Windhover Rbt) to tie in with Windhover improvements | | | | | |
| Eastleigh | Wide Lane rail bridge replacement | Replacement of current Wide Lane rail bridge with potentially enhanced (wider) new bridge | | | | | |
| Eastleigh | Romsey Road/Twyford Road/Coles Close (Lidl)/Bishopstoke Road/Station Hill Roundabout | Major remodelling of roundabout/ junctions in this area | | | | | |
| Eastleigh | North Bishopstoke Bypass | | | | | | |
| Eastleigh | South Bishopstoke Bypass | | | | | | |
| Welborne | M27 J10 West facing slips | M27 J10 upgrade to all moves as part of Welborne development | | ✓ | ✓ | ✓ | ✓ |
| Welborne | Internal Welborne Network | New road network and conections to exisiting network for Welborne major development. | | ✓ | ✓ | ✓ | ✓ |
| Winchester | M3J9 grade separation | Major remodelling of M3J9 to allow free-flow moves between A34 and M3 | | | | | |
| Portsmouth | City Centre Road | Realignment of A3 Hope Street/Commercial Rd north of city centre to enable major development scheme | | | | | |
| Southampton | M271 Redbridge roundabout | Not listed above - scheme completed December 2020 | ✓ | ✓ | ✓ | ✓ | ✓ |

# Appendix D - SRTM 2041 Baseline vs 2041 Do Minimum Plots

## Portsmouth Local Plan Plots - 2041 - AM Peak  Do Minimum vs Baseline Highway Flow Difference - Wider View



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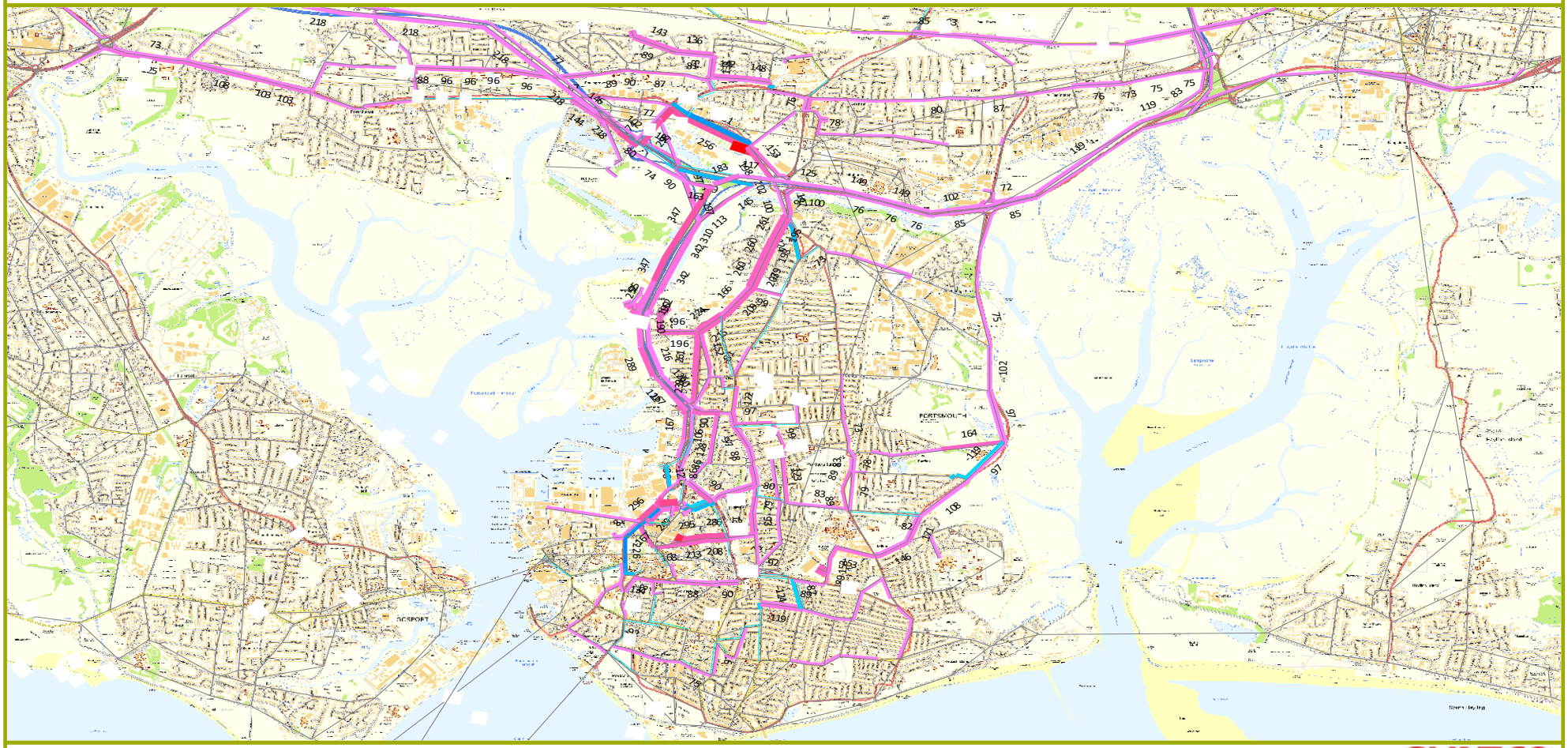


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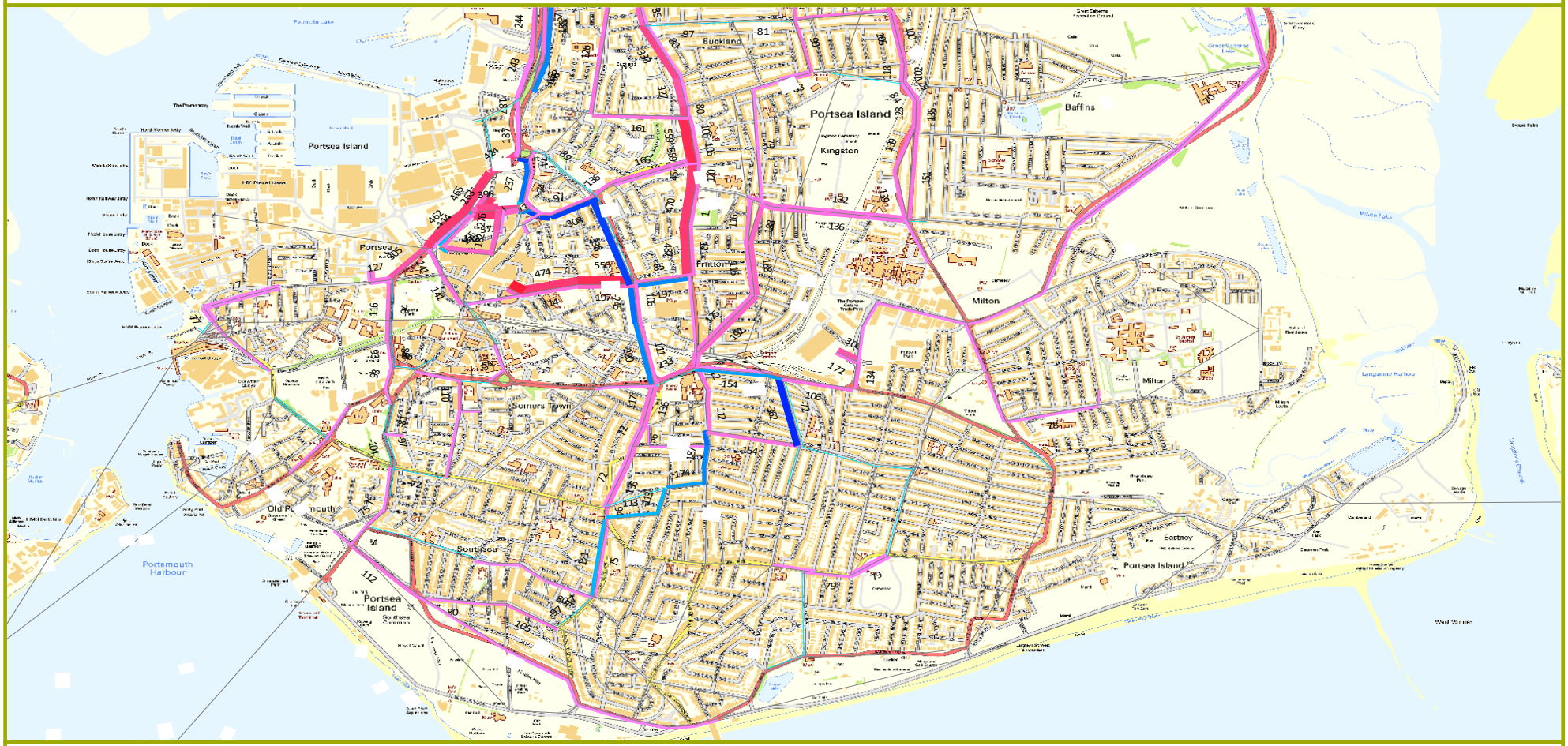


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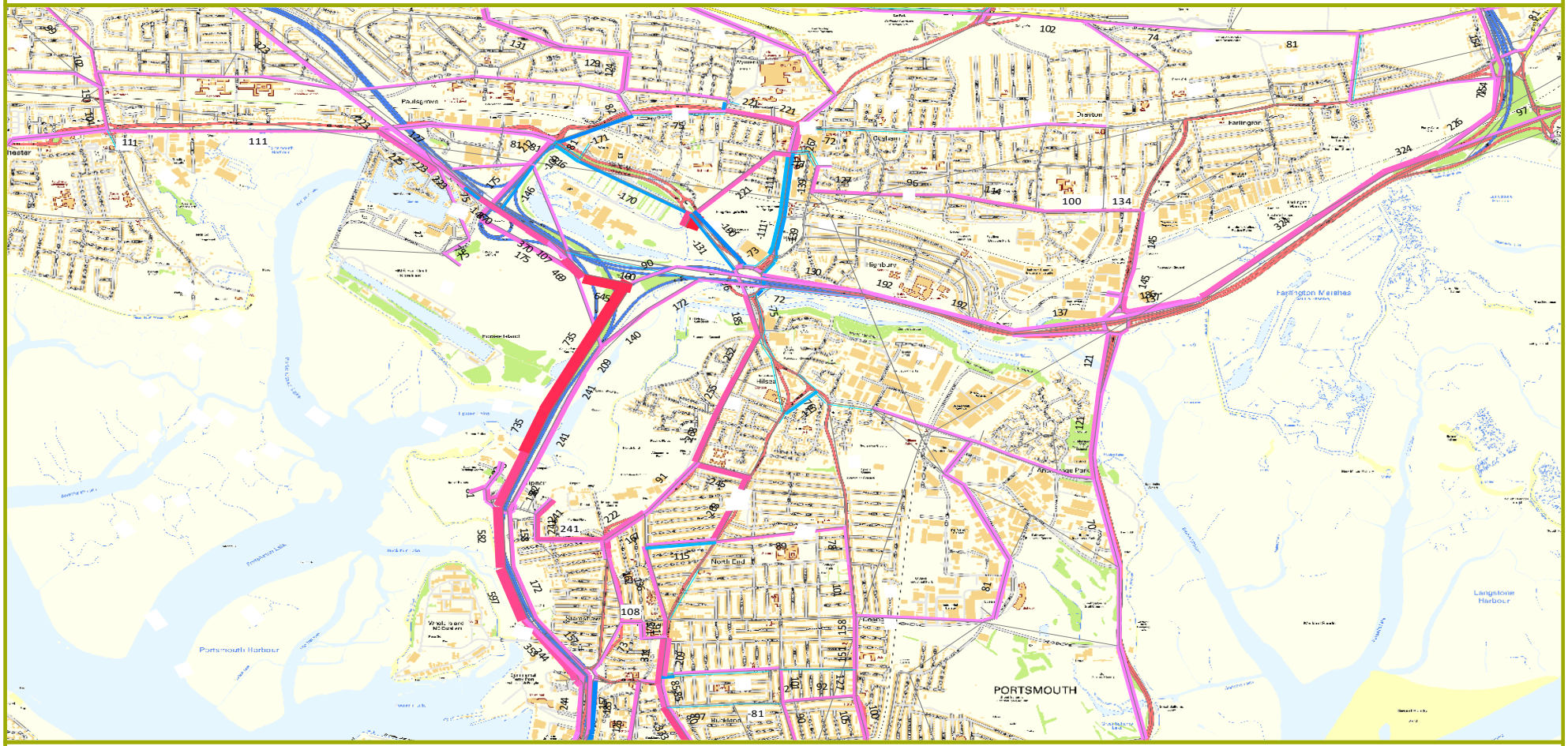


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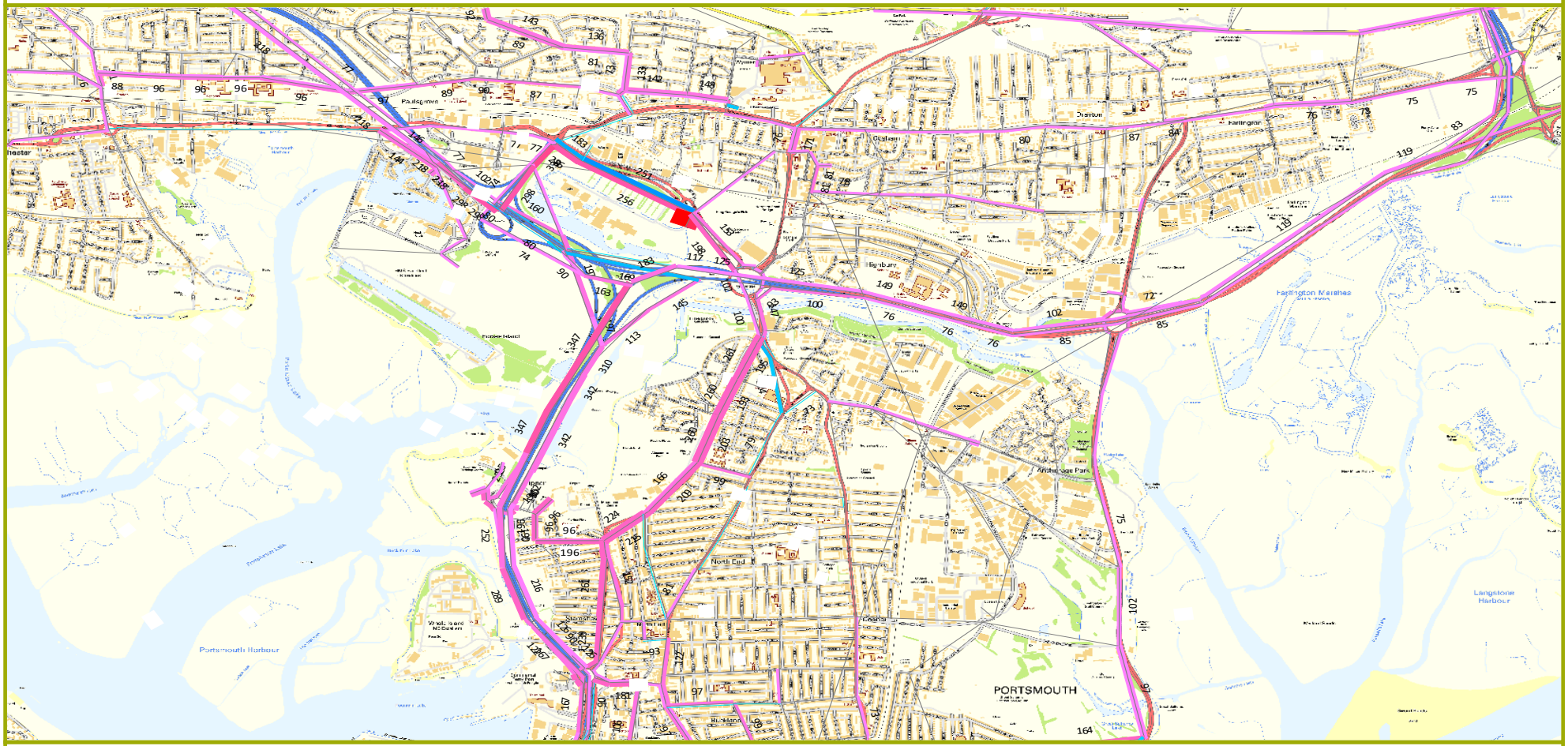


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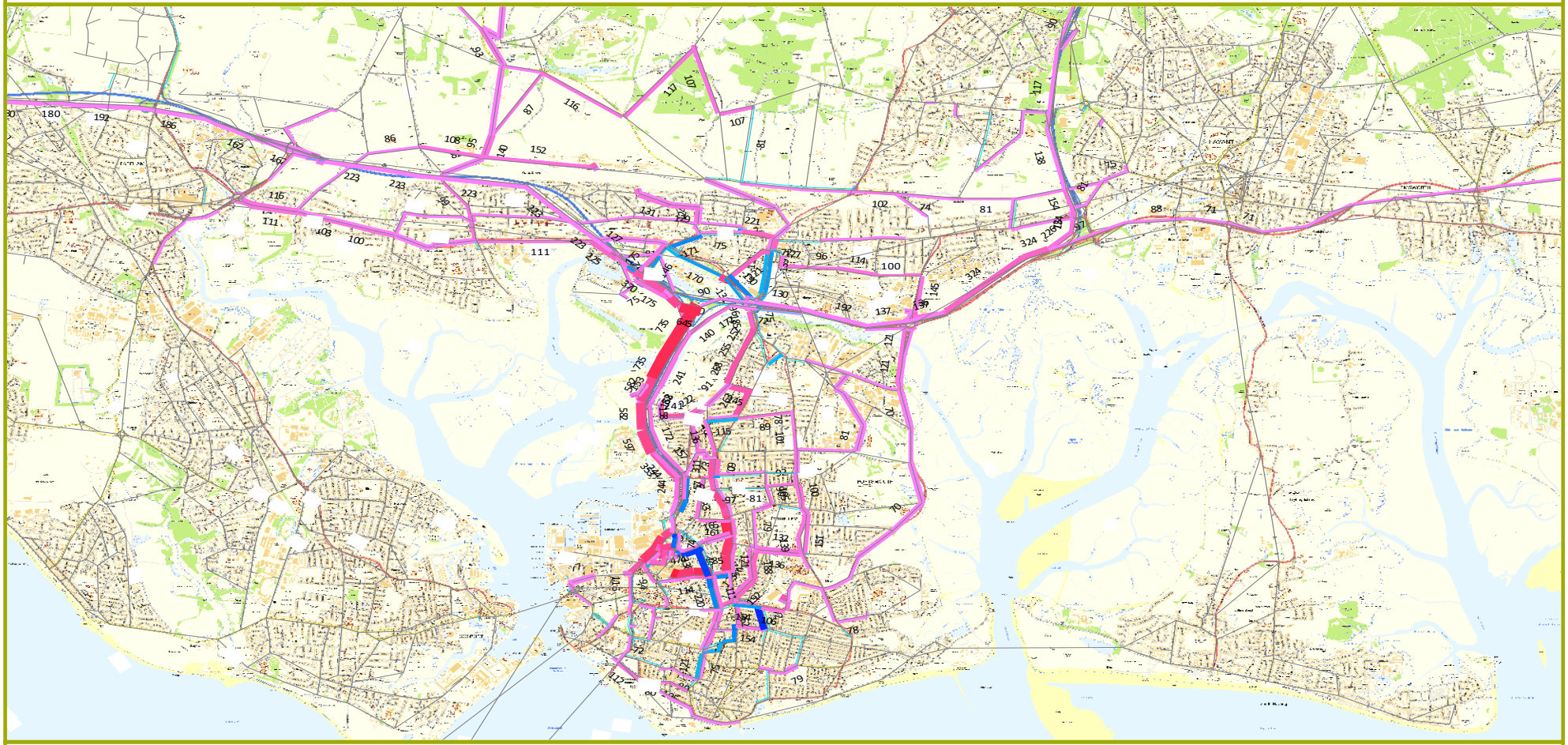

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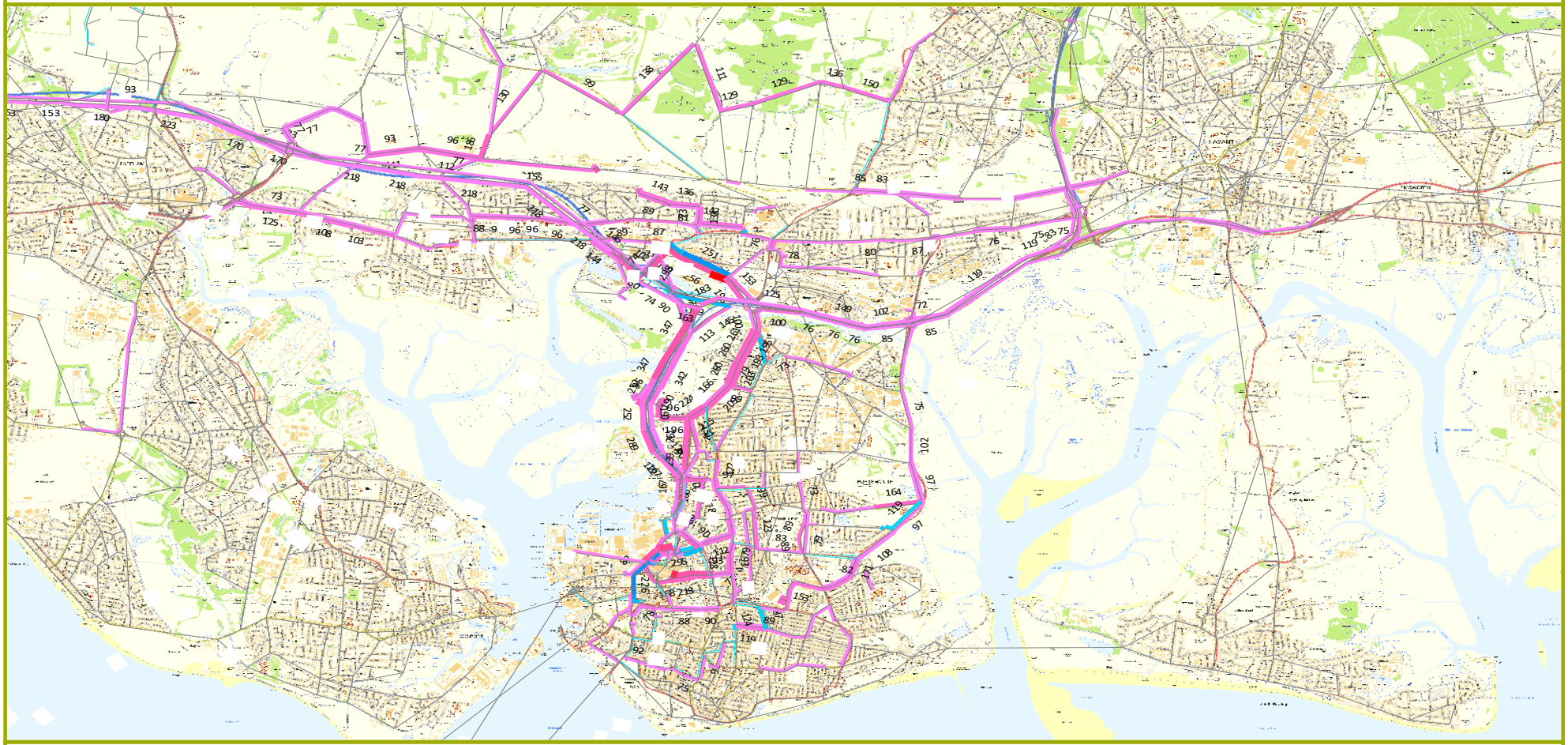

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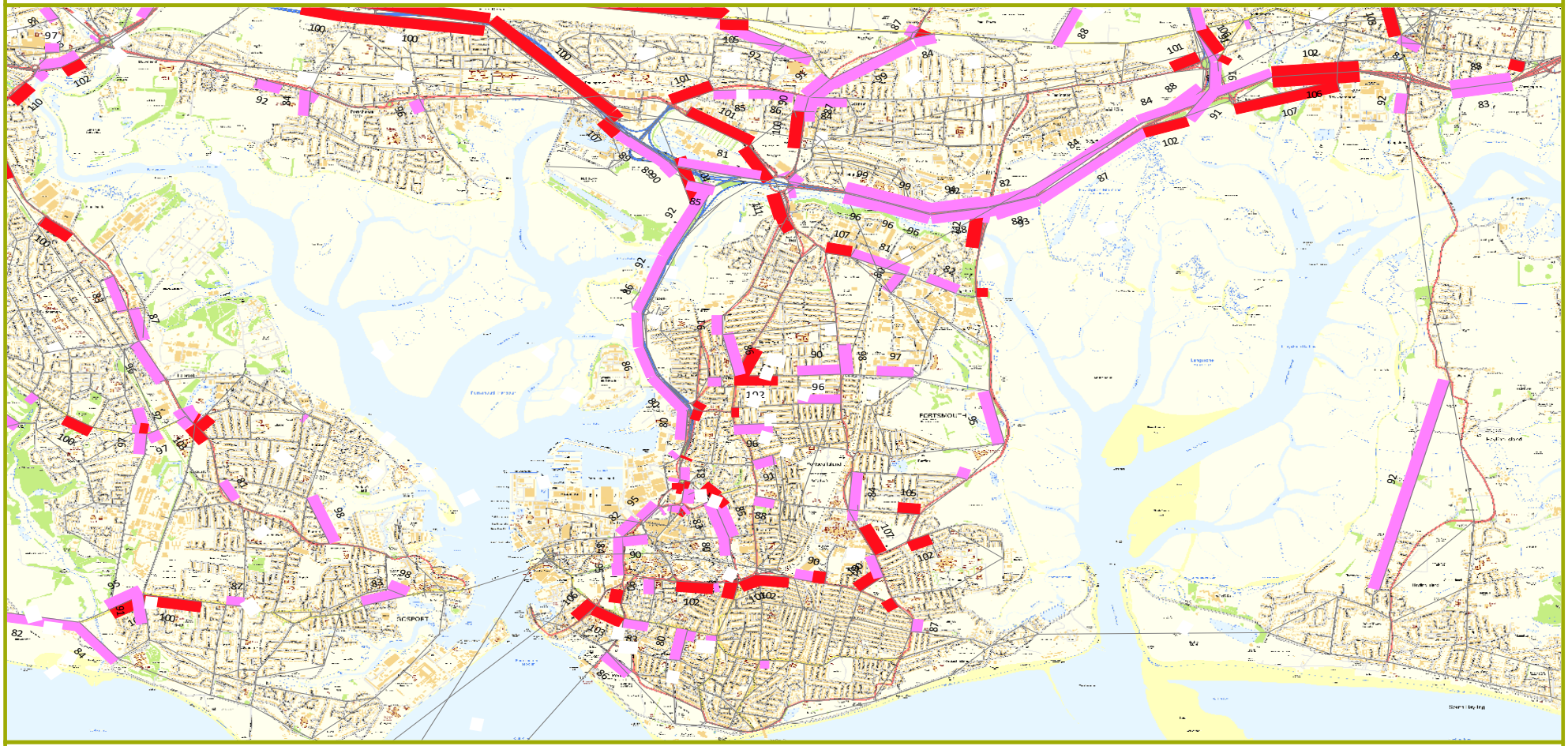

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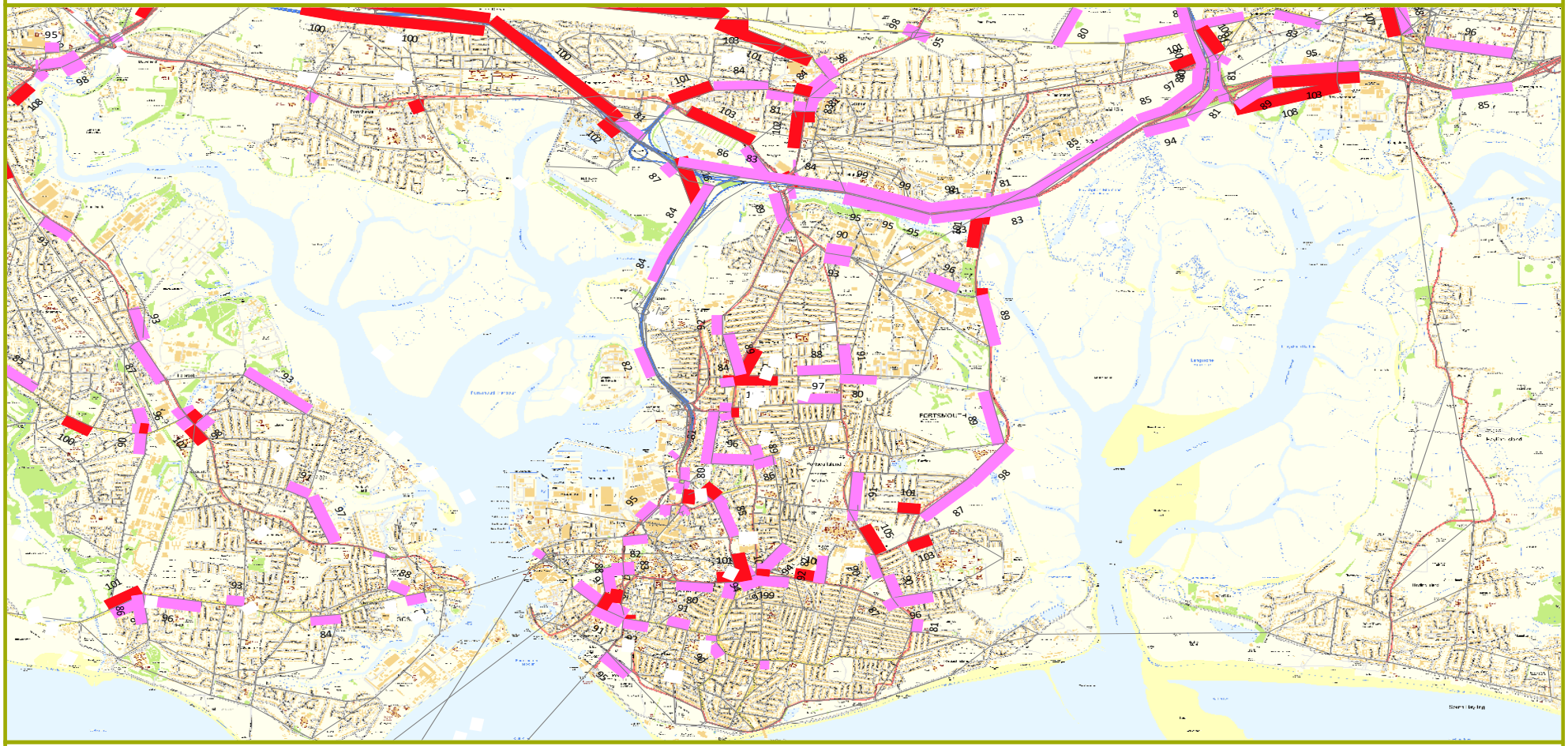


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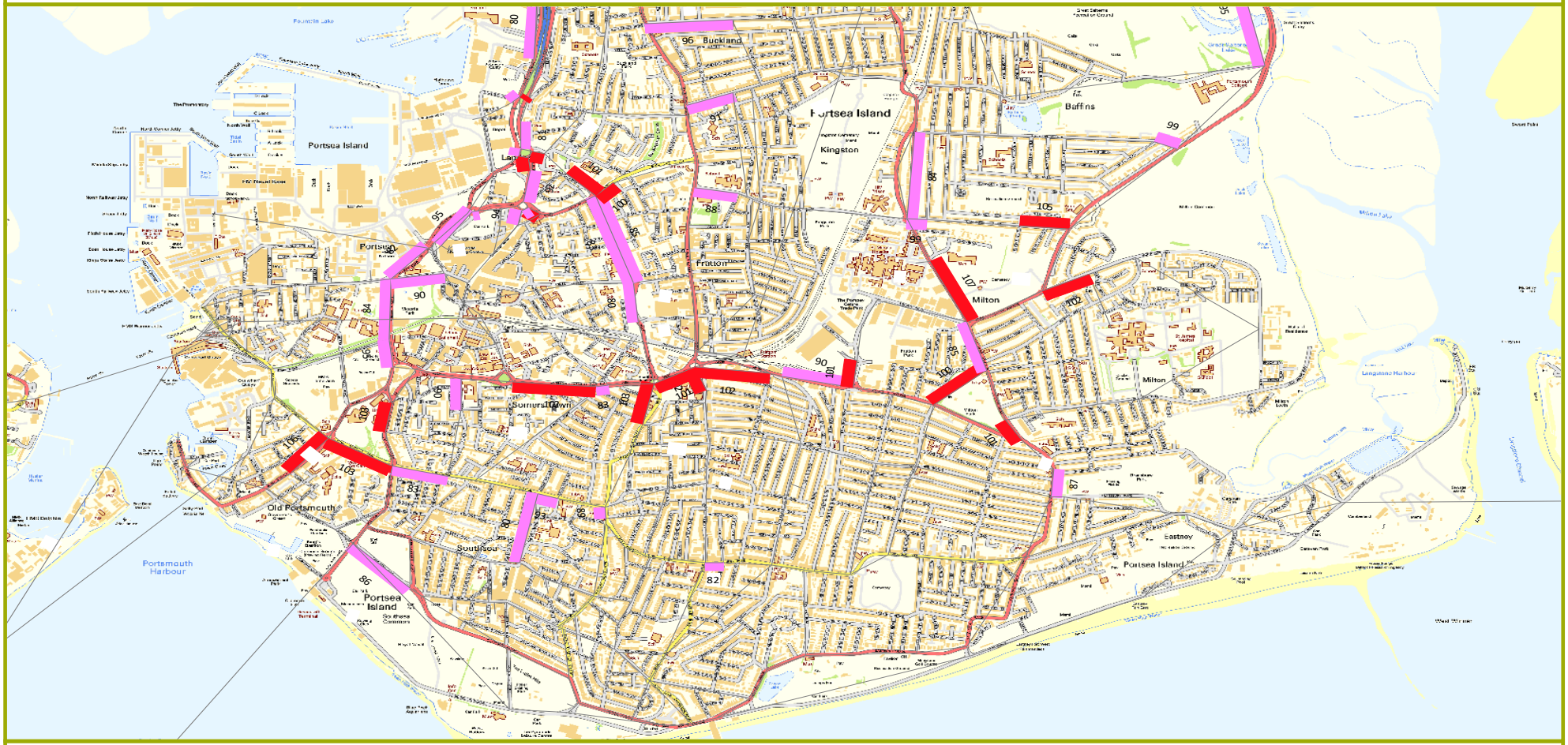


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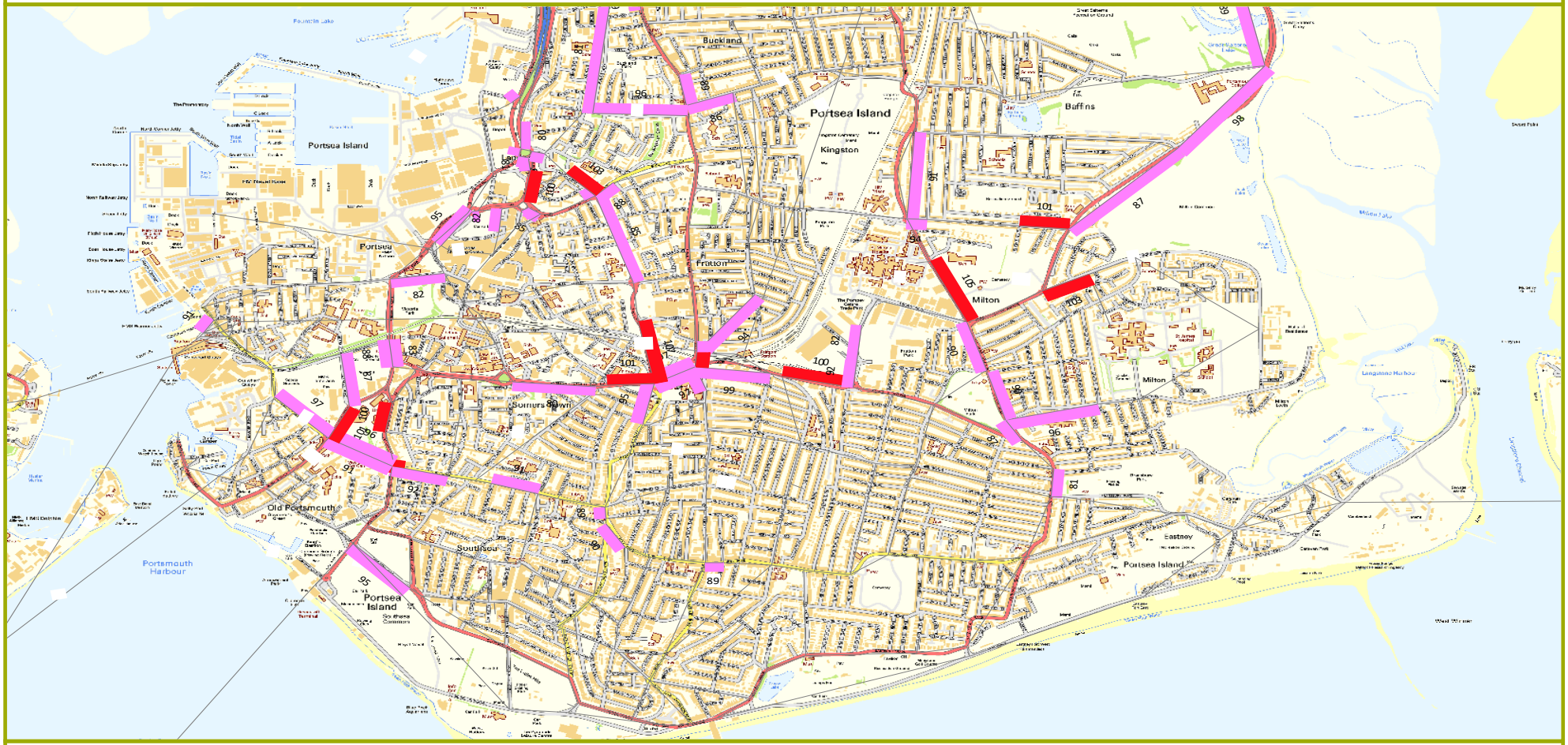


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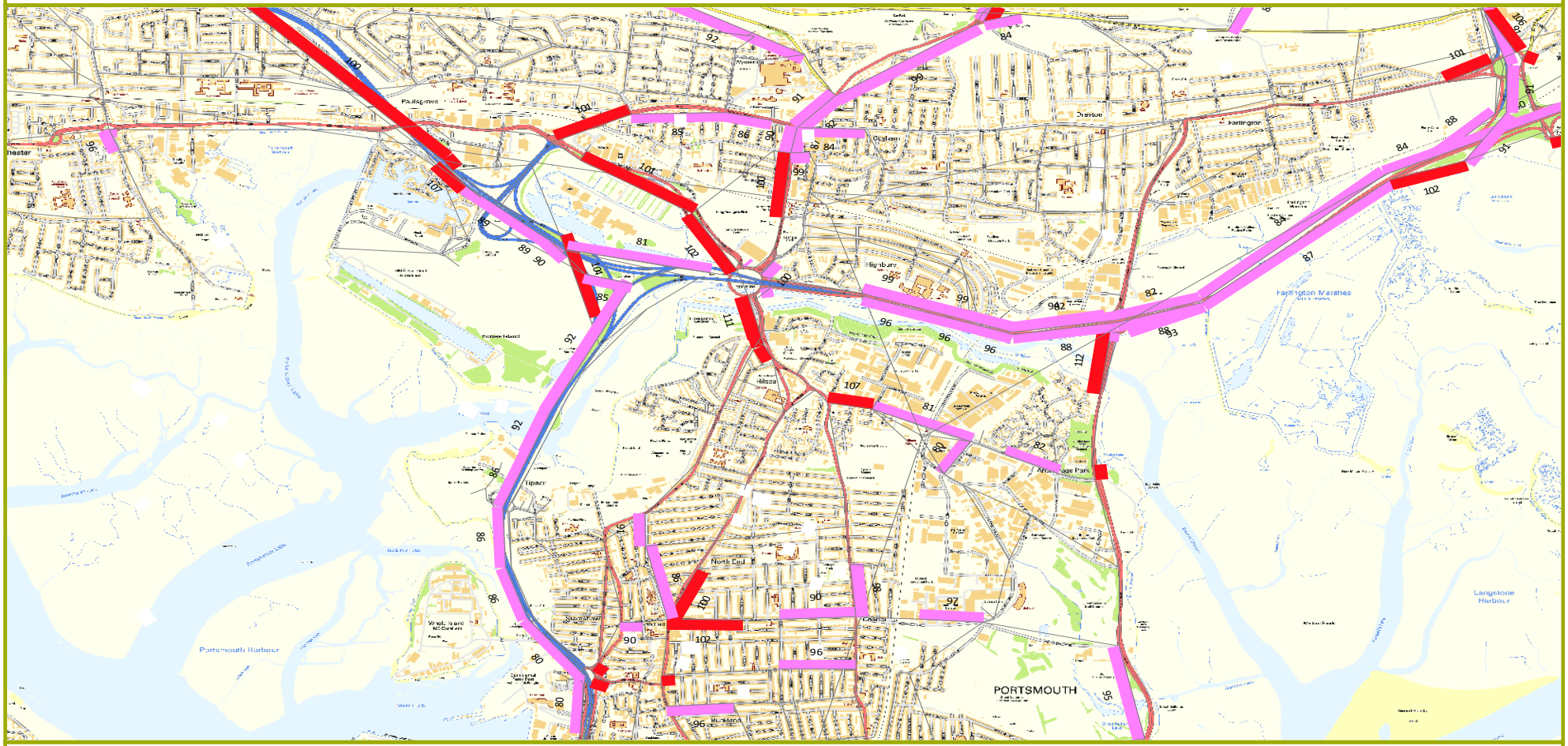


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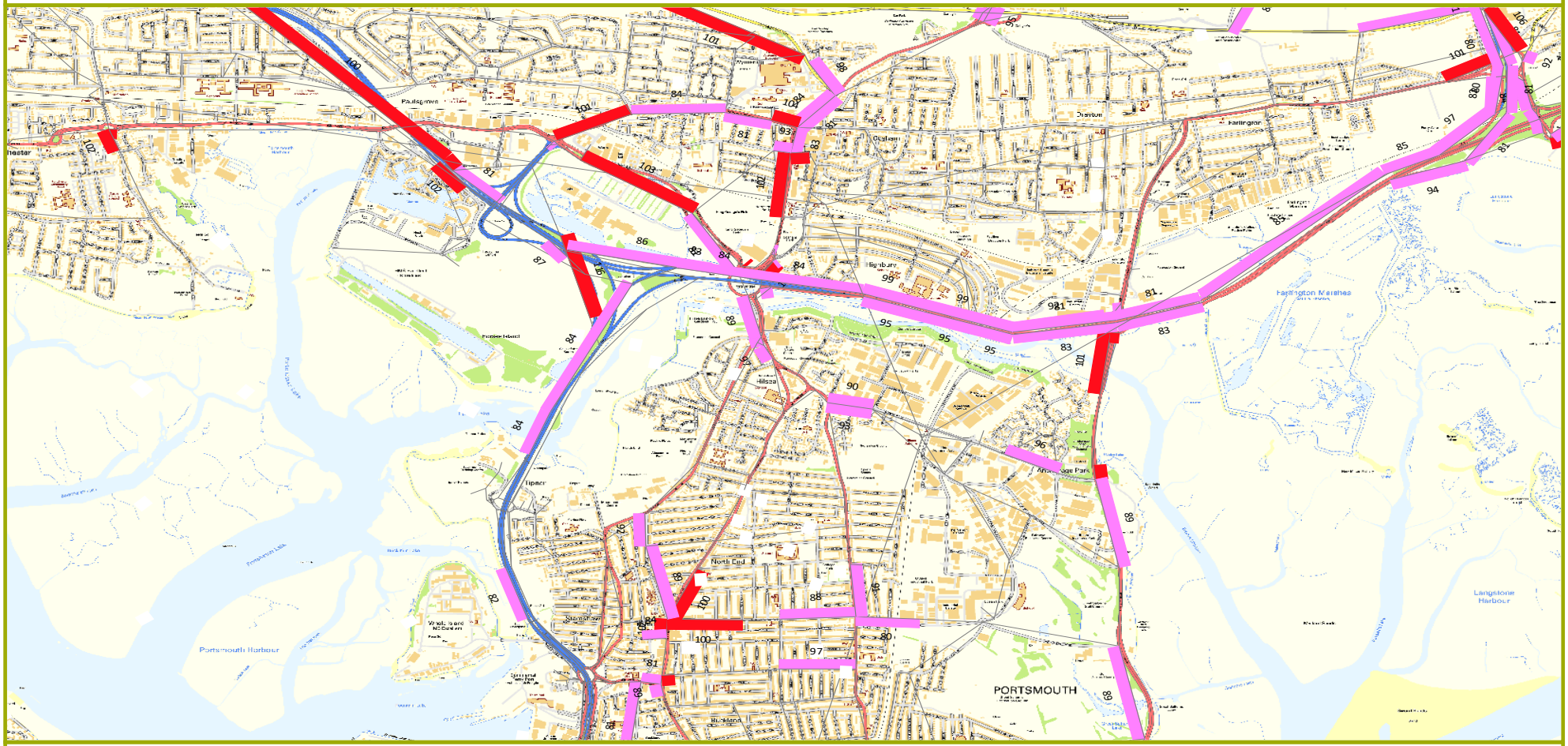


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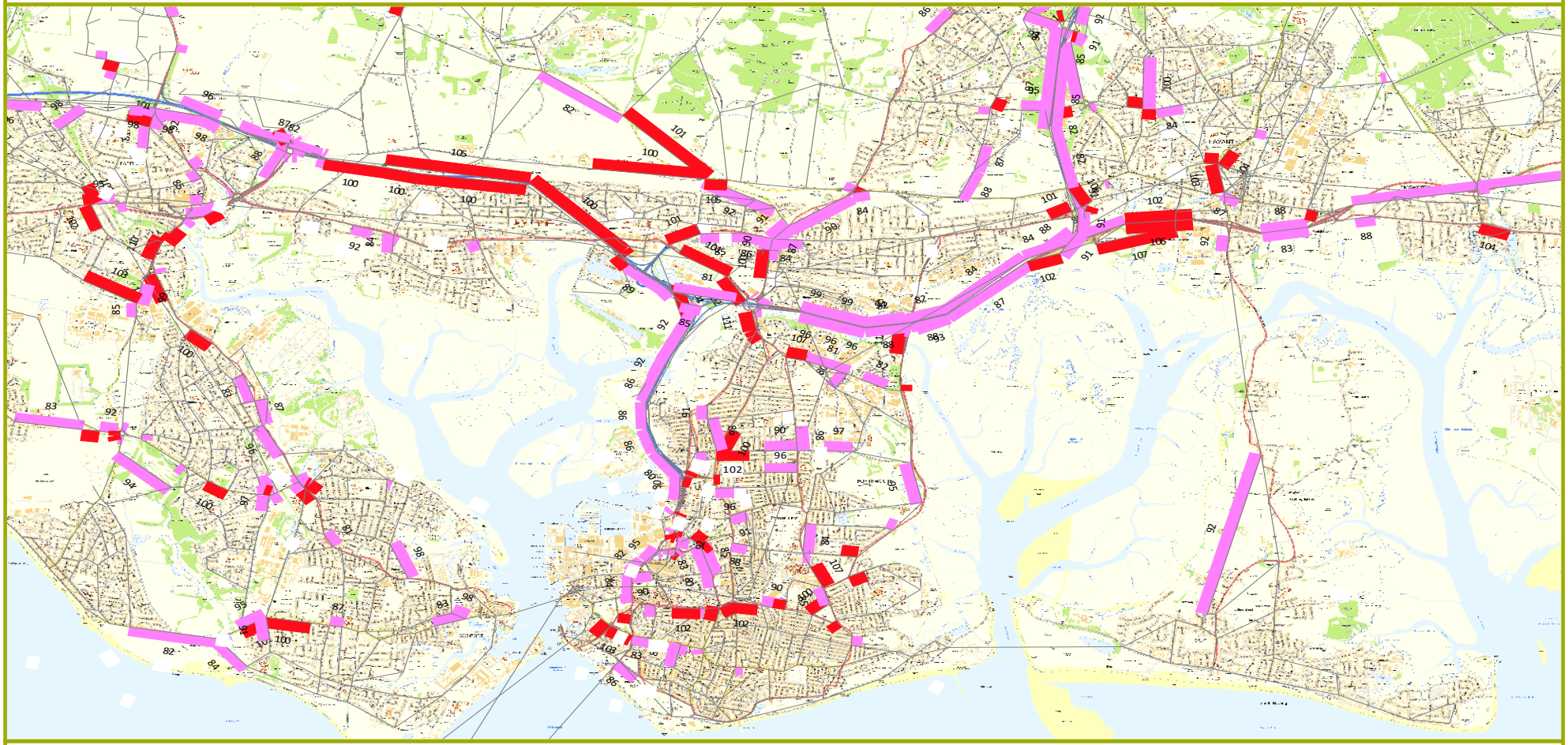

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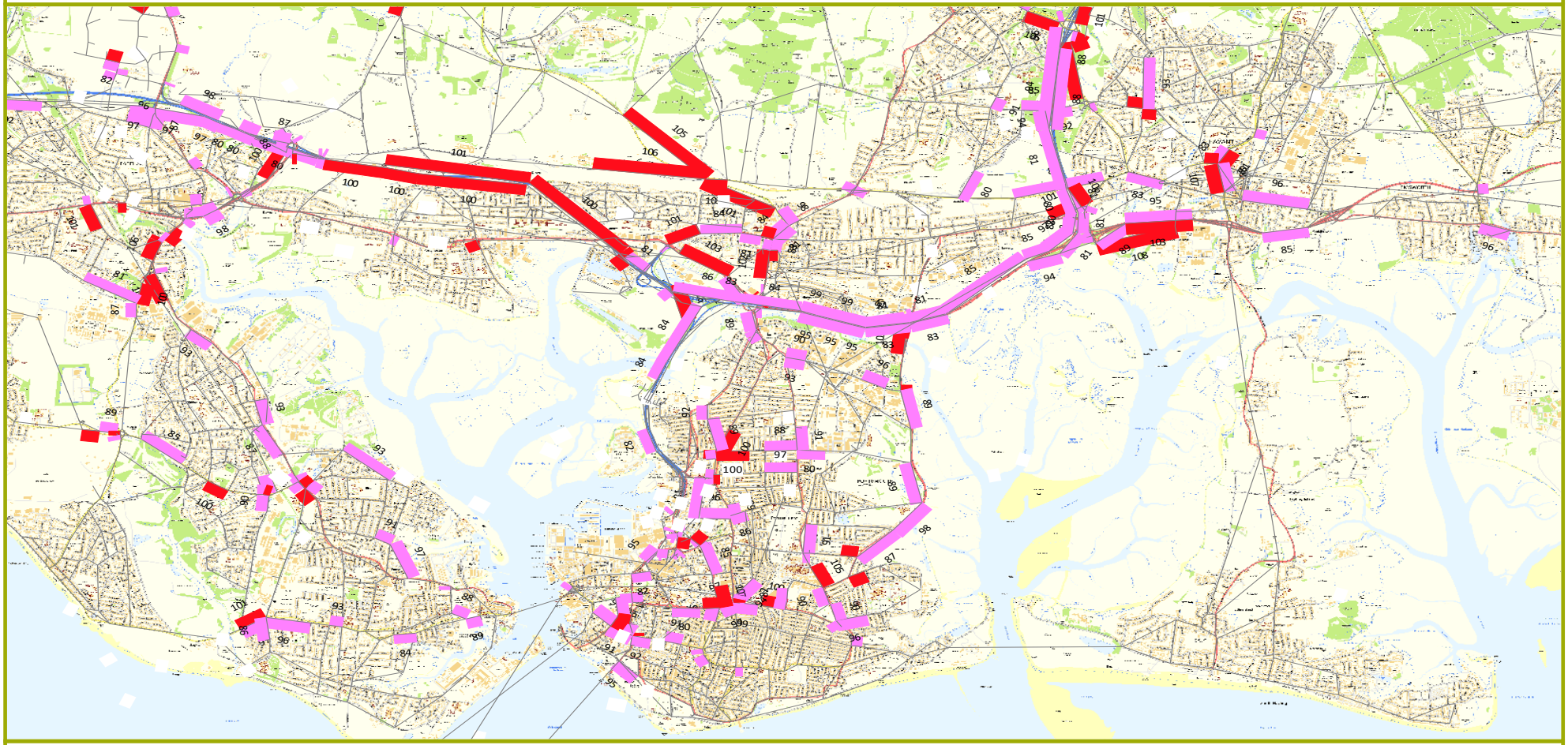

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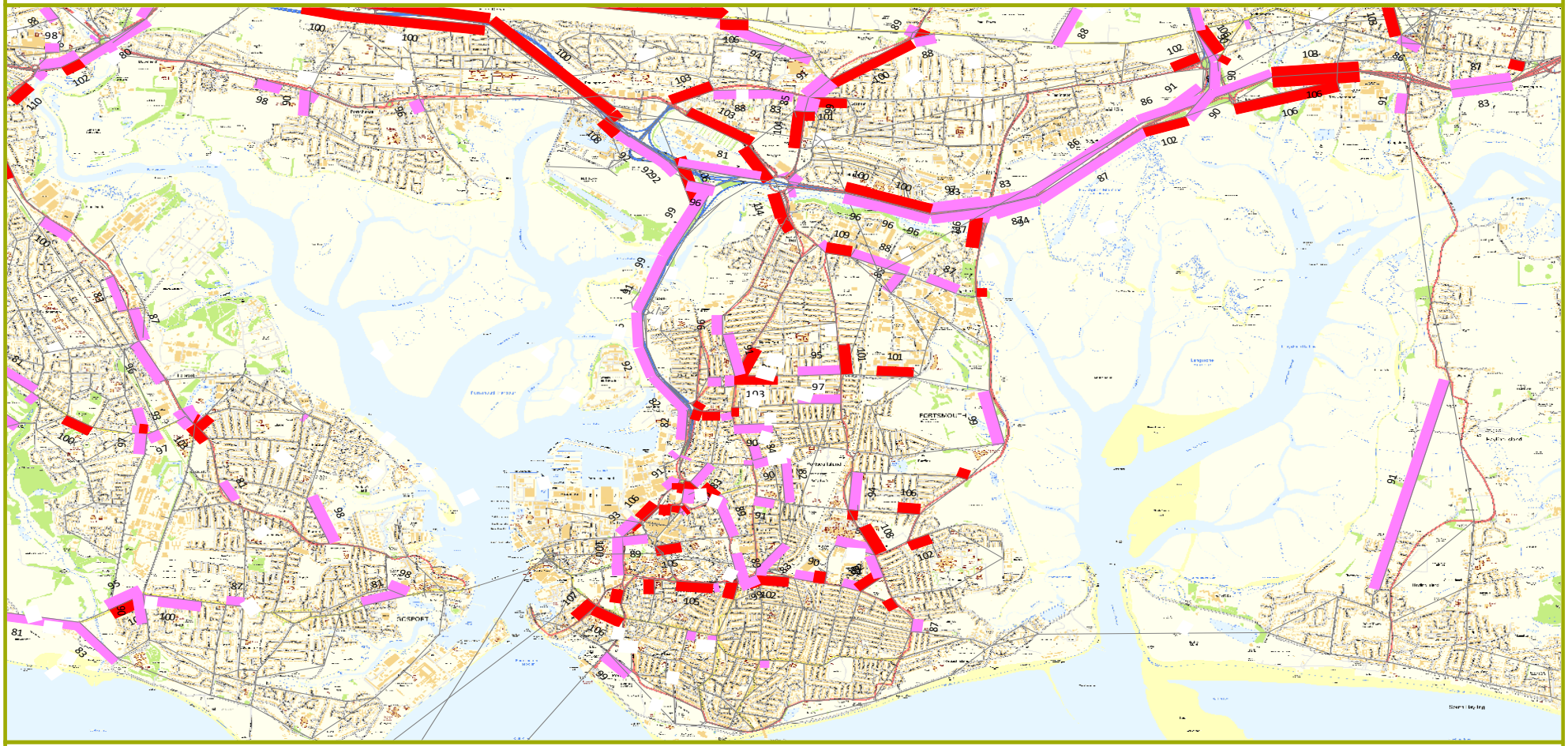

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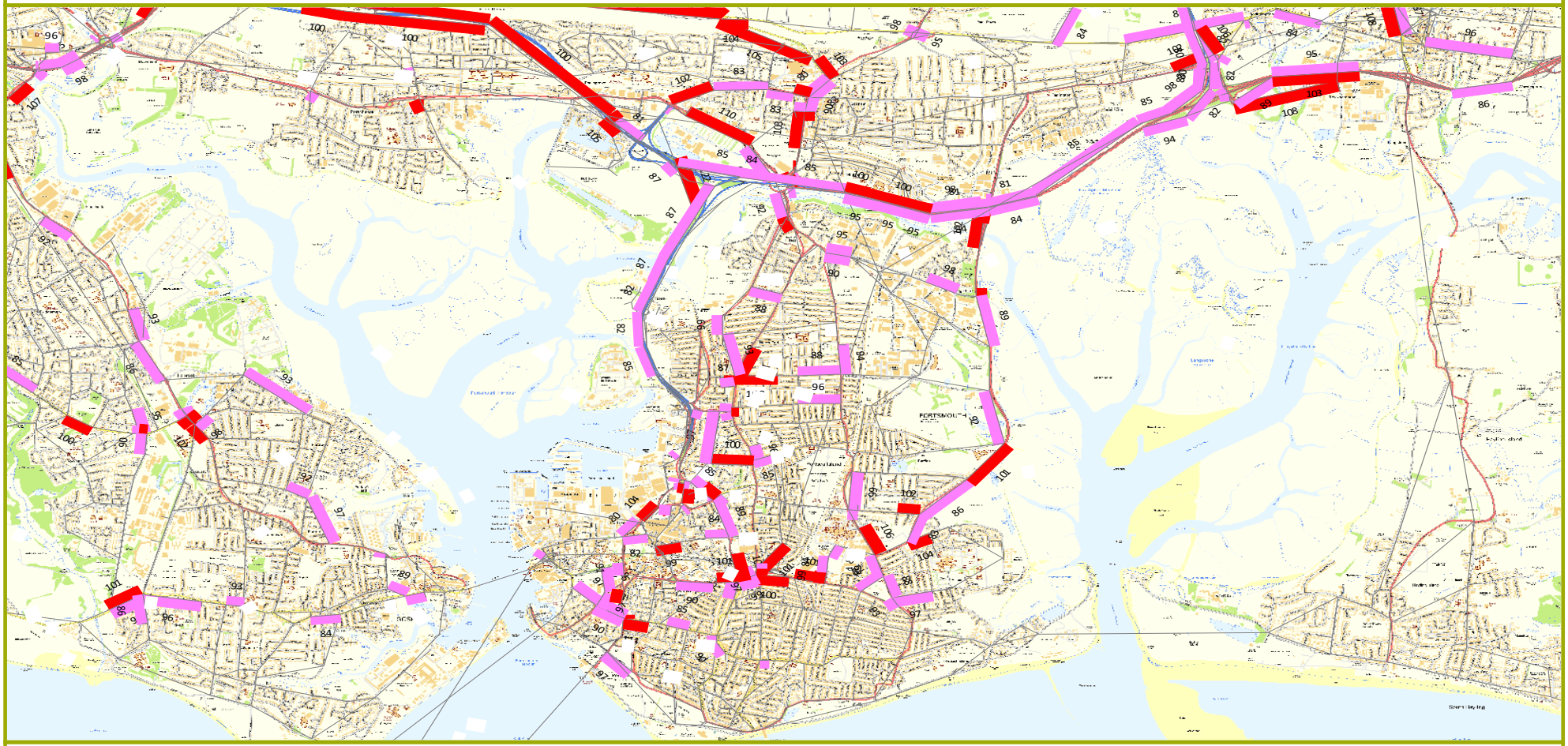

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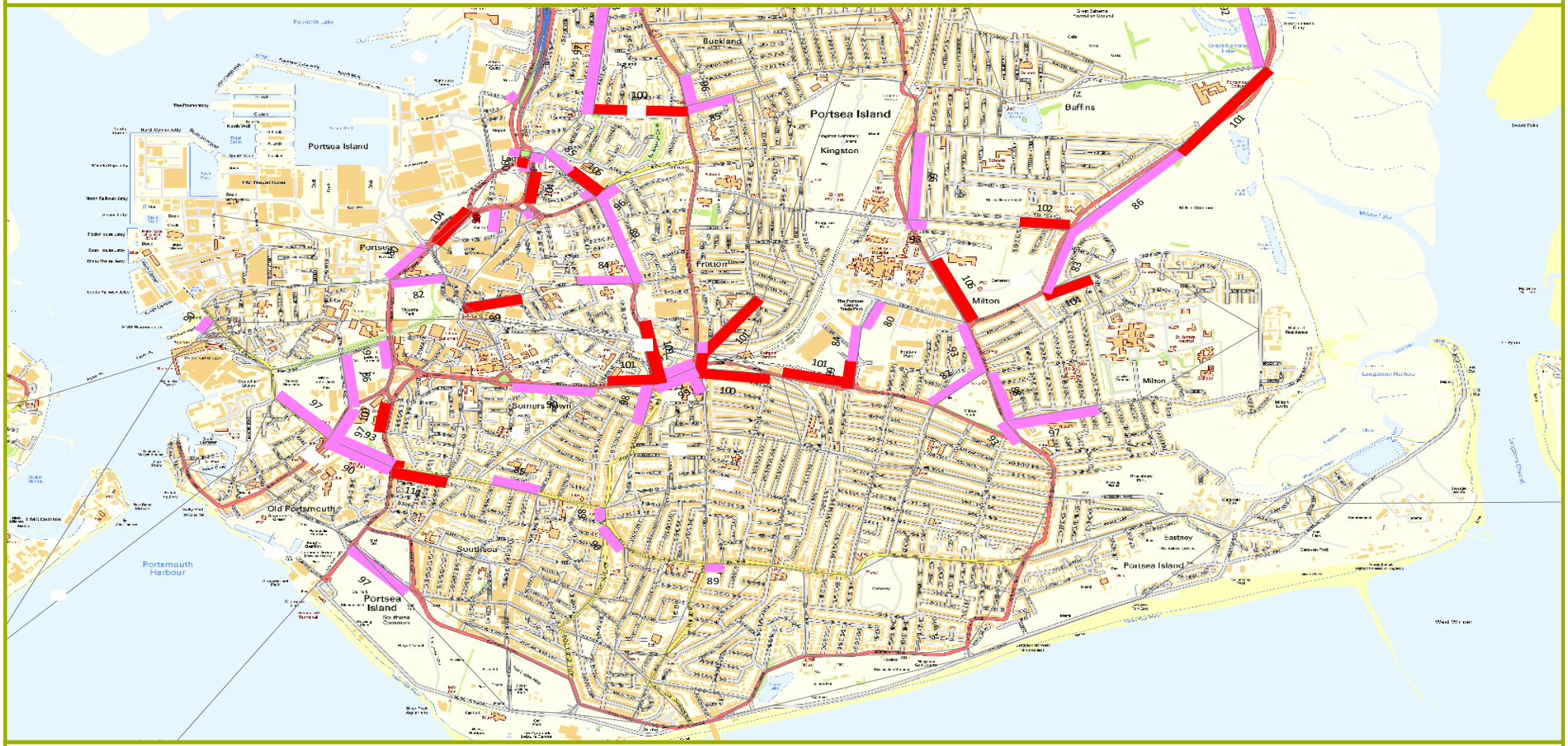


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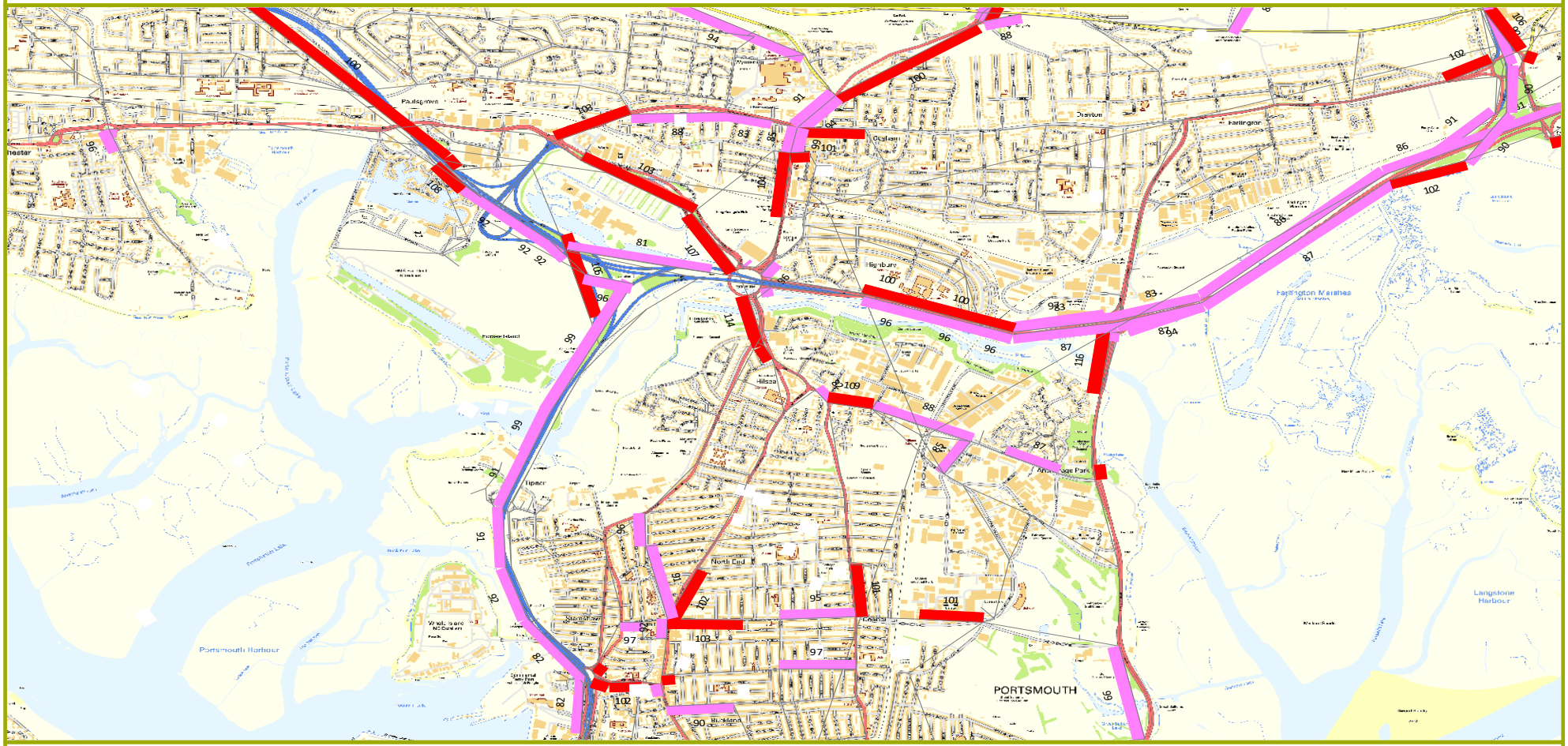


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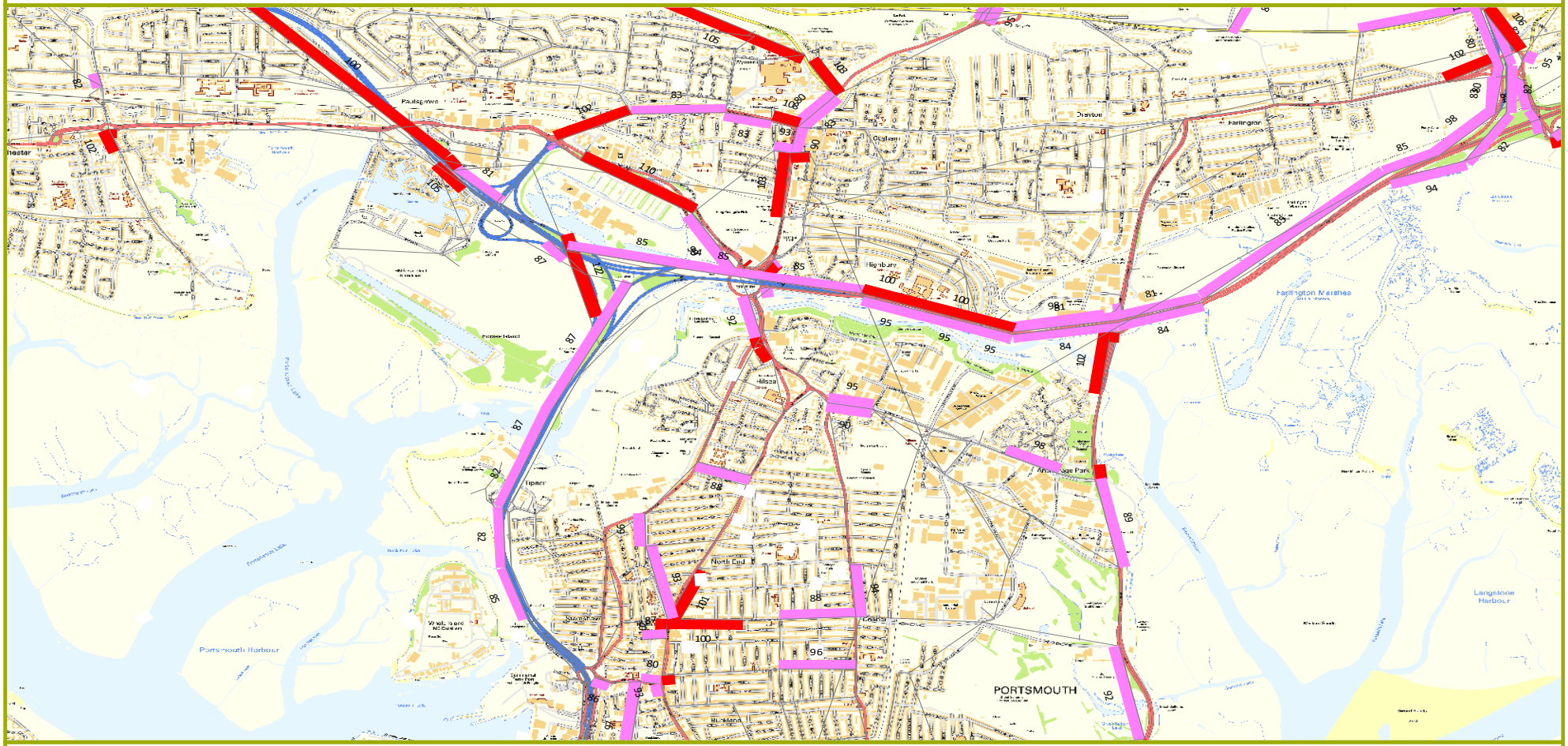


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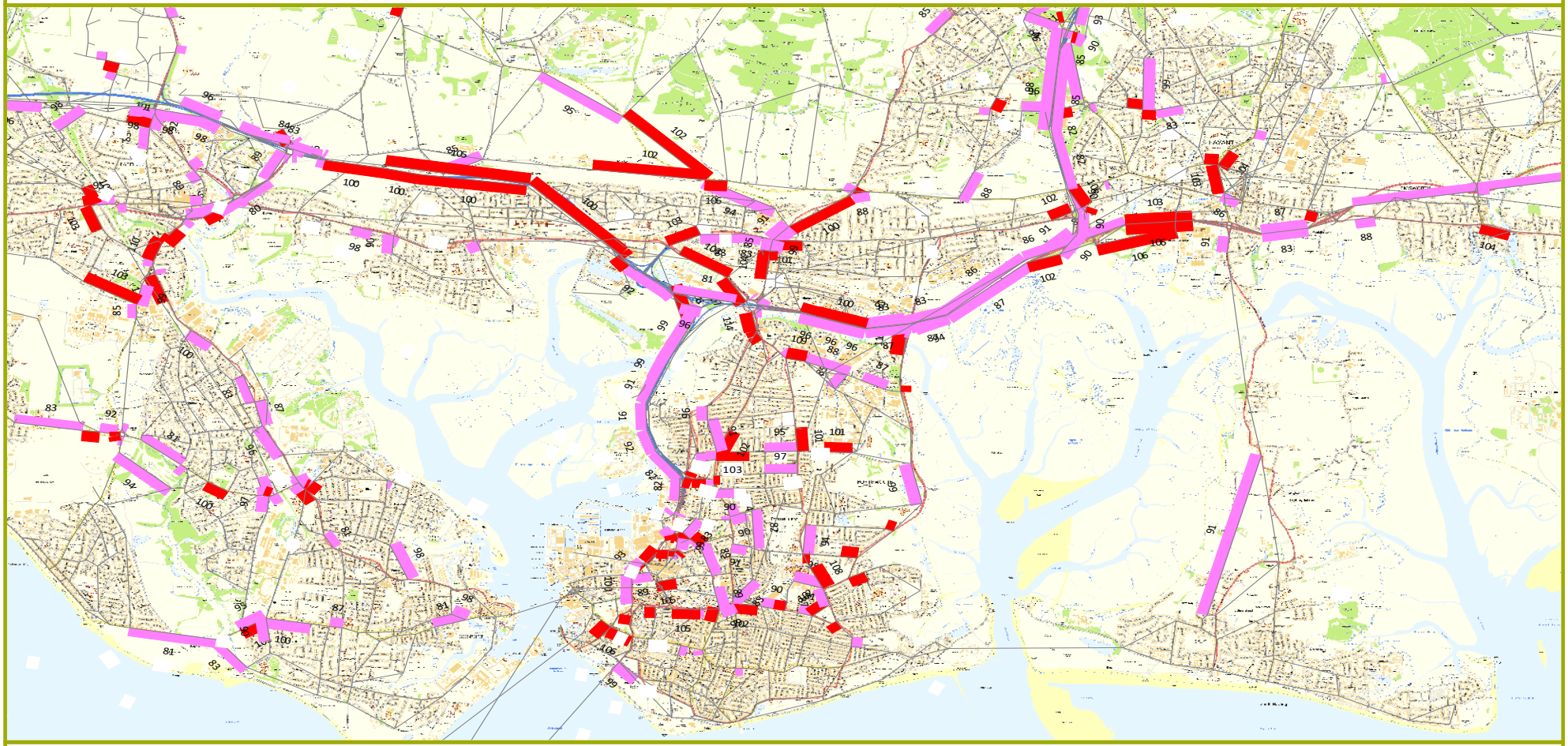
SYSTRA

## Portsmouth Local Plan Plots - 2041 - AM Peak  Do Minimum V/C - Strategic View



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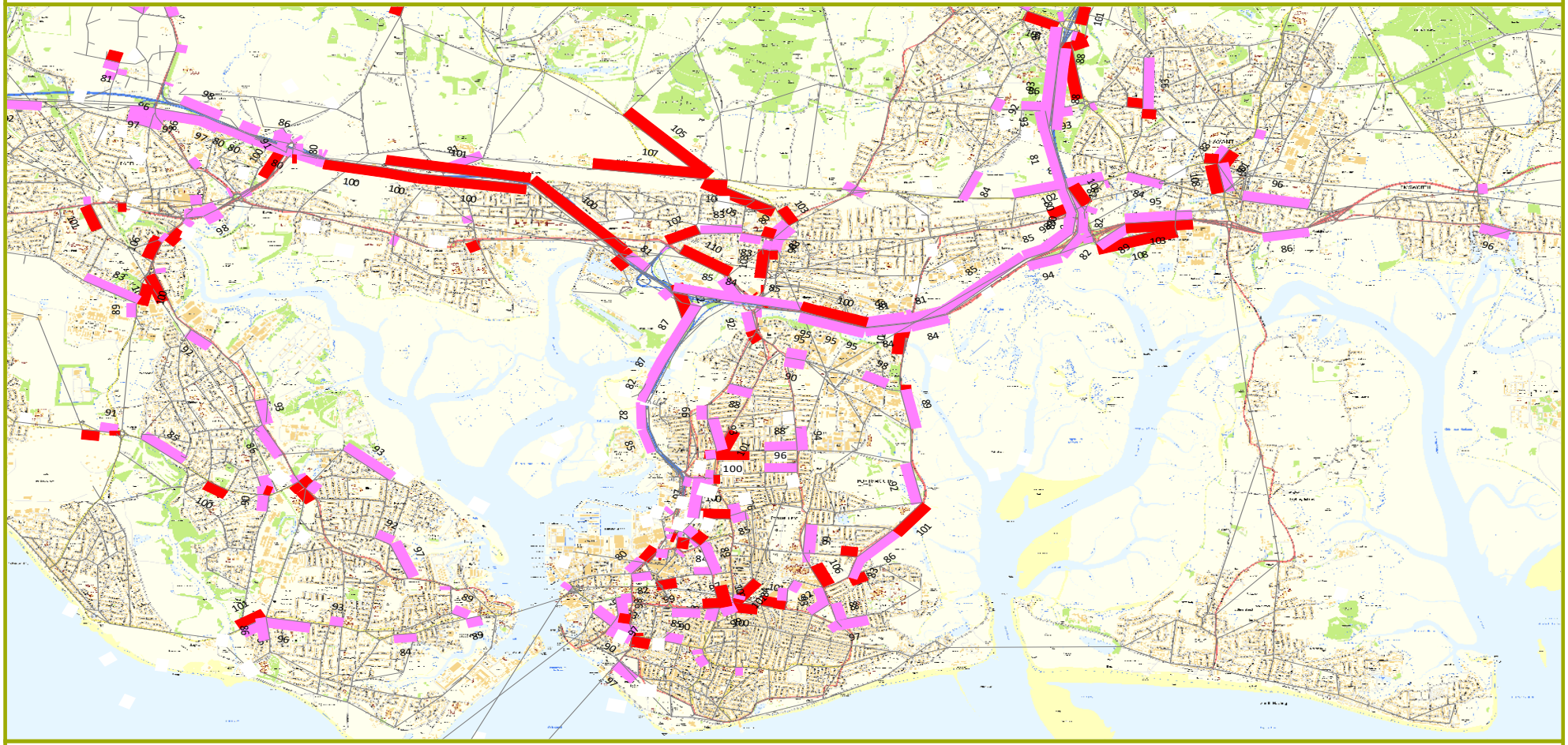
SYSTRA

## Portsmouth Local Plan Plots - 2041 - PM Peak  Do Minimum V/C - Strategic View



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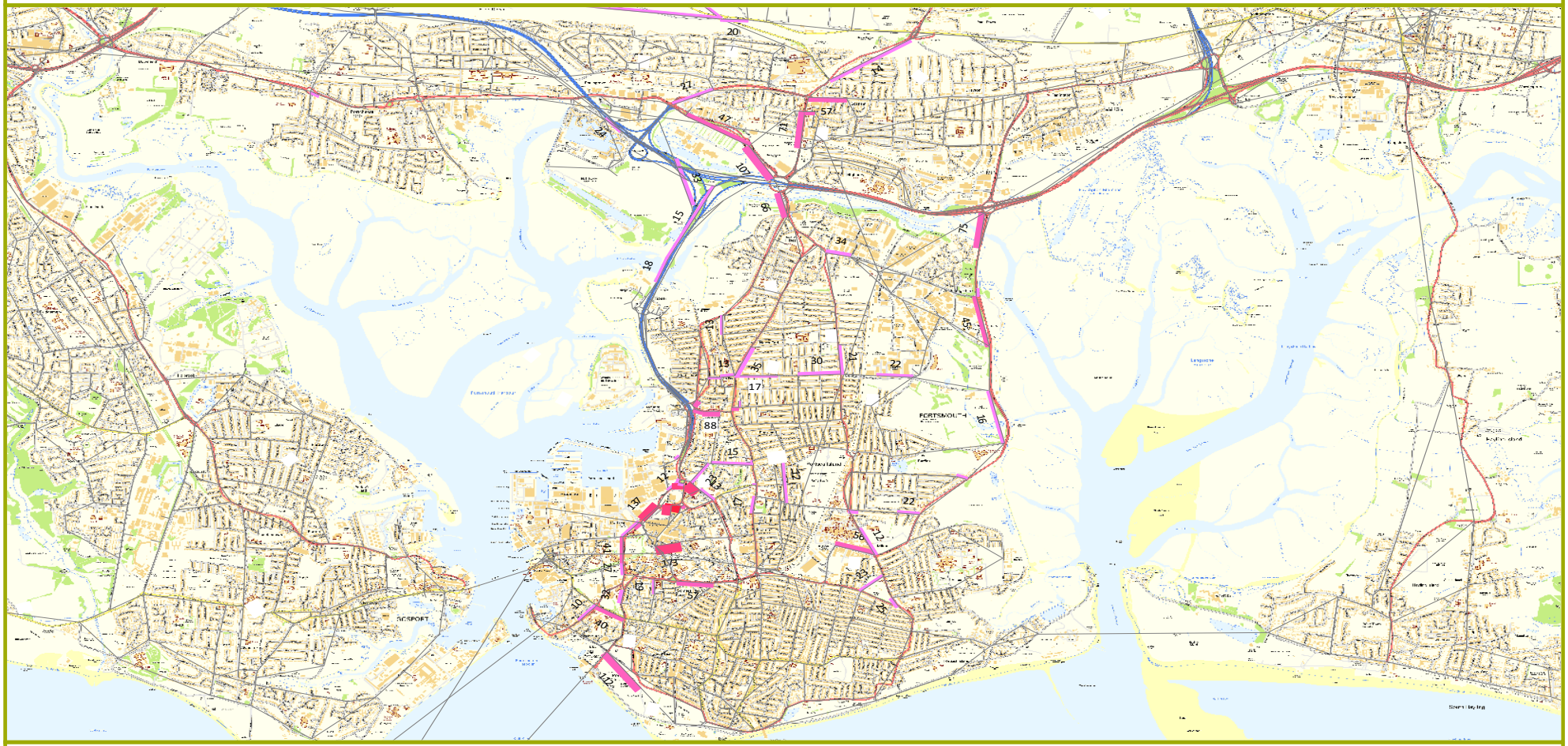
## Portsmouth Local Plan Plots - 2041 - AM Peak  Do Minimum vs Baseline Delay Difference  - Wider View




Ordnance Survey
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SYSTRA

## Portsmouth Local Plan Plots - 2041 - PM Peak  Do Minimum vs Baseline Delay Difference  - Wider View

Ordnance Survey
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SYSTRA

## Portsmouth Local Plan Plots - 2041 - AM Peak  Do Minimum vs Baseline Delay Difference  - Portsmouth Southern Area

Ordnance Survey
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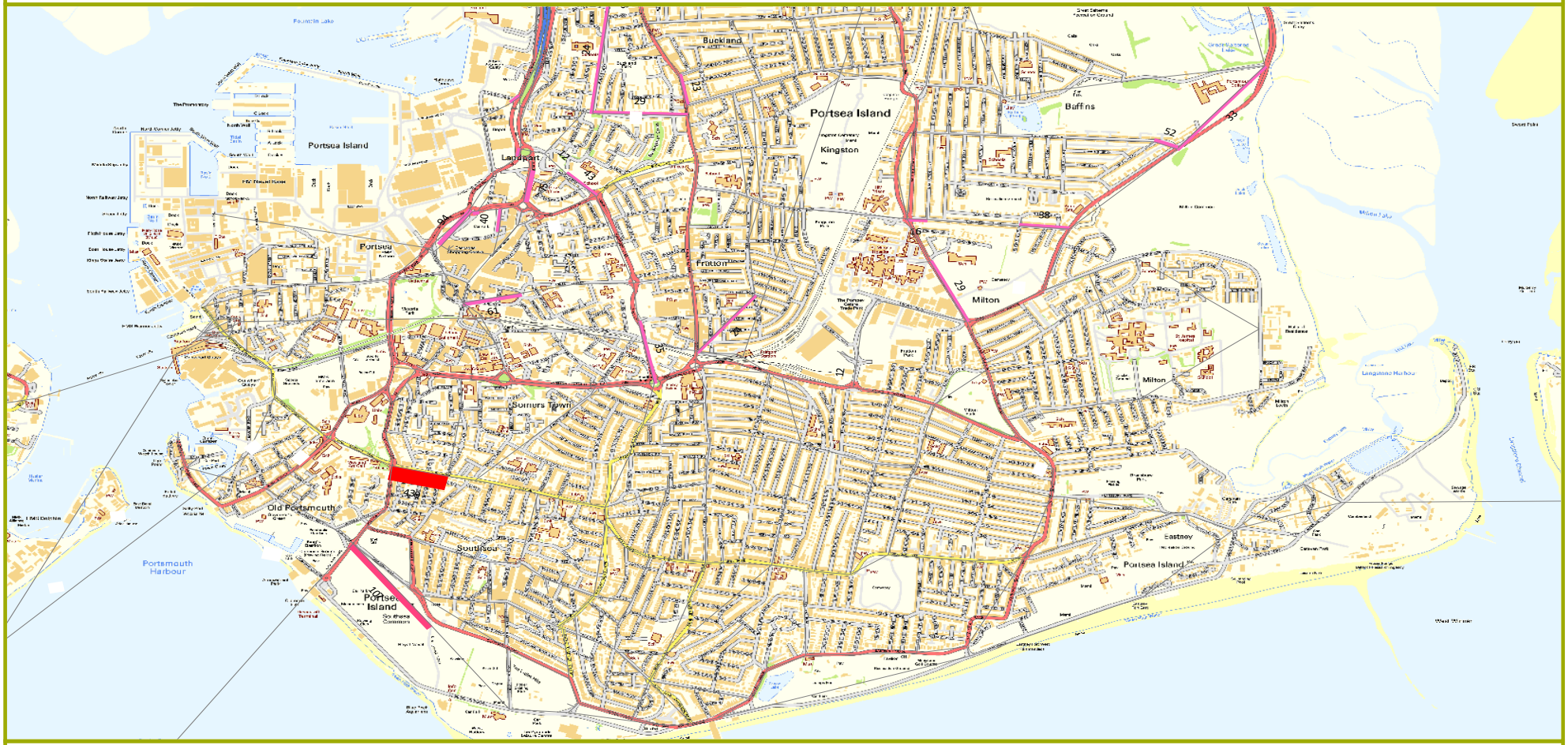
SYSTRA

## Portsmouth Local Plan Plots - 2041 - PM Peak Do Minimum vs Baseline Delay Difference - Portsmouth Southern Area




Ordnance Survey
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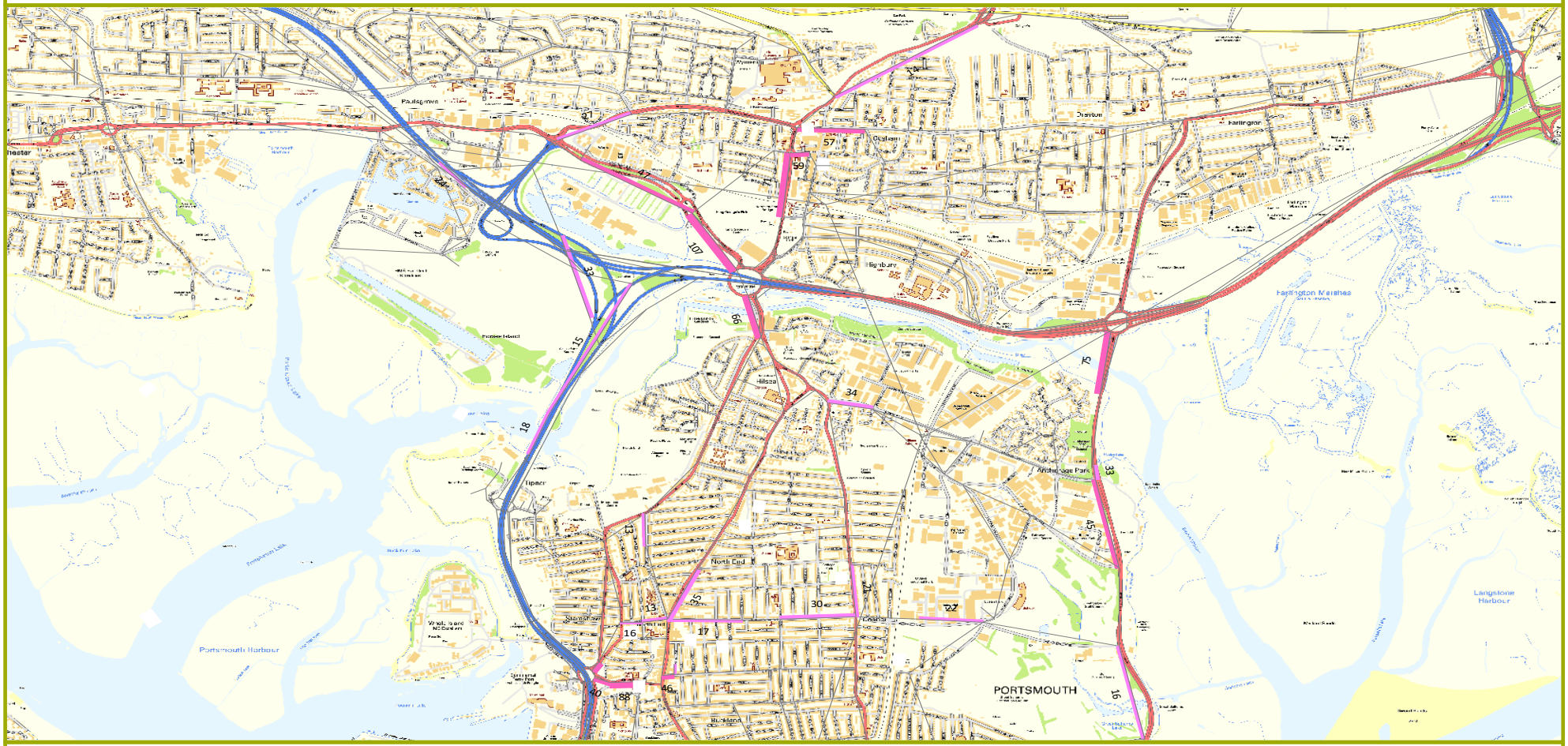
SYSTRA

**Portsmouth Local Plan Plots - 2041 - AM Peak  Do Minimum vs Baseline Delay Difference  - Portsmouth Northern Area**




Ordnance Survey
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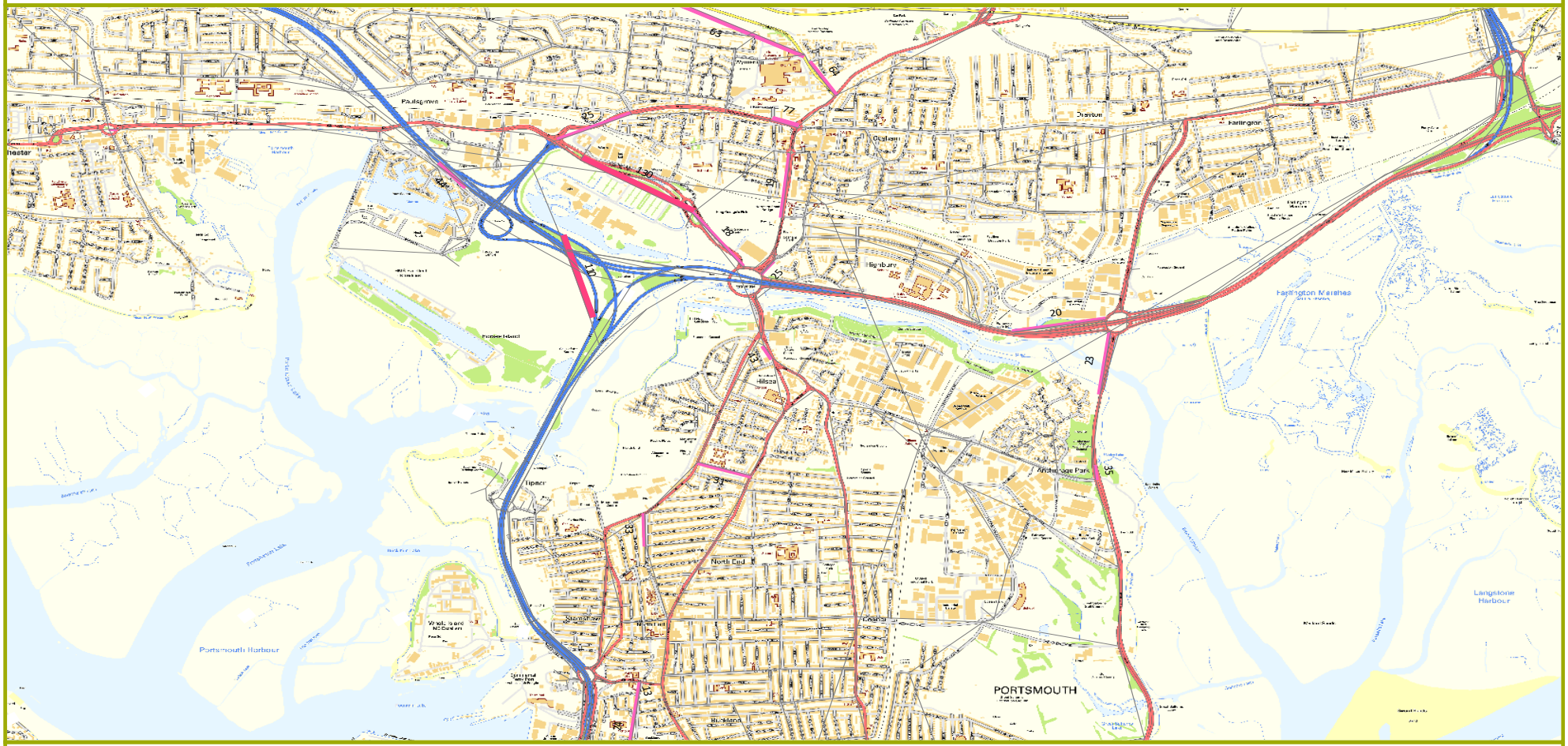
SYSTRA

**Portsmouth Local Plan Plots - 2041 - PM Peak  Do Minimum vs Baseline Delay Difference  - Portsmouth Northern Area**

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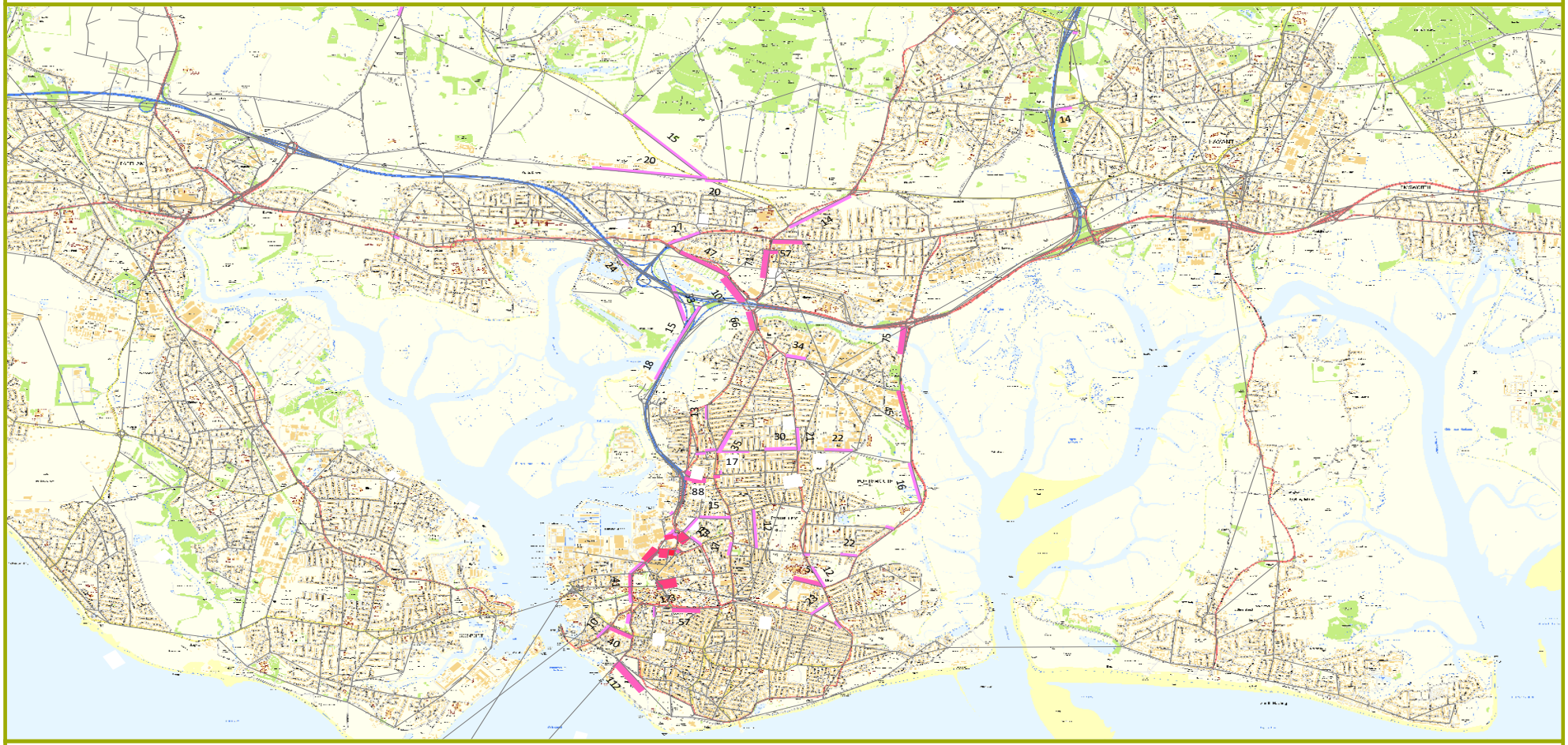
SYSTRA

## Portsmouth Local Plan Plots - 2041 - AM Peak  Do Minimum vs Baseline Delay Difference  - Strategic View



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SYSTRA

## Portsmouth Local Plan Plots - 2041 - PM Peak  Do Minimum vs Baseline Delay Difference  - Strategic View

Ordnance Survey
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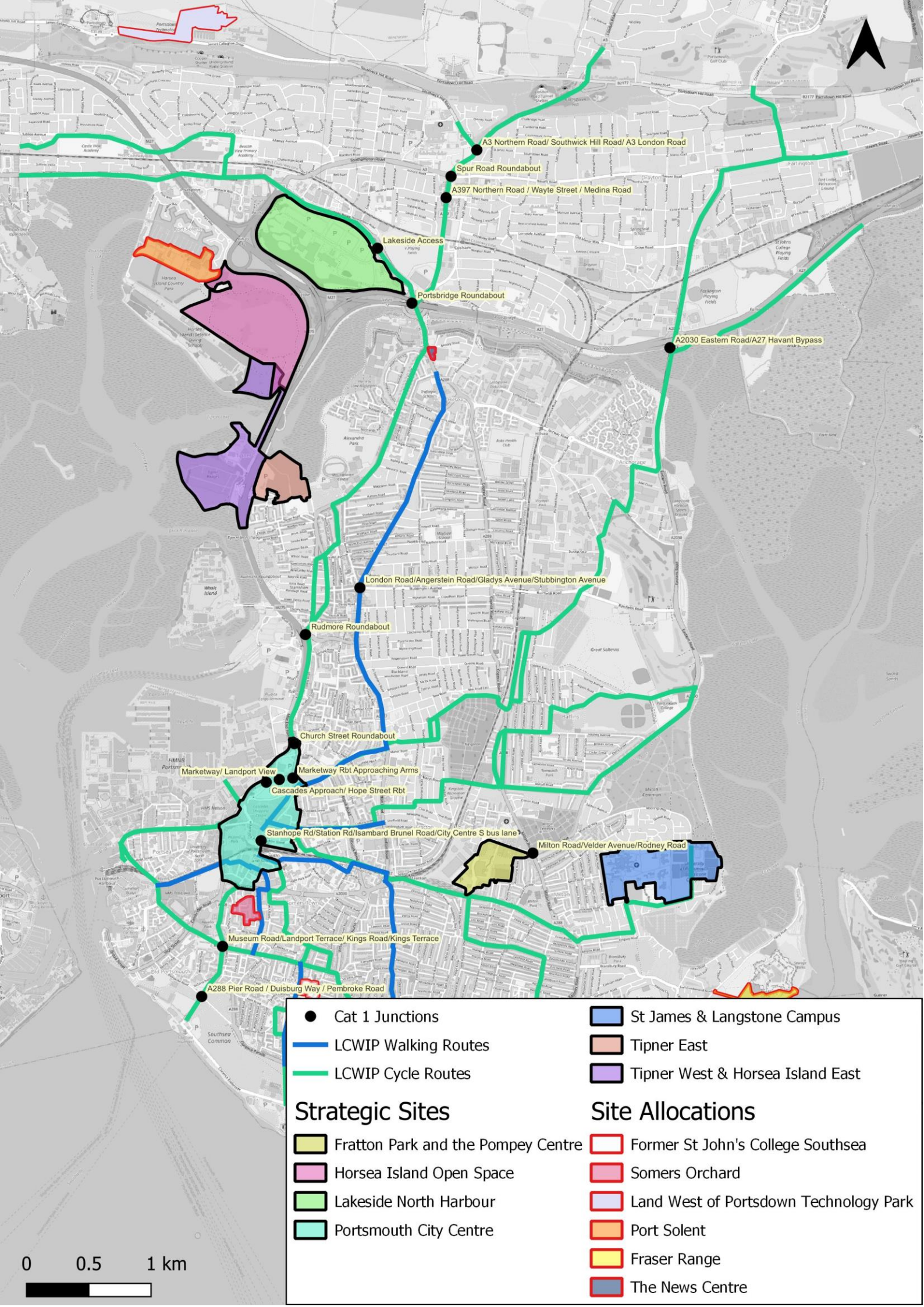
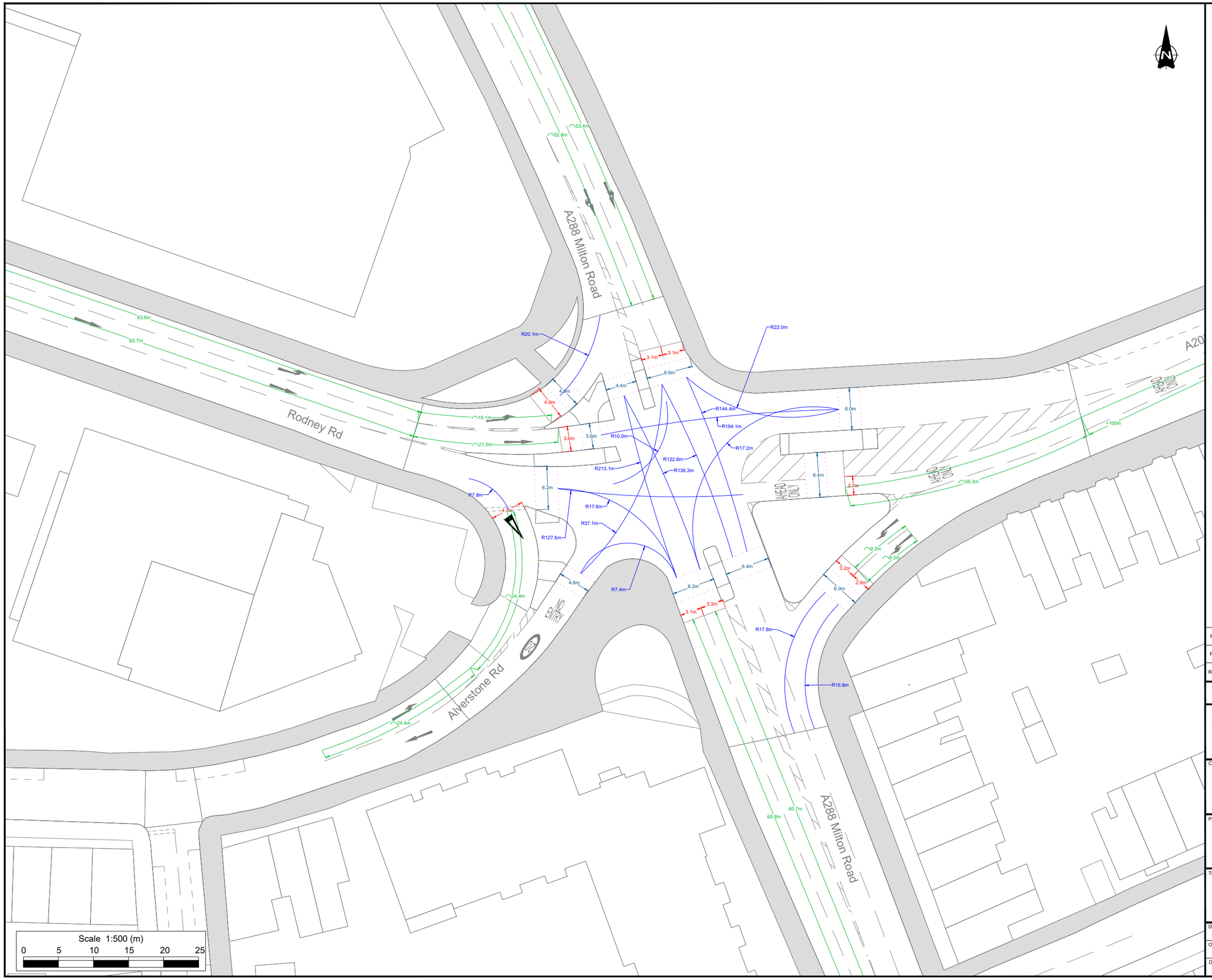
SYSTRA

# Appendix E - Category 1 Junction Map


A3 Northern Road/ Southwick Hill Road/ A3 London Road
Spur Road Roundabout
A397 Northern Road / Wayte Street / Medina Road
Lakeside Access
Portsbridge Roundabout
A2030 Eastern Road/A27 Havant Bypass
London Road/Angerstein Road/Gladys Avenue/Stubbington Avenue
Rudmore Roundabout
Church Street Roundabout
Marketway/ Landport View
Marketway Rbt Approaching Arms
Cascades Approach/ Hope Street Rbt
Stanhope Rd/Station Rd/Isambard Brunel Road/City Centre S bus lane
Milton Road/Velder Avenue/Rodney Road
Museum Road/Landport Terrace/ Kings Road/Kings Terrace
A288 Pier Road / Duisburg Way / Pembroke Road
Cat 1 Junctions
LCWIP Walking Routes
LCWIP Cycle Routes
St James & Langstone Campus
Tipner East
Tipner West & Horsea Island East
Strategic Sites
Fratton Park and the Pompey Centre
Horsea Island Open Space
Lakeside North Harbour
Portsmouth City Centre
Site Allocations
Former St John's College Southsea
Somers Orchard
Land West of Portsdown Technology Park
Port Solent
Fraser Range
The News Centre
0
0.5
1 km

# Appendix F - Existing Junction Geometry Drawings

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Key:

- Lane Width
- Lane / Flare Length
- Turning Radius
- Signalized pedestrian crossing
- Signalized pedestrian crossing Width
- Non-signalized pedestrian crossing
- Footway

| Rev | Date | Revision details | Drawn | Check. | Review | Approv |
|---|---|---|---|---|---|---|
| P1 | 26/01/24 | Drawing Number/Title Ammendment | BG | ARM | ES | ES |
| P0 | 25/11/19 | Initial Issue | ARM | DH | EJ | DM |

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Project

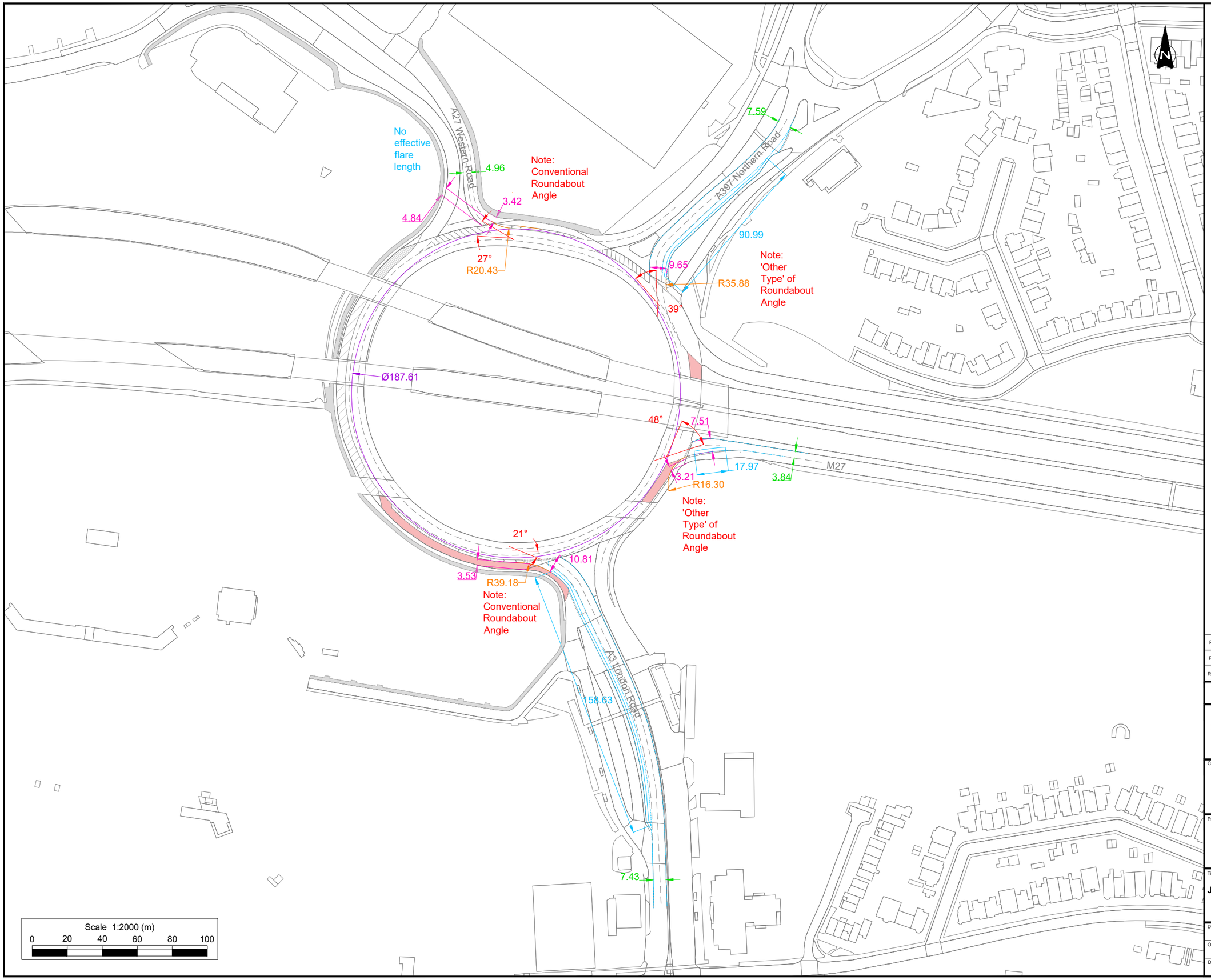
**Portsmouth Local Plan Support**

Title

**Junction 1 - Milton Road / Velder Avenue / Rodney Road - Existing Geometries**

| Drawn | Checked | Checked | Approved |
|---|---|---|---|
| ARM | DH | EJ | DM |
| Original drg. size: A3 | Date: 25-11-2019 | Scale: 1:500 | Drawing Status: Information |

Drawing Number: GB01T23C11-DWG-100-01 Rev. P1

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Key:

- Approach Road Half Width
- Effective Flare Length
- Entry Radius
- Inscribed Circular Diameter
- Entry Width
- Conflict Entry Angle
- Bus Lane/ Bus Stop
- Footway

| Rev | Date | Revision details | Drawn | Check. | Approv. |
|---|---|---|---|---|---|
| P1 | 26/01/24 | Drawing Number/Title Ammendment | BG | ARM | ES |
| P0 | 27/11/19 | Initial Issue | ES | DH/EJ | DM |

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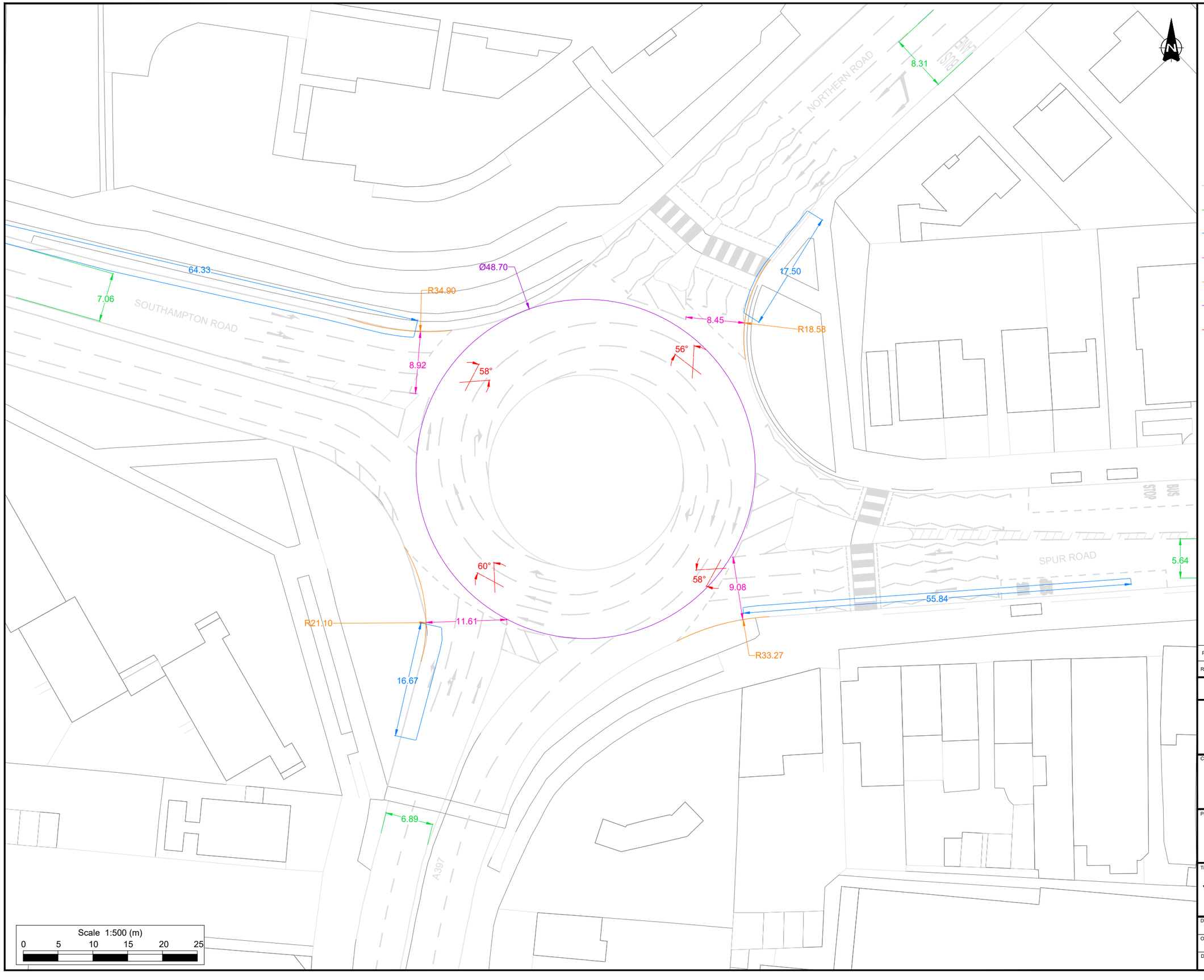
Client: **Portsmouth City Council**

Project: **Portsmouth Local Plan Support**

Title: **Junction 2 - Portsbridge Roundabout - Existing Geometries**

| Drawn | Checked | Approved |
|---|---|---|
| ES | DH/EJ | DM |
| Original drg. size: A3 | Date: 27-11-2019 | Scale: 1:2000 |
| Drawing Status: Information | Drawing Number: GB01T23C11-DWG-100-02 | Rev.: P1 |

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Key:

- OS survey
- Approach Road Half Width
- Effective Flare Length
- Entry Width
- Entry Radius
- Inscribed Circular Diameter
- Conflict Entry Angle

| Rev | Date | Revision details | Drawn | Check. | Review | Approv |
|---|---|---|---|---|---|---|
| P0 | 12/10/23 | Initial issue | BG | ARM | NL | NL |

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Project

**Portsmouth Local Plan Strategic Transport Assessment**

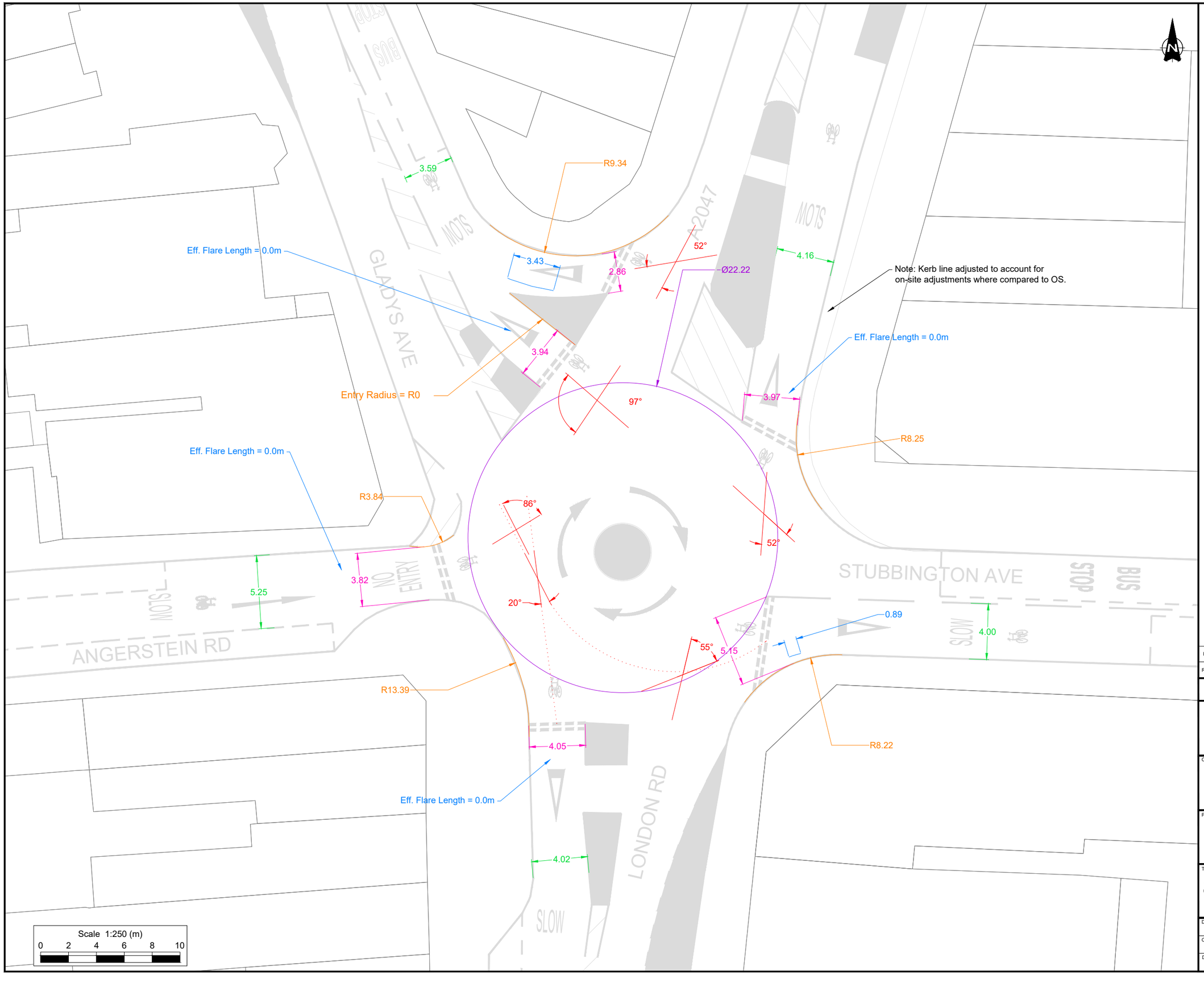
Title

**Junction 3 - Spur Road Roundabout - Existing Geometries**

| Drawn | Checked | Reviewed | Approved |
|---|---|---|---|
| BG | ARM | NL | NL |

| Original drg. size | Date | Scale | Drawing Status |
|---|---|---|---|
| A3 | 12/10/2023 | 1:500 | Preliminary |

| Drawing Number | Rev. |
|---|---|
| GB01T23C11-dwg-100-03 | P0 |

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Key:

- OS survey
- Approach Road Half Width
- Effective Flare Length
- Entry Width
- Entry Radius
- Inscribed Circular Diameter
- Conflict Entry Angle

| Rev | Date | Revision details | Drawn | Check. | Review | Approv |
|---|---|---|---|---|---|---|
| P0 | 09/10/23 | Initial issue | BG | ARM | NL | NL |

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Project

**Portsmouth Local Plan Strategic Transport Assessment**

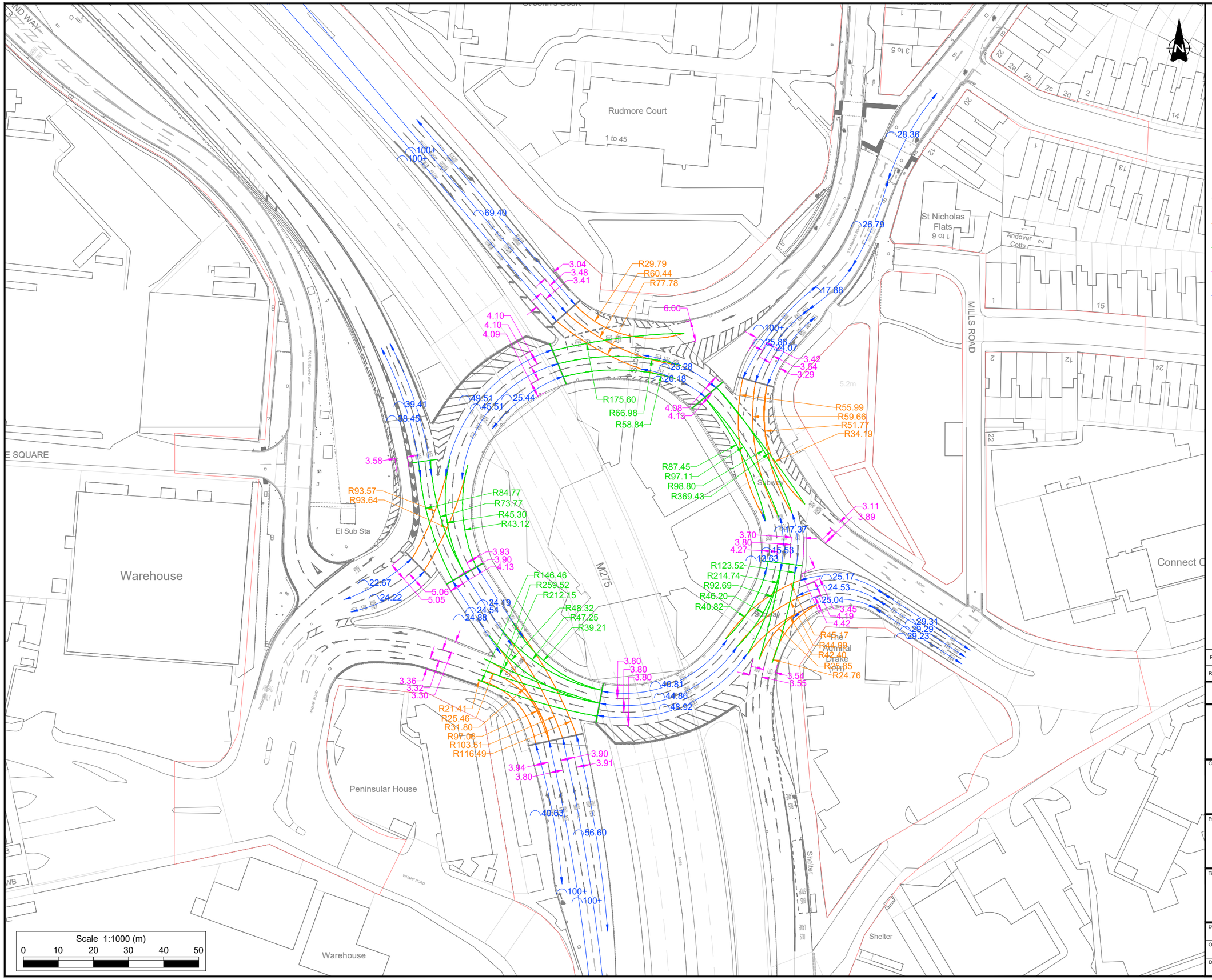
Title

**Junction 5 - London Road / Angerstein Road / Glays Avenue / Stubbington Avenue - Existing Geometries**

| Drawn | Checked | Reviewed | Approved |
|---|---|---|---|
| BG | ARM | NL | NL |

| Original drg. size | Date | Scale | Drawing Status |
|---|---|---|---|
| A3 | 09/10/2023 | 1:250 | Preliminary |

Drawing Number: GB01T23C11-dwg-100-05 Rev: P0




Notes:

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Key:

- OS survey
- Internal Turning Radius
- External Turning Radius
- Lane Width
- Lane / Flare Length

| Rev | Date | Revision details | Drawn | Check. | Review | Approv |
|---|---|---|---|---|---|---|
| P0 | 23/10/23 | Initial issue | BG | ARM | NL | NL |

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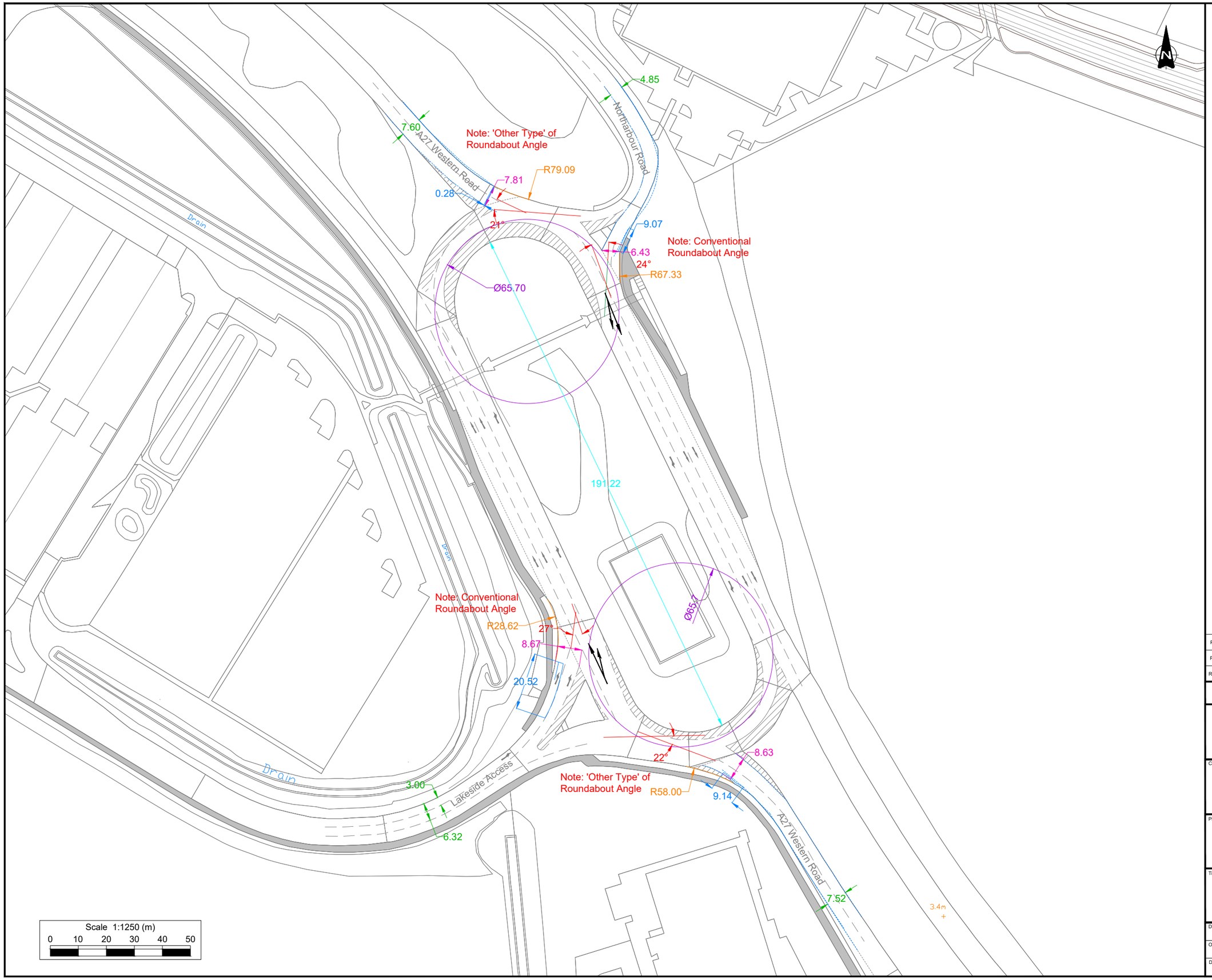
Project: **Portsmouth Local Plan Strategic Transport Assessment**

Title: **Junction 7 - Rudmore Roundabout - Existing Geometries**

| Drawn | Checked | Reviewed | Approved |
|---|---|---|---|
| BG | ARM | NL | NL |
| **Original drg. size** | **Date** | **Scale** | **Drawing Status** |
| A3 | 23/10/2023 | 1:1000 | Preliminary |
| **Drawing Number** | | | **Rev.** |
| GB01T23C11-DWG-100-07 | | | P0 |

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Key:

- Approach Road Half Width
- Effective Flare Length
- Entry Radius
- Inscribed Circular Diameter
- Entry Width
- Conflict Entry Angle
- Length of Roundabout
- Footway

| Rev | Date | Revision details | Drawn | Check. | Approv. |
|---|---|---|---|---|---|
| P1 | 26/01/24 | Drawing Number/Title Ammendment | BG | ARM | ES |
| P0 | 27/11/19 | Initial Issue | ES | DH/EJ | DM |

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Client: **Portsmouth City Council**

Project: **Portsmouth Local Plan Support**

Title: **Junction 8 - Lakeside Access - Existing Geometries**

| Drawn | Checked | Approved |
|---|---|---|
| ES | DH/EJ | DM |
| Original drg. size: A3 | Date: 27-11-2019 | Scale: 1:1250 |
| Drawing Status: Information | Drawing Number: GB01T23C11-DWG-100-08 | Rev.: P1 |

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Key:

- Lane Width
- Lane / Flare Length
- Turning Radius (Internal)
- Turning Radius (External)
- Bus Lane / Bus Stop
- Signalised pedestrian crossing Width
- Fooway

Scale 1:1000 (m)
0 10 20 30 40 50

| Rev | Date | Revision details | Drawn | Check. | Review | Approv |
|---|---|---|---|---|---|---|
| P1 | 26/01/24 | Drawing Number/Title Ammendment | BG | ARM | ES | ES |
| P0 | 07/05/20 | Initial Issue | DH | DH | EJ | - |

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Client
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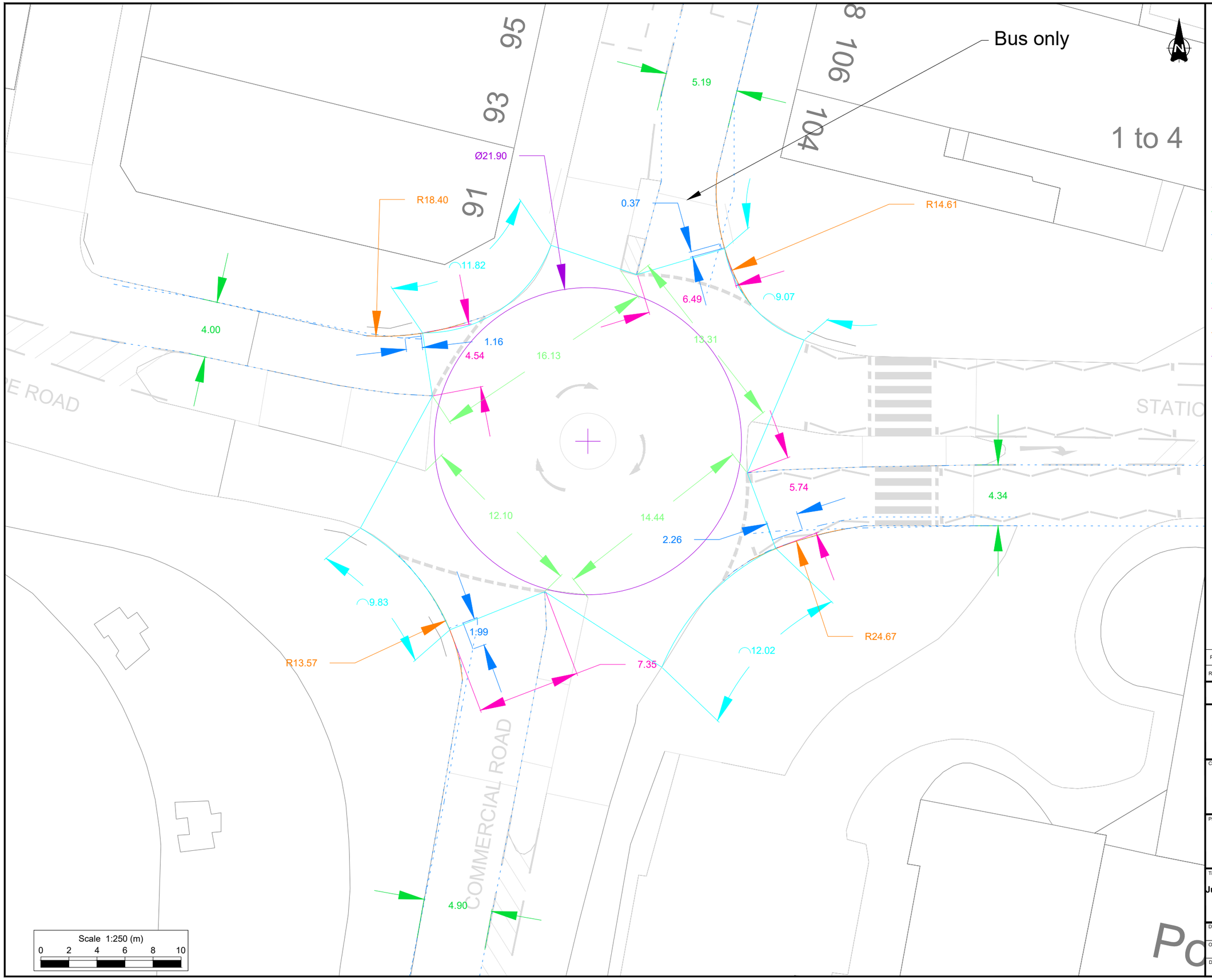
Project
**Portsmouth Local Plan Support**

Title
**Junction 9 - A2030 Eastern Road / A27 Havant Bypass - Existing Geometries**

| Drawn | Checked | Checked | Approved |
|---|---|---|---|
| DH | DH | EJ | - |
| Original drg. size | Date | Scale | Drawing Status |
| A3 | 07-05-2020 | 1:1000 | Information |

Drawing Number: GB01T23C11-DWG-100-09 Rev. P1

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Key:

- OS survey
- Approach Road Half Width
- Effective Flare Length
- Distance to Next Arm
- Entry Corner Kerb Line Distance
- Entry Width
- Entry Radius
- Inscribed Circular Diameter

| Rev | Date | Revision details | Drawn | Check. | Review | Approv |
|---|---|---|---|---|---|---|
| P0 | 09/10/23 | Initial issue | BG | ARM | NL | NL |

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Project

**Portsmouth Local Plan Strategic Transport Assessment**

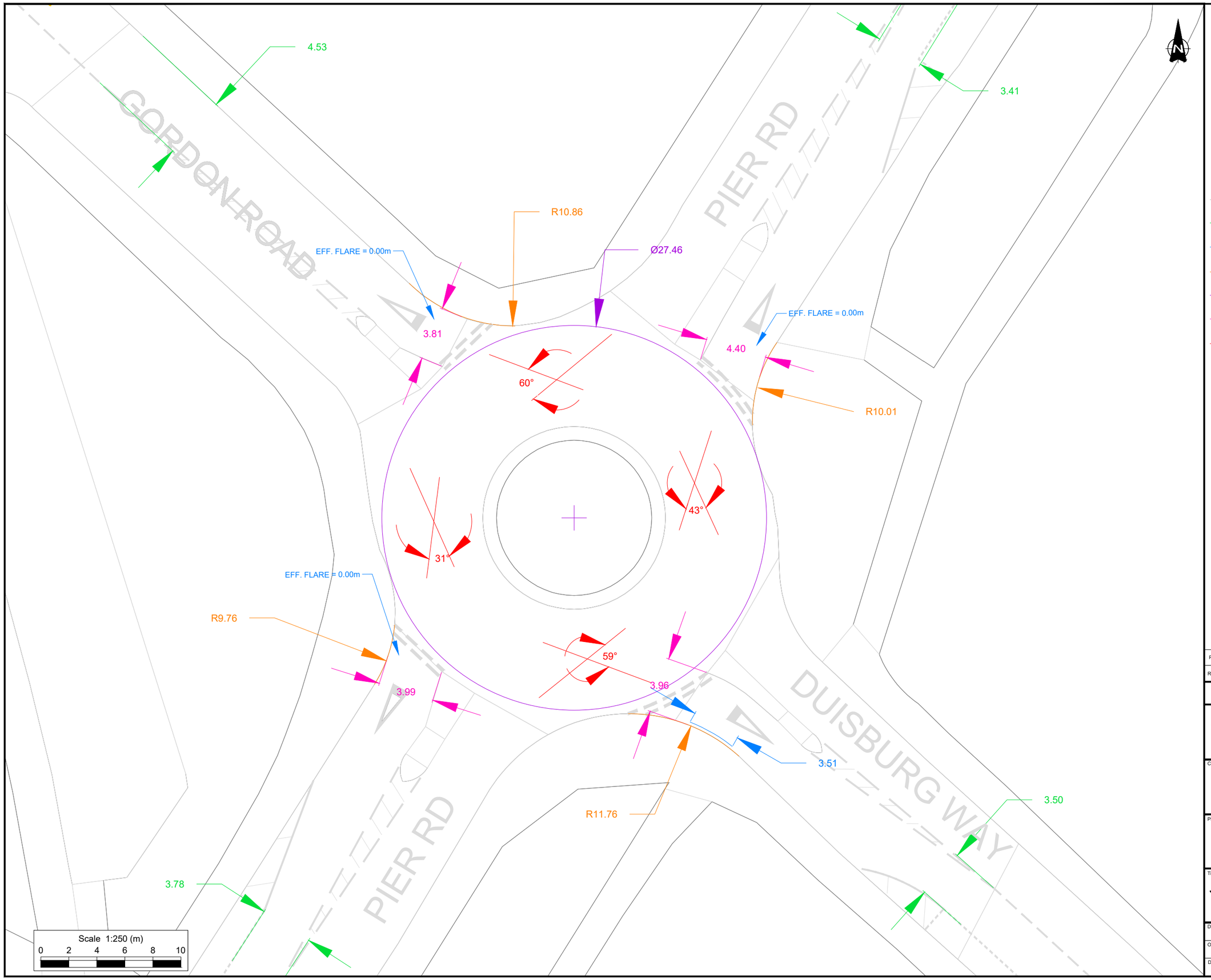
Title

**Junction 10 - Commercial Road / Stanhope Road / Station Street - Existing Geometries**

| Drawn | Checked | Reviewed | Approved |
|---|---|---|---|
| BG | ARM | NL | NL |

| Original drg. size | Date | Scale | Drawing Status |
|---|---|---|---|
| A3 | 09/10/2023 | 1:250 | Preliminary |

| Drawing Number | Rev. |
|---|---|
| GB01T23C11-DWG-100-10 | P0 |




Notes:

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Key:

- OS survey
- Approach Road Half Width
- Effective Flare Length
- Entry Radius
- Inscribed Circular Diameter
- Entry Width
- Conflict Entry Angle

| Rev | Date | Revision details | Drawn | Check. | Review | Approv |
|---|---|---|---|---|---|---|
| P0 | 05/10/23 | Initial issue | BG | ARM | NL | NL |

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Project

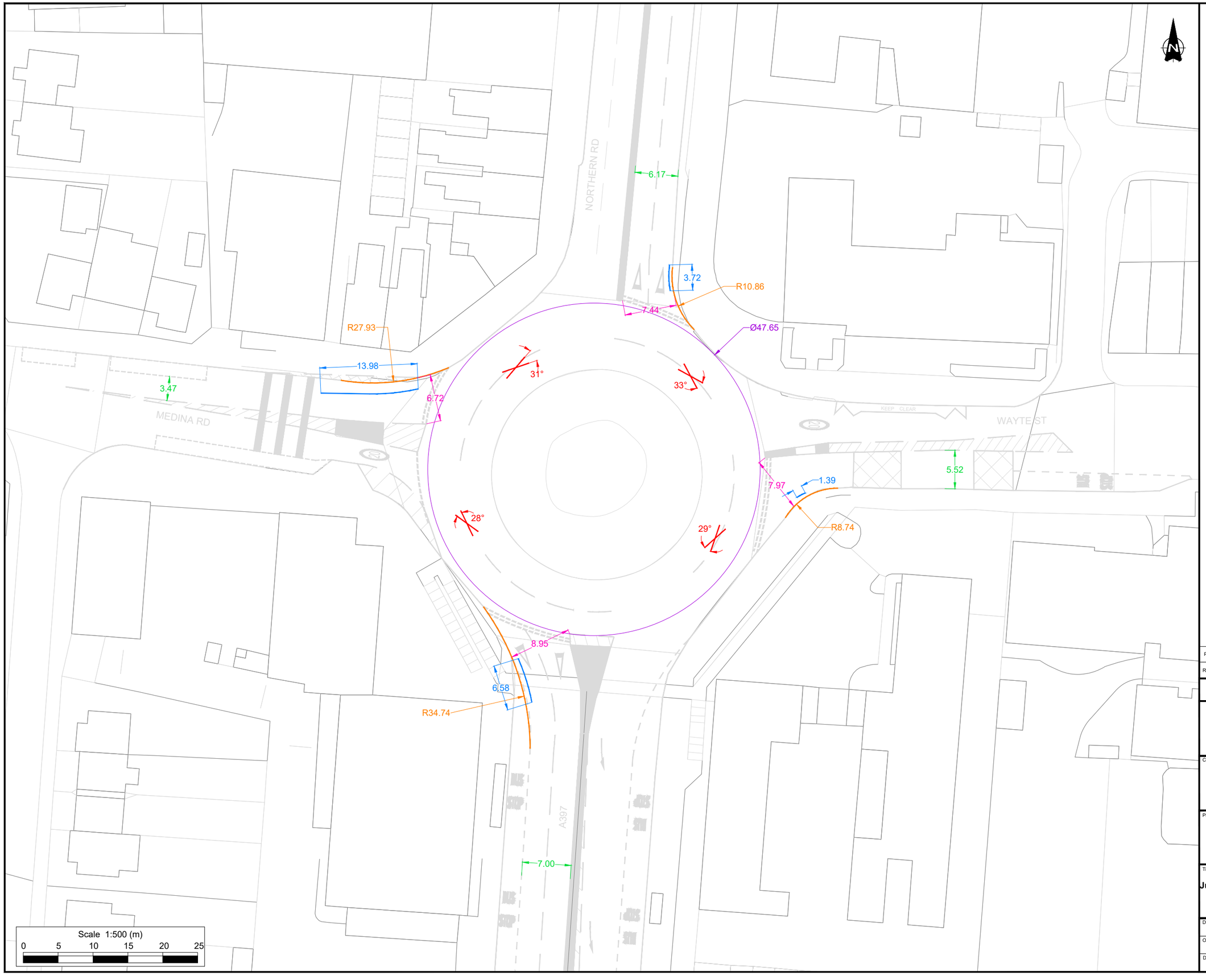
**Portsmouth Local Plan Strategic Transport Assessment**

Title

**Junction 11 - A288 Pier Road / Duisburg Way / Pembroke Road - Existing Geometries**

| Drawn | Checked | Reviewed | Approved |
|---|---|---|---|
| BG | ARM | NL | NL |
| Original drg. size: A3 | Date: 05/10/2023 | Scale: 1:250 | Drawing Status: Preliminary |

Drawing Number: GB01T23C11-DWG-100-11 Rev: P0




Notes:

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Key:

- OS survey
- Approach Road Half Width
- Effective Flare Length
- Entry Width
- Entry Radius
- Inscribed Circular Diameter

| Rev | Date | Revision details | Drawn | Check. | Review | Approv |
|---|---|---|---|---|---|---|
| P0 | 16/10/23 | Initial issue | BG | ARM | NL | NL |

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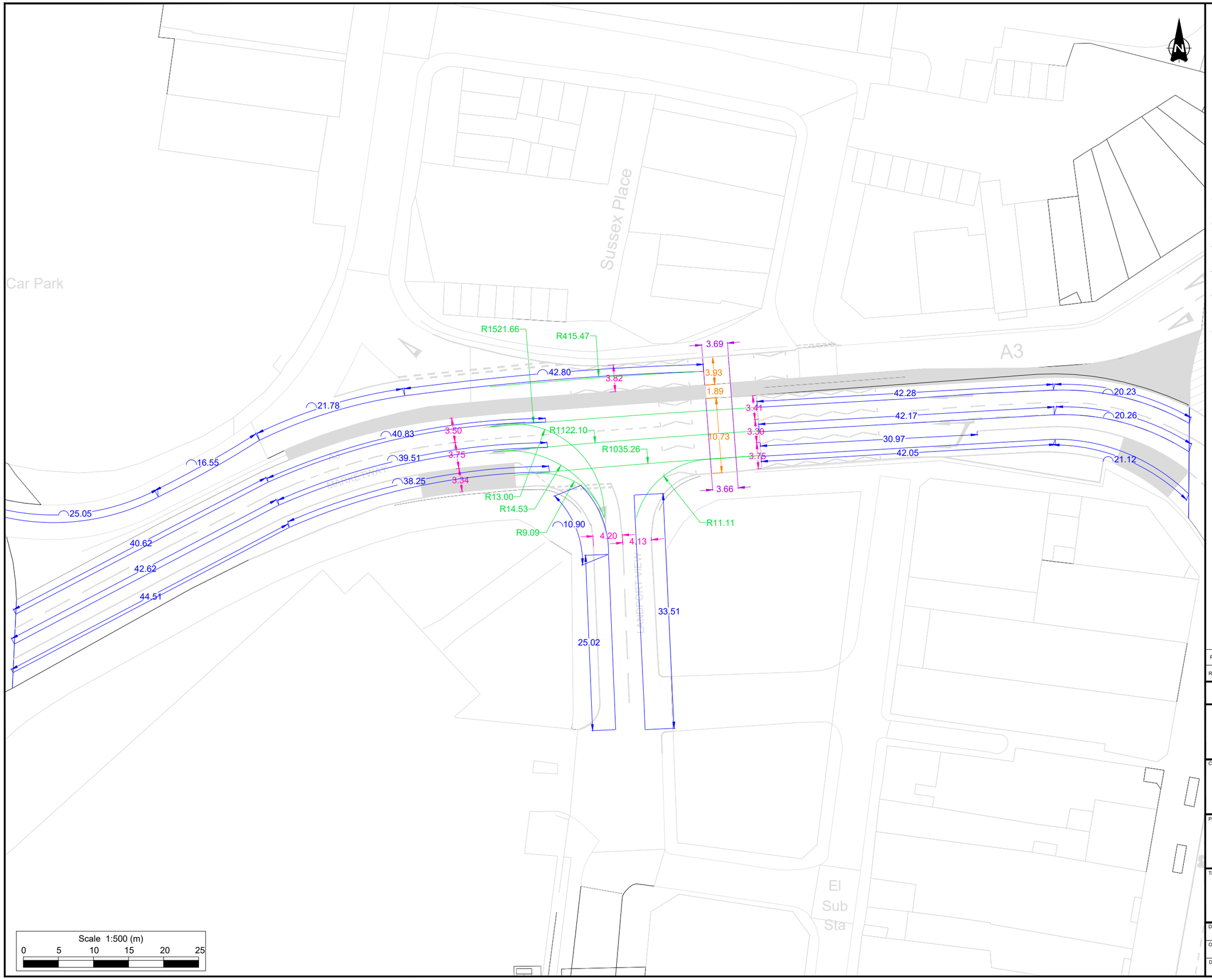
Title: **Junction 12 - A397 Northern Road / Wayte Street / Medina Road - Existing Geometries**

| Drawn | Checked | Reviewed | Approved |
|---|---|---|---|
| BG | ARM | NL | NL |
| Original drg. size: A3 | Date: 16/10/2023 | Scale: 1:500 | Drawing Status: Preliminary |

Drawing Number: GB01T23C11-DWG-100-12 Rev: P0




Notes:

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Key:

- OS survey
- Turning Radius
- Lane Width
- Lane / Flare Length
- Signalised Pedestrian Crossing Width
- Signalised Pedestrian Crossing Length

| Rev | Date | Revision details | Drawn | Check. | Review | Approv |
|---|---|---|---|---|---|---|
| P0 | 11/10/23 | Initial issue | BG | DH | NL | NL |

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Project

**Portsmouth Local Plan Strategic Transport Assessment**

Title

**Junction 14 - Marketway / Landport View - Existing Geometries**

| Drawn | Checked | Reviewed | Approved |
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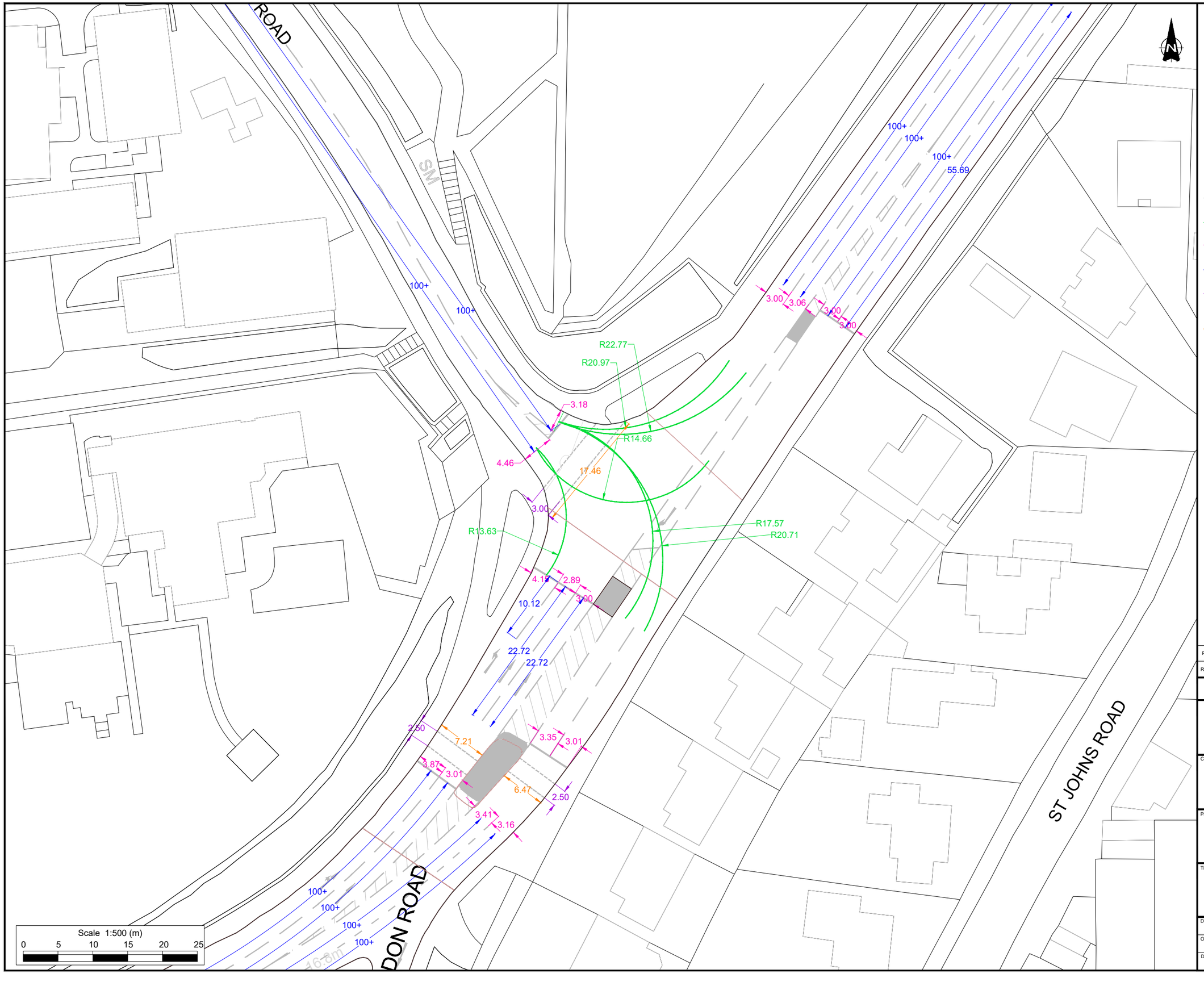
| BG | DH | NL | NL |

| Original drg. size | Date | Scale | Drawing Status |
|---|---|---|---|
| A3 | 11/10/2023 | 1:500 | Preliminary |

| Drawing Number | Rev. |
|---|---|
| GB01T23C11-DWG-100-14 | P0 |

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Key:

- OS survey
- Turning Radius
- Lane Width
- Lane / Flare Length
- Signalised Pedestrian Crossing Width
- Signalised Pedestrian Crossing Length

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| P0 | 25/10/23 | Initial issue | BG | CS | NL | NL |

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Client: **Portsmouth City Council**

Project: **Portsmouth Local Plan Strategic Transport Assessment**

Title: **Junction 15 - Southwick Hill / London Road - Existing Geometries**

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|---|---|---|---|
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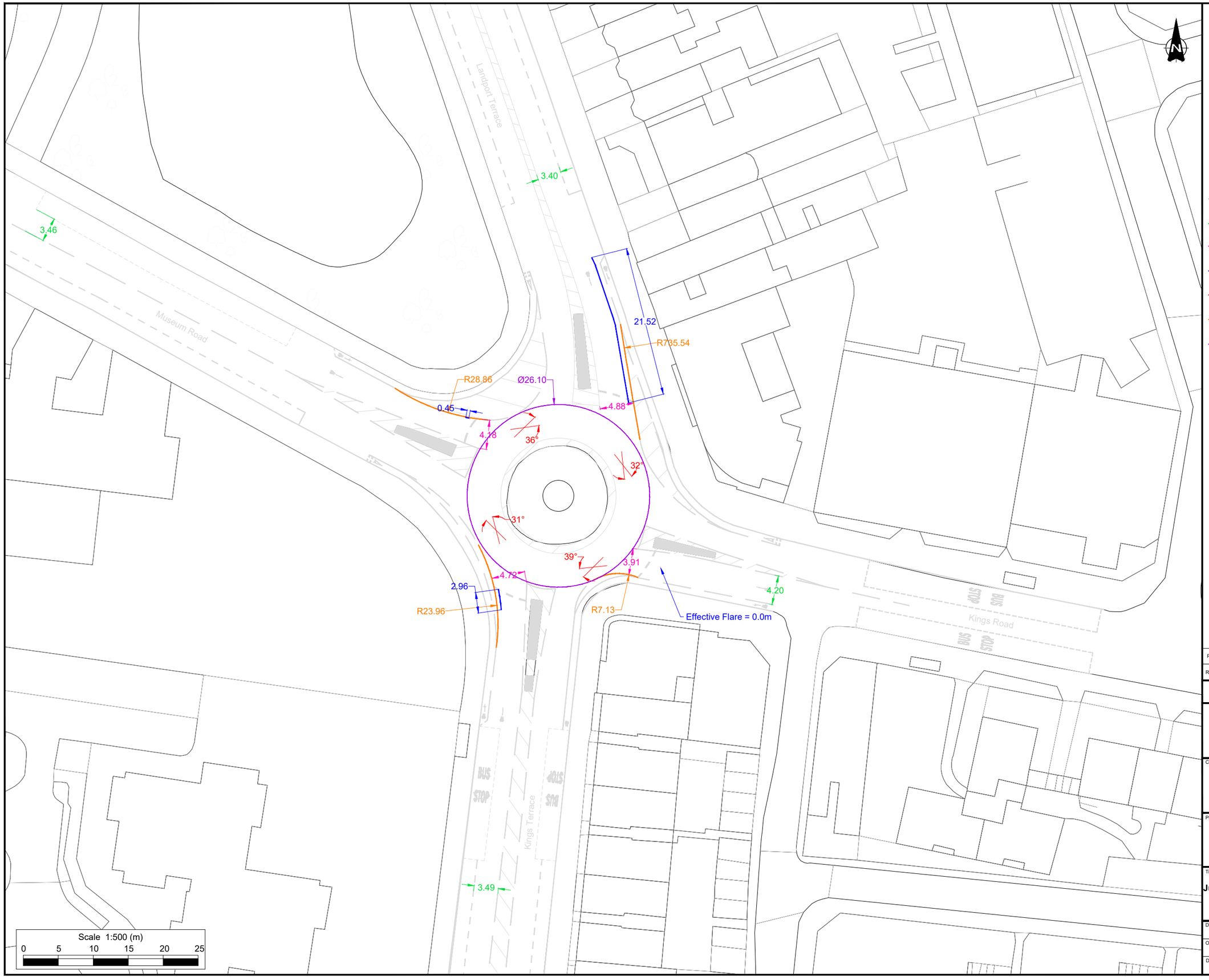


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Key:

- OS survey
- Approach Road Half Width
- Entry Width
- Effective Flare Length
- Conflict Entry Angle
- Entry Radius
- Inscribed Circular Diameter

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Client

**Portsmouth City Council**

Project

**Portsmouth Local Plan Strategic Transport Assessment**

Title

**Junction 16 - Museum Road / Landport Terrace / Kings Road - Existing Geometries**

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|---|---|---|---|
| BG | DH | NL | NL |
| Original drg. size: A3 | Date: 30/10/2023 | Scale: 1:500 | Drawing Status: Preliminary |

Drawing Number: GB01T23C11-DWG-100-16 Rev. P0

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Key:

- Lane Width
- Lane / Flare Length
- Turning Radius (Internal)
- Turning Radius (External)
- Bus Lane / Bus Stop
- Signalized pedestrian crossing
- Signalized pedestrian crossing Width
- Fooway

A3 Mile End Rd

A3 Mile End Rd

Church St

Hope St

Scale 1:500 (m)

0 5 10 15 20 25

| Rev | Date | Revision details | Drawn | Check. | Review | Approv |
|---|---|---|---|---|---|---|
| P1 | 26/01/24 | Drawing Number/Title Ammendment | BG | ARM | ES | ES |
| P0 | 20/11/19 | Initial Issue | DH | DH | EJ | DM |

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Client: **Portsmouth City Council**

Project: **Portsmouth Local Plan Support**

Title: **Junction 4 - Church Street Roundabout - Existing Geometries**

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|---|---|---|---|
| DH | DH | EJ | DM |

| Original drg. size | Date of Issue | Scale | Drawing Status |
|---|---|---|---|
| A3 | 20-11-2019 | 1:500 | Information |

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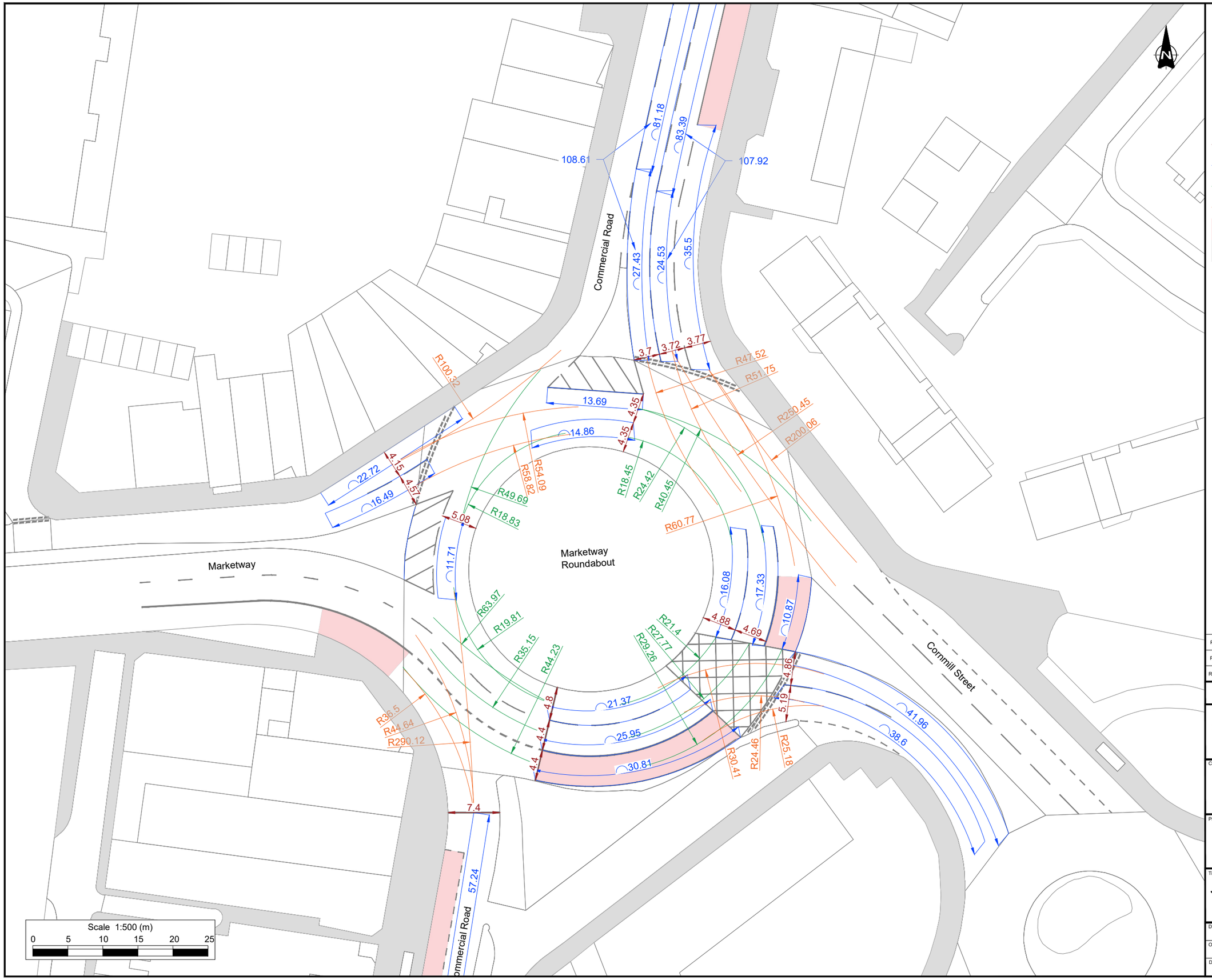
Rev.: P1

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Key:

- Lane Width
- Lane / Flare Length
- Turning Radius (Internal)
- Turning Radius (External)
- Bus Lane / Bus Stop
- Footway

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Project: **Portsmouth Local Plan Support**

Title: **Junction 6 - Marketway Roundabout - Existing Geometries**

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| DH | EJ | DM |
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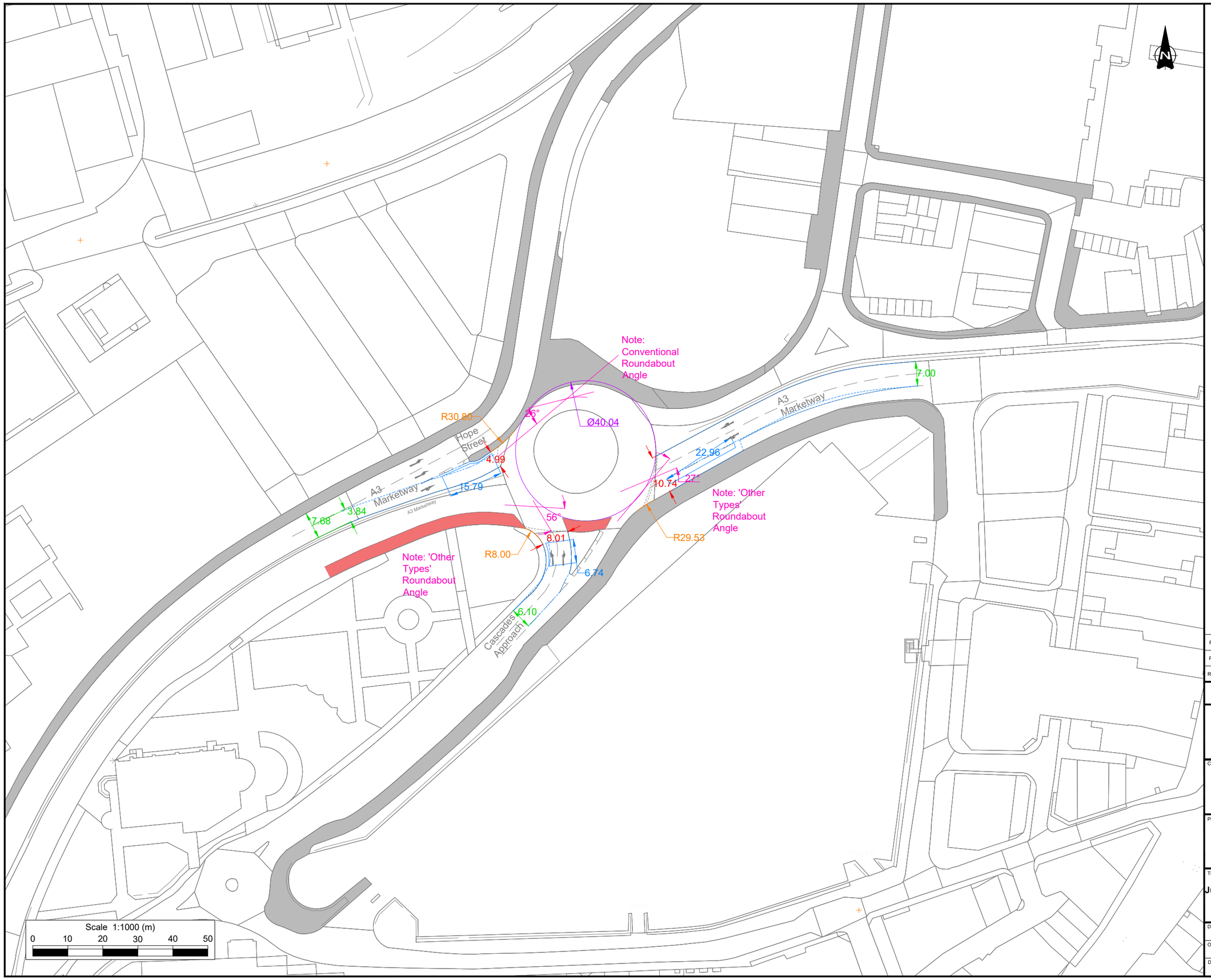
| Drawing Status: Information | Drawing Number: GB01T23C11-DWG-100-06 | Rev.: P1 |

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Key:

- Approach Road Half Width
- Effective Flare Length
- Entry Radius
- Inscribed Circular Diameter
- Entry Width
- Conflict Entry Angle
- Bus Lane/ Bus Stop
- Footway

| Rev | Date | Revision details | Drawn | Check. | Approv. |
|---|---|---|---|---|---|
| P1 | 26/01/24 | Drawing Number/Title Ammendment | BG | ARM | ES |
| P0 | 31/10/19 | Initial Issue | ARM | DH | EJ |

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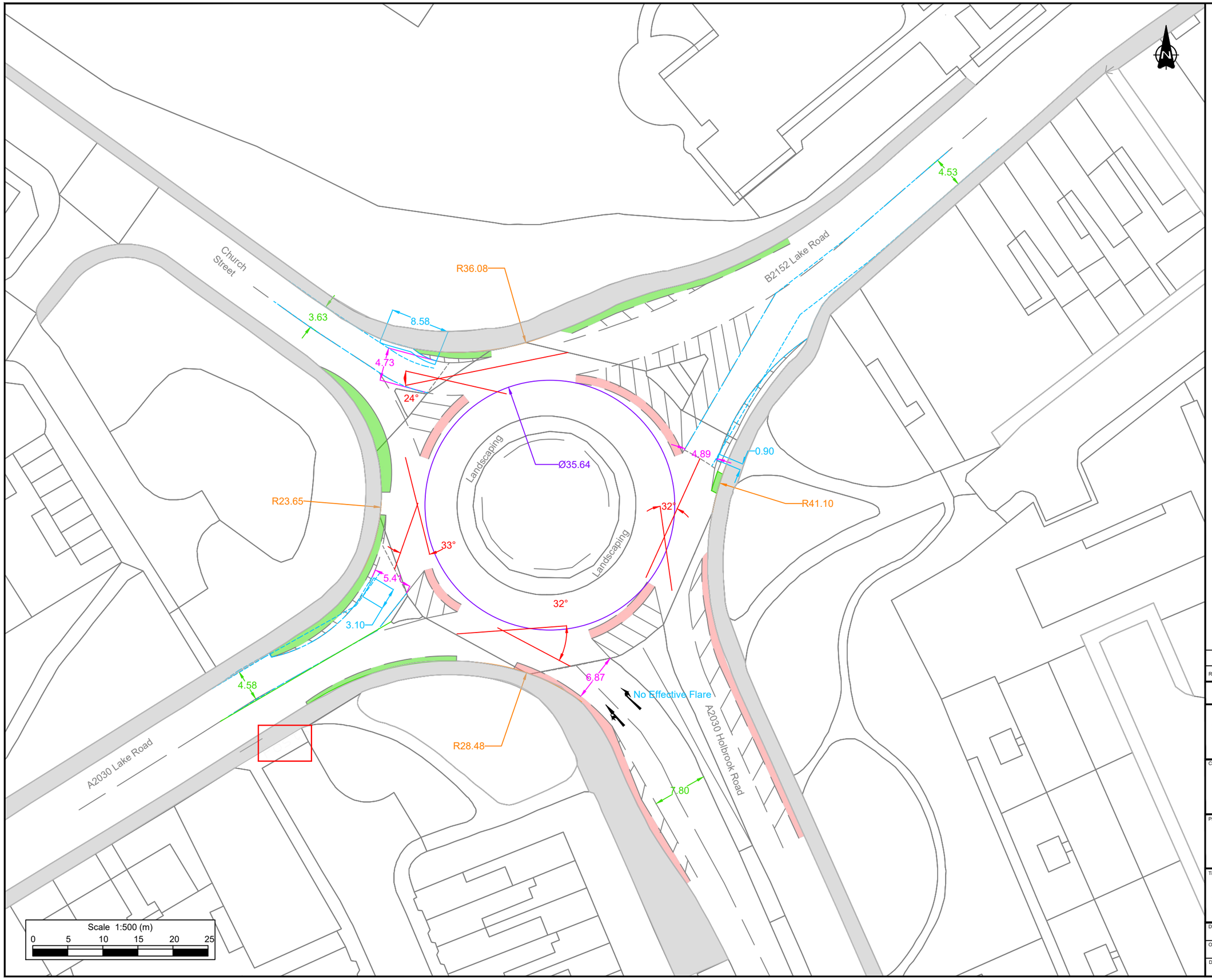
Client: **Portsmouth City Council**

Project: **Portsmouth Local Plan Support**

Title: **Junction 13 - Hope Street Roundabout - Existing Geometries**

| Drawn | Checked | Approved |
|---|---|---|
| ES | DH/EJ | DM |
| Original drg. size: A3 | Date: 31-10-2019 | Scale: 1:1000 |
| Drawing Status: Information | Drawing Number: GB01T23C11-DWG-100-13 | Rev.: P1 |

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Key:

- Approach Road Half Width
- Effective Flare Length
- Entry Radius
- Inscribed Circular Diameter
- Entry Width
- "Other type" Conflict Entry Angle
- Bike lane A
- Bike lane B
- Footway

Notes:

Conflict angles are "other cases" roundabout types.

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Project: **Portsmouth Local Plan Support**

Title: **Junction 17**
**A2030 (Holbrook Road) / B2152 (Lake Road) / Church Street**

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|---|---|---|
| ES | DH/EJ | DM |
| **Original drg. size** | **Date** | **Scale** |
| A3 | 31-10-2019 | 1:500 |
| **Drawing Status** | **Drawing Number** | **Rev.** |
| Information | 107890-dwg-01 | - |

# Appendix G - National Highways Technical Note

# PORTSMOUTH LOCAL PLAN
# ASSESSMENT OF STRATEGIC ROAD NETWORK

SYSTRA

# PORTSMOUTH LOCAL PLAN MODELLING

ASSESSMENT OF STRATEGIC ROAD NETWORK

| IDENTIFICATION TABLE | |
|---|---|
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| **Project** | Portsmouth Local Plan Modelling |
| **Study** | Assessment of Strategic Road Network |
| **Type of document** | Technical Note |
| **Date** | 11/12/2024 |
| **Number of pages** | 41 |

**APPROVAL**

| Version | Name | | Position | Date | Modifications |
|---|---|---|---|---|---|
| 1 | Author | Tom Hodgson / Hazel Morton | Assistant Consultant / Associate Director | 22/12/2023 | Draft for PCC Comments |
| | Checked by | Emma Jolly | Principal Consultant | 22/12/2023 | |
| | Approved by | Hazel Morton | Associate Director | 22/12/2023 | |
| 2 | Author | Tom Hodgson | Assistant Consultant | 24/05/2024 | Responding to PCC Comments and Final pre-Regulation 19 Issue |
| | Checked by | Emma Jolly | Associate | 24/05/2024 | |
| | Approved by | Emma Jolly | Associate | 24/05/2024 | |
| 3 | Author | Tom Hodgson | Assistant Consultant | 11/12/2024 | Update to Chapter 8 – Do Something Strategic Model Results – updated City Centre layout |
| | Checked by | Emma Jolly | Associate | 11/12/2024 | |
| | Approved by | Emma Jolly | Associate | 11/12/2024 | |

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# 1. INTRODUCTION

## 1.1 Purpose of Technical Note

1.1.1 This technical note has been prepared by SYSTRA on behalf of Portsmouth City Council (PCC) to set out the analysis which has been undertaken in respect of the emerging Portsmouth Local Plan (LP), specifically that which concerns the expected impacts to the Strategic Road Network (SRN) which is managed by National Highways (NH). PCC acts as the Local Highway Authority (LHA) for the local road network within Portsmouth; within adjacent authority areas, the LHA is Hampshire County Council (HCC).

1.1.2 Meetings have been held with representatives of NH and PCC at the scoping stage (i.e. prior to any new technical work being undertaken) and a modelling assumptions note (dated July 2023) has been circulated and agreed to set out how the required strategic and local junction modelling will be carried out. Subsequent to this, a further meeting has been held with NH and PCC on 20th November 2023, at which the findings of the strategic modelling work for the baseline, future baseline and "do minimum" (i.e. Local Plan growth without mitigation measures) were discussed, alongside concepts and initial testing for potential mitigation at locations on the SRN where the strategic modelling data indicated that further appraisal was required.

1.1.3 The following modelling scenarios referenced within this technical note are defined below:

- **2019 Base -** Current SRTM Base Model
- **2041 Baseline** - No Local Plan development within Portsmouth except for committed sites
- **2041 Do Minimum** - Full Local Plan development without transport mitigation
- **2041 Do Something** - Full Local Plan development with transport mitigation

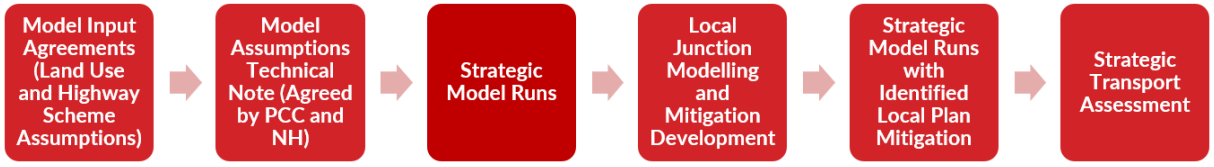
1.1.4 This technical note presents the analysis which was discussed at the meeting of 20th November; a follow-on workshop has also been held with PCC on 7th December and the current preferred options for mitigation at SRN junctions and those in close proximity to the SRN network are highlighted in this document.

1.1.5 The purpose of this technical note is to provide NH with a consolidated and targeted review of the assessments which impact the Strategic Road Network prior to an upcoming wider Regulation 19 consultation which is targeted for June 2024.

# 2. PROJECT OVERVIEW & CONTEXT

2.1.1 The project overview of the development of the Portsmouth Local Plan Strategic Transport Assessment is displayed in **Figure 1** below. This process runs from the initial modelling with agreed assumptions establishing the initial strategic model runs; continuing to the local junction modelling and mitigation development as agreed with Portsmouth City Council, forming the basis of the Strategic Transport Assessment.

**Figure 1. Project Overview**




2.1.2 The defined Strategic and Allocated Local Plan Sites are displayed in **Figure 2**, and described further in **Table 1** and **Table 2** below.

**Figure 2. Strategic Local Plan Allocated Sites**

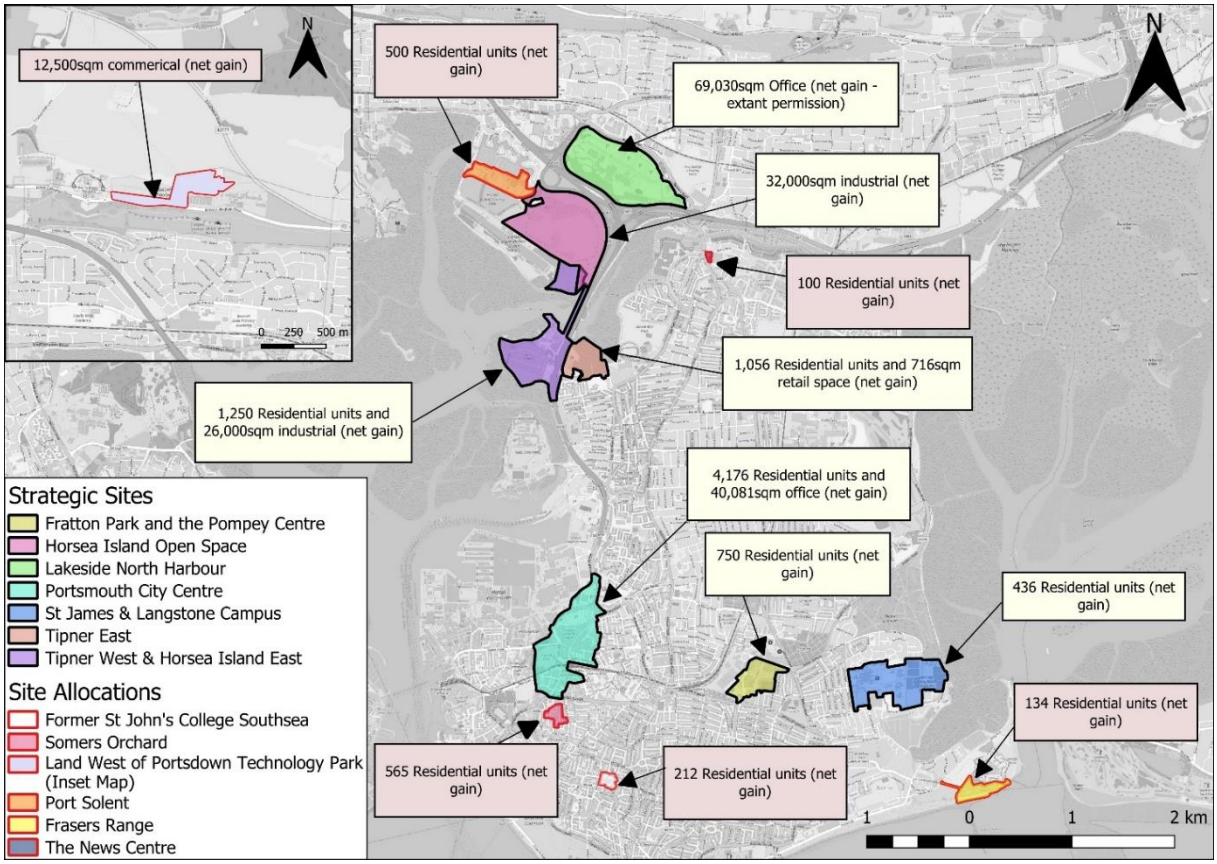


Table 1. Local Plan Strategic Sites

| STRATEGIC SITE | DESCRIPTION |
|---|---|
| **Tipner East** | • 1,056 residential units<br>• 716sqm commercial space<br>• Transport hub with 2,650 car parking spaces and frequent bus services<br>• 840sqm ancillary commercial uses at the transport hub |
| **Tipner West and Horsea Island** | • 1,250 residential units<br>• 58,000sqm of marine employment floorspace (class E(g) offices, research and development, light industrial, B2 general industrial and B8 storage or distribution)<br>• A bridge between Tipner West and Horsea Island East<br>• Local shop and community facilities |
| **Lakeside** | • 50,000sqm office space (this is treated as a permission for the purposes of modelling given the extant consent, alongside an additional 19,030sqm of extant permission). |
| **City Centre** | • 4,158 residential units<br>• 20,000m$^2$ Gross (1,546m$^2$ Net) office<br>• City Centre Road Scheme |
| **Fratton Park & Pompey Centre** | • 710 residential units<br>• Expanded Stadium capacity from 21,000 seats to between 26,000 and 30,000. |
| **St James & Langstone Harbour** | • 417 residential units |

Table 2. Local Plan Strategic Allocations

| STRATEGIC ALLOCATION | DESCRIPTION |
|---|---|
| **Land West of Portsdown Technology Park** | • 12,500 sqm R&D or manufacturing floorspace |
| **Port Solent** | • 500 residential units |
| **St Johns College** | • 212 residential units |
| **Fraser Range** | • 134 residential units |

| STRATEGIC ALLOCATION | DESCRIPTION |
|---|---|
| **The News Centre** | • 100 residential units (net) |
| **Somers Orchard** | • 566 residential units |

2.1.3 Further information in regards to the assumptions which have been applied to the different models can be found in the 'Portsmouth Local Plan Support – Strategic Modelling Assumptions Technical Note' dated 19th July 2023.

# 3. SOLENT SUB-REGIONAL TRANSPORT MODEL (SRTM) OUTPUTS

3.1.1 The following chapter of the Technical Note assesses the key differences between criteria observed in the 2041 Do Minimum and Baseline Highway scenarios on the Portsmouth networks, with a particular focus on the SRN and adjacent junctions.

3.1.2 The criteria assessed comprise the following:

- Traffic Flow difference;
- Delay difference; and
- Volume/Capacity (2041 DM Scenario).

3.1.3 A full set of the plots from these exercises (at full page size) are included at **Appendix A**.

## 3.2 Flow Difference

3.2.1 The flow difference plots between the 2041 Baseline and 2041 Do Minimum across the AM and PM peaks are displayed in **Figure 3** and **Figure 4** below.

**Figure 3. Flow Difference – AM Peak**

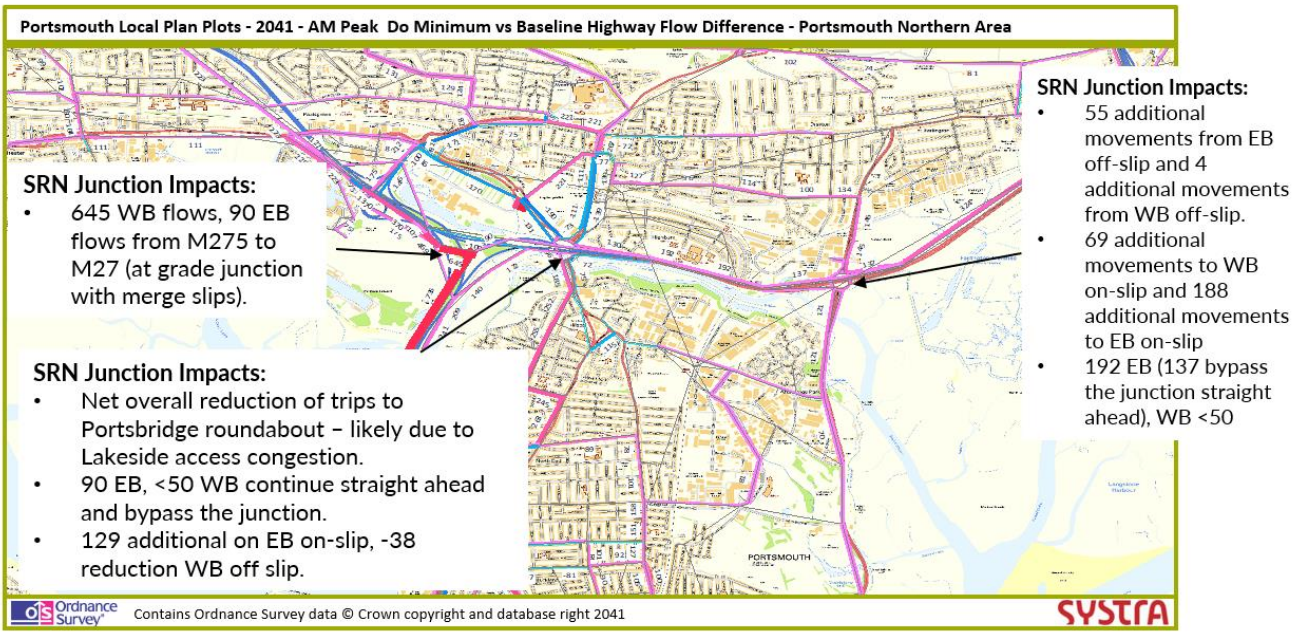
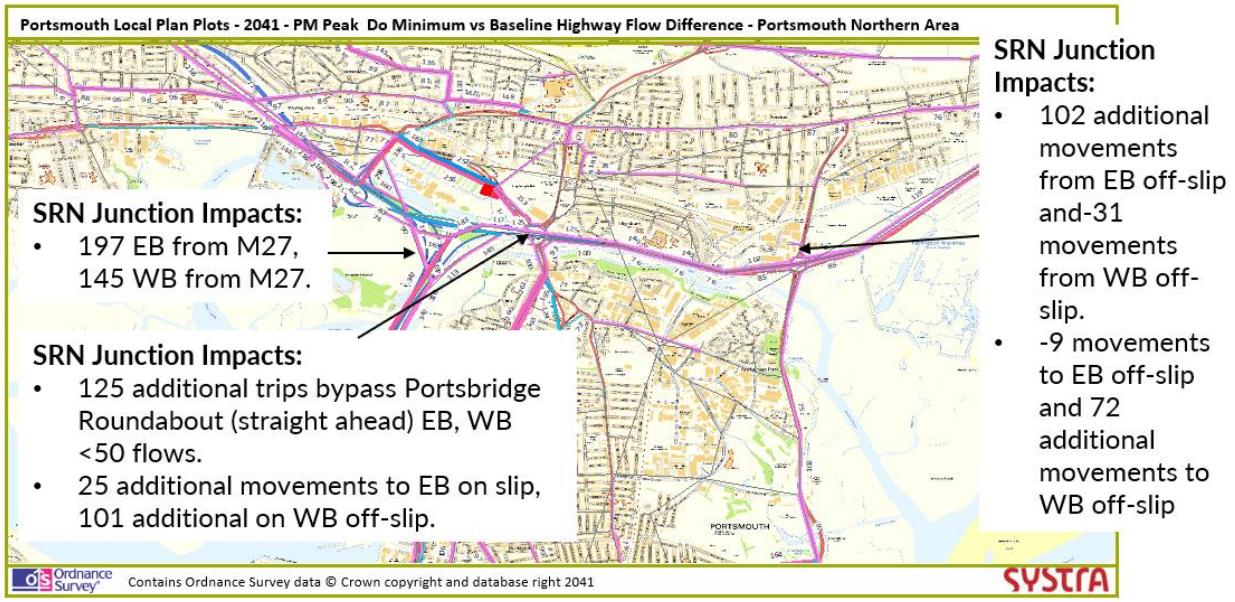


Figure 4. Flow Difference – PM Peak




3.2.2 With regards to the Strategic Road Network, it is apparent that the AM scenario sees a significant increase between the Baseline and Do Minimum scenarios west of the Rudmore Roundabout, with an increase of 645 PCUs westbound from the M275 to the M27, in comparison to an increase of 145 PCUs in the PM peak.

3.2.3 Further east, it is apparent that there is a significant increase in eastbound movements from the Havant Bypass in both the AM and PM scenarios, with an increase of 192 PCUs in the AM peak and 102 PCUs in the PM peak.

3.2.4 In the AM there is a net reduction of trips at Portsbridge Roundabout/ on A27, likely due to the congestion at the Lakeside access and therefore vehicles using the M275 and A2030 as alternatives. Additional trips are observed at the A2030 Eastern Road/Havant Bypass junction including 55 additional trips from the eastbound off-slip and 4 additional trips from the westbound off-slip. There are 69 additional trips to the westbound on-slip and 188 additional trips to the eastbound on-slip in the AM. Similalry in the PM peak, increased delay on Lakeside roundabout (107 seconds) is resulting in re-routing away from Portsbridge roundabout, due to increased congestion on the A27 Western Road southbound.

3.2.5 The AM peak also sees an increase in flows using the M275 (735 travelling northbound), largely due to the strategic sites of Tipner East and West accessed from M275 J1. In the PM peak there is minimal delay impacts on the M275, despite increases of flows.

3.2.6 Absolute traffic flow volumes and turning movements for the M27 Juncion 12 are provided in **Appendix B**, as requested by National Highways given that this junction of the SRN has not been taken forward for further assessment due to the free flowing nature of the junction with a series of merge/diverges and minimal delay impacts forecast.

## 3.3 Delay

3.3.1 The changes in delay between the 2041 Baseline and 2041 DM scenarios across the AM and PM peaks are displayed in **Figure 5** and **Figure 6** below.

**Figure 5. Delay – AM Peak**

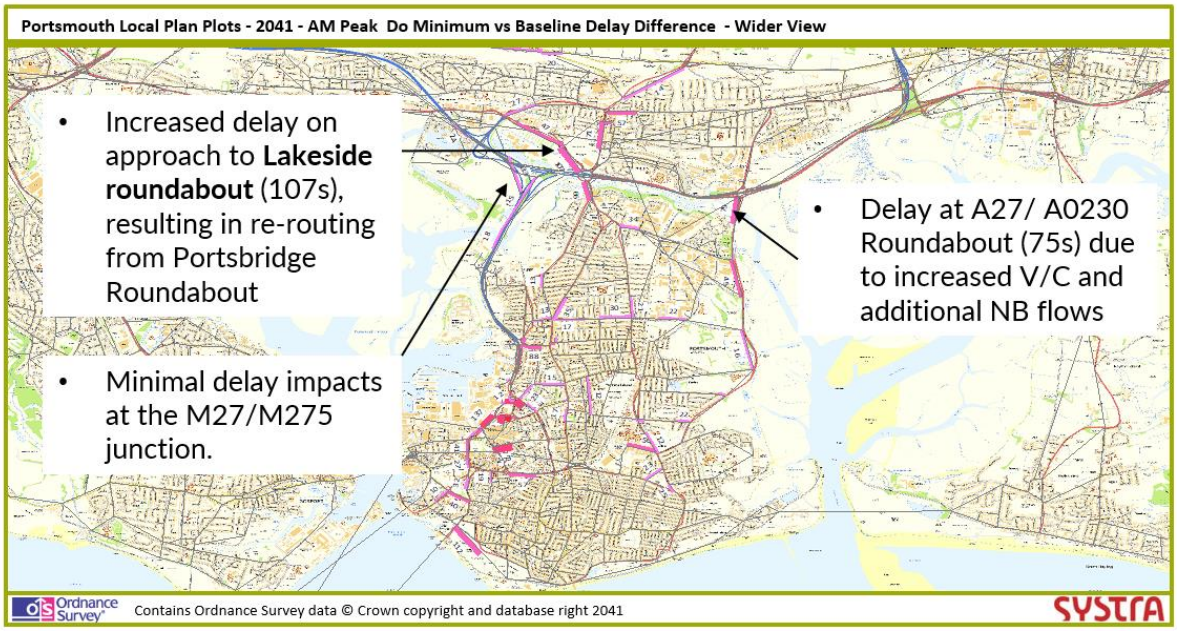
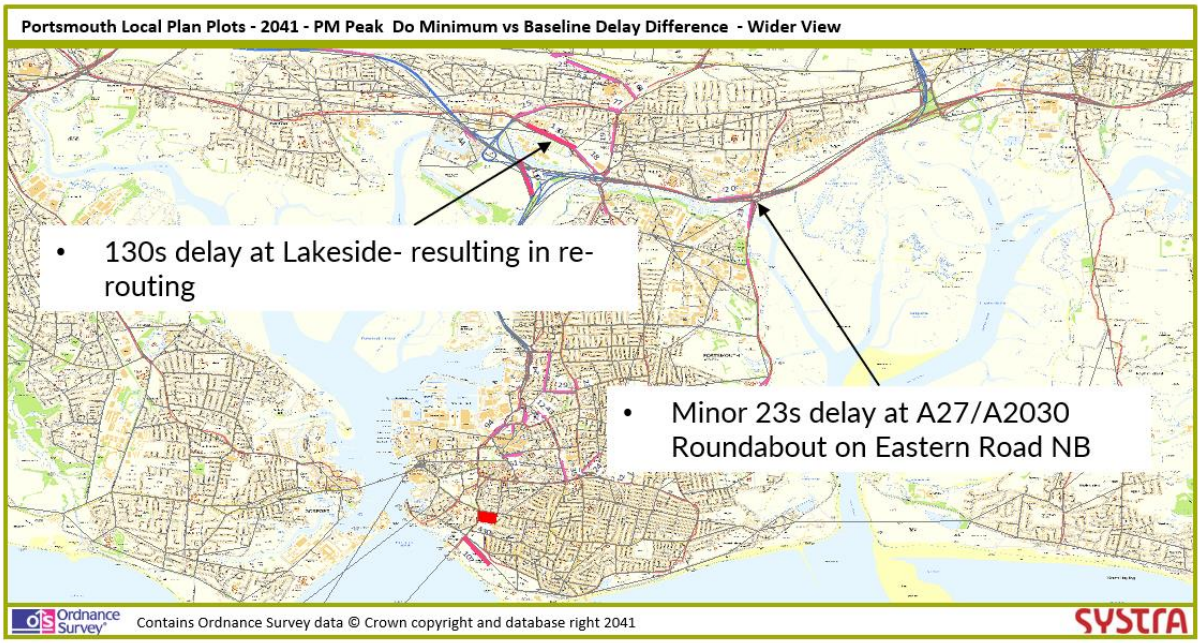


Figure 6. Delay – PM Peak




3.3.2 As indicated on the figures above, key points of delay are seen surrounding the Lakeside Roundabout, in which delay increases of up to 107 seconds occur in the AM peak, and 130 seconds in the PM peak.

3.3.3 Elsewhere, delay increases are noted to be relatively minor between the 2041 Baseline and 2041 Do Minimum scenarios however there is an increased delay of 75 seconds for vehicles travelling northbound into the A2030 Eastern Road/ Havant Bypass junction.

## 3.4 Volume/Capacity

3.4.1 The Volume/Capacity ratios across the Portsmouth Road network in the 2041 Do Minimum scenario are displayed in **Figure 7** and **Figure 8** below. (It is noted that these are for the links highlighted rather than the V/C figures at specific junctions). The below figures present absolute plots rather than difference plots.

Figure 7. V/C – AM Peak (2041 DM)

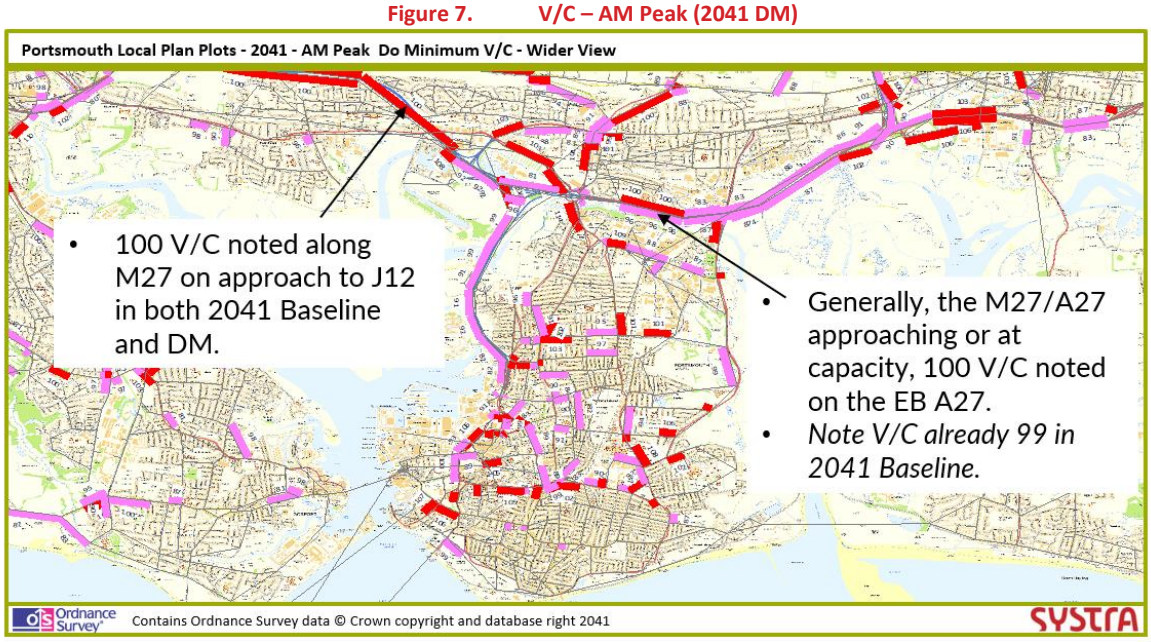
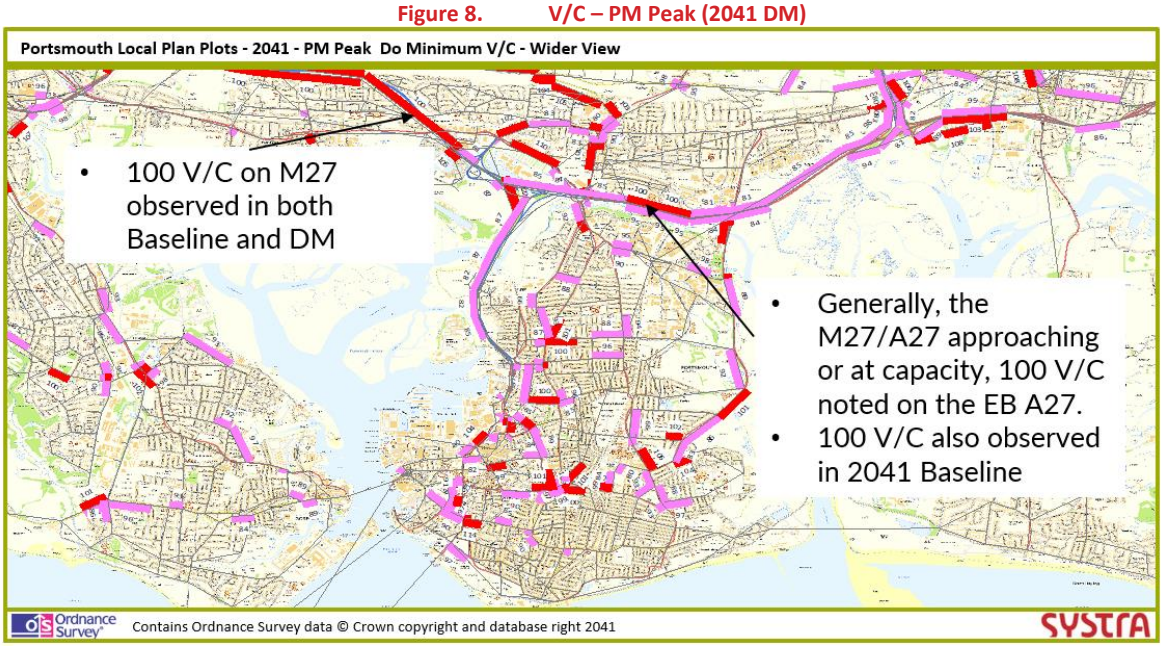



Figure 8. V/C – PM Peak (2041 DM)




3.4.2 There is no material change in V/C along the SRN mainline between the 2041 Baseline and 2041 Do Minimum scenario (M27 V/C increases from 99 to 100 in the AM with no increase in the PM). In both peaks the areas around and including Lakeside Roundabout have a Volume/Capacity of over 100% in the 2041 DM scenario.

3.4.3 In the PM, the V/C approaching Portsbridge roundabout on the A27 Western Road southbound is 110. This is attributed to the increase in flows associated with the Lakeside strategic site, and also linked to the congestion and delay observed on this link. In the 2041 Baseline, this link is operating at a 103 V/C and therefore there is an increase in V/C of 7. Similarly, the AM peak sees high V/C values of 103 denotating that this link providing access to the Lakeside development is over capacity and resulting in re-routing.

3.4.4 For the AM the V/C on the M275 increases to 99 for vehicles travelling southbound in the 2041 Do Minimum scenario, with it being 92 in the 2041 Baseline scenario. This results in a V/C increase of 7 however the SRN is still operating within capacity. The M27 is reaching 100 V/C eastbound however this was already operating at 99. The increase in V/C using the A2030 Eastern Road southbound is only 1 in both the AM and PM between the 2041 Baseline and Do Minimum.

3.4.5 The outputs demonstrate that the network is already operating close to capacity and where increases are observed on the SRN the level of increase is relatively minor.

# 4. LOCAL JUNCTION MODELLING METHODOLOGY

4.1.1 Based on the SRTM results, junctions for further consideration have been classified as experiencing either a "severe" or "significant" impact in the 2041 Do Minimum scenario (with Local Plan growth), based on the following criteria – the junctions have to meet all the stated criteria to be classified as severe or significant. Severe junctions will be those taken forward for further investigation and potential mitigation.

- **Severe**: Volume/Capacity >95%; and Difference between the Do Minimum and Baseline V/C of at least 10%; and
- **Significant**: Volume/Capacity >85%; and Difference between the Do Minimum and Baseline V/C of at least 5%.

4.1.2 Based on this and any clarifications regarding the impacts of severity (i.e. If any junctions are particularly close to LP development sites), the Portsbridge Roundabout & A27/A2030 Roundabout were noted as falling into the severe category.

4.1.3 Portsbridge Roundabout was only classed as 'significant' but upgraded to severe on the basis of its proximity to the Lakeside strategic site and possible impacts of re-routing from other junctions to avoid delay, such as the Lakeside Roundabout which only provides a single access to the Lakeside development in the Do Minimum Scenario. The Local Plan mitigation of a secondary Lakeside access and safety improvements at Spur Road could result in further re-routing and therefore it was felt that testing of mitigation measures at Portsbridge Roundabout was necessary.

4.1.4 It is noted that Tipner Interchange (M275 J1) is not included as a severe junction as only one arm (SB off-slip) has a V/C over 100% (101%) with other arms having significant capacity available in the 2041 Do Minimum scenario. Queue lengths on the slip roads have also been specifically considered as it is recognised that there can potentially be an increase in risk of collisions even if the queues do not fully extend to the end of the slip lane. The queues are noted to be longest on the Southbound off-slip, where the average queue length on the SB off-slip is 27m, with 190m of additional stacking space available; although the mean maximum and absolute maximum queues will be longer in practice, it is considered that there will remain sufficient space on the slip to allow vehicles to decelerate from the main line and join the queue safely.

# 5. PORTSBRIDGE ROUNDABOUT

## 5.1 Existing Layout

5.1.1 As previously discussed, Portsbridge Roundabout is defined as experiencing a severe impact as a result of Local Plan traffic growth in the 2041 Do Minimum scenario. The existing four-arm unsignalized roundabout is displayed in **Figure 9** below.

**Figure 9. Portsbridge Roundabout Existing Layout**

5.1.2 Local junction modelling of the Portsbridge roundabout has been undertaken in Junctions 10, with model results for the existing layout presented in **Table 3** below.

Table 3. Portsbridge Roundabout Existing Layout Results

| | AM (08:00-09:00) | | | PM (17:00-18:00) | | |
|---|---|---|---|---|---|---|
| | Queue (PCU) | Delay (s) | RFC | Queue (PCU) | Delay (s) | RFC |
| 2019 Base | | | | | | |
| A – Northern Rd A397 N | 17.6 | 42.60 | 0.96 | 17.9 | 39.47 | 0.96 |
| B – M27 WB Off Slip | 25.4 | 59.88 | 0.99 | 26.6 | 61.46 | 1.00 |
| C – London Rd A3 | 5.1 | 9.20 | 0.82 | 3.0 | 5.67 | 0.73 |
| D – Western Rd A27 N | 52.4 | 132.18 | 1.07 | 225.4 | 519.68 | 1.33 |
| 2041 Baseline | | | | | | |
| A – Northern Rd A397 N | 15.3 | 36.81 | 0.95 | 10.1 | 23.81 | 0.91 |
| B – M27 WB Off Slip | 75.7 | 146.00 | 1.09 | 153.9 | 338.97 | 1.21 |
| C – London Rd A3 | 7.7 | 12.91 | 0.88 | 3.3 | 5.64 | 0.75 |
| D – Western Rd A27 N | 97.9 | 240.90 | 1.16 | 431.5 | 989.34 | 1.51 |
| 2041 Do Minimum | | | | | | |
| A – Northern Rd A397 N | 10.6 | 27.68 | 0.92 | 12.1 | 28.03 | 0.93 |
| B – M27 WB Off Slip | 32.4 | 70.39 | 1.01 | 226.4 | 547.37 | 1.32 |
| C – London Rd A3 | 16.1 | 25.35 | 0.95 | 3.9 | 6.26 | 0.78 |
| D – Western Rd A27 N | 80.2 | 231.86 | 1.16 | 518.3 | 1118.90 | 1.55 |

5.1.3 As can be observed from the above information, the M27 Westbound off-slip and Western Road A27 both operate above 100% RFC in the Baseline and Do Minimum scenarios, with the highest level of queue and delay incurred in the PM peak.

5.1.4 It is noted that 447m (77 PCUs) of stacking space is available on the M27 WB off-slip; the 2041 Baseline records a corresponding queue length of 154 PCUs, whilst the Do Minimum scenario figure is 226 PCUs– an increase of 72 PCUs. This forecasts that the M27 WB off-slip stacking space will already be exceeded in the 2041 Baseline due to background growth, as well as in the 2041 Do Minimum scenario when Local Plan traffic is factored.

## 5.2 Mitigation Options

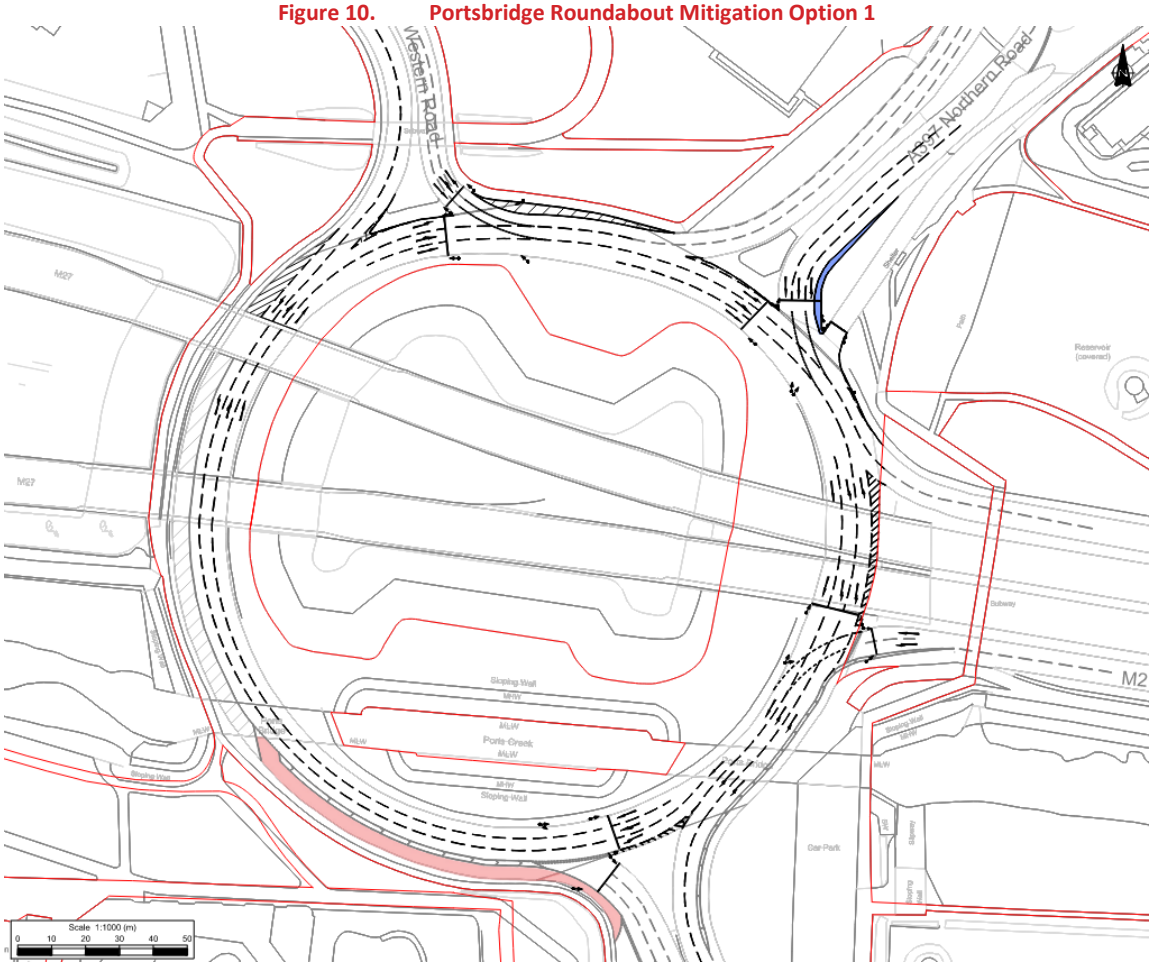
5.2.1 Following the assessment of the performance of the existing Portsbridge Roundabout, a series of mitigations have been investigated. It is noted that significant previous work has been undertaken by PCC and NH to examine potential upgrades for the junction; the option testing undertaken specifically for the Local Plan includes variants of options previously considered, as well as options which were discussed in principle but not examined in detail by earlier exercises as part of the Transforming Cities Fund package of works. It should be noted that the 2041 Do Minimum flows have been tested through these junction models.

### Option 1

5.2.2 The first option considered for the Portsbridge Roundabout involves the signalisation of all arms and opposing the circulatory. Other features of this mitigation include:

- MMQ of up to 56.5 PCUs on M27 WB off-slip which would fit within the stacking space available;
- 2041 DM PM MMQs of up to 22 PCUs on Northern Road available in order to prevent circulatory stacking space being exceeded; and
- 45 second cycle time used within the model (optimum cycle time as determined by cycle time optimiser function).

Figure 10. Portsbridge Roundabout Mitigation Option 1




5.2.3 The results from this option have been assessed in LinSig and are presented in **Table 4** below.

Table 4. Portsbridge Roundabout Mitigation Option 1 Results

| | AM (08:00-09:00) | | | PM (17:00-18:00) | | |
|---|---|---|---|---|---|---|
| | Mean Max Queue (PCU) | Delay (s/PCU) | DoS | Mean Max Queue (PCU) | Delay (s/PCU) | DoS |
| 2041 Do Minimum | | | | | | |
| A – Northern Rd A397 N | 22.2 | 114.4 | 103.8% | 32.1 | 115.1 | 103.5% |
| B – M27 WB Off Slip | 56.5 | 191.1 | 109.2% | 35.6 | 152.7 | 105.9% |
| C – London Rd A3 | 12.7 | 29.2 | 96.0% | 8.8 | 12.5 | 75.7% |
| D – Western Rd A27 N | 7.4 | 34.1 | 83.0% | 22.0 | 83.4 | 100.1% |

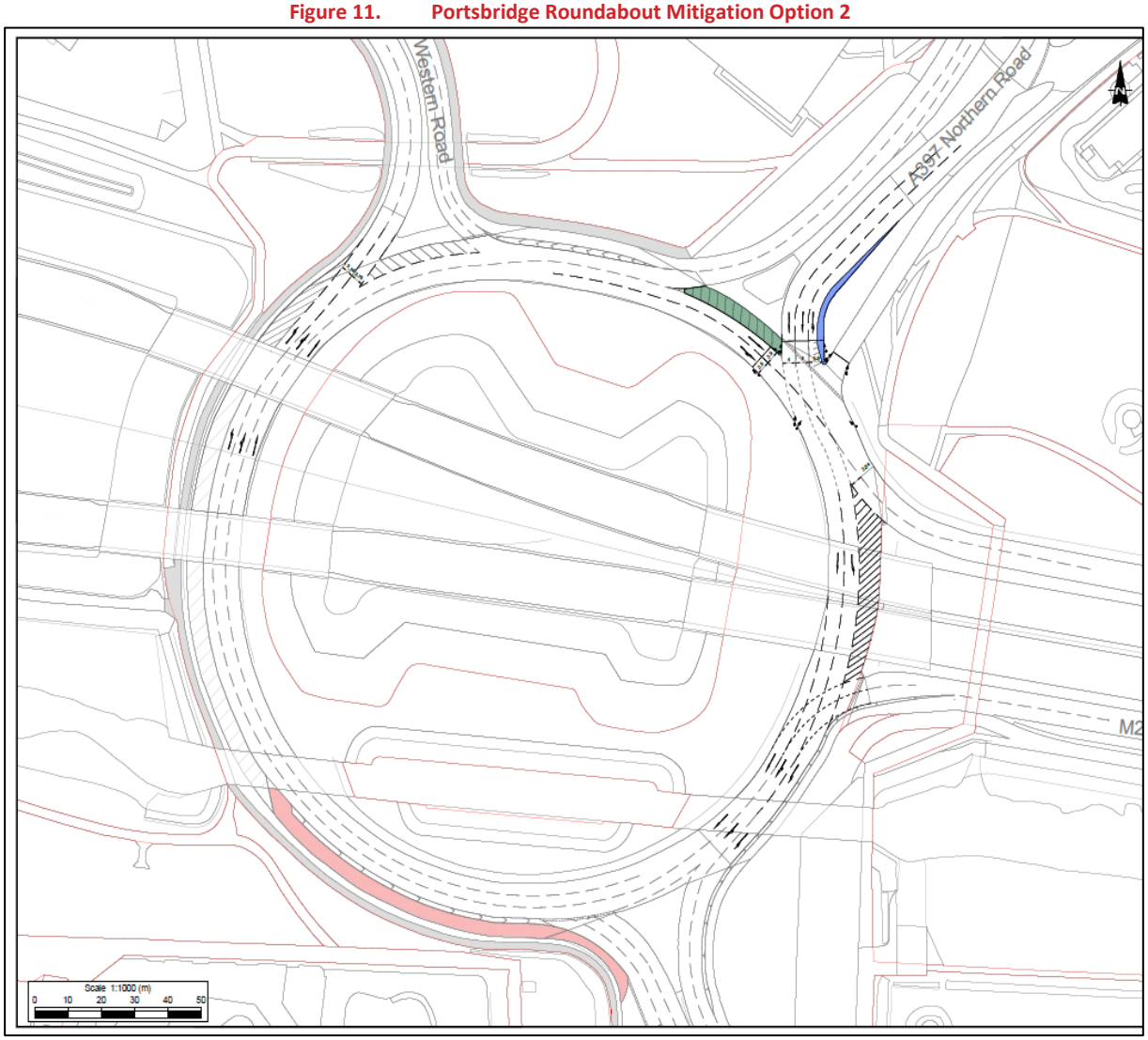
5.2.4 As a result of this Option, queue lengths are seen to extend to the physical limits of the model on the eastern circulatory, with traffic held back on approach arms. Additionally, queue lengths exceed stacking space by 1.5 PCUs on the NW circulatory (opposite Western Road arm). The DoS on the M27 slip road exceeds 100% theoretical capacity, reaching 109% in the AM peak. It is therefore considered that this option is not suitable as mitigation for the expected Local Plan impacts.

### Option 2

5.2.5 A further considered option for the Portsbridge Roundabout is the signalisation of the A397 Northern Road arm, bus gate and opposing circulatory. Other features of this mitigation include:

- 45 second cycle time used within the model (optimum cycle time as determined by cycle time optimiser function).
- It is assumed that the Bus gate is called every other cycle.

**Figure 11. Portsbridge Roundabout Mitigation Option 2**




5.2.6 The results of the modelling of this mitigation option are presented in **Table 5** below.

Table 5. Portsbridge Roundabout Mitigation Option 2 Results

| | AM (08:00-09:00) | | | PM (17:00-18:00) | | |
|---|---|---|---|---|---|---|
| | Queue (PCU) | Delay (s) | DoS | Queue (PCU) | Delay (s) | DoS |
| 2041 Do Minimum | | | | | | |
| A – Northern Rd A397 N | 29.0 | 103.4 | 106.5% | 58.0 | 222.2 | 111.4% |
| B – M27 WB Off Slip | 1.9 | 2.1 | 43.9% | 2.3 | 3.4 | 49.2% |
| C – London Rd A3 | 0.2 | 1.0 | 31.4% | 0.2 | 0.8 | 28.4% |
| D – Western Rd A27 N | 1.1 | 8.8 | 69.5% | 1.5 | 8.0 | 75.7% |

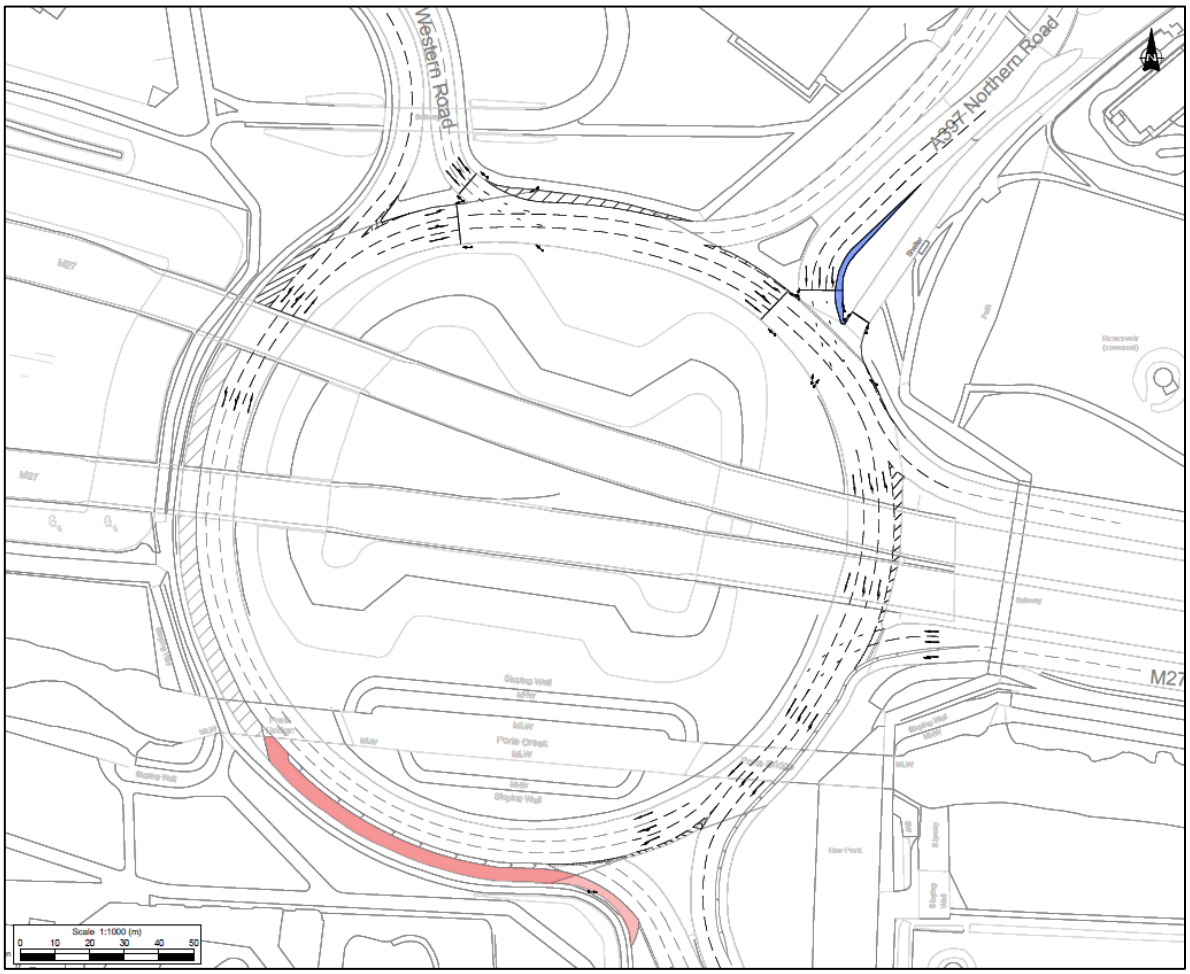
5.2.7 The model results show that the A397 Northern Road arm exceeds capacity with high levels of queuing and delay incurred with a DoS of 106% in the AM peak and 111% in the PM peak, resulting in a 29 and 58 PCU queue in the AM and PM peak respectively. The signal phasing timings hold traffic back on the A397 Northern Road arms in order to constrain the internal circulatory queuing to within an appropriate level for the available stacking space. The level of queues observed would block back past the give-way junction with Portsmouth Road in the PM peak, however at other times of day the levels of queuing are unlikely to impact the operation of this junction. It is observed that queueing past the give way junction occurs regularly in the existing layout of the junction, and therefore the proposals do not make this situation significantly worse.

### Option 3

5.2.8 The third option (**Figure 12**) considered as potential mitigation for the observed impacts is the signalisation of both the Northern Road and Western Road arms. Features of this mitigation include:

- Signalisation of A397 Northern Road arm, bus gate and opposing circulatory.
- Signalisation of Western Road arm and opposing circulatory.
- Removal of the left turn slip from A27 Western Road to help provide additional internal circulatory capacity.
- Creates enough gaps for M27 WB off slip to not be congested.
- 45 second cycle time used within the model (optimum cycle time as determined by cycle time optimiser function).
- It is assumed that the Bus gate is called every other cycle.

Figure 12. Portsbridge Roundabout Mitigation Option 3




5.2.9 The results of the modelling of this mitigation option are presented in **Table 6** below.

Table 6. Portsbridge Roundabout Mitigation Option 3 Results

| | AM (08:00-09:00) | | | PM (17:00-18:00) | | |
|---|---|---|---|---|---|---|
| | MMQ (PCU) | Delay (s/PCU) | DoS | MMQ (PCU) | Delay (s/PCU) | DoS |
| 2041 Do Minimum | | | | | | |
| A – Northern Rd A397 N | 11.0 | 46.5 | 97.9% | 15.4 | 52.0 | 95.5% |
| B – M27 WB Off Slip | 3.3 | 3.7 | 56.7% | 3.1 | 5.2 | 56.1% |
| C – London Rd A3 | 1.2 | 3.1 | 70.1% | 1.5 | 3.6 | 74.9% |
| D – Western Rd A27 N | 25.3 | 198.2 | 106.7% | 19.9 | 86.2 | 99.0% |

5.2.10 The results of option 3 indicate that the Western Road arm would operate over-capacity in the AM peak, and very close to capacity in the PM peak, with a DoS of 106% and 99% and a queue of 25 PCUs and 20 PCUs respectively. However, in comparison to option 2, there is significantly more space available for queuing on the Western Road arm compared to the Northern Road arm where the highest queues are incurred in Option 2 (stacking capacity c.360 metres vs. 100 metres) and as such this proposed arrangement would result in the longest expected queues and delays occurring in the location where they are best able to be accommodated without having knock in impacts on adjacent junctions as well as better balancing the queues between A397 Northern Road and A27 Western Road. The M27 WB off-

slip operates well within capacity with limited queues observed in both the AM and PM peak periods.

5.2.11 Given the overall volume of traffic which is served, and the need to protect the M27 off-slip from excessive queuing to maintain a safe operation of the slip road, Option 3 has been selected as the preferred mitigation for Portsbridge Roundabout and therefore taken forward for testing as part of the "Do Something" strategic model run.

5.2.12 The Proposed Mitigation Drawing for Option 3 is shown in Drawing GB01T23C11-dwg-100-02.5 in **Appendix C**.

# 6. A27 HAVANT BYPASS / A2030 EASTERN ROAD ROUNDABOUT

## 6.1 Existing Layout

6.1.1 A further junction which has been identified as meeting the criteria for a severe impact in the Do Minimum scenario is the A27 / A2030 Havant Bypass. The existing layout is displayed in **Figure 13** below.

**Figure 13. A27/A2030 Havant Bypass Existing Layout**

6.1.2 The results of the junction modelling exercises are displayed in **Table 7** below.

**Table 7. A27/A2030 Havant Bypass Model Results**

| | AM (08:00-09:00) | | | PM (17:00-18:00) | | |
|---|---|---|---|---|---|---|
| | Queue (PCU) | Delay (s) | Degree of Saturation (%) | Queue (PCU) | Delay (s) | Degree of Saturation (%) |
| 2019 Base | | | | | | |
| A – A2030 Eastern Road N | 10.2 | 23.9 | 73.8% | 13.1 | 21.7 | 79.0% |
| B – A27 WB Off Slip | 16.4 | 21.8 | 88.8% | 6.0 | 14.4 | 61.7% |
| C – A2030 Eastern Road S (11) | 125.7 | 292.2 | 116.4% | 39.7 | 58.0 | 99.7% |
| D – A27 EB Off Slip (12) | 24.0 | 48.2 | 96.4% | 11.1 | 20.1 | 75.2% |
| 2041 Baseline | | | | | | |
| A – A2030 Eastern Road N | 13.0 | 29.2% | 83.4% | 16.9 | 32.1 | 89.3% |
| B – A27 WB Off Slip | 14.6 | 19.5 | 86.8% | 7.3 | 15.9 | 70.4% |
| C – A2030 Eastern Road S (11) | 276.0 | 568.5 | 140.7% | 133.0 | 279.9 | 115.8% |
| D – A27 EB Off Slip (12) | 37.2 | 89.4 | 101.6% | 12.8 | 25.6 | 82.4% |
| 2041 Do Minimum | | | | | | |
| A – A2030 Eastern Road N | 15.8 | 36.7 | 89.9% | 15.5 | 28.9 | 86.6% |
| B – A27 WB Off Slip | 14.4 | 19.3 | 86.6% | 7.1 | 15.7 | 69.2% |
| C – A2030 Eastern Road S (11) | 355.7 | 710.7 | 157.3% | 177.9 | 387.2 | 124.0% |
| D – A27 EB Off Slip (12) | 43.2 | 109.7 | 103.2% | 12.0 | 24.0 | 79.8% |

6.1.3 Whilst mitigation has been considered for the Havant Bypass junction, a number of limitations associated with the surrounding bridge width and associated constraints including the subsequent funding required and structural limitations are significant to the extent of creating difficulty in any form of physical mitigation. Additionally, it can be seen that the junction operates with significant congestion issues already in the 2019 Baseline year, particularly on the Eastern Road arm.

6.1.4 Any mitigation on the Eastern Rd arm where the highest congestion occurs is particularly challenging due to the bridge width and associated land constraints. The impact on congestion through the junction is more significant for the background growth to 2041 rather than the LP traffic growth, which results in comparatively minor increases in traffic flow.

6.1.5 The results show the following:

- 2019 Base Scenario:
  - The A27 westbound off-slip arm and the A27 eastbound off-slip arm are both nearing capacity in the AM peak with a DoS of 88.8% and 96.4% respectively.
  - The A2030 Eastern Road South arm is operating over capacity in the AM peak with a DoS of 116.4%, resulting in a queue of 125.7 PCUs (723m). There is 950m of stacking space available, therefore this level of queueing can be accommodated.
- 2041 Baseline:
  - In the PM peak, the A2030 Eastern Road North arm is nearing capacity in the PM peak with a DoS of 89.3%.
  - In the AM peak, the A27 westbound off-slip is nearing capacity with a DoS of 86.8%.
  - The A2030 Eastern Road South arm is operating over capacity with an AM DoS of 140.7% resulting in a queue of 276 PCUs (1587m). These exceeds the 950m worth of stacking space available. In the PM peak, it is operating over capacity with a DoS of 115.8% resulting in a queue of 113 PCUs (650m).
  - The A27 eastbound off-slip arm is operating over capacity in the AM peak with a DoS of 101.6%, resulting in a queue of 37.2 PCUs (214m). There is 379m worth of stacking space therefore the queue can be accommodated.
- 2041 Do Minimum:
  - The A2030 Eastern Road North arm is nearing capacity with a DoS of 89.9% and 86.6% in the AM and PM peaks respectively.
  - The A27 westbound off-slip is nearing capacity with a DoS of 86.6% in the AM peak.
  - The A2030 Eastern Road South arm is operating over capacity with an AM DoS of 157.3% and a PM peak of 124.0%, which result in a queue of 355.7 PCUs (2045m) and 177.9 PCUs respectively (1023m). This exceeds the 950m worth of stacking space present to the next major junction.
  - A A27 eastbound off-slip is operating over capacity in the AM peak with a DoS of 103.2% and 43.2 PCUs (248m) worth of queueing. This can be accommodated within the 500m of stacking space available.

6.1.6 The results identify that three arms are either reaching near capacity or operating over capacity in both the AM and PM peaks in the 2041 Baseline scenario. For the A2030 Eastern Road South arm, the DoS increases by 16.6% in the AM peak and 8.2% in the PM peak between the 2041 Baseline and 2041 Do Minimum scenario. It is of note that this arm however already operates over capacity in the 2019 Base scenario.

6.1.7 Furthermore, the queueing on the SRN can be accommodated in the stacking space available for both the eastbound and westbound off-slips in all scenarios. Therefore, it is not considered that the level of targeted growth would impact the safe and efficient operation of the off-slips from the A27. The highest levels of congestion are noted on the local road network on the A2030 Eastern Road south arm which experiences significant congestion in the 2041 Baseline alongside the 2041 Do Minimum scenario.

6.1.8 SYSTRA note congestion increases on the Eastern Road arm between the Baseline and Do Minimum scenarios; any mitigation on this arm is particularly challenging due to the bridge width and associated land constraints.

6.1.9 There are no clear mitigation options to be considered at this junction, due to the junction already operating above capacity in the 2019 Base and 2041 Baseline, therefore congestion is more significantly associated with background growth rather than Local Plan growth (it is still acknowledged that the Local Plan increases the DoS on a number of arms, however the rate of increase is less than background traffic growth).

6.1.10 On the basis of the constrained nature of the junction with the bridge width limiting potential improvements, as well as the fact that the junction is already operating with high queues in the 2041 Baseline, no additional physical mitigation at this location is being considered to form part of the Local Plan proposals. However, wider planned measures to increase the use of public transport are expected to reduce some demand on the SRN and on traffic travelling north/south into and out of the city.

# 7. ADJACENT JUNCTIONS

## 7.1 Lakeside Roundabout

7.1.1 To the northwest of the Portsbridge Roundabout, a further junction considered for mitigation is the Lakeside Roundabout (A27 Western Road/ Lakeside Access), with associated access to the Lakeside Strategic Site for further office development. As has been shown in the strategic modelling plots, significant congestion and delay is expected to occur in this location, which will directly affect route choices and potentially distribution of traffic at the Portsbridge roundabout. Being able to make improvements to this situation is expected to benefit both the Lakeside Roundabout itself and compound the benefits of the proposed Portsbridge Roundabout mitigation.

7.1.2 For clarity, we do not expect that improvements at Lakeside in isolation would remove the need for mitigation at Portsbridge, but the timing for the Portsbridge scheme could be influenced by what is done at the Lakeside junction.

7.1.3 The existing layout of the junction is displayed in **Figure 14** below, with model results in **Table 8**.

**Figure 14. Lakeside Roundabout Existing Layout**

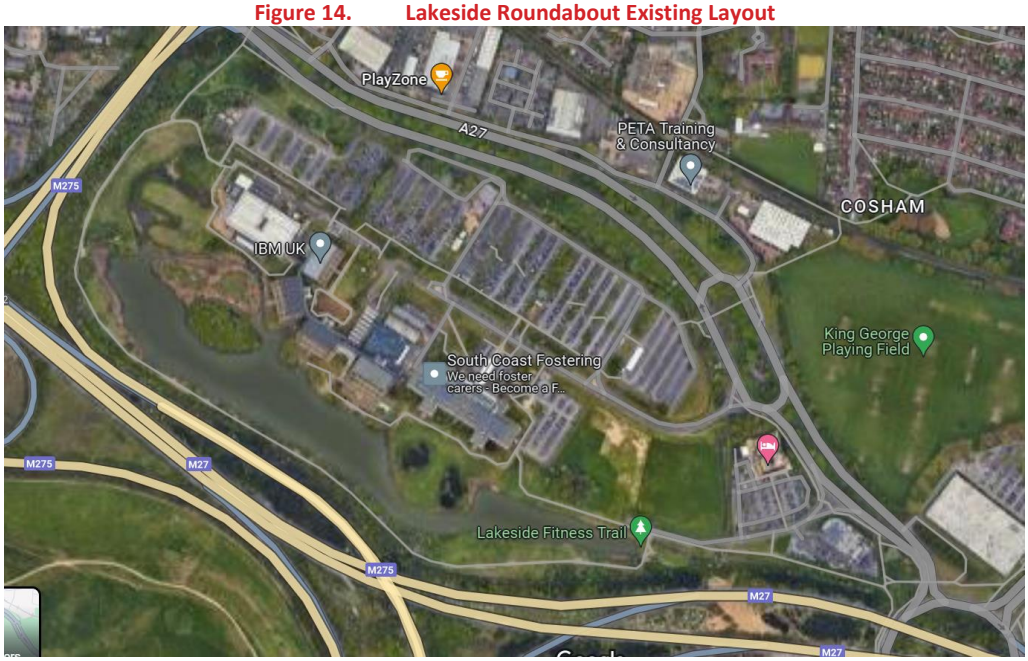


Table 8. Lakeside Roundabout Existing Layout Model Results

| | AM (08:00-09:00) | | | PM (17:00-18:00) | | |
|---|---|---|---|---|---|---|
| | Queue (PCU) | Delay (s) | RFC | Queue (PCU) | Delay (s) | RFC |
| **2019 Base** | | | | | | |
| A – A27 Western Road N | 2.7 | 5.93 | 0.71 | 3.0 | 6.70 | 0.73 |
| B – Northarbour Road | 0.0 | 0.00 | 0.00 | 0.0 | 0.00 | 0.00 |
| C – A27 Western Road S | 2.6 | 5.89 | 0.69 | 1.4 | 3.65 | 0.56 |
| D – Lakeside Access | 0.7 | 6.32 | 0.32 | 1.2 | 4.96 | 0.50 |
| **2041 Baseline** | | | | | | |
| A – A27 Western Road N | 5.5 | 10.26 | 0.85 | 5.2 | 11.38 | 0.83 |
| B – Northarbour Road | 0.0 | 7.50 | 0.01 | 0.1 | 7.10 | 0.07 |
| C – A27 Western Road S | 4.0 | 8.96 | 0.80 | 1.7 | 4.13 | 0.60 |
| D – Lakeside Access | 0.7 | 4.81 | 0.38 | 5.6 | 14.80 | 0.84 |
| **2041 Do Minimum** | | | | | | |
| A – A27 Western Road N | 8.4 | 16.10 | 0.88 | 3.7 | 9.68 | 0.77 |
| B – Northarbour Road | 0.8 | 12.11 | 0.46 | 0.2 | 7.93 | 0.17 |
| C – A27 Western Road S | 11.1 | 28.33 | 0.92 | 3.2 | 6.94 | 0.75 |
| D – Lakeside Access | 1.7 | 6.95 | 0.58 | 483.1 | 854.66 | 1.43 |

7.1.4 A secondary access has been identified as a strong potential mitigation option, with the aim of positively influencing the distribution of vehicle flows both accessing and exiting the development site, with capacity issues observed particularly in relation to the existing site access in the 2041 Do Minimum PM scenario.

7.1.5 A potential mitigation option has therefore been considered which would create a secondary access to the northwest of the Lakeside Site, accessible from Western Road, in manner similar to that previously associated with outline planning application 16/00416/FUL (**Figure 15**). This will be left turn exit/ entry only, and within the modelling assumptions, all traffic turning left out of the Site onto Western Road has been reassigned to use the proposed access. Initial modelling results at the existing Lakeside access with appropriate flows re-routed to a secondary access are displayed in **Table 9**.

Figure 15. Proposed Lakeside Access (Planning Application 1600416FUL)

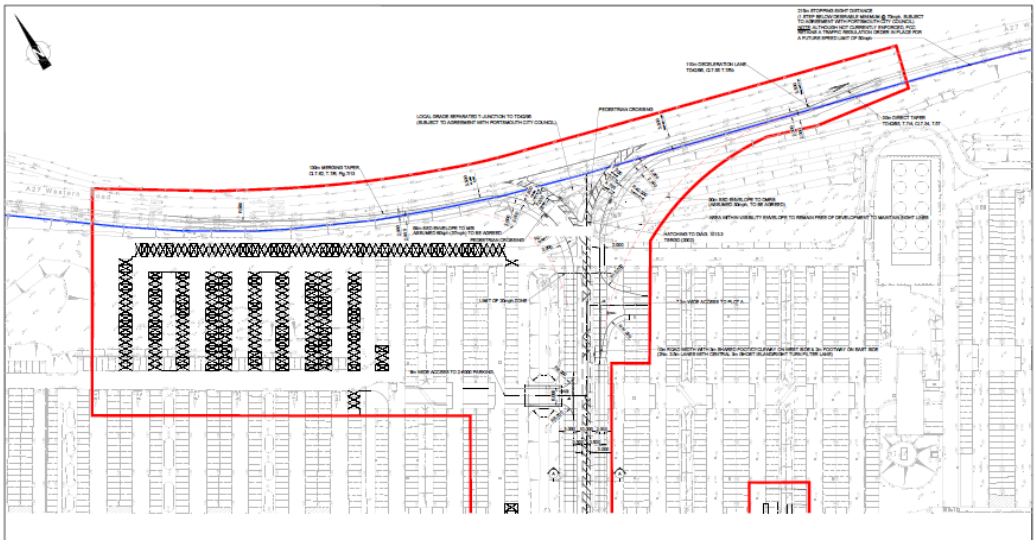


Table 9. Proposed Lakeside Access Model Results

| | AM (08:00-09:00) | | | PM (17:00-18:00) | | |
|---|---|---|---|---|---|---|
| | Queue (PCU) | Delay (s) | RFC | Queue (PCU) | Delay (s) | RFC |
| 2041 Do Minimum | | | | | | |
| A – A27 Western Road N | 8.4 | 16.07 | 0.88 | 9.3 | 25.12 | 0.90 |
| B – Northarbour Road | 0.8 | 12.10 | 0.46 | 0.4 | 16.02 | 0.29 |
| C – A27 Western Road S | 11.2 | 28.44 | 0.92 | 1.0 | 3.46 | 0.48 |
| D – Lakeside Access | 0.4 | 3.74 | 0.25 | 3.1 | 8.53 | 0.76 |

7.1.6 As is evident from the results above, whilst the proposed mitigation increases congestion on Western Road North in the 2041 Do Minimum PM scenario, it is still within capacity at an RFC of 0.90, and the Lakeside Access itself is significantly reduced in RFC to 0.76.

7.1.7 As noted above, signalisation of the A397 Northern Road arm, bus gate and opposing circulatory on Portsbridge Roundabout will further regulate additional flows from Lakeside Roundabout, without causing queuing onto the WB off-slip.

## 7.2 Rudmore Roundabout

7.2.1 The Rudmore Roundabout has also been investigated for potential mitigation options, based on the data obtained from the strategic modelling exercises. The existing layout of the junction is seen in **Figure 16** below, with model results displayed in **Table 10**.

Figure 16. Rudmore Roundabout Existing Layout

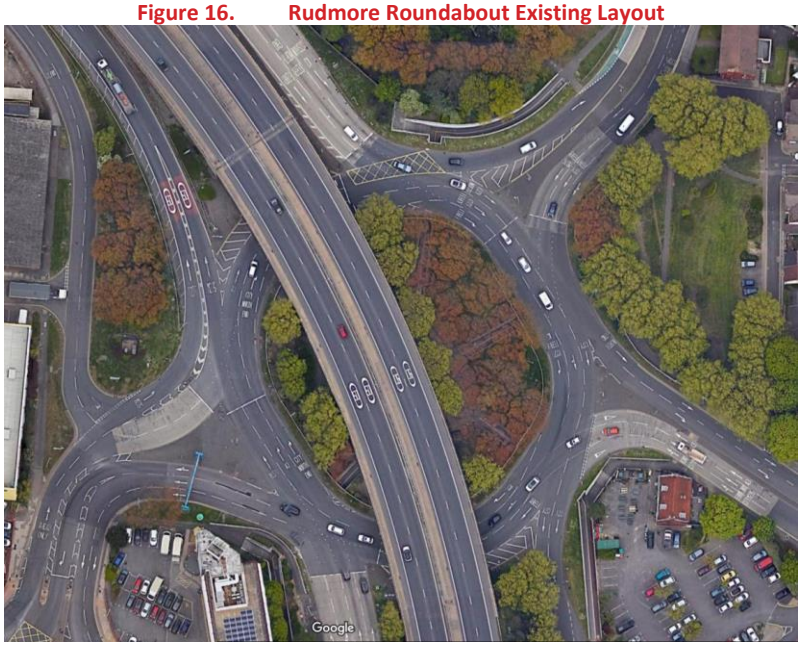


**Table 10. Rudmore Roundabout Existing Layout Model Results**

| | AM (08:00-09:00) | | | PM (17:00-18:00) | | |
|---|---|---|---|---|---|---|
| | Queue (PCU) | Delay (s) | Degree of Saturation (%) | Queue (PCU) | Delay (s) | Degree of Saturation (%) |
| 2019 Base | | | | | | |
| A – M275 SB Off-Slip | 15.1 | 41.4 | 88.0% | 7.3 | 11.0 | 47.8% |
| B – Stamshaw Road | 9.9 | 44.9 | 87.4% | 3.8 | 32.3 | 58.5% |
| C – Kingston Crescent | 46.2 | 85.6 | 100.5% | 1.7 | 6.2 | 56.2% |
| D – A3 Mile End Road | 0.7 | 32.1 | 14.3% | 3.6 | 34.2 | 50.9% |
| E – Wharf Road | 3.8 | 35.7 | 53.6% | 5.0 | 30.9 | 56.6% |
| 2041 Baseline | | | | | | |
| A – M275 SB Off-Slip | 10.8 | 9.2 | 62.4% | 13.2 | 17.0 | 70.7% |
| B – Stamshaw Road | 13.1 | 30.6 | 84.7% | 7.5 | 60.0 | 88.6% |
| C – Kingston Crescent | 68.4 | 328.6 | 117.9% | 8.0 | 21.9 | 85.2% |
| D – A3 Mile End Road | 1.1 | 32.7 | 21.5% | 6.8 | 33.5 | 68.3% |
| E – Wharf Road | 5.3 | 40.0 | 67.3% | 5.4 | 33.3 | 63.1% |
| 2041 Do Minimum | | | | | | |
| A – M275 SB Off-Slip | 11.4 | 10.0 | 64.0% | 18.8 | 34.9 | 89.2% |
| B – Stamshaw Road | 11.0 | 19.2 | 68.7% | 8.2 | 61.5 | 90.1% |
| C – Kingston Crescent | 68.7 | 307.9 | 116.6% | 48.5 | 107.9 | 102.3% |
| D – A3 Mile End Road | 1.1 | 33.5 | 22.3% | 7.3 | 33.1 | 69.0% |
| E – Wharf Road | 4.7 | 32.1 | 56.6% | 6.0 | 42.6 | 74.8% |

7.2.2 As is evident from the modelling results, Kingston Crescent is observed to be significantly over capacity across all AM scenarios, with delays of up to 328.6 seconds. As a result, the internal circulatory significantly exceeds available stacking space across the modelled 2041 scenarios.

7.2.3 As a potential mitigation option, signalisation of Kingston Crescent and the associated circulatory has been investigated. The model results from the proposed mitigation scheme are displayed in **Table 11** below.

**Table 11. Rudmore Roundabout Mitigation Results**

| | AM (08:00-09:00) | | | PM (17:00-18:00) | | |
|---|---|---|---|---|---|---|
| | Queue (PCU) | Delay (s) | Degree of Saturation (%) | Queue (PCU) | Delay (s) | Degree of Saturation (%) |
| 2041 Do Minimum | | | | | | |
| A – M275 SB Off-Slip | 13.1 | 10.1 | 61.4% | 19.7 | 28.3 | 80.0% |
| B – Stamshaw Road | 23.5 | 42.4 | 90.2% | 9.8 | 41.9 | 72.9% |
| C – Kingston Crescent | 28.2 | 158.5 | 103.7% | 16.5 | 41.6 | 84.5% |
| D – A3 Mile End Road | 1.4 | 48.9 | 27.6% | 9.7 | 45.3 | 76.4% |
| E – Wharf Road | 7.7 | 56.9 | 77.6% | 7.4 | 46.2 | 70.7% |

7.2.4 As is evident from the model results, the Degree of Saturation on the Kingston Crescent arm has reduced to be within capacity in the 2041 PM scenario, however this is still slightly over capacity in the 2041 AM scenario, at 103.7%. This nevertheless represents a significant improvement on the existing layout, as the capacity is better balanced across Stamshaw Road and Kingston Crescent. It is recognised that Stamshaw Road is a significant bus corridor and therefore any mitigation at this roundabout requires consideration of wider bus journey times.

# 8. DO SOMETHING SRTM RESULTS

## 8.1 Overview

8.1.1 This chapter provides an overview of the results of the 2041 Do Something SRTM run, including Local Plan developments and the preferred mitigations proposed in Chapter 7 above. This Do Something run allows traffic distribution across the whole of the Portsmouth network to be analysed, to consider the impacts of vehicle re-routing with mitigations in place.

8.1.2 As with the 2041 Baseline and Do Minimum SRTM results, the series of figures below show data plots which forecast the future operation of the highway network with the Local Plan growth and identified mitigation in place.

8.1.3 Flow difference plots between the Do Minimum (2041) and Do Something (2041) scenarios comprise the following:

- Link Flows – presents the additional traffic flows in Passenger Car Units (PCU) along each link of the network (increase of 50 vehicles or more presented)
- Additional Delay incurred along each link of the network (seconds) (increase of 10 seconds or more presented)

8.1.4 By examining this data, it is possible to identify how traffic patterns are expected to change based on mitigations proposed, compared to just Local Plan development. The pink lines on the plots represent increases and the blue lines represent decreases.

8.1.5 Absolute plots for the Do Something (2041) scenario comprising the following:

- Volume/Capacity Ratio – shows the absolute V/C ratio for links >50 (capacity on each link).

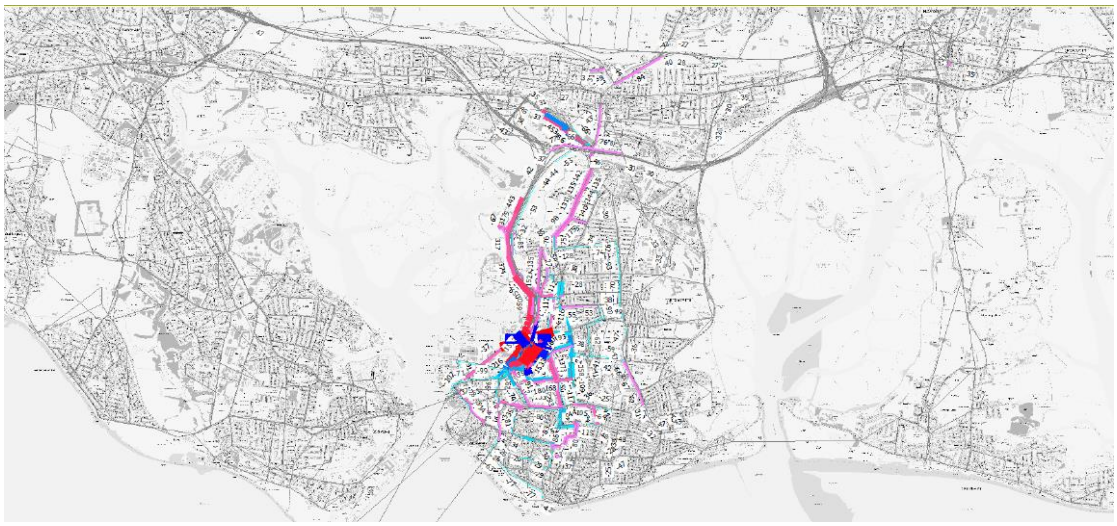
8.1.6 Additionally, in the City Centre where the road layout has significantly altered between the 2041 Do Minimum and 2041 Do Something layout, flow difference plots are not always representative between the highway links and therefore the absolute plots for flows, delay and V/C have been analysed to consider how the future network is forecast to operate with the City Centre road scheme in place.

8.1.7 A full set of the plots from these exercises (at full page size) are included at **Appendix D**.

### 8.1.8 AM Peak Data Plots

#### Link Flow Difference Plot

Figure 17. AM Peak Link Flow Difference – 2041 Do Minimum vs 2041 Do Something

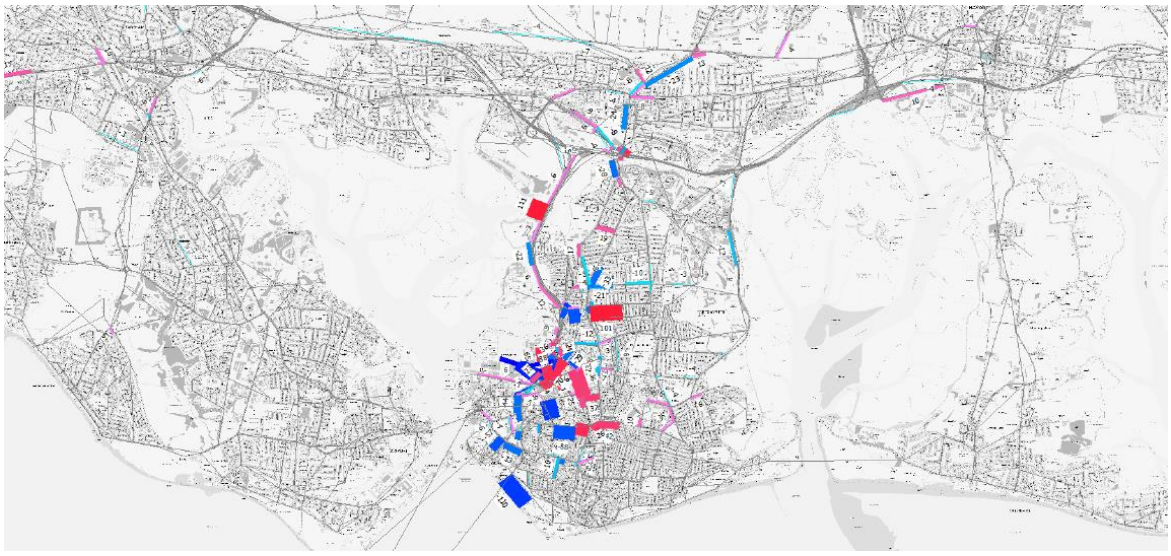


8.1.9 **Figure 17** and the zoomed in plots at **Appendix D** identifies the following:

- The addition of a secondary access to the Lakeside development is resulting in 486 vehicles shifting from the existing access to the new secondary access, hence resulting in 453 fewer vehicles along the A27 Western Road between the two vehicle access points.
- The level of flow change associated with the partial signalisation of Portsbridge roundabout is relatively modest, however it is noted that 112 additional vehicles exit Portsbridge roundabout via the A3 London Road which leads southbound towards the City Centre. This suggests that the proposed mitigation scheme at Portsbridge Roundabout and the Lakeside secondary access are having the desired effect of avoiding vehicles re-routing away from Portsbridge Roundabout and the Lakeside access roundabout.
- The absolute flow plots for the City Centre show that the dominant movements are along the corridors between A3 Mile End Road and Lake Road (1462 vehicles travelling southbound and 1464 vehicles travelling northbound) as well as along A3 Marketway (1415 westbound and 1807 eastbound in the AM peak). 265 westbound movements and 798 eastbound movements are forecast in the AM peak along Charlotte Street.
- Holbrook Road in the City Centre experiences high flow volumes, with 1198 southbound movements and 1266 northbound movements forecast in the Do Something Scenario. Mile End Road is noted to experience the highest level of vehicular flow surrounding the City Centre scheme, with a southbound flow of 3080 vehicles when approaching the Mile End Road/ Hope Street junction, and 4572 vehicles travelling northbound when exiting this junction.

**Delay Difference Plot**

Figure 18. AM Peak Delay Difference – 2041 Do Minimum vs 2041 Do Something



8.1.10 **Figure 18** identifies the following:

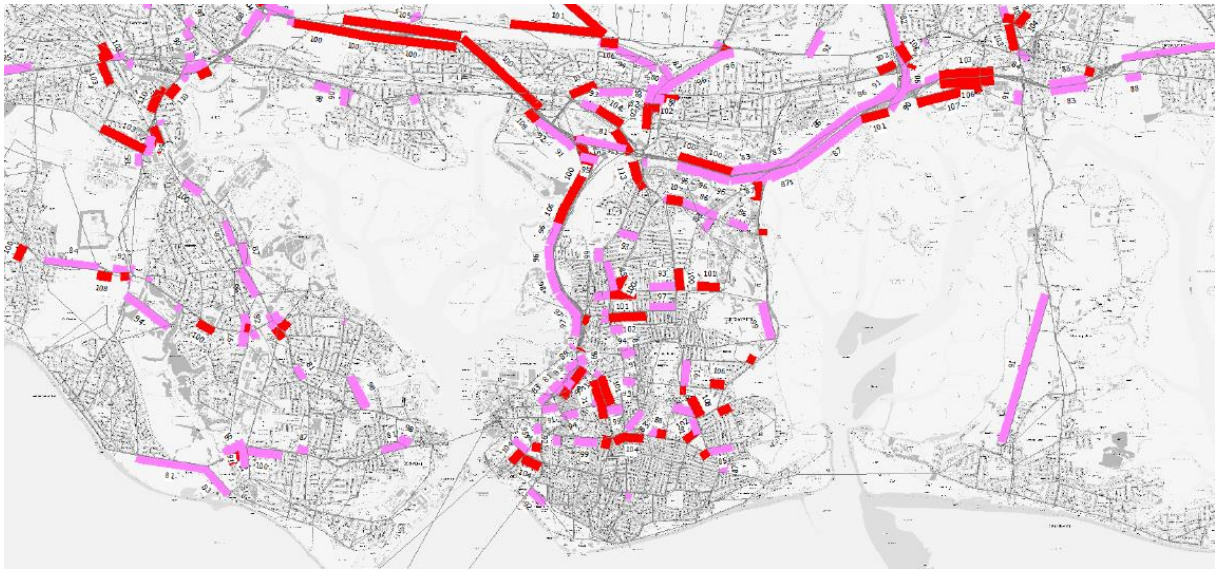
- There is a minor increase in delay of 9 seconds for southbound vehicles along the A27 Western Road on approach to the Lakeside roundabout. This minor increase in delay is considered offset with the wider benefits of alleviating pressure from a single point of access particularly in the PM peak.
- There is an increase of delay incurred of between 13 and 21 seconds for the internal circulatory for Portsbridge roundabout. This is to be expected given the introduction of signalisation at the northern section of the roundabout to allow balancing of movements across approach arms.
- There is an increase of delay of 44 seconds on the A397 Northern Road arm. This is expected due to traffic being held back on this approach arm to allow for the signalised bus gate and the internal roundabout circulatory traffic phase.
- There is a decrease in delay of 28 seconds for vehicles on the A3 London Road approach arm (northbound).
- As a result of the Rudmore roundabout scheme there is a decrease in delay of 88 and then 60 seconds on approach to the roundabout along Kingston Crescent due to signalisation of this arm. Additionally, the A3 Stamshaw Road observes a decrease in delay of 140 seconds. Whilst there is an increase in delay around the circulatory of 10 seconds due to the signalisation, this is offset by improvements on the approach arms.
- In terms of absolute delay incurred within the City Centre, the A3 Marketway northbound is subject to a 24 second delay on approach to the new signalised junction providing one of the points of access to the City Centre strategic development site.
- There is a delay of 63 seconds for vehicles exiting Commercial Road northbound, as well as 88 seconds for vehicles travelling eastbound along Charlotte Street on approach to the Commercial Road/Lake Road junction. It is noted that banning right turn movements from Commercial Road has substantially reduced delay incurred

when exiting Commercial Road due to more efficient signal phasing compared to earlier versions of the City Centre Road layout scheme.

- Hope Street experiences delay, with the southwest-bound vehicles on approach to the Marketway junction experiencing a delay of 70 seconds. The New Access to the southeast experiences similar delays of 69 seconds.

**V/C Absolute Plot**

**Figure 19. AM Peak V/C Absolute Plot – 2041 Do Something**



8.1.11 A comparison of the Do Minimum V/C plots with **Figure 19** identifies the following:

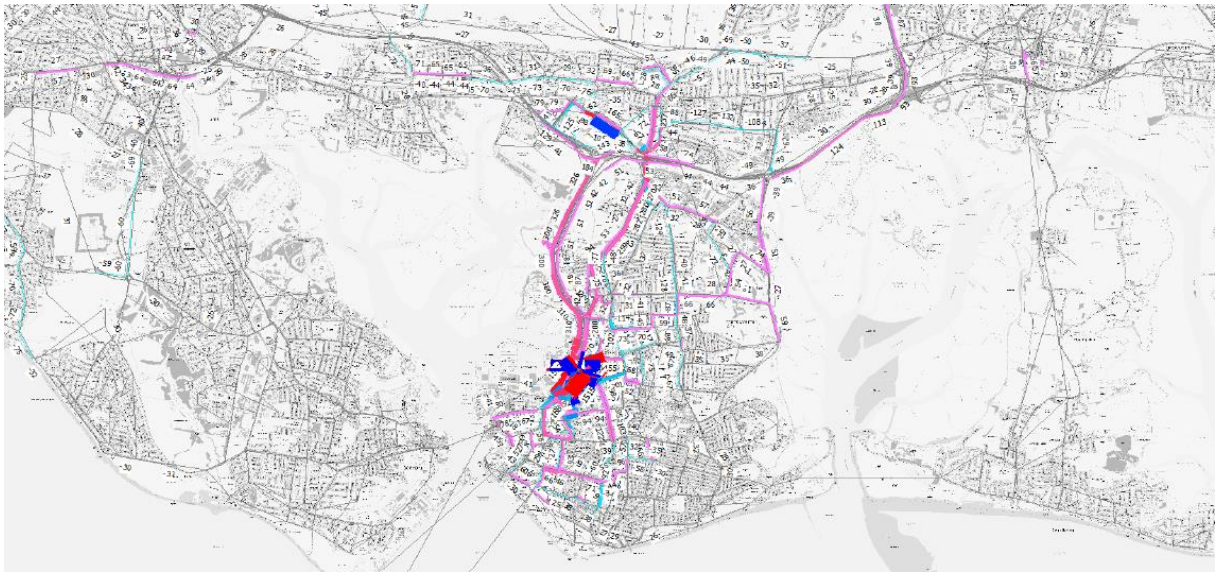
- There is no material change in V/C along the SRN mainline between the 2041 Do Minimum and 2041 Do Something scenario.
- A slight increase in V/C is forecast on the A3 London Road northbound approach to Portsbridge roundabout from 111 to 113. The M27 off-slip and A397 Northern Road are all operating within capacity, whereas the A27 Western Road is overcapacity, with a VC of 107. A greater volume of vehicles may be attracted to route via Portsbridge roundabout compared to the Do Minimum scenario due to reduced congestion at the Lakeside Access.
- The A27 Western Road northbound approach to the Lakeside access has reduced in V/C from 111 to 107, due to vehicles exiting via the secondary access hence alleviating pressure at the Lakeside access roundabout.
- Several junctions within the City Centre are proposed to operate with a V/C ratio of over 100, and these correspond with the links seeing the greatest increases in delay as discussed above. The highest V/C is observed on Holbrook Road with a V/C on the southbound approach to the junction with Arundel Street of 102. Commercial Road experiences a V/C of 94 and a delay of 63 seconds in the northbound direction. The link has a bus priority lane and it will be important to ensure that buses do not incur delay as an impact of vehicle flows from the Cascades shopping centre access. It will be important to consider how the signals at the Commercial Road junction can prioritise the bus priority lanes to minimise journey time delays to buses.

- The Hope Street approach arm to one of the signalised City Centre development access points has a V/C of 99.
- A high V/C of 97 is forecast between the two proposed signalised junctions on Church Street. Whilst within capacity, further build up could lead to significant issues in this location given the very limited stacking space between the junctions.

### 8.1.12 PM Peak Data Plots

#### Link Flow Difference Plot

**Figure 20. PM Peak Link Flow Difference – 2041 Do Minimum vs 2041 Do Something**



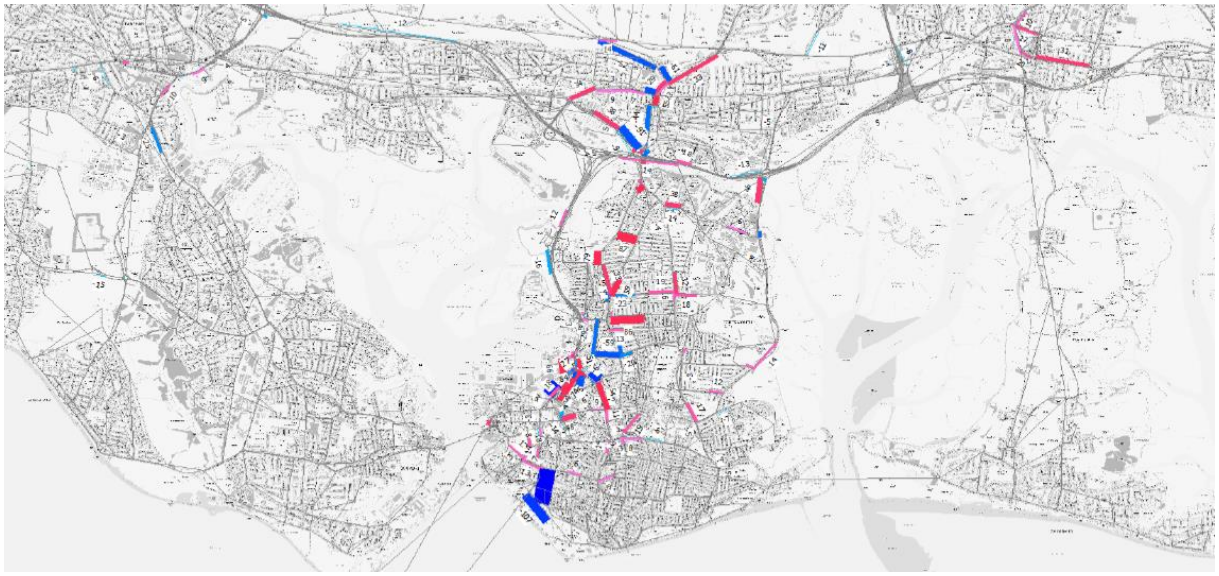
8.1.13 **Figure 20** identifies the following:

- There is a significant decrease in flows (-1261) travelling on the A27 Western Road northbound exit arm from the Lakeside roundabout in the PM peak. This is attributed to the proposed secondary access on the A27 Western Road, with approximately 1155 vehicles using the new proposed Lakeside access which is further west than the current access hence the reduction.
- The secondary access links to there being a decrease in trips travelling to Portsbridge roundabout (-67 southbound on Western Road), with vehicles more likely to use the M275 J12 to travel to the SRN or the city compared to Portsbridge roundabout, due the location of the proposed new exit.
- The absolute flow plots for the City Centre show that the dominant movements are along the corridors between A3 Mile End Road and Lake Road (1565 vehicles travelling southbound and 1134 vehicles travelling northbound) as well as along Hope Street and A3 Marketway (2004 westbound and 1974 eastbound). Generally, the flows through the City Centre road scheme in the PM peak are similar to those of the AM peak. Commercial Road and Charlotte Street flows reflect the new road layout which provides bus priority and prohibits through routes for vehicles, with vehicles only permitted for access to Cascades shopping centre car park. 257 westbound movements and 825 eastbound movements are forecast along Charlotte Street, west of the junction with Commercial Road.

- Holbrook Road in the City Centre experiences high flow volumes, with 1161 southbound movements and 1229 northbound movements forecast in the Do Something Scenario.

**Delay Difference Plot**

Figure 21. PM Peak Delay Difference – 2041 Do Minimum vs 2041 Do Something

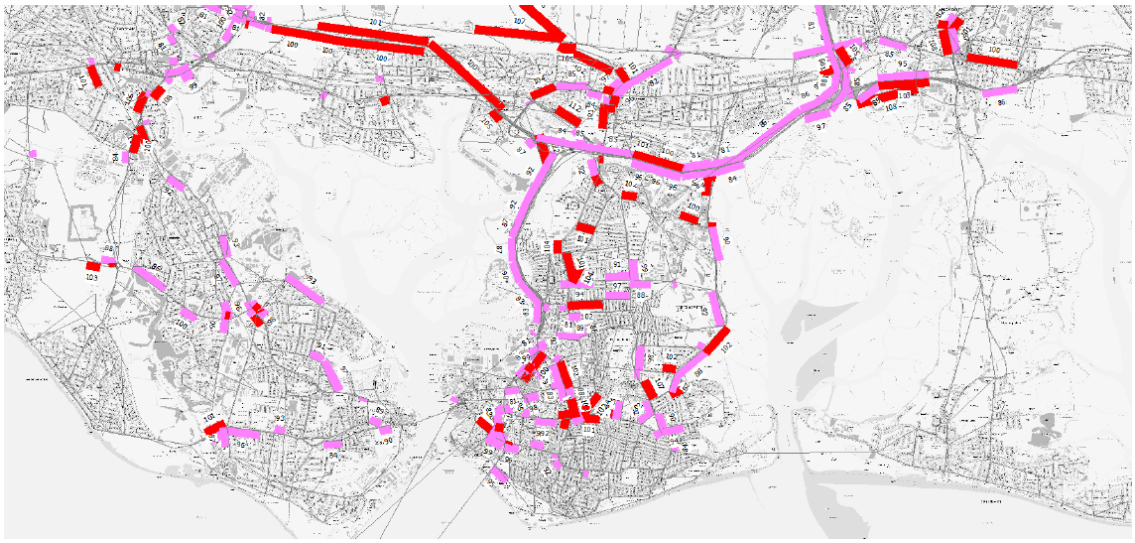


8.1.14 **Figure 21** identifies the following:

- There is an increase in delay of 38 seconds for the Lakeside Access roundabout, on the southbound A27 Western Road arm. This increase in delay is considered offset with the wider benefits of alleviating a higher level of pressure that would be seen through using a single point of access.
- There is a decrease in delay of 91 seconds between the Lakeside access roundabout to Portsbridge roundabout, due to reduced flows along this link. It is noted that the short link after the removed left turn bypass has an increase in delay (38 seconds) associated with signalisation of Portsbridge and the removal of the left turn bypass. Any queues here are not reported to impact the operation of the adjacent Lakeside access roundabout. A significant reduction in delay of 39 seconds is also observed along the bus lane feeding into Portsbridge Roundabout.
- In terms of absolute delay incurred within the City Centre, the A3 Marketway northbound is subject to a 19 second delay on approach to the new signalised junction providing one of the points of access to the City Centre strategic development site. In the opposing direction, Hope Street experiences delays of up to 74 seconds southwest-bound into the junction.
- There is a delay of 58 seconds for vehicles exiting Commercial Road northbound, with a 75 second delay incurred for buses travelling southbound on approach to the junction with Charlotte Street noting that Commercial Road southbound is bus only. The maximum delay forecast along Charlotte Street is 93 seconds in the eastbound direction.
- Holbrook Road experiences delay on approach to the Holbrook Road/ Arundel Street junction of 63 seconds.

### V/C Absolute Plot

Figure 22. PM Peak V/C Absolute Plot – Do Something



8.1.15 **Figure 22** identifies the following:

- A comparison of the Do Minimum and Do Something V/C plots shows that there is no material change in V/C along the SRN mainline between the 2041 Do Minimum and 2041 Do Something scenario.
- There is an increase in V/C on the A27 Western Road arm southbound into the Lakeside access roundabout from a V/C of 101 to 112. The A27 Western Road northbound approach to the Lakeside roundabout operates within capacity with a V/C of 90.
- Portsbridge roundabout operates within capacity due to partial signalisation and a level of re-routing of Lakeside flows towards the M27 Junction 12, due to the new secondary left turn exit at the strategic site. At Portsbridge roundabout the highest V/C on the approach arms is 92 on the A3 northbound arm - a slight increase from 89 in the Do Minimum Scenario. The M27 off-slip has a V/C below 50, however the link between the left bypass and the roundabout is showing a V/C of 101 over this short link length as per the Do Minimum scenario.
- A few junctions within the City Centre are proposed to operate with a V/C ratio of over 100, and these correspond with the links seeing the greatest increases in delay as discussed above. The highest V/C is observed on Holbrook Road with a V/C of 102 on the southbound approach to the Holbrook Street/ Arundel Street junction.
- A high V/C of 101 is forecast between the two proposed signalised junctions on Church Street. Queue build up could lead to issues in this location given the very limited stacking space between the junctions.

### 8.1.16 Do Something SRTM Results Summary

8.1.17 Overall, it can be seen that the preferred mitigations impact the trip distribution across the Portsmouth network positively, especially in the PM peak due to the addition of a Lakeside left turn exit only onto the A27 Western Road northbound. As Lakeside is assigned as an

employment based strategic site for development, higher level of vehicles will be exiting during the PM peak, then travelling to M27 J12.

8.1.18 The Portsbridge roundabout partial signalisation is having the desired effect of balancing any impacts between the local and strategic road network and minimising re-routing of vehicles away from Portsbridge and the Lakeside access roundabout to avoid delay.

8.1.19 The City Centre Road scheme results in significant re-routing of vehicles associated with the proposed new road layout and certain routes restricting through routes for vehicles. As modelled, the scheme does result in congestion issues at certain junctions, however following scheme refinements the removal of right turn movements from Commercial Road has resulted in a reduction of forecast delay from earlier iterations of the strategic modelling. It is noted that the City Centre scheme is subject to further refinements which will consider the delays and queues noted in the localised junction assessments reported in chapter 6, where the impact of the forecast traffic growth and proposed signalised junctions including pedestrian crossings are considered in greater detail.

8.1.20 There is a slight level of reduction in flows within the city centre road scheme boundary compared to the 2041 Do Minimum scenario, as a level of the person trips are opting for non-highway-based modes in the demand model due to the level of delay incurred. Therefore, it can be concluded that overall less vehicles are travelling in this area during both the AM and PM peaks; potentially due to wider re-routing as well as a level of modal shift from improved sustainable transport infrastructure in 2041. It is noted that given the reported delays within the city centre, in reality higher levels of modal shift to active or sustainable modes may occur due to congestion for vehicles. It is noted that the City Centre Road scheme is required in order to release the land to enable the level of development growth to come forward within this strategic site allocation. Additionally, if no changes were made to the existing highway layout high levels of queuing and delay are incurred even in the 2041 Reference Case (without Local Plan growth) and this increases further in the 2041 Do Minimum scenario (with Local Plan growth). As referenced in Section 6.16 the wider measures to support mode shift such as the Sustainable Transport Hub at the Tipner Park and Ride, identified in the Local Transport Plan 4 will help to drive down the reported queues and delays within the City Centre area by fewer private vehicle trips and further support the benefits gained from improved bus priority through the City Centre network.

8.1.21 Overall, this chapter has presented the impact of the preferred mitigations identified in the junction modelling stage on the Portsmouth transport network, from a holistic view considering wider distribution impacts.

# 9. SUMMARY AND CONCLUSIONS

9.1.1 As part of SYSTRA's ongoing studies surrounding the development of the Portsmouth Local Plan, this Technical Note has presented a summary of the analysis conducted to date of the existing key junctions of Portsbridge Roundabout, Havant Bypass/A2030 Eastern Road Roundabout, and the adjacent Lakeside and Rudmore Roundabouts. The Technical Note has assessed the current performance of the junctions and set out SYSTRA's appraisal of considered mitigation options.

9.1.2 The mitigation options have been assessed through a Do Something model run of the SRTM model. The results indicate that the preferred mitigations impact the trip distribution across the Portsmouth network positively. The Lakeside secondary access and the Portsbridge Roundabout schemes overall have positive impacts on the safe and efficient operation of the SRN.

9.1.3 The outcomes and conclusions of this assessment have informed the development on a Strategic Transport Assessment, which provides additional transport evidence to support the Regulation 19 Consultation of the Portsmouth Local Plan which is targeted for June 2024.

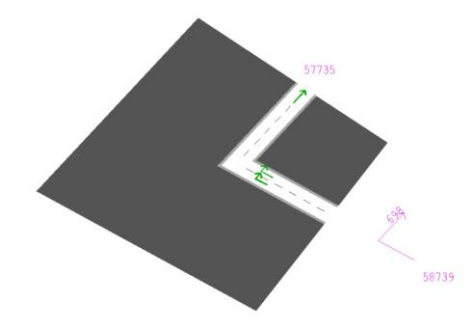
## Appendix B – M275 Junction 12  Turning Count Flows

Decathlon
Portsmouth Marriott
Tesco Extra
PlayZone
PETA Training & Consultancy
A27
M27
M275
J2
57743
PORT SOLENT
Marina
IBM UK
57734
Lakeside North Harbour
ODEON Port Solent
58735
58745
Lakeside Fitness Trail
Defence Diving School
Horsea Island
58739
Royal Navy Sea Survival School
58737

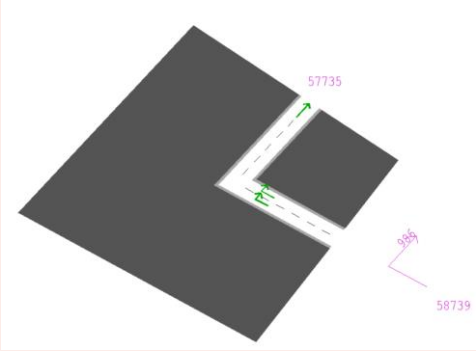
58735

*Turning Counts*
*Demand Flow (PCU/hr)*

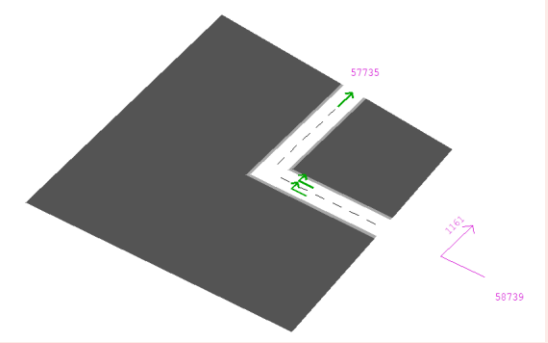
## 2019 Base AM Peak



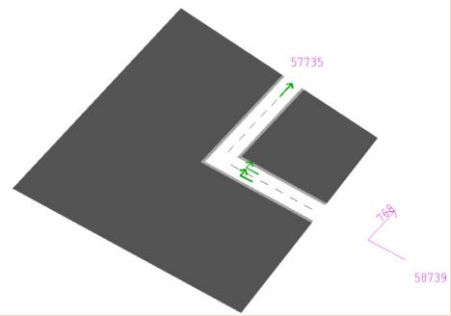

## 2041 Baseline AM Peak



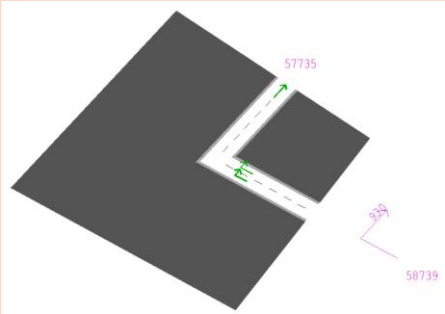

## 2041 DM AM Peak



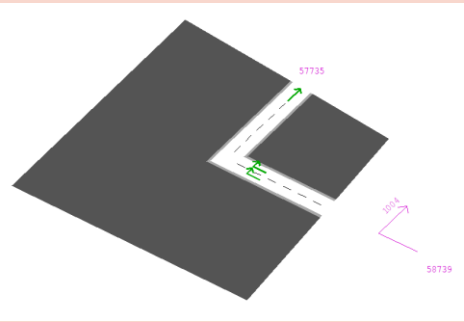

## 2019 Base PM Peak




## 2041 Baseline PM Peak



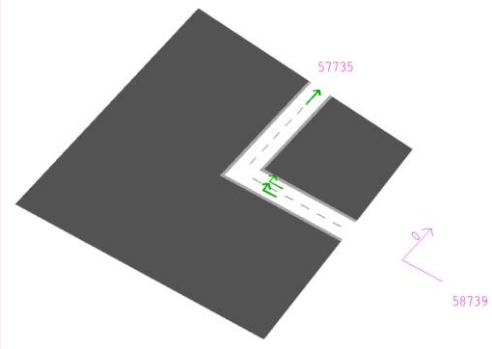

## 2041 DM PM Peak



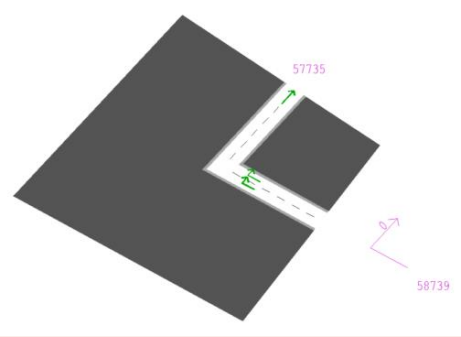
58735

*Turning Counts*
*Queue Length (PCUs)*

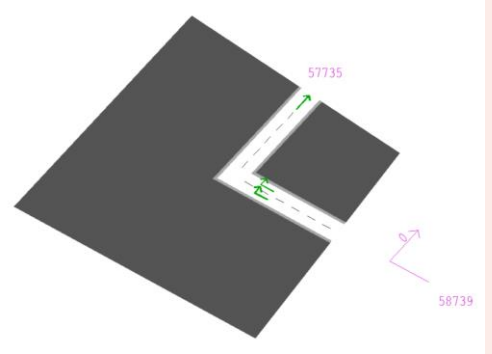
## 2019 Base AM Peak



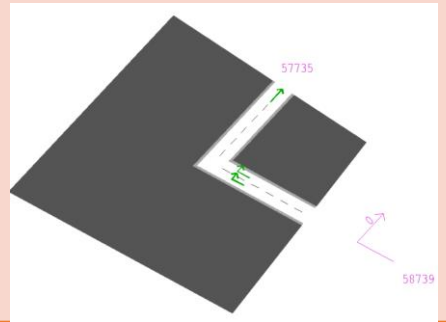

## 2041 Baseline AM Peak



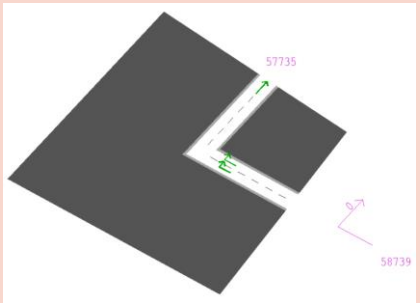

## 2041 DM AM Peak



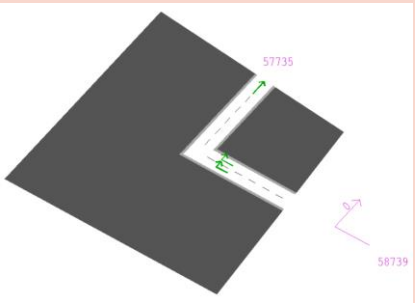

## 2019 Base PM Peak




## 2041 Baseline PM Peak



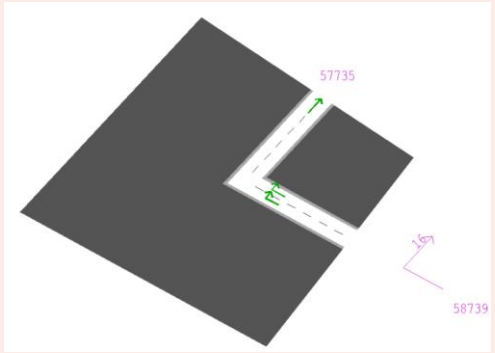

## 2041 DM PM Peak



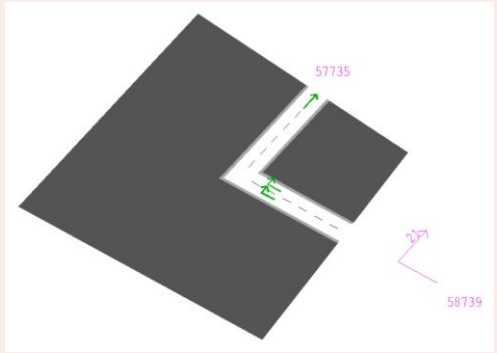
58735

*Turning Counts*
*V/C %*

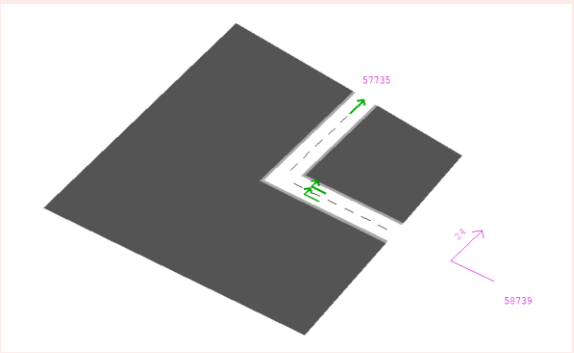
## 2019 Base AM Peak



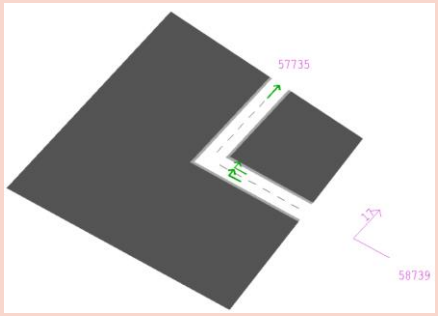

## 2041 Baseline AM Peak



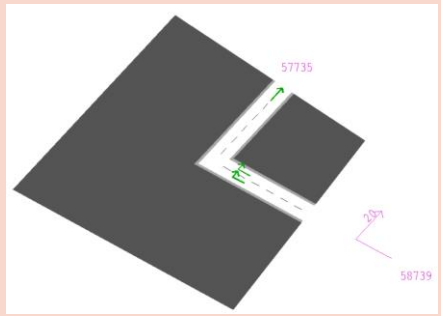

## 2041 DM AM Peak



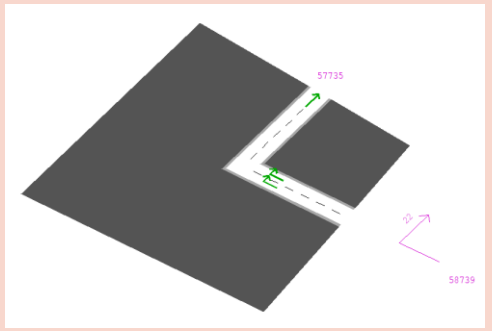

## 2019 Base PM Peak




## 2041 Baseline PM Peak



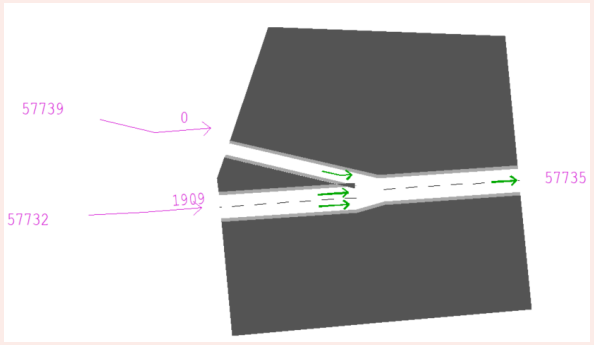

## 2041 DM PM Peak



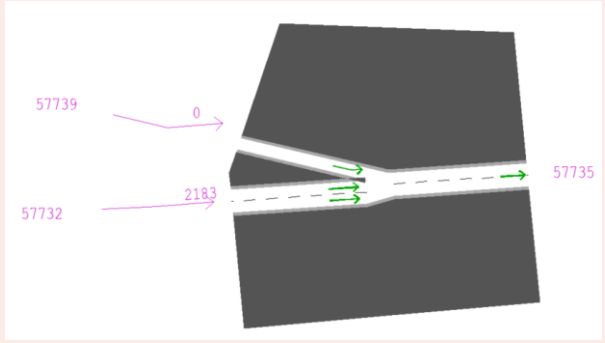
57743

*Turning Counts*
*Demand Flow (PCU/hr)*

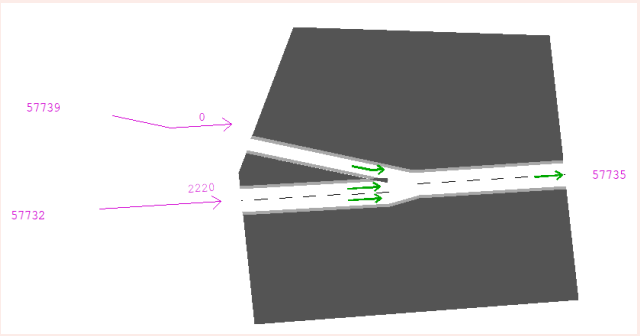
## 2019 Base AM Peak



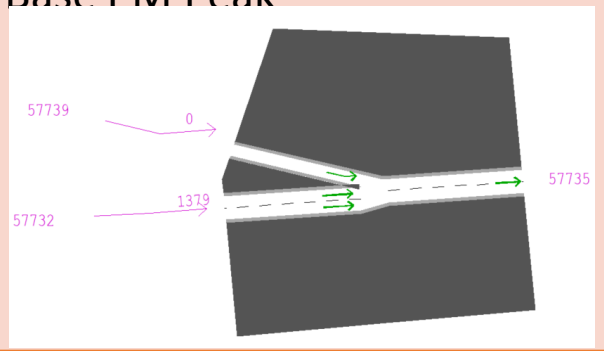

## 2041 Baseline AM Peak



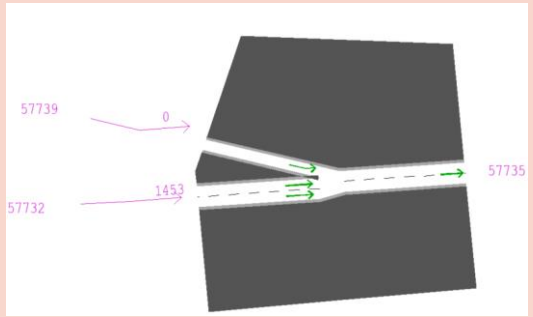

## 2041 DM AM Peak



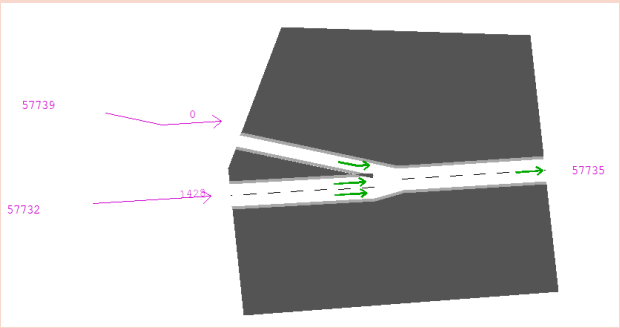

## 2019 Base PM Peak




## 2041 Baseline PM Peak



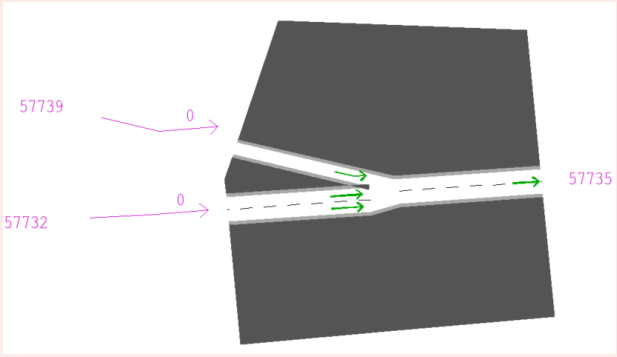

## 2041 DM PM Peak



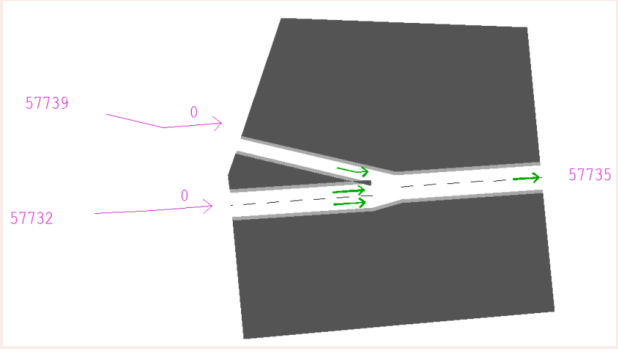
57743

*Turning Counts*
*Queue Length (PCUs)*

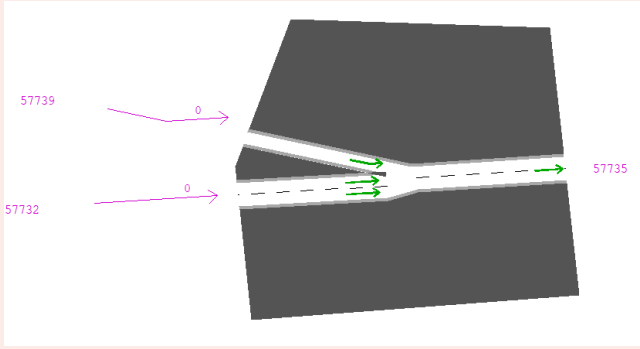
## 2019 Base AM Peak



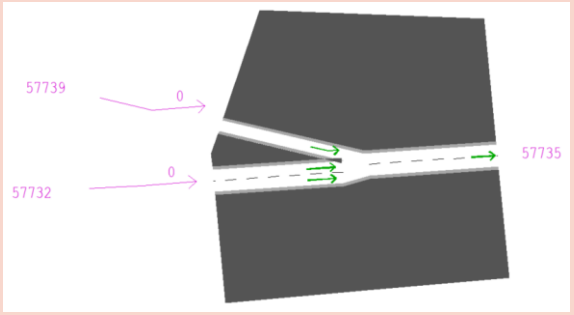

## 2041 Baseline AM Peak



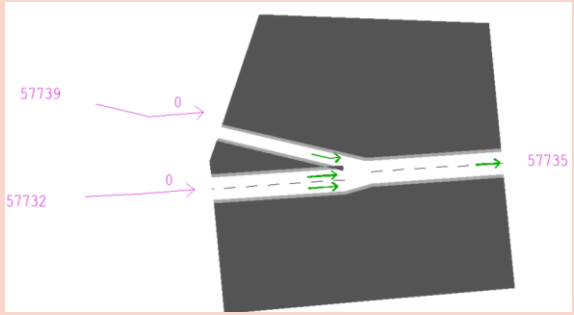

## 2041 DM AM Peak



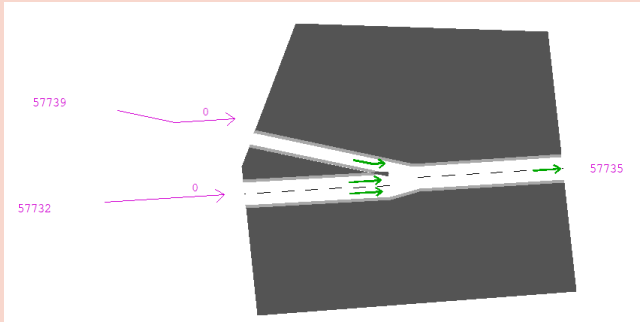

## 2019 Base PM Peak




## 2041 Baseline PM Peak



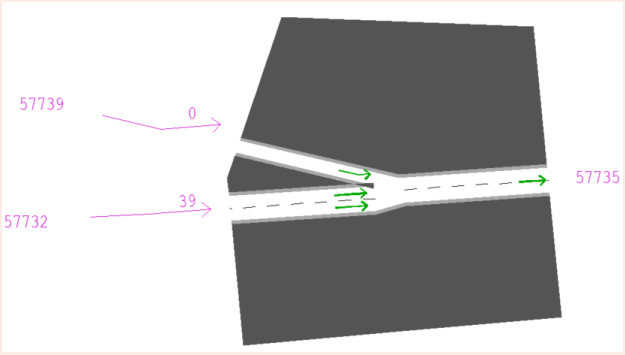

## 2041 DM PM Peak



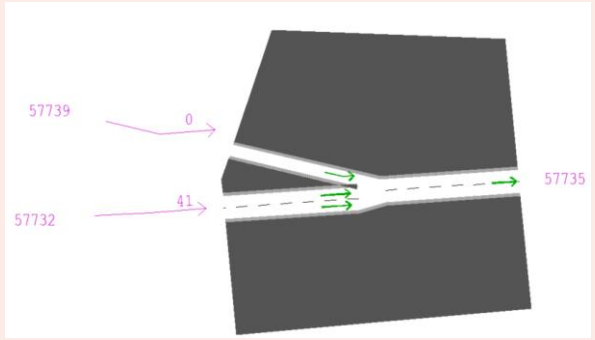
**57743**

*Turning Counts*
*V/C %*

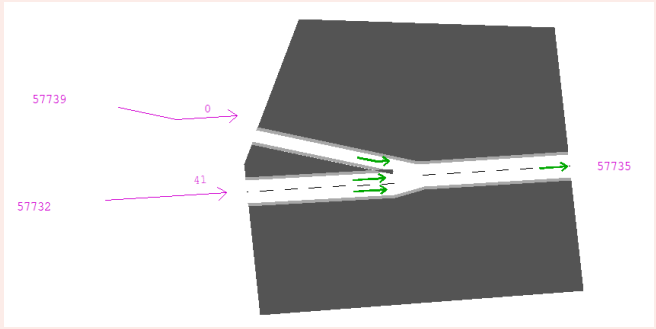
## 2019 Base AM Peak



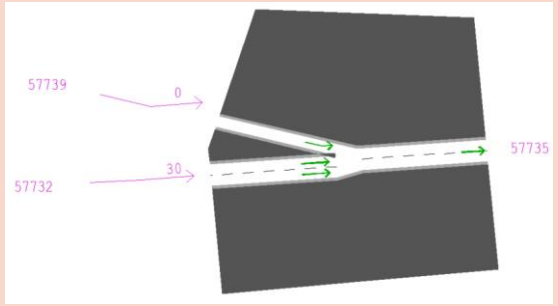

## 2041 Baseline AM Peak



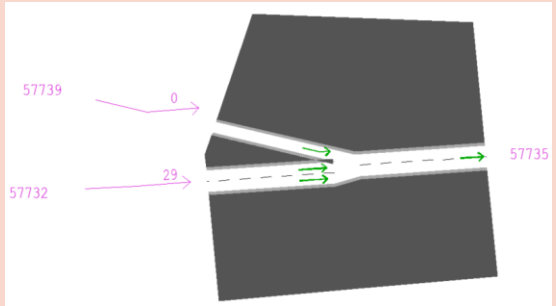

## 2041 DM AM Peak



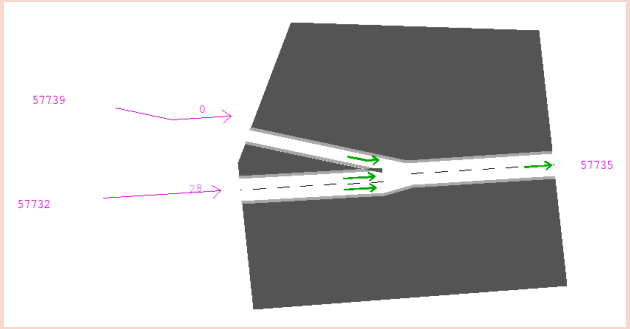

## 2019 Base PM Peak




## 2041 Baseline PM Peak



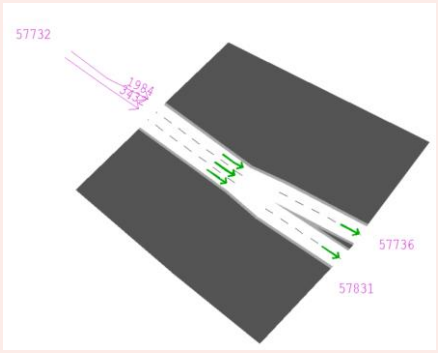

## 2041 DM PM Peak



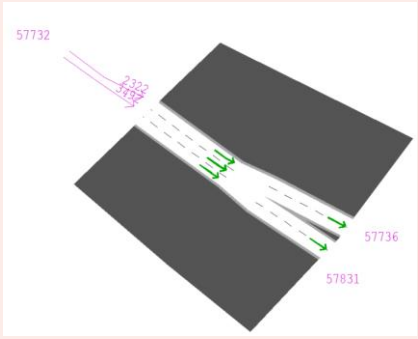
57734

*Turning Counts*
*Demand Flow (PCU/hr)*

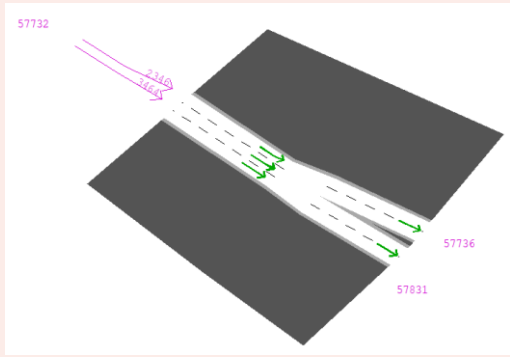
## 2019 Base AM Peak



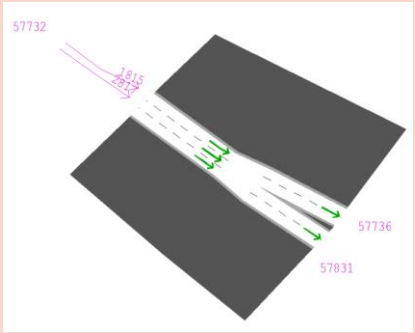

## 2041 Baseline AM Peak



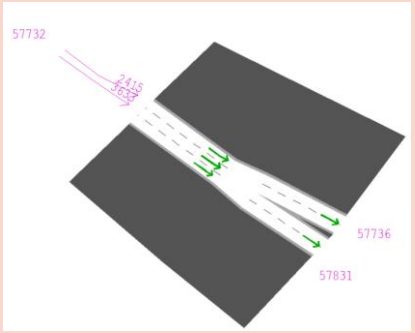

## 2041 DM AM Peak



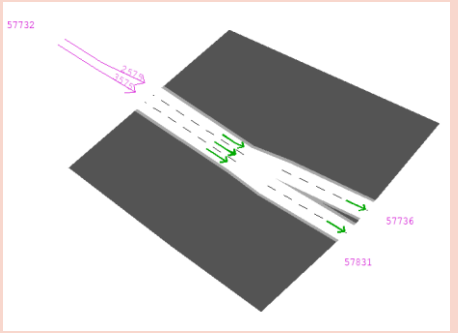

## 2019 Base PM Peak




## 2041 Baseline PM Peak



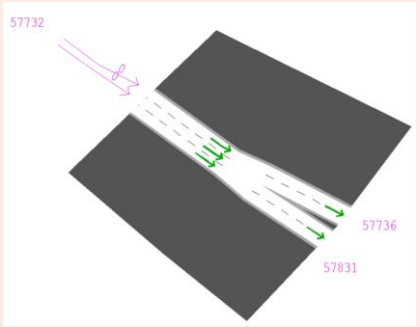

## 2041 DM PM Peak



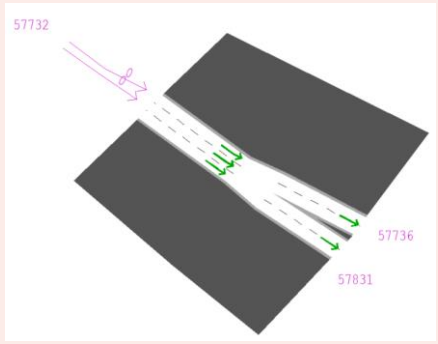
57734

*Turning Counts*
*Queue Length (PCUs)*

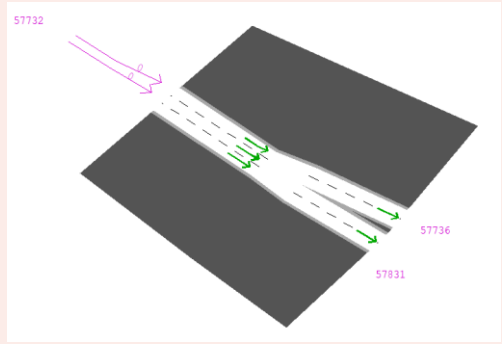
## 2019 Base AM Peak



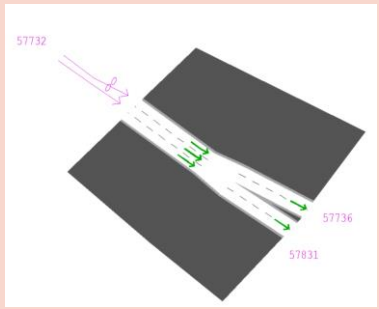

## 2041 Baseline AM Peak



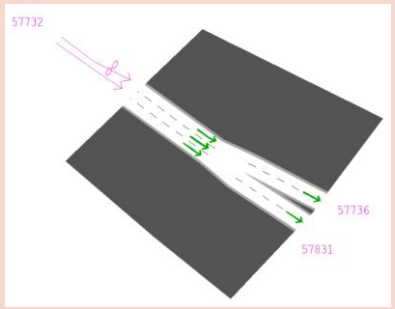

## 2041 DM AM Peak



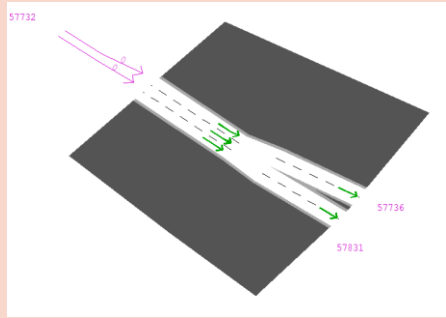

## 2019 Base PM Peak




## 2041 Baseline PM Peak



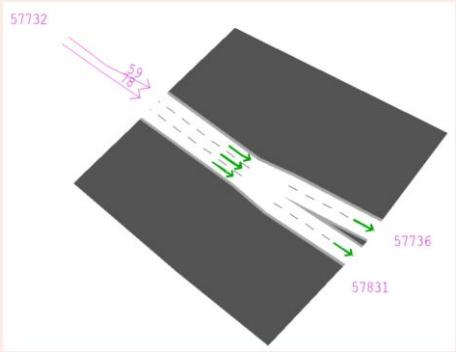

## 2041 DM PM Peak



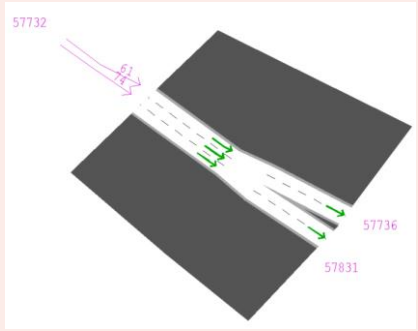
57734

*Turning Counts*
*V/C %*

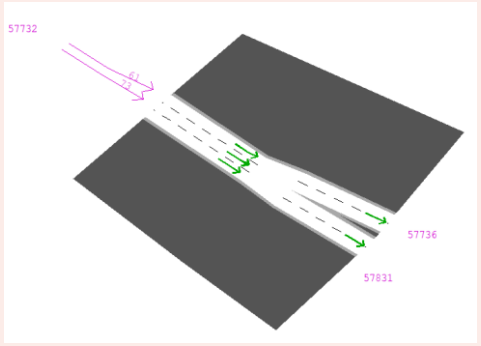
## 2019 Base AM Peak



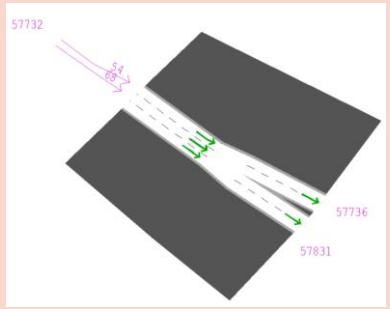

## 2041 Baseline AM Peak



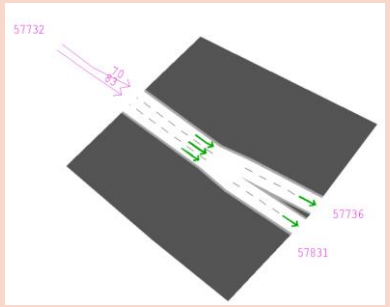

## 2041 DM AM Peak



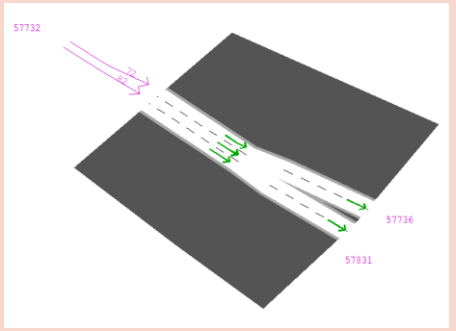

## 2019 Base PM Peak




## 2041 Baseline PM Peak



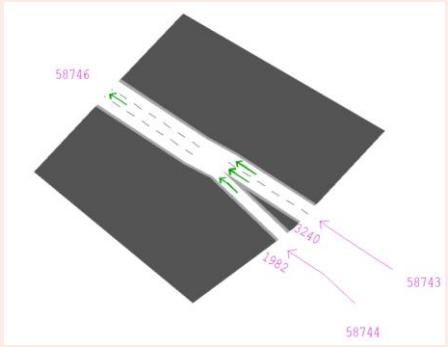

## 2041 DM PM Peak



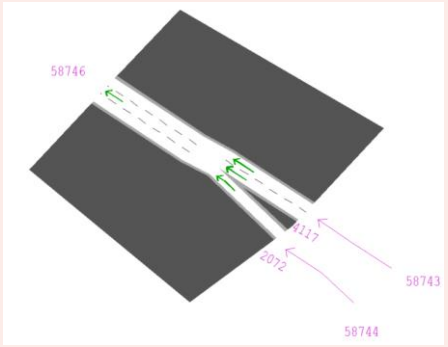
58745

*Turning Counts*
*Demand Flow (PCU/hr)*

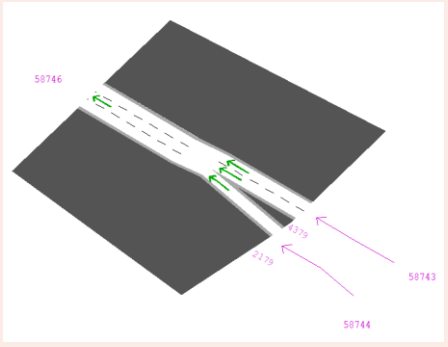
## 2019 Base AM Peak



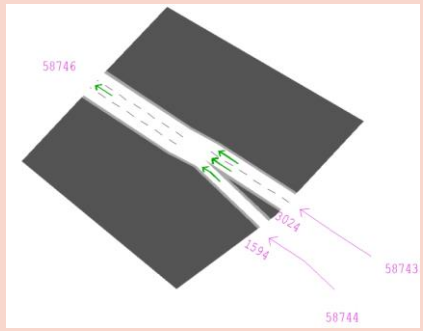

## 2041 Baseline AM Peak



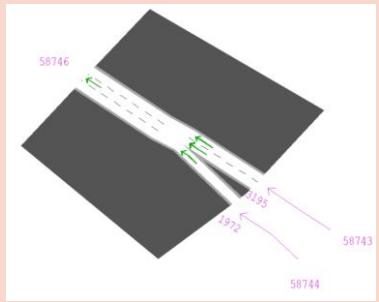

## 2041 DM AM Peak



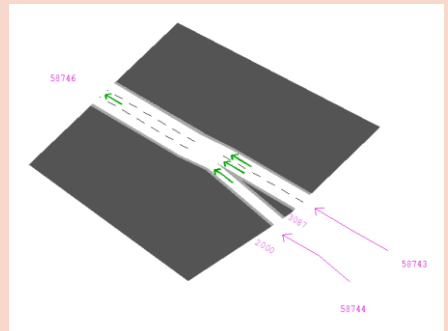

## 2019 Base PM Peak




## 2041 Baseline PM Peak



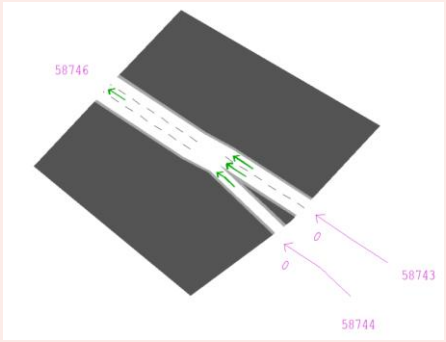

## 2041 DM PM Peak



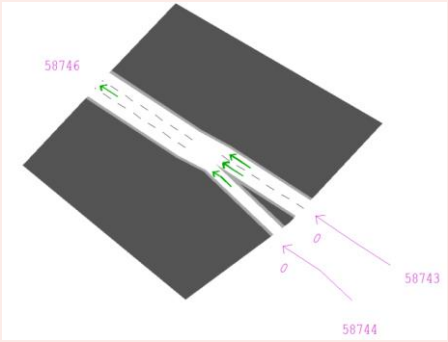
58745

*Turning Counts*
*Queue Length (PCUs)*

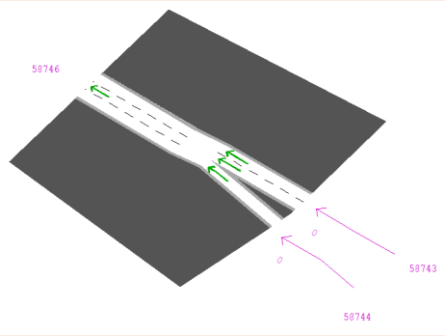
## 2019 Base AM Peak



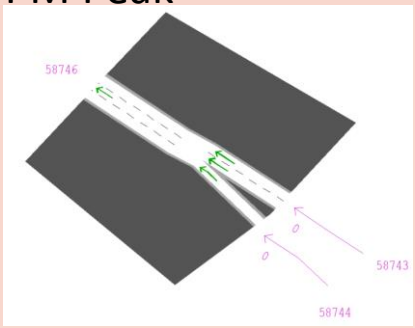

## 2041 Baseline AM Peak



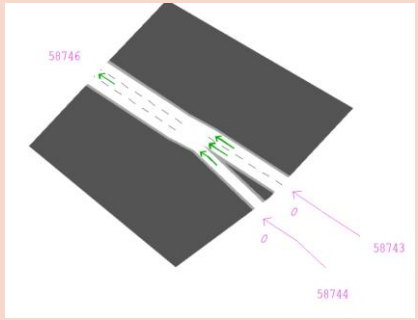

## 2041 DM AM Peak



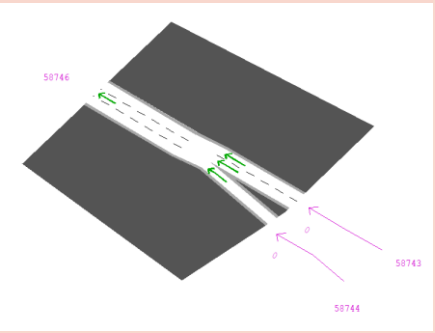

## 2019 Base PM Peak




## 2041 Baseline PM Peak



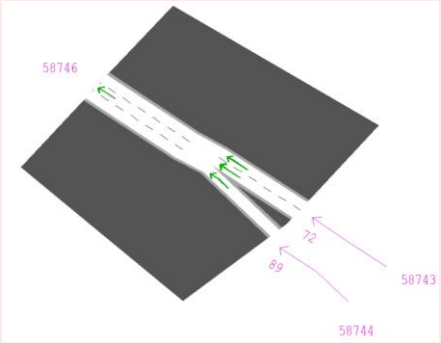

## 2041 DM PM Peak



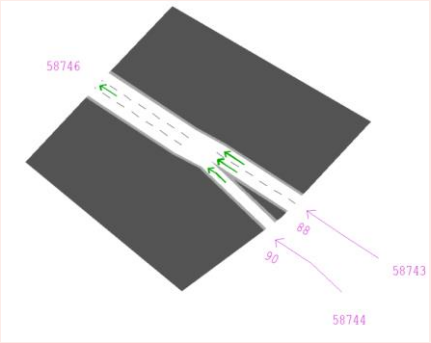
58745

*Turning Counts*
*V/C %*

## 2019 Base AM Peak




## 2041 Baseline AM Peak

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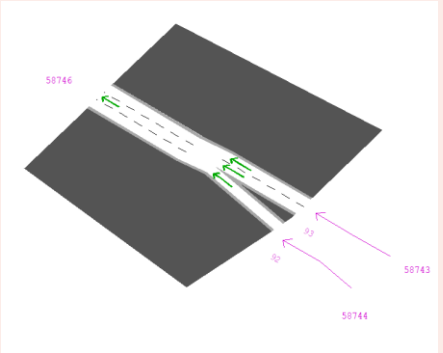


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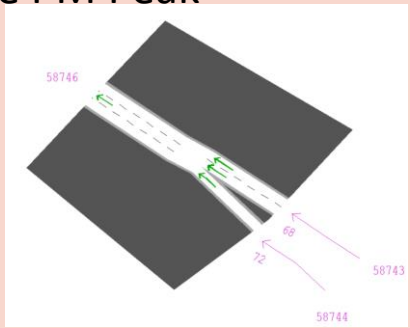


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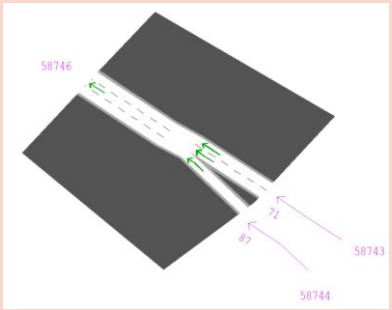


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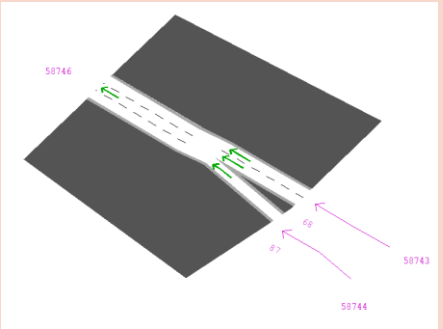
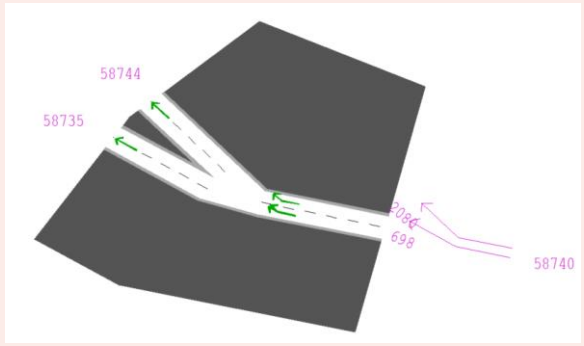


58739

*Turning Counts*
*Demand Flow (PCU/hr)*

## 2019 Base AM Peak

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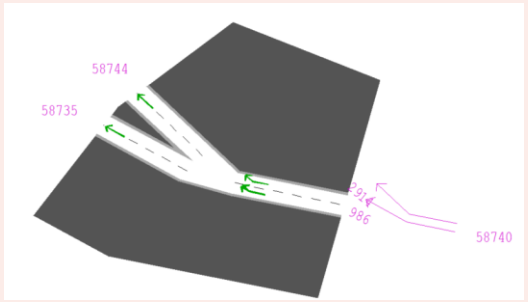


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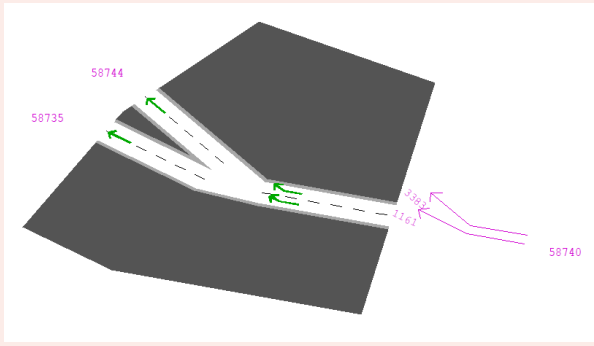


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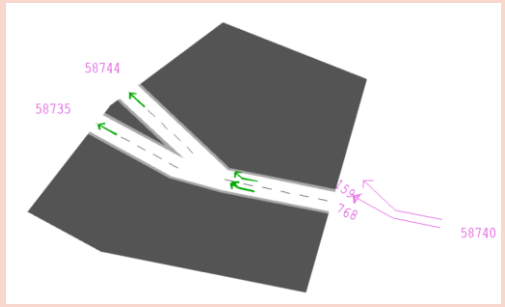


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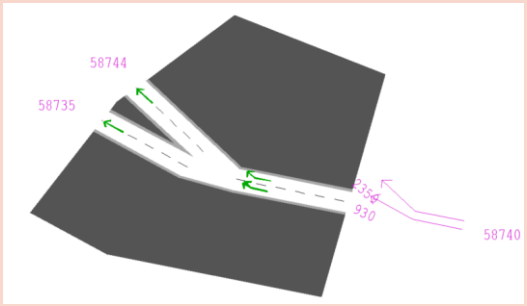


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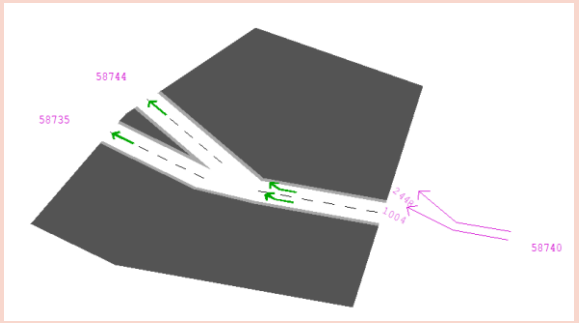
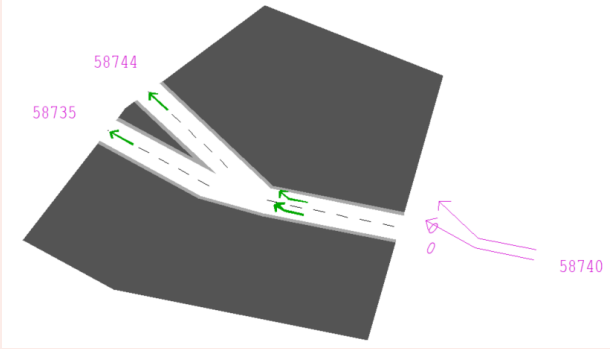


58739

*Turning Counts*
*Queue Length (PCUs)*

## 2019 Base AM Peak

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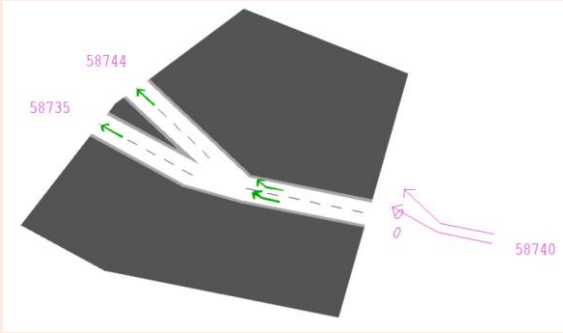


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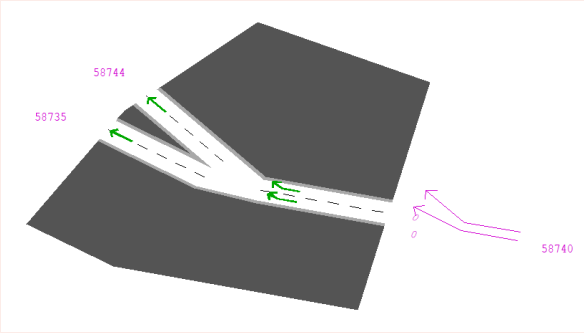


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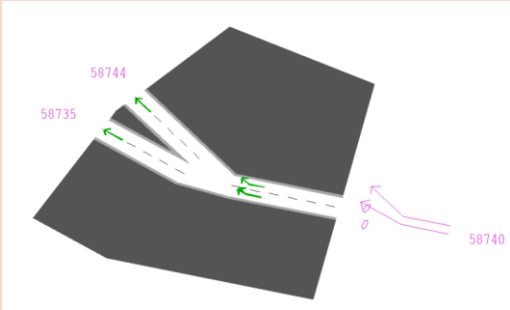


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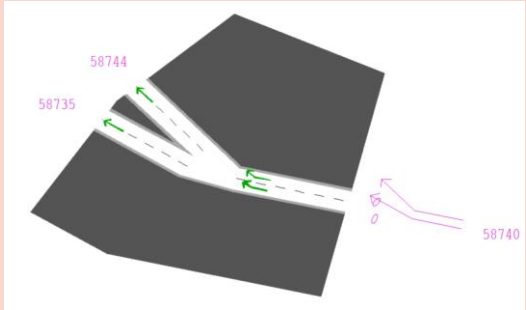


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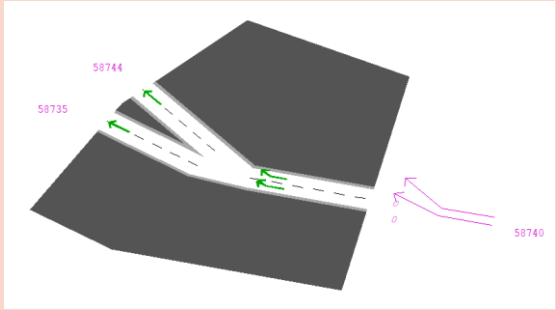

58739

*Turning Counts*
*V/C %*

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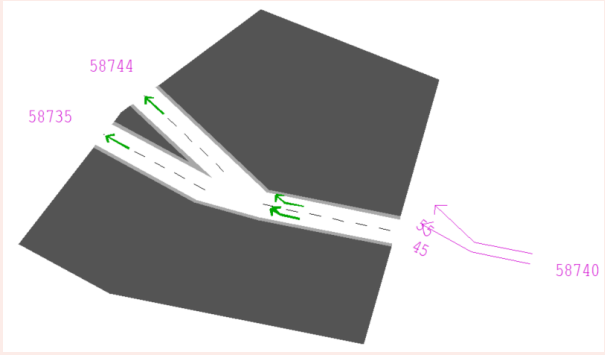


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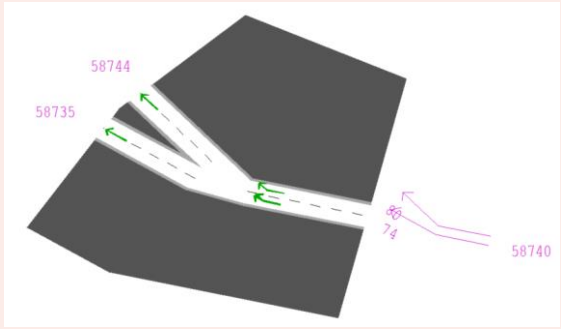


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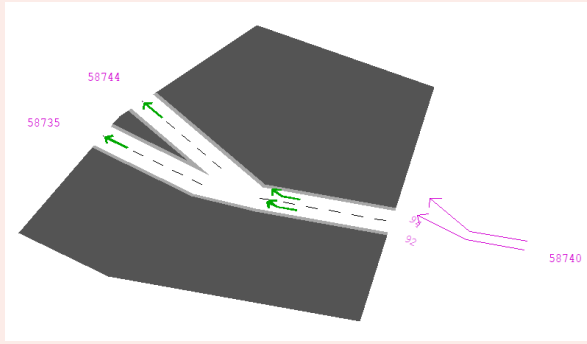


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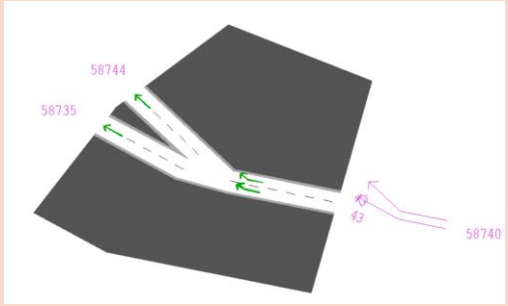


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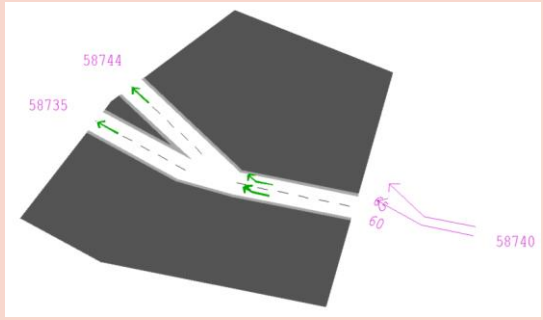


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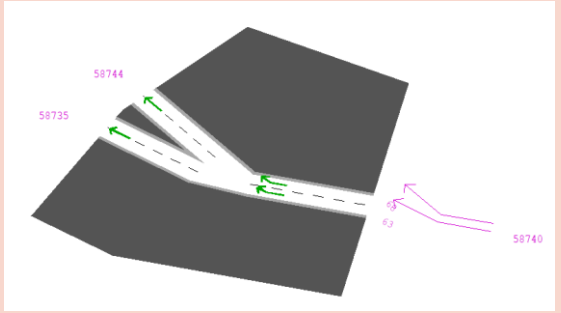
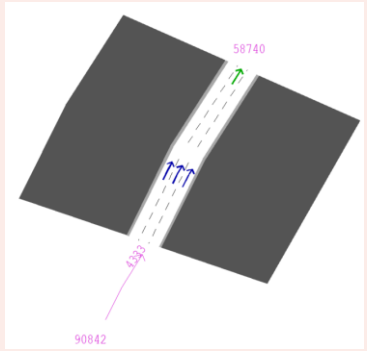


58737

*Turning Counts*
*Demand Flow (PCU/hr)*

## 2019 Base AM Peak

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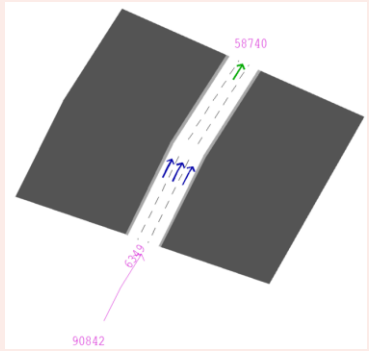


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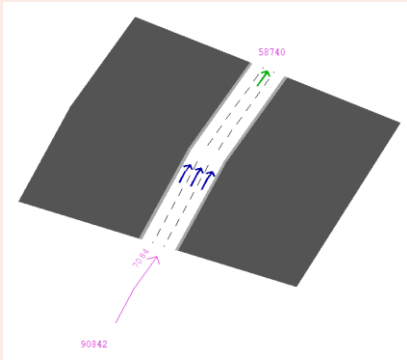


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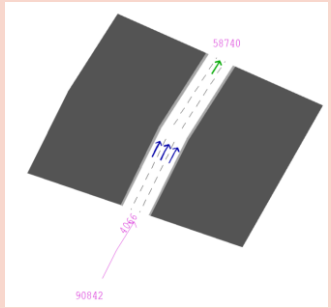


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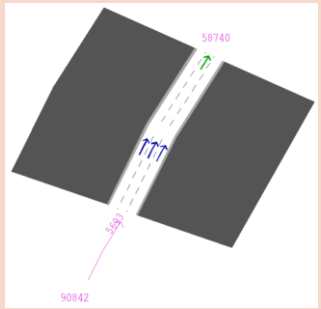


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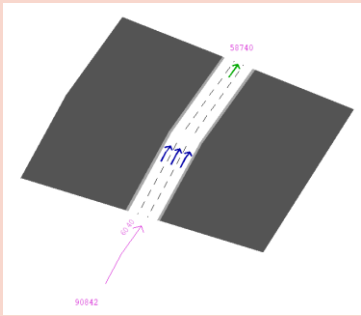
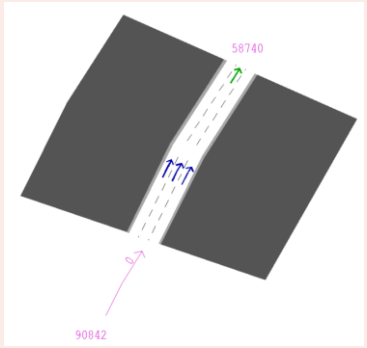


58737

*Turning Counts*
*Queue Length (PCUs)*

## 2019 Base AM Peak

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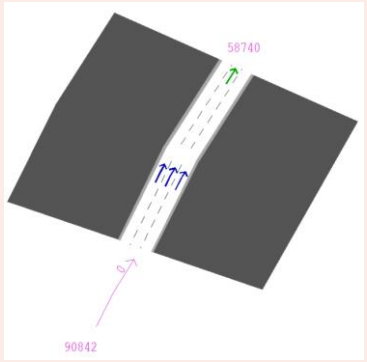


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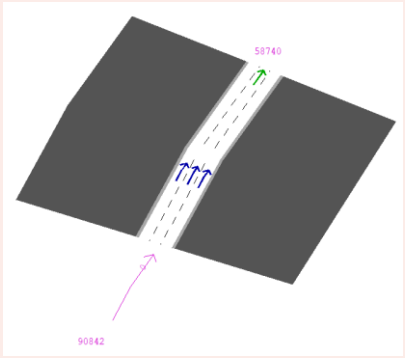


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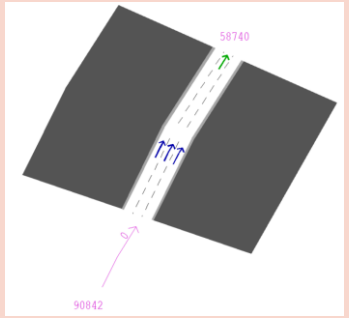


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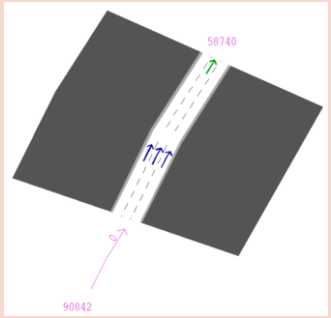


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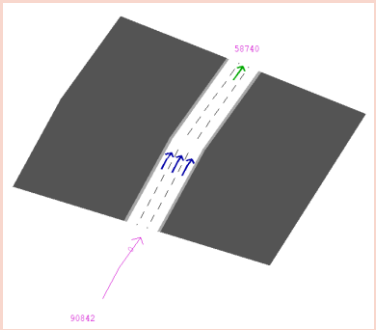
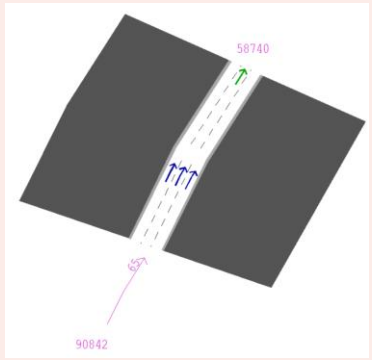


58737

*Turning Counts*
*V/C %*

## 2019 Base AM Peak

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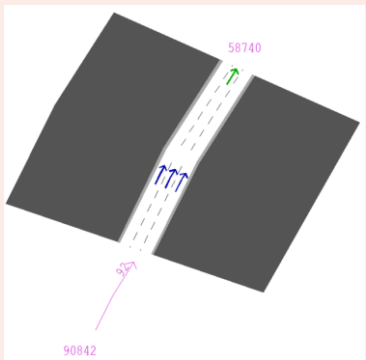


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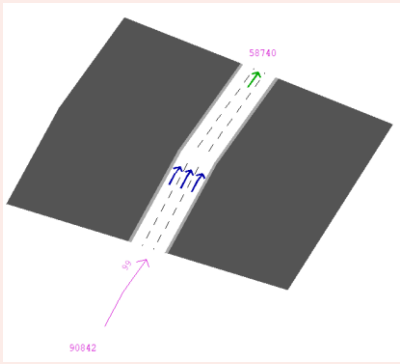


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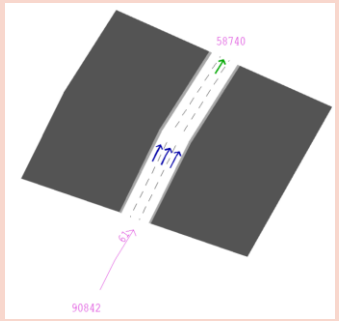


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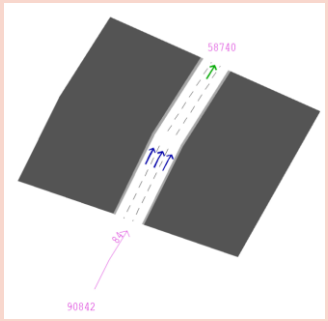


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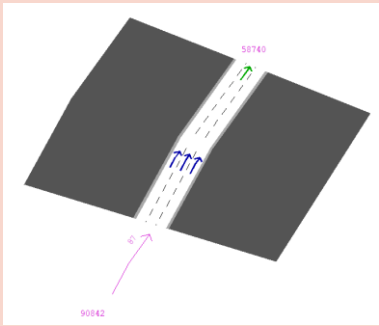

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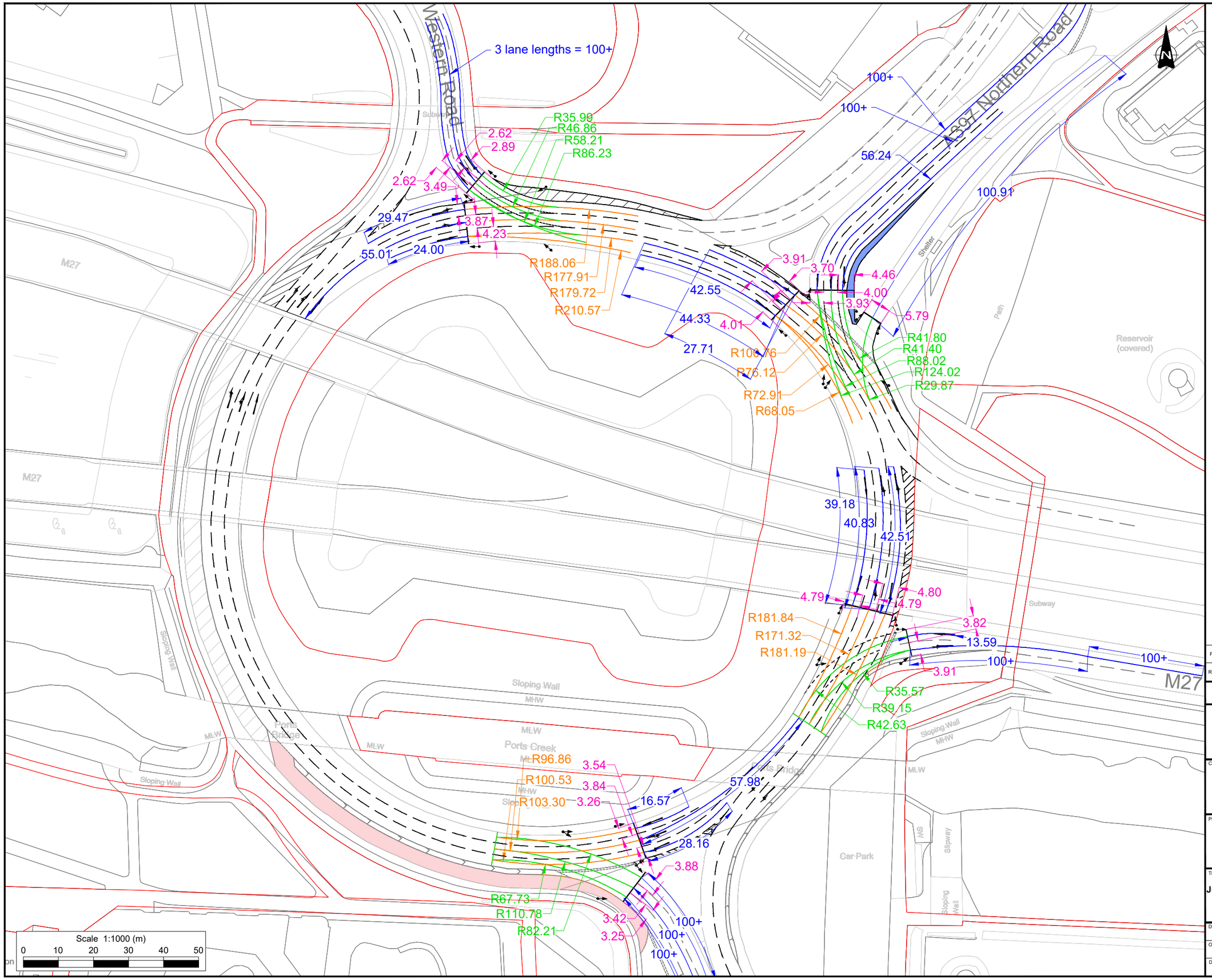
# Appendix H - Mitigation Drawings




Notes:

1. Do not scale from this drawing. If in doubt refer to the project manager for clarification.
2. All dimensions are shown in metres unless otherwise stated.
3. This drawing forms part of a design pack and should be read in conjunction with all drawings listed on the project drawing register.
4. Layout based on Ordnance Survey MasterMap, © Crown Copyright 2018. All rights reserved. Licence number 100022432.

Key:

- Existing Layout
- Highway Boundary
- Proposed Layout
- Proposed Signals
- Bus Lane / Bus Stop
- Proposed Carriageway
- Internal Turning Radius
- External Turning Radius
- Lane Width
- Lane / Flare Length

| Rev | Date | Revision details | Drawn | Check. | Review | Approv |
|---|---|---|---|---|---|---|
| P0 | 01/12/23 | Initial Issue | BG | ARM | NL | NL |

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Client

**Portsmouth City Council**

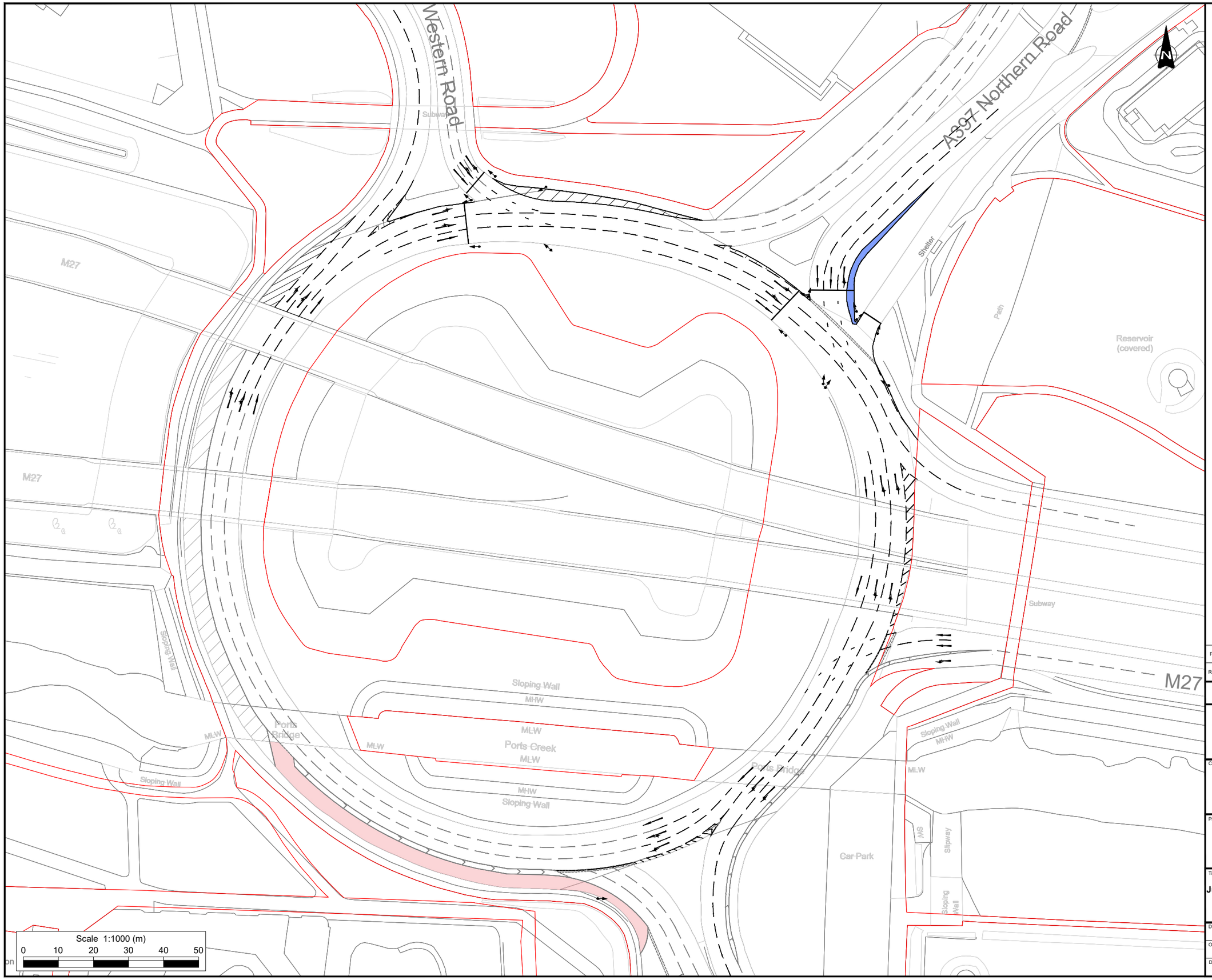
Project

**Portsmouth Local Plan Strategic Transport Assessment**

Title

**Junction 2 - Portsbridge Roundabout Proposal - Option 2 - Geometries**

| Drawn | Checked | Reviewed | Approved |
|---|---|---|---|
| BG | ARM | NL | NL |
| **Original drg. size** | **Date** | **Scale** | **Drawing Status** |
| A3 | 01/12/2023 | 1:1000 | Preliminary |
| **Drawing Number** | | | **Rev.** |
| GB01T23C11-DWG-101-2.4 | | | P0 |

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Key:

- Existing Layout
- Highway Boundary
- Proposed Layout
- Proposed Signals
- Bus Lane / Bus Stop
- Proposed Carriageway

| Rev | Date | Revision details | Drawn | Check. | Review | Approv |
|---|---|---|---|---|---|---|
| P0 | 11/12/23 | Initial Issue | MIE | ARM | NL | NL |

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Client

**Portsmouth City Council**

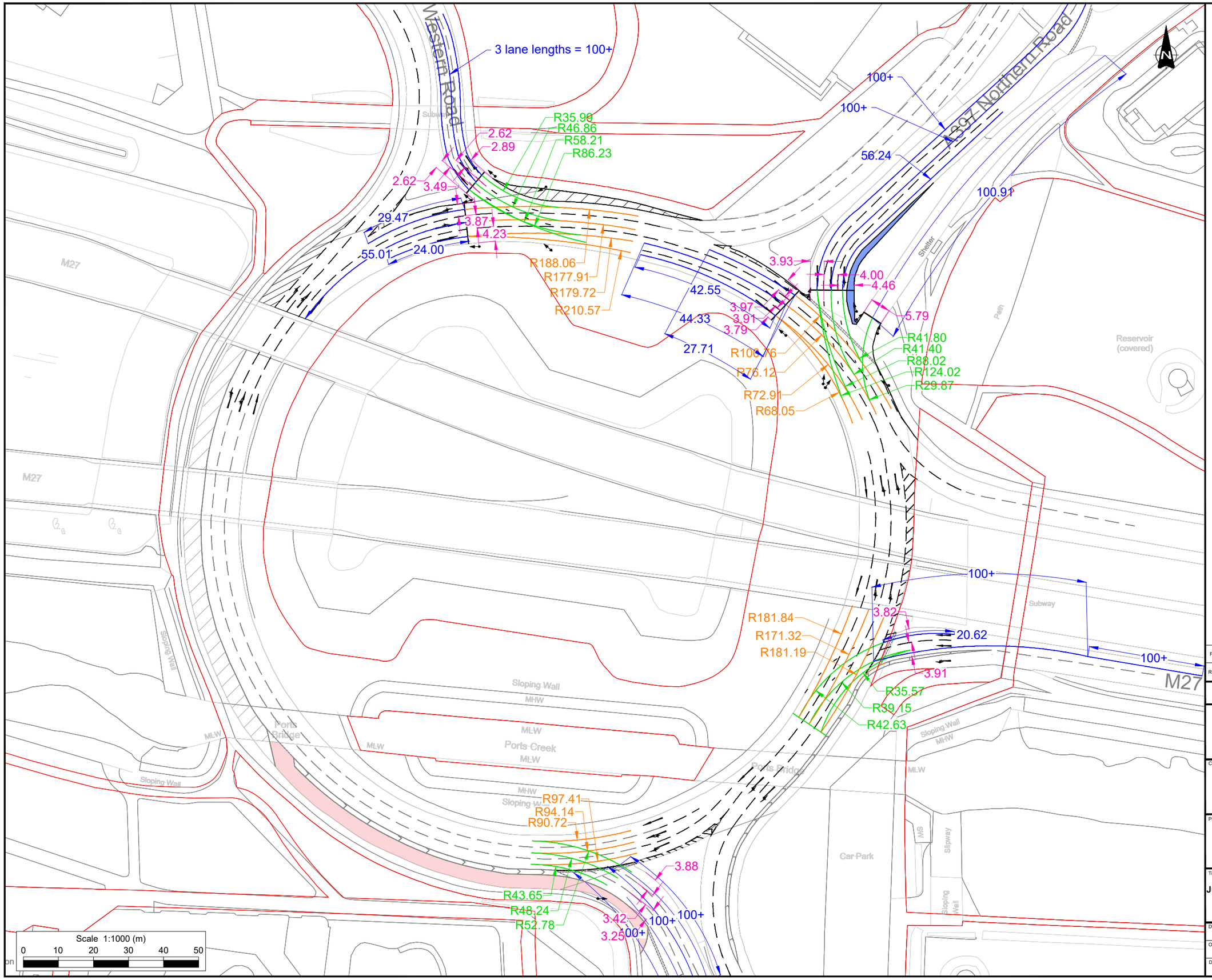
Project

**Portsmouth Local Plan Strategic Transport Assessment**

Title

**Junction 2 - Portsbridge Roundabout Proposal - Option 3**

| Drawn | Checked | Reviewed | Approved |
|---|---|---|---|
| MIE | ARM | NL | NL |
| **Original drg. size** | **Date** | **Scale** | **Drawing Status** |
| A3 | 11/12/23 | 1:1000 | Preliminary |
| **Drawing Number** | | | **Rev.** |
| GB01T23C11-DWG-101-2.5 | | | P0 |

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Key:

- Existing Layout
- Highway Boundary
- Proposed Layout
- Proposed Signals
- Bus Lane / Bus Stop
- Proposed Carriageway
- Internal Turning Radius
- External Turning Radius
- Lane Width
- Lane / Flare Length

| Rev | Date | Revision details | Drawn | Check. | Review | Approv |
|---|---|---|---|---|---|---|
| P0 | 11/12/23 | Initial Issue | MIE | ARM | NL | NL |

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**Portsmouth City Council**

Project

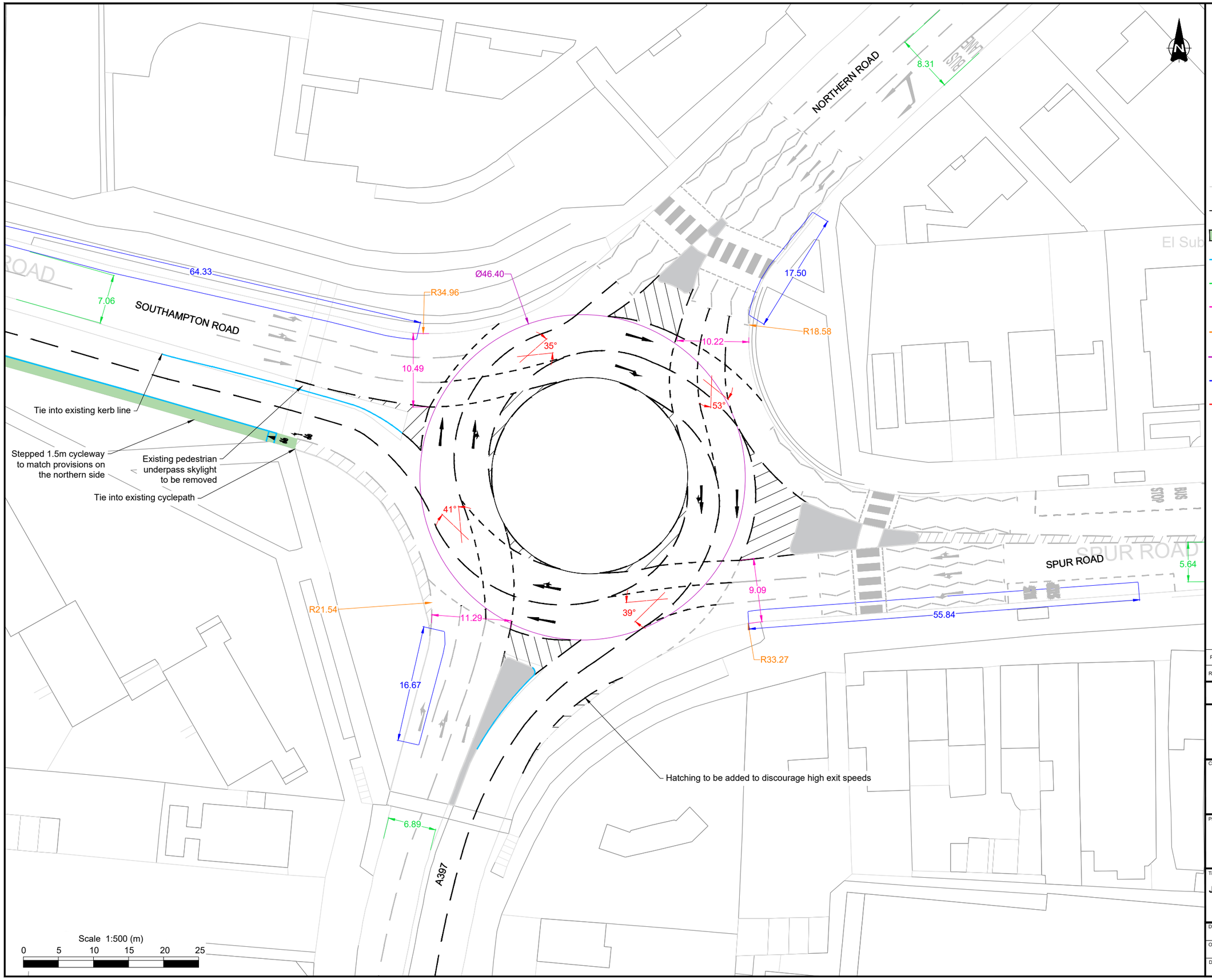
**Portsmouth Local Plan Strategic Transport Assessment**

Title

**Junction 2 - Portsbridge Roundabout Proposal - Option 3 - Geometries**

| Drawn | Checked | Reviewed | Approved |
|---|---|---|---|
| MIE | ARM | NL | NL |
| **Original drg. size** | **Date** | **Scale** | **Drawing Status** |
| A3 | 11/12/23 | 1:1000 | Preliminary |

Drawing Number: GB01T23C11-DWG-101-2.6 Rev: P0

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Key:

- OS survey
- Proposed Road Markings
- Proposed Cycleway
- Proposed Kerb Line
- Approach Road Half Width
- Entry Width
- Entry Radius
- Inscribed Circular Diameter
- Effective Flare Length
- Conflict Entry Angle

| Rev | Date | Revision details | Drawn | Check. | Review | Approv |
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| P0 | 10/11/23 | Initial issue | BG | ARM | NL | NL |

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Title: **Junction 3 - Spur Road Roundabout Proposal - Option 1 - Geometries**

| Drawn | Checked | Reviewed | Approved |
|---|---|---|---|
| BG | ARM | NL | NL |

| Original drg. size | Date | Scale | Drawing Status |
|---|---|---|---|
| A3 | 10/11/2023 | 1:500 | Preliminary |

Drawing Number: GB01T23C11-dwg-101-3.1 Rev. P0

NORTHERN ROAD

SOUTHAMPTON ROAD

SPUR ROAD

A397

64.33

7.06

Ø46.40

R34.96

10.49

35°

10.22

R18.58

17.50

8.31

53°

41°

39°

R21.54

11.29

16.67

10.56

12.80

18.95

7.13

7.52

8.73

6.89

9.09

55.84

5.64

R33.27

Tie into existing kerb line

Stepped 1.5m cycleway to match provisions on the northern side

Existing pedestrian underpass skylight to be removed

Tie into existing cyclepath

1.5m segregated cycleway

Hatching to be added to discourage high exit speeds

Cycle crossing to be on-demand

Scale 1:500 (m)

0 5 10 15 20 25

Notes:

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Key:

- OS survey
- Proposed Road Markings
- Proposed Cycleway
- Proposed 0.5m Cycleway Segregation
- Proposed Signal
- Proposed Kerb Line
- Approach Road Half Width
- Entry Width
- Entry Radius
- Inscribed Circular Diameter
- Effective Flare Length
- Conflict Entry Angle
- Stop Line Width
- Lane Length
- Crossing Length

| Rev | Date | Revision details | Drawn | Check | Review | Approv |
|---|---|---|---|---|---|---|
| P0 | 10/11/23 | Initial issue | BG | ARM | NL | NL |

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Project: **Portsmouth Local Plan Strategic Transport Assessment**

Title: **Junction 3 - Spur Road Roundabout Proposal - Option 2 - Geometries**

| Drawn | Checked | Reviewed | Approved |
|---|---|---|---|
| BG | ARM | NL | NL |

| Original drg. size | Date | Scale | Drawing Status |
|---|---|---|---|
| A3 | 10/11/2023 | 1:500 | Preliminary |

Drawing Number: GB01T23C11-dwg-101-3.2 Rev. P0

NORTHARBOUR ROAD

WESTERN ROAD

WESTERN ROAD

7.80

R30.00

5.00

50

7.20

R40.00

4.70

20

3.00

R10.00

R6.00

R10.00

R6.00

Forward visibility: 90m SSD to DMRB, assumed 30mph, as per Vectos Drawing No. VD15341-004-1 Rev. A

Scale 1:1000 (m)

0 10 20 30 40 50

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Key:

- OS mapping
- Proposed kerbs
- Proposed road markings
- Tactile paving for crossing
- R40.00 Dimensions
- Forward visibility (160m), based on DMRB, speed limit 50mph
- Forward visibility (90m), based on DMRB, speed limit 30mph
- Change of speed limit

| Rev | Date | Revision details | Drawn | Check. | Review | Approv |
|---|---|---|---|---|---|---|
| P0 | 02/01/24 | Initial issue | MIE | ARM | NL | NL |

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Project

**Portsmouth Local Plan Support**

Title

**Junction 8 - Lakeside Access Proposal - Geometries**

| Drawn | Checked | Reviewed | Approved |
|---|---|---|---|
| MIE | ARM | NL | NL |
| Original drg. size: A3 | Date: 02/01/2024 | Scale: 1:1000 | Drawing Status: Preliminary |

Drawing Number: GB01T23C11-DWG-101-8.1 Rev. P0

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Key:

- OS survey
- Proposed Cycleway
- Proposed Segregation
- Proposed Kerb Line
- Proposed Drop Kerb
- Proposed Transition Kerb
- Proposed Road Markings
- Belisha Beacon
- Proposed Shared Footway
- Proposed Footway

Bus shelter to be relocated along with the bus stop

Existing bus stops to be moved further down Kings Road to the east Refer to Drawing GB01T22C91-dwg-100-16.2

Tie into existing kerb line

St Paul's Road to become southbound one-way

Tie into existing cycleway

To be marked as a shared cycle/pedestrian footway

Existing bus stops to be moved further down Kings Road to the east Refer to Drawing GB01T22C91-dwg-100-16.2

Bus shelter to be relocated along with the bus stop

See drawing GB01T22C91-dwg-100-16.2

St Paul's Road

Kings Road

Flint Street

NO ENTRY

3.32

2.08

2.04

Scale 1:250 (m)

0 2 4 6 8 10

| Rev | Date | Revision details | Drawn | Check. | Review | Approv |
|---|---|---|---|---|---|---|
| P0 | 20/11/23 | Initial issue | BG | ARM | NL | NL |

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Project

**Portsmouth Local Plan Strategic Transport Assessment**

Title

**Junction 16 - Museum Road / Landport Terrace / Kings Road Proposal - Geometries (Sheet 1 of 2)**

| Drawn | Checked | Reviewed | Approved |
|---|---|---|---|
| BG | ARM | NL | NL |
| **Original drg. size** | **Date** | **Scale** | **Drawing Status** |
| A3 | 20/11/2023 | 1:250 | Preliminary |
| **Drawing Number** | | | **Rev.** |
| GB01T23C11-DWG-101-16.1 | | | P0 |

St Paul's Road

3.32

NO ENTRY

Kings Road

See drawing GB01T22C91-dwg-100-16.1

6 parking bays (~36m) to be removed

Proposed relocation of bus stops to allow for proposed crossing

Relocated bus shelter

3.00

3.07

3.00

BUS STOP

BUS STOP

Relocated bus shelter

11 parking bays (~64m) to be removed

Proposed relocation of bus stops to allow for proposed crossing

Scale 1:250 (m)

0 2 4 6 8 10

N

Notes:

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Key:

- OS survey
- Proposed Cycleway
- Proposed Segregation
- Proposed Kerb Line
- Proposed Drop Kerb
- Proposed Transition Kerb
- Proposed Road Markings
- Belisha Beacon
- Proposed Shared Footway
- Proposed Footway

| Rev | Date | Revision details | Drawn | Check. | Review | Approv |
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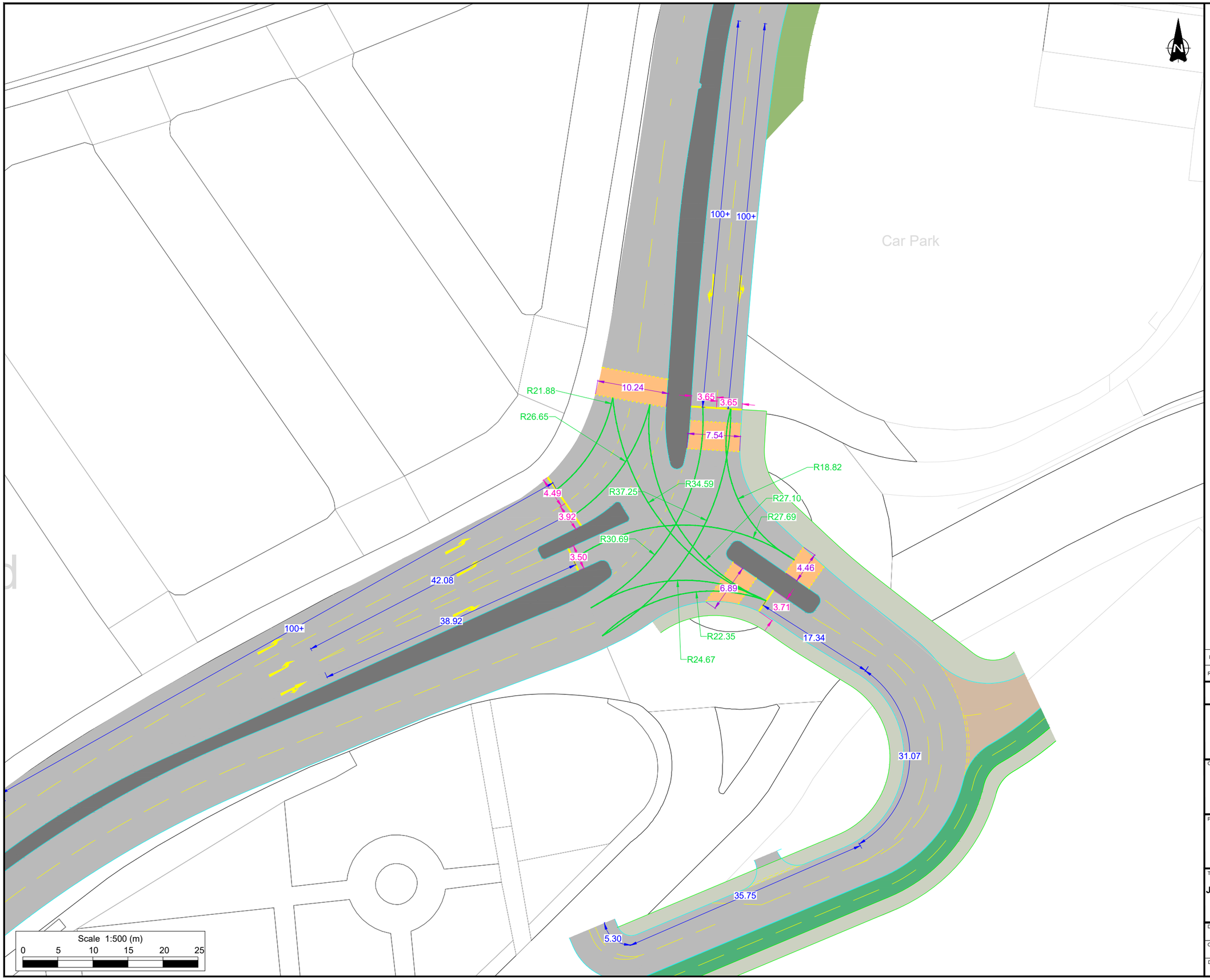
Title

**Junction 16 - Museum Road / Landport Terrace / Kings Road Proposal - Geometries (Sheet 2 of 2)**

| Drawn | Checked | Reviewed | Approved |
|---|---|---|---|
| BG | ARM | NL | NL |

| Original drg. size | Date | Scale | Drawing Status |
|---|---|---|---|
| A3 | 20/11/2023 | 1:250 | Preliminary |

| Drawing Number | Rev. |
|---|---|
| GB01T23C11-DWG-101-16.2 | P0 |

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6. Refer to Stantec Drawing No. 332110641/5501/SK046 - PROPOSED FULL SCEME HIGHWAY ARRANGEMENT

Key:

- OS survey
- Turning Radius
- Lane Width
- Lane / Flare Length
- Signalised Pedestrian Crossing Length

| Rev | Date | Revision details | Drawn | Check. | Review | Approv |
|---|---|---|---|---|---|---|
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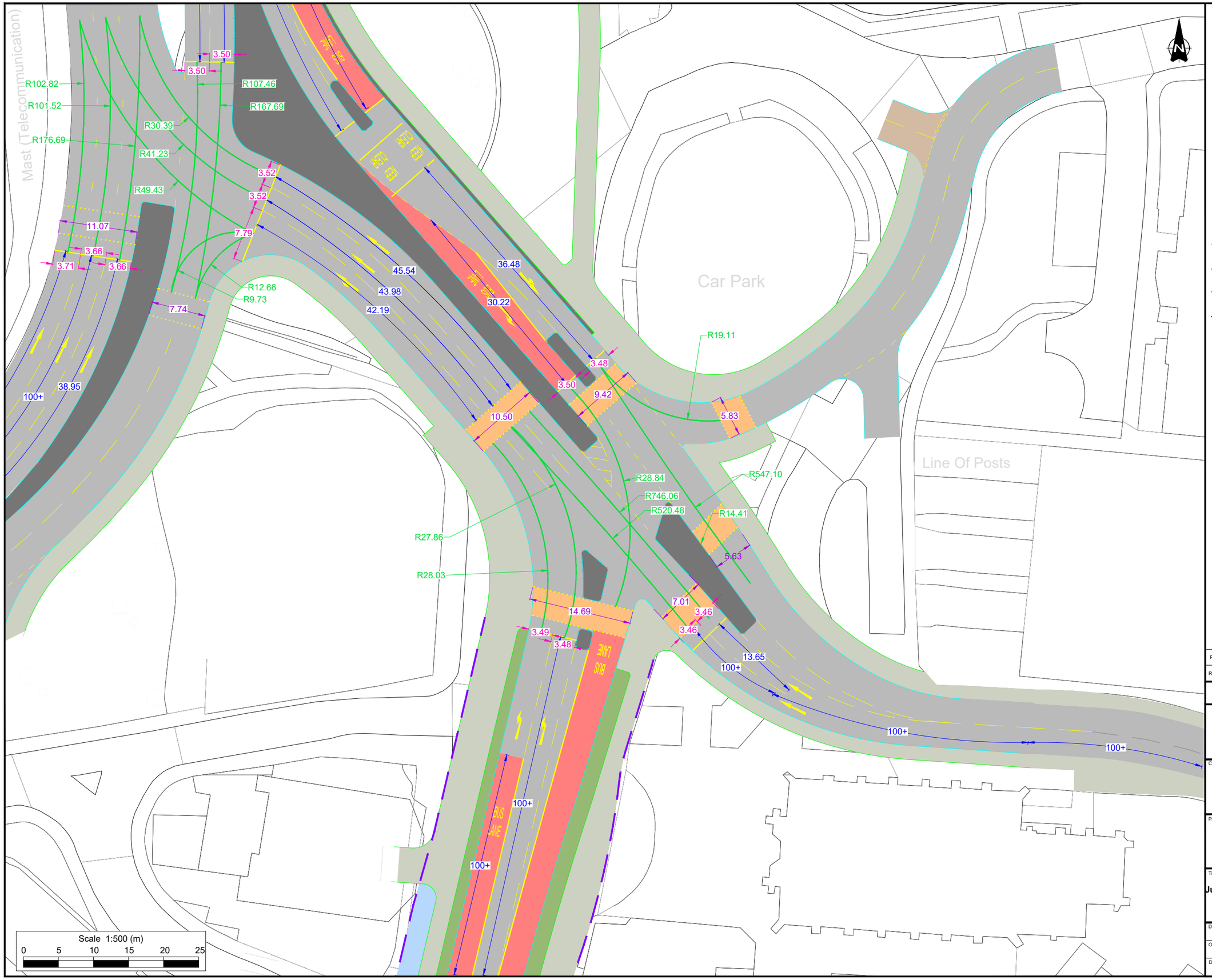
**Portsmouth Local Plan Strategic Transport Assessment**

Title

**Junction 13 - Hope Street Roundabout Proposal - Geometries**

| Drawn | Checked | Reviewed | Approved |
|---|---|---|---|
| BG | ARM | NL | NL |
| **Original drg. size** | **Date** | **Scale** | **Drawing Status** |
| A3 | 20/11/2023 | 1:500 | Preliminary |

Drawing Number: GB01T23C11-DWG-101-13.1 Rev. P0

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6. Refer to Stantec Drawing No. 332110641/5501/SK046 - PROPOSED FULL SCEME HIGHWAY ARRANGEMENT

Key:

- OS survey
- Turning Radius
- Lane Width
- Lane / Flare Length
- Signalised Pedestrian Crossing Length

| Rev | Date | Revision details | Drawn | Check. | Review | Approv |
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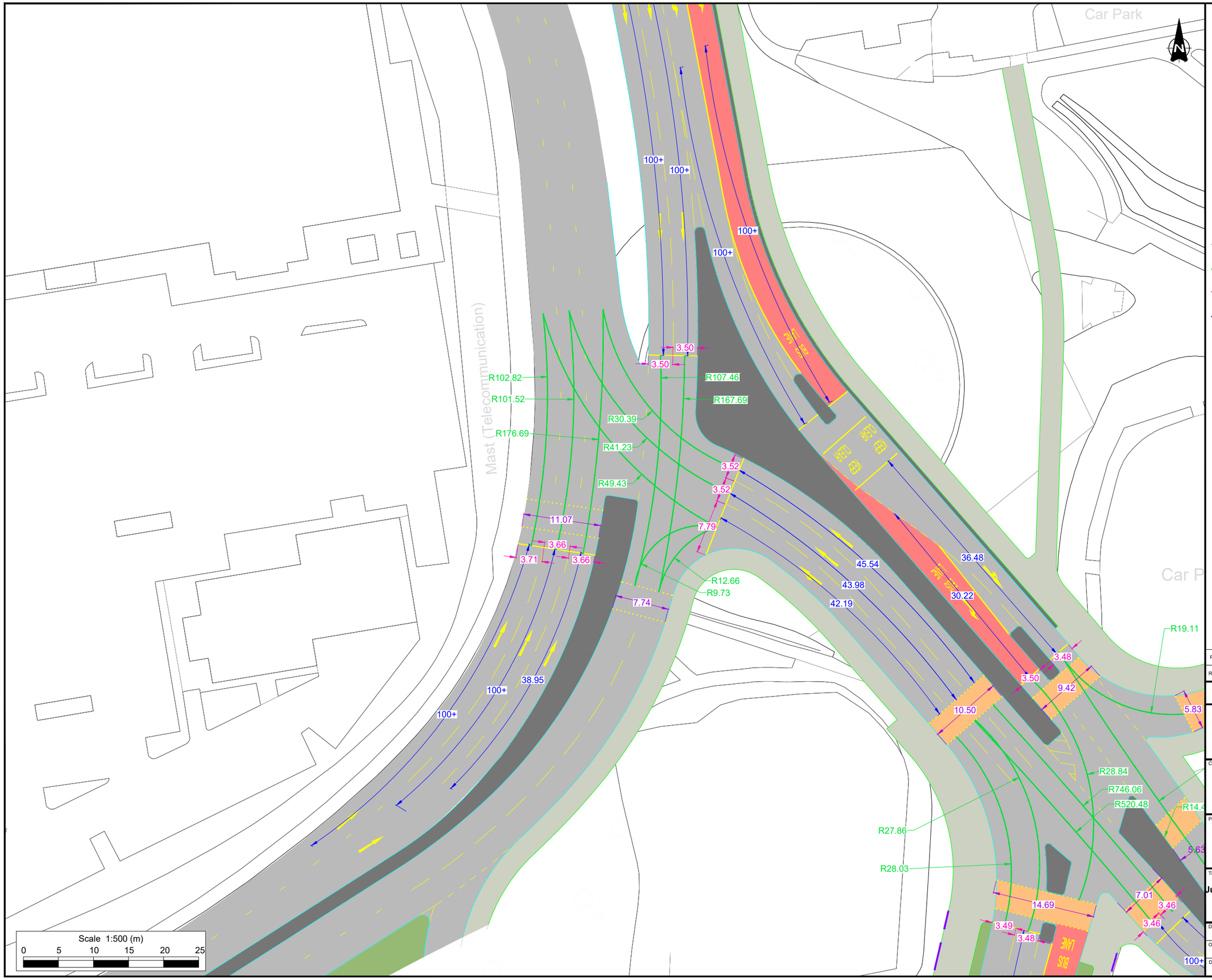
Title

**Junction 4 - Church Street Roundabout Proposal - Geometries (Sheet 1 of 2)**

| Drawn | Checked | Reviewed | Approved |
|---|---|---|---|
| BG | ARM | NL | NL |
| **Original drg. size** | **Date** | **Scale** | **Drawing Status** |
| A3 | 20/11/2023 | 1:500 | Preliminary |
| **Drawing Number** | | | **Rev.** |
| GB01T23C11-DWG-101-4.1 | | | P0 |

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6. Refer to Stantec Drawing No. 332110641/5501/SK046 - PROPOSED FULL SCEME HIGHWAY ARRANGEMENT

Key:

- OS survey
- Turning Radius
- Lane Width
- Lane / Flare Length
- Signalised Pedestrian Crossing Length

| Rev | Date | Revision details | Drawn | Check. | Review | Approv |
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| P0 | 22/11/23 | Initial issue | BG | ARM | NL | NL |

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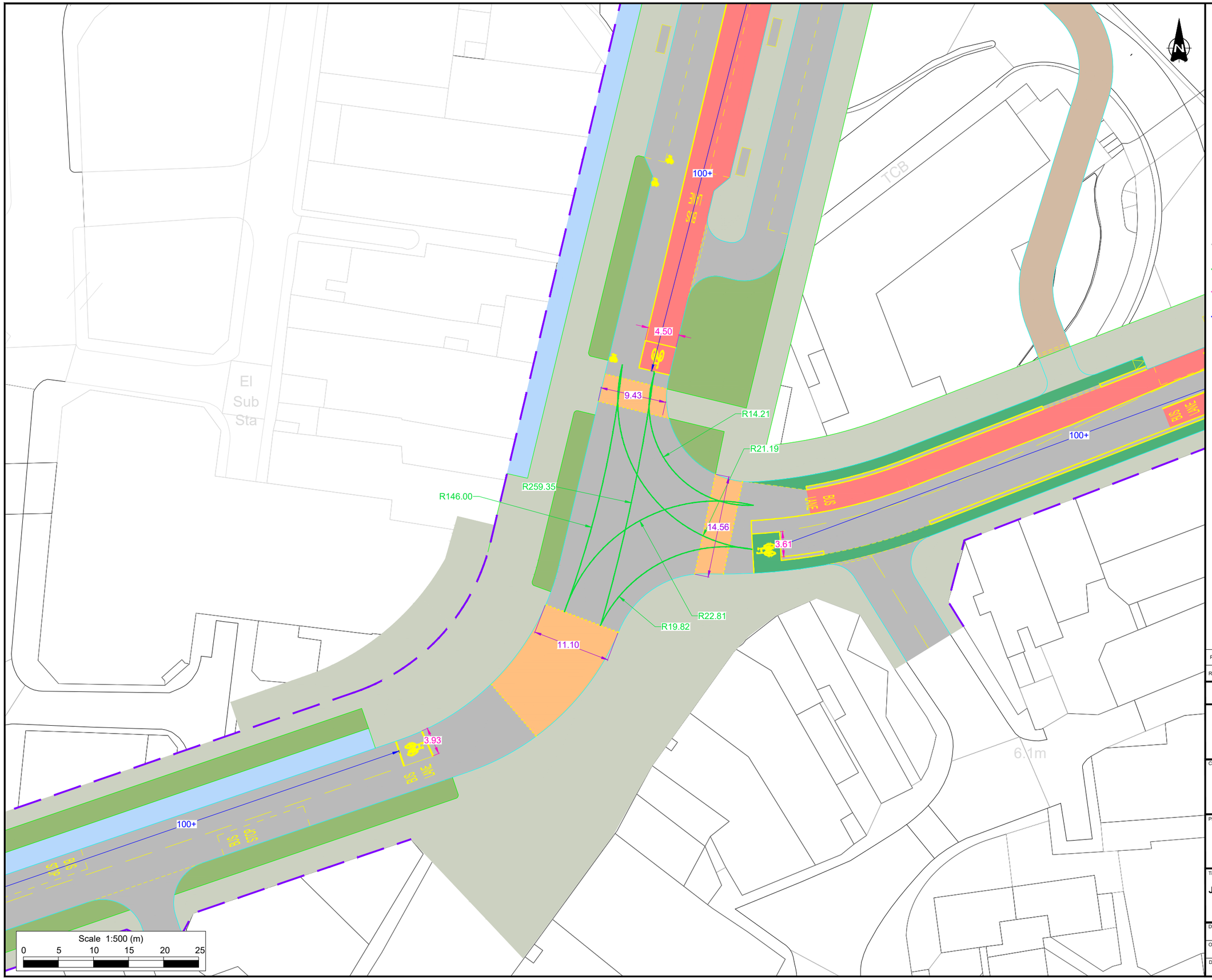
Title: **Junction 4 - Church Street Roundabout Proposal - Geometries (Sheet 2 of 2)**

| Drawn | Checked | Reviewed | Approved |
|---|---|---|---|
| BG | ARM | NL | NL |
| **Original drg. size** | **Date** | **Scale** | **Drawing Status** |
| A3 | 22/11/2023 | 1:500 | Preliminary |
| **Drawing Number** | | | **Rev.** |
| GB01T23C11-DWG-101-4.2 | | | P0 |

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Key:

- OS survey
- Turning Radius
- Lane Width
- Lane / Flare Length
- Signalised Pedestrian Crossing Length

| Rev | Date | Revision details | Drawn | Check. | Review | Approv |
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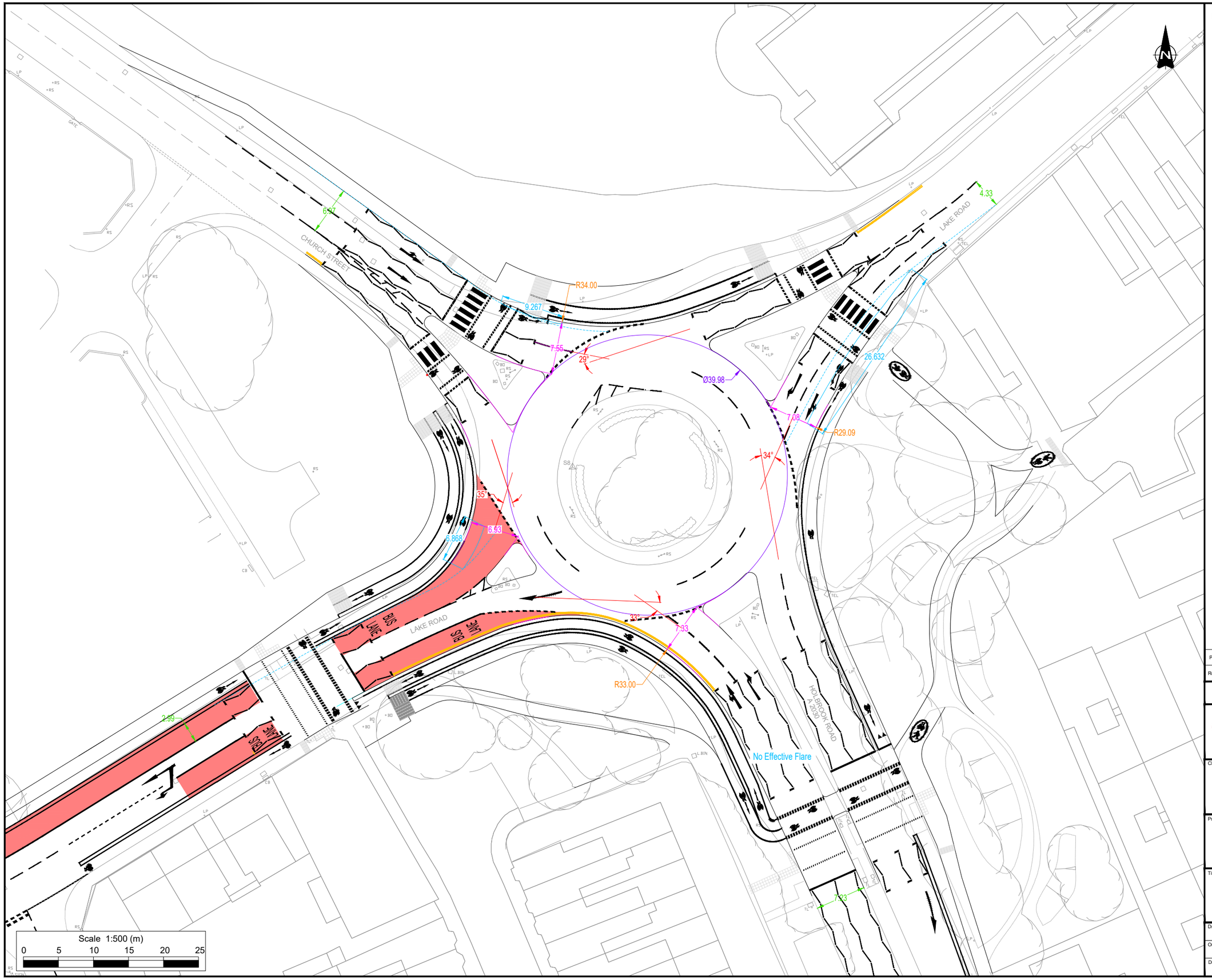
**Portsmouth Local Plan Strategic Transport Assessment**

Title

**Junction 6 - Marketway Roundabout Proposal - Geometries**

| Drawn | Checked | Reviewed | Approved |
|---|---|---|---|
| BG | ARM | NL | NL |
| Original drg. size | Date | Scale | Drawing Status |
| A3 | 20/11/2023 | 1:500 | Preliminary |
| Drawing Number | | | Rev. |
| GB01T23C11-DWG-101-6.1 | | | P0 |

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Key:

- OS
- Proposed design
- Bus lane
- Approach Road Half Width
- Effective Flare Length
- Entry Radius
- Inscribed Circular Diameter
- Entry Width
- Conflict Entry Angle

| Rev | Date | Revision details | Drawn | Check. | Review | Approv |
|---|---|---|---|---|---|---|
| P0 | 16/09/24 | Initial issue | MIE | BG | ARM | ARM |

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**Portsmouth Local Plan Strategic Transport Assessment**

Title

**Junction 18 - Mitigation Geometries**

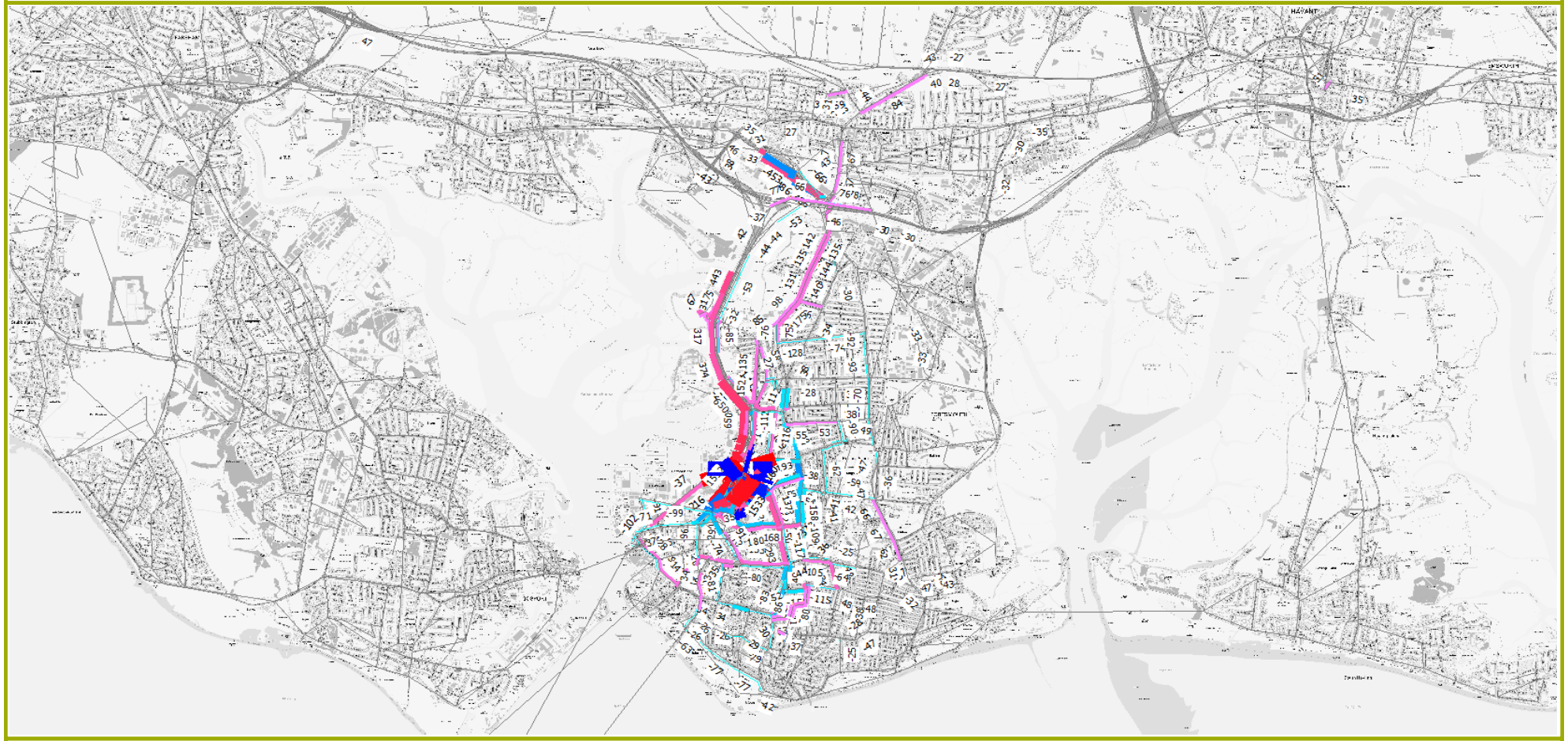
| Drawn | Checked | Reviewed | Approved |
|---|---|---|---|
| MIE | BG | ARM | ARM |

| Original drg. size | Date | Scale | Drawing Status |
|---|---|---|---|
| A3 | 16/09/2024 | 1:500 | Preliminary |

| Drawing Number | Rev. |
|---|---|
| GB01T23C11-dwg-100-18 | P0 |

# Appendix I - SRTM 2041 Do Something Plots

## Do Something vs Do Minimum AM Flow Difference (Strategic view)



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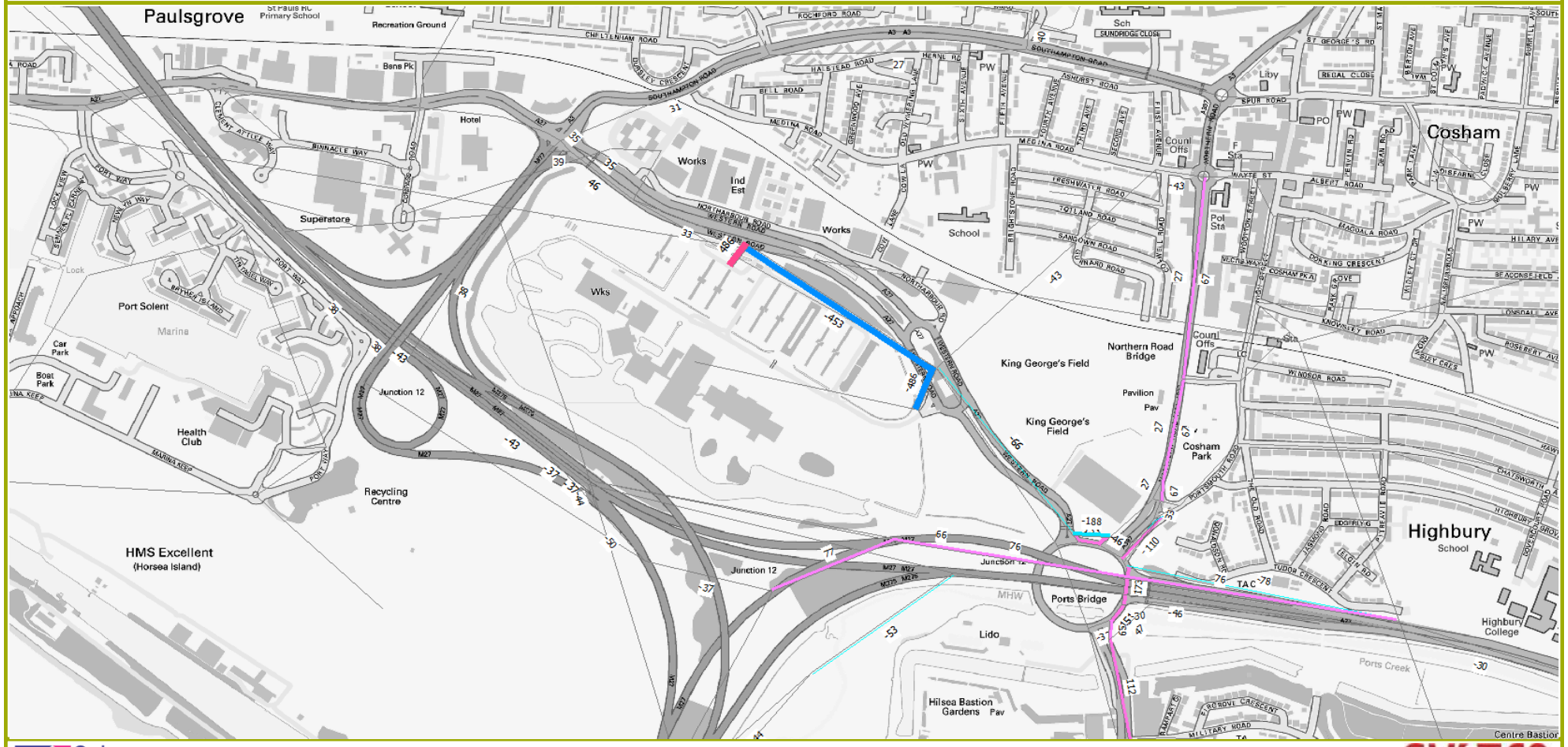
## Do Something vs Do Minimum AM Flow Difference (Lakeside & Portsbridge Roundabout)

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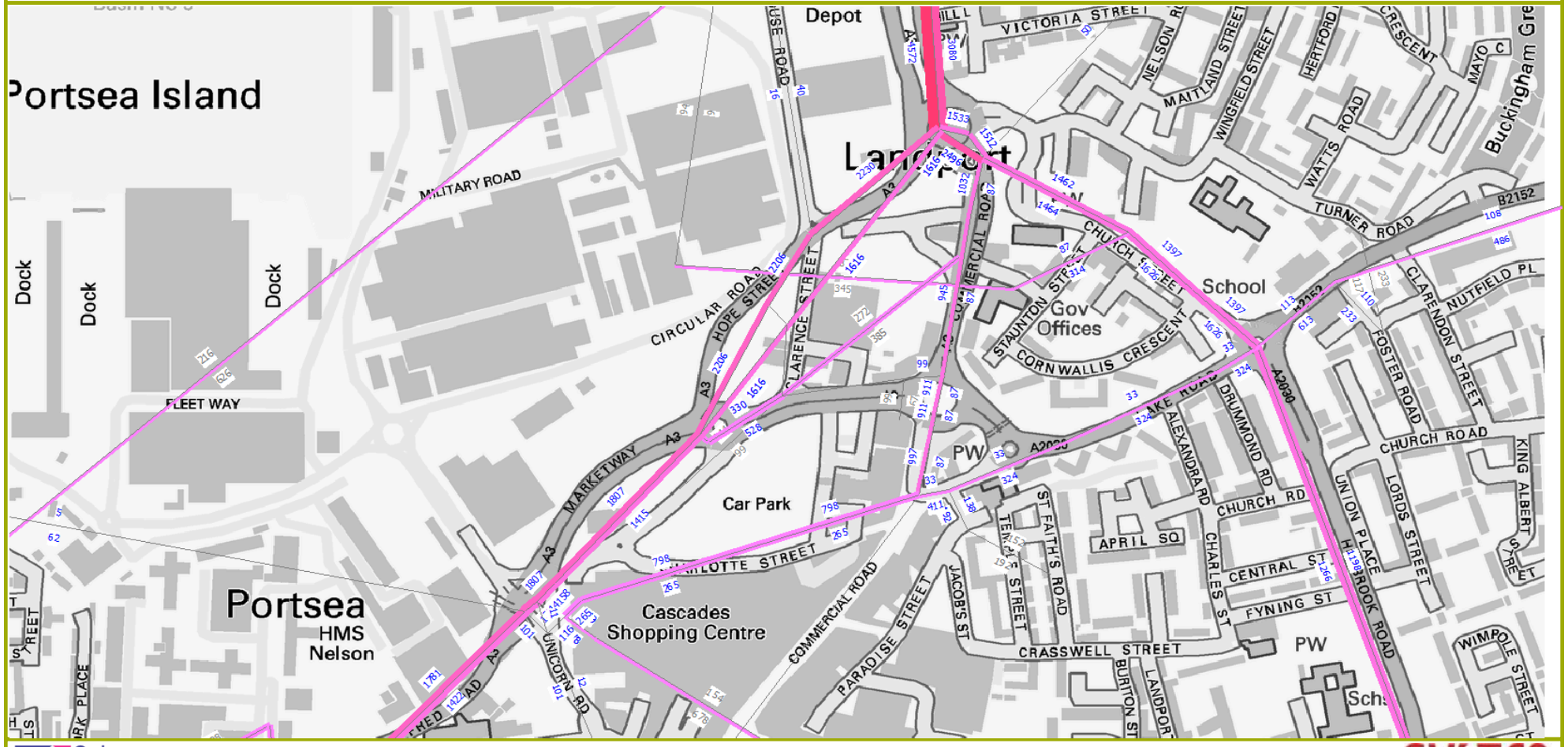
SYSTRA

**Do Something AM Absolute Flow (City Centre)**

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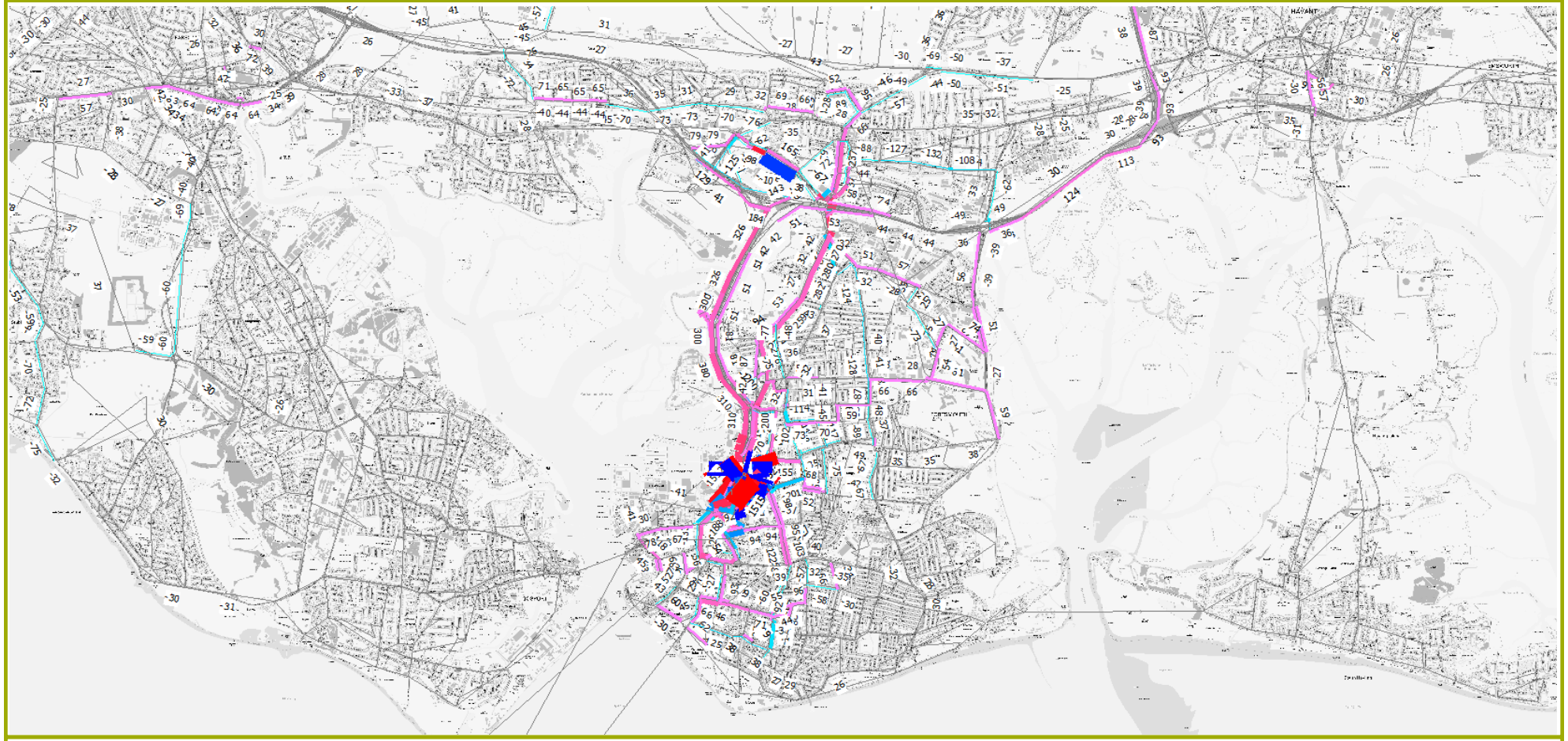
SYSTRA

## Do Something vs Do Minimum PM Flow Difference (Strategic view)



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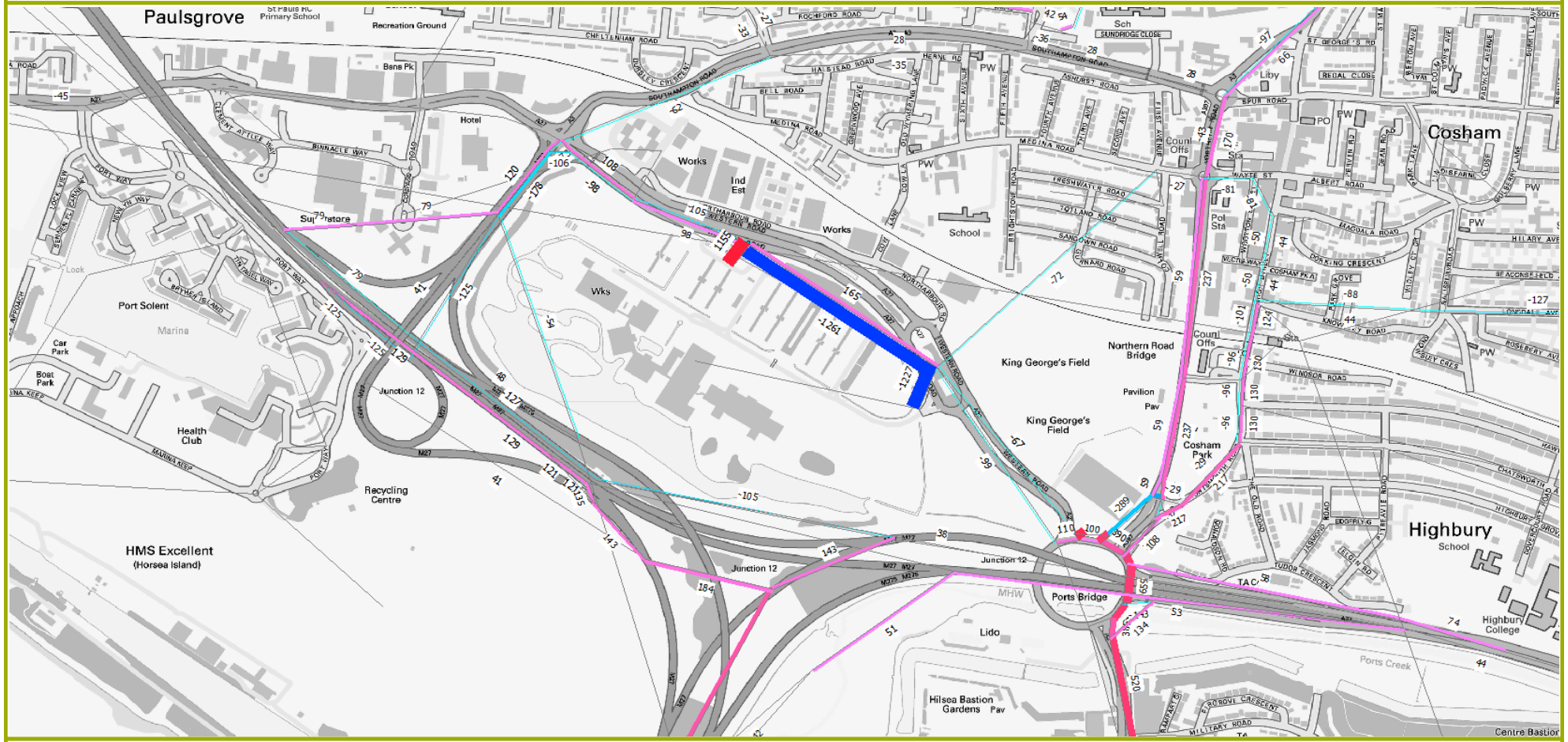
## Do Something vs Do Minimum PM Flow Difference (Lakeside & Portsbridge Roundabout)

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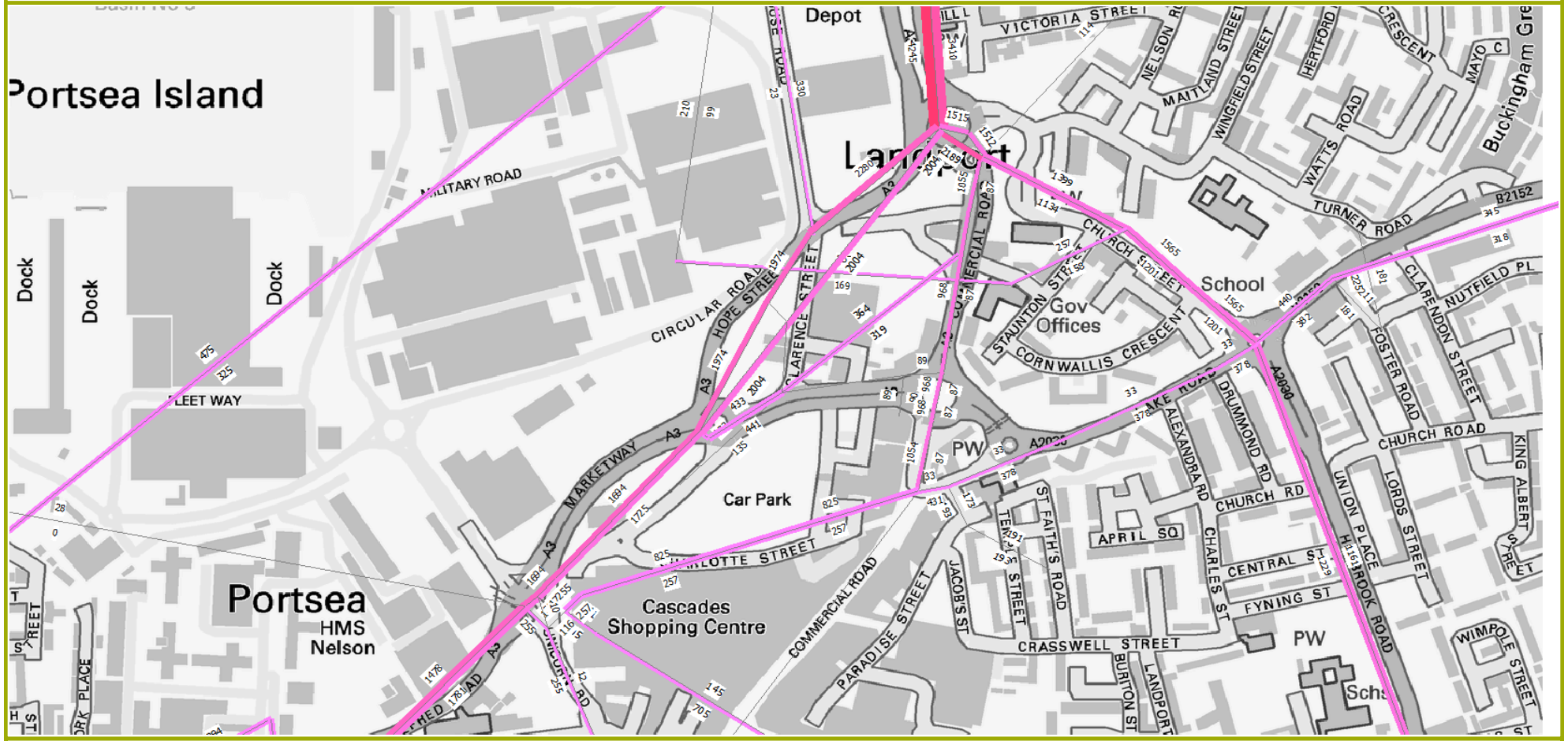
**Do Something PM Absolute Flow (City Centre)**

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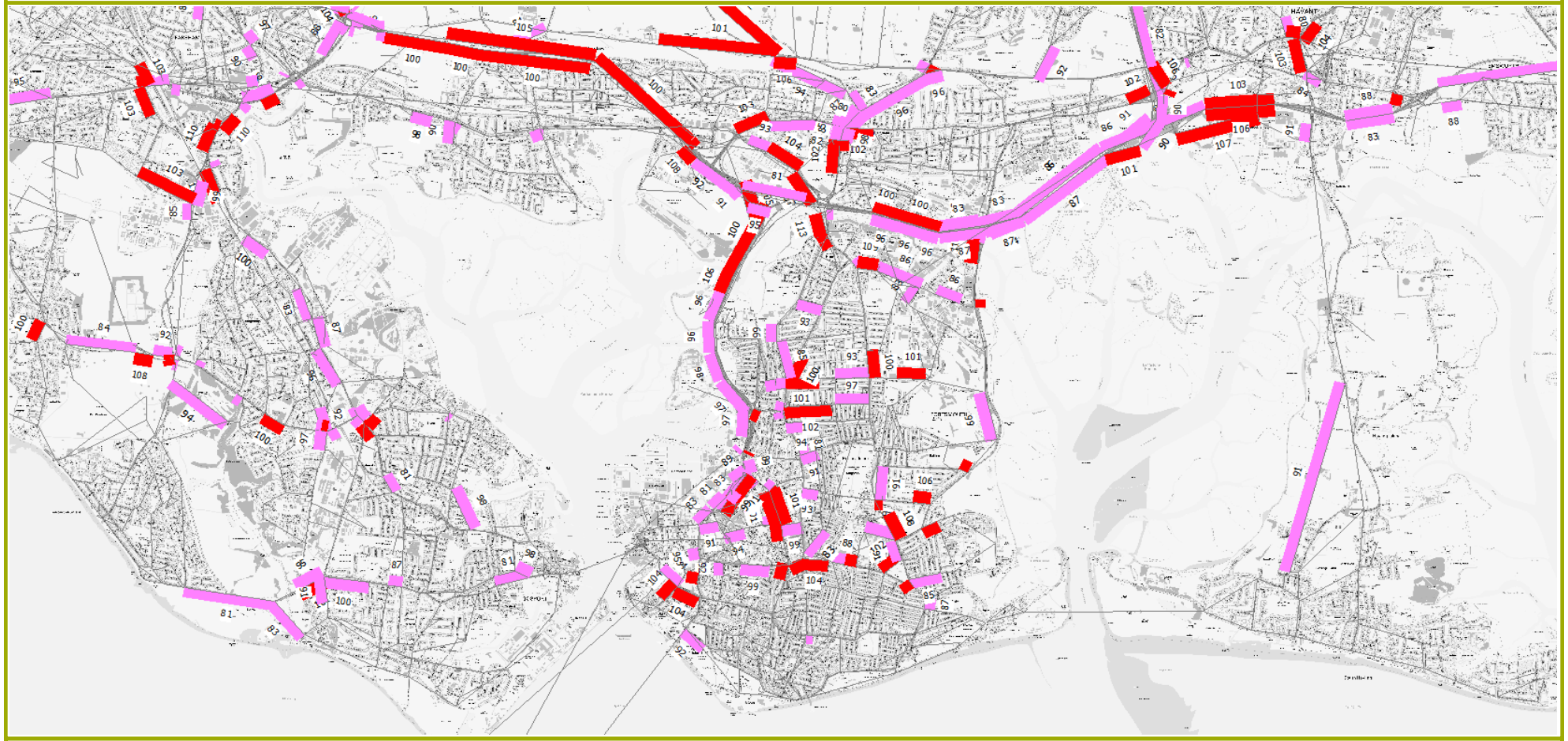
SYSTRA

## Do Something VC AM (Strategic View)



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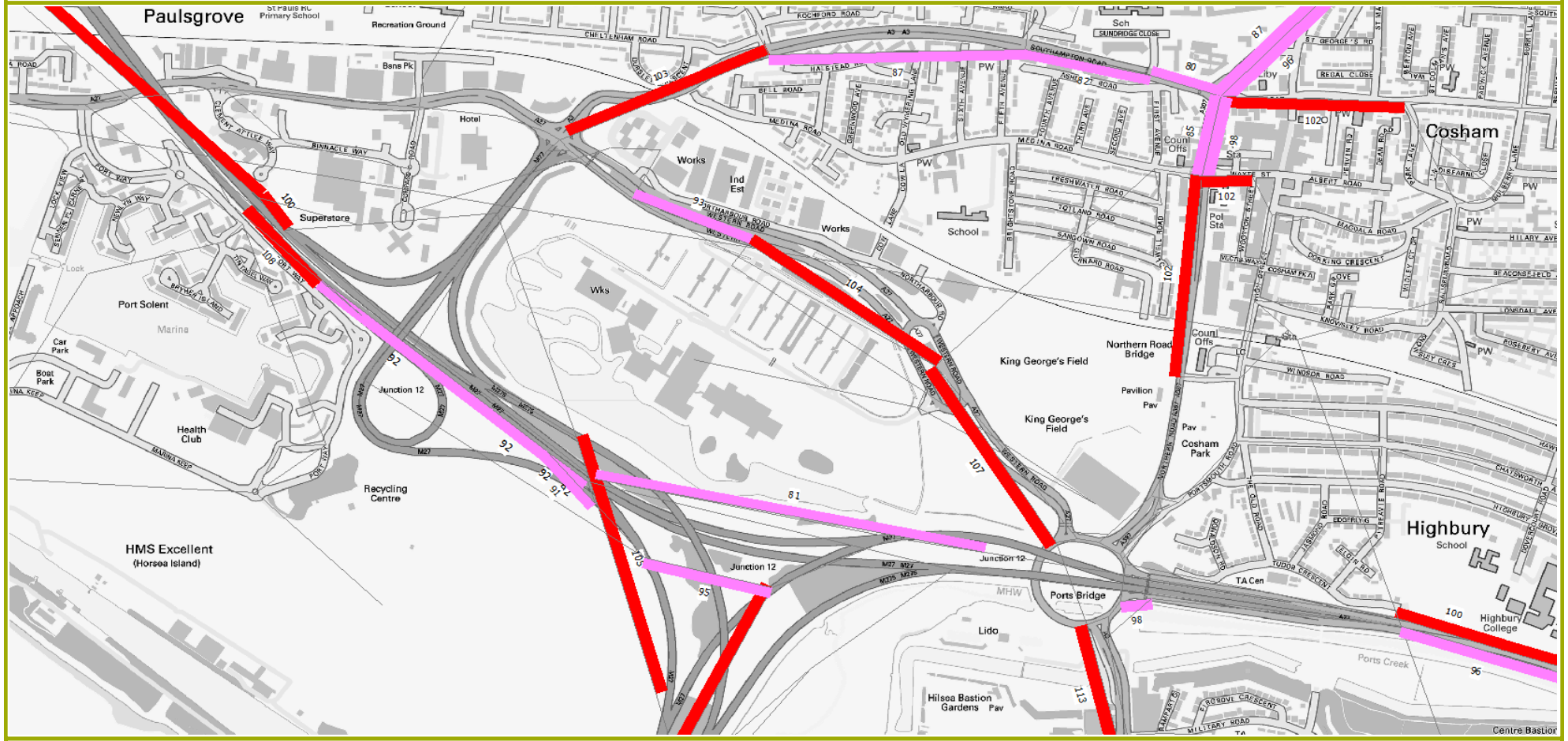
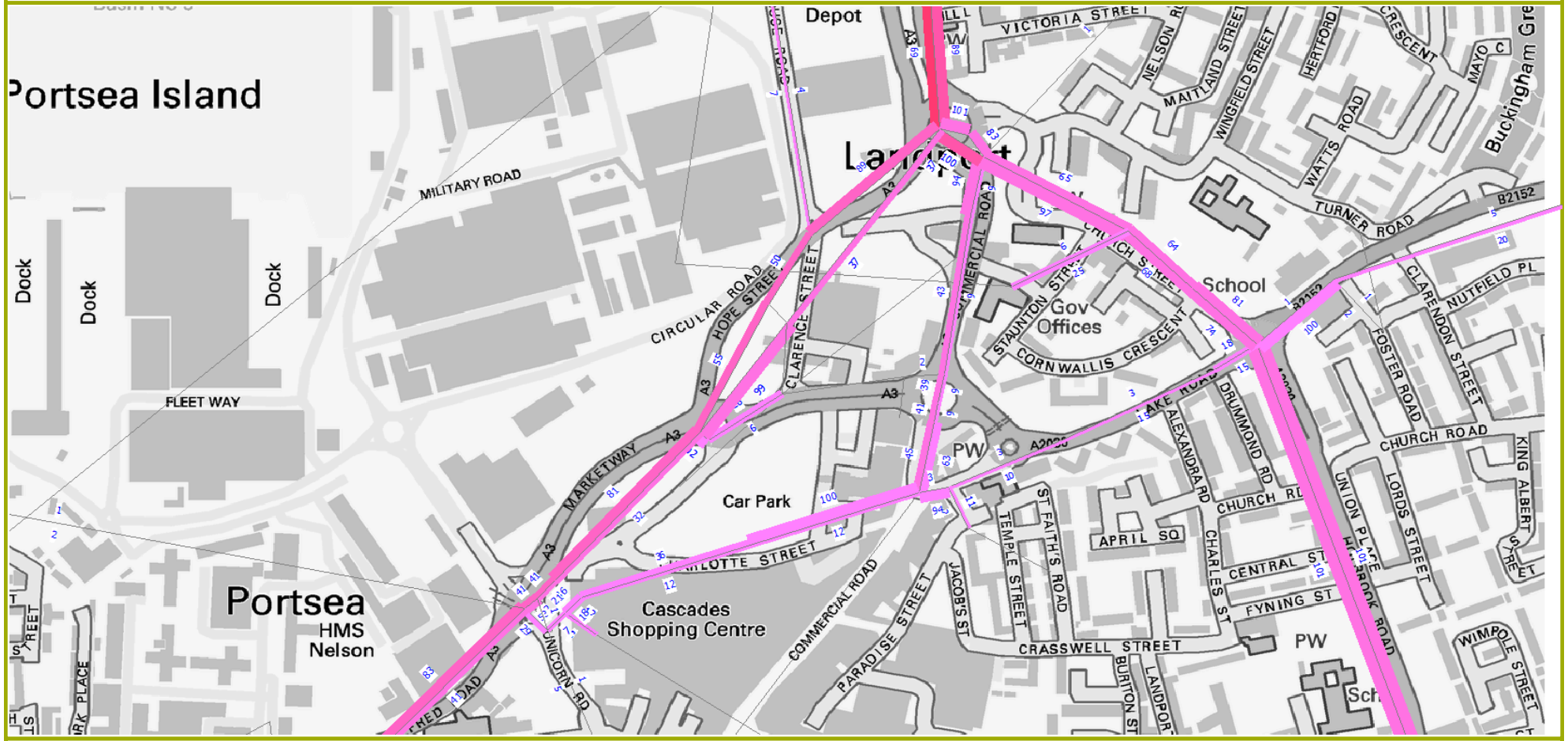
## Do Something VC AM (Lakeside & Portsbridge Roundabout)


Paulsgrove
St Paul's RC Primary School
Recreation Ground
Bsns Pk
Hotel
Superstore
Works
Ind Est
Works
School
Wks
Port Solent
Marina
Car Park
Boat Park
Health Club
Junction 12
Recycling Centre
HMS Excellent
(Horsea Island)
Junction 12
Junction 12
Lido
Ports Bridge
MHW
Hilsea Bastion Gardens
Pav
Northern Road Bridge
King George's Field
Pavilion
Pav
King George's Field
Cosham
Cosham Park
Pav
Highbury
School
Highbury College
TA Cen
Ports Creek
Centre Bastion
Pol Sta
Coun Offs
Sch
Sta
LC
Pav
Abbey
Lock
Slip
Ramp
Jetty
Pier
Slipway
Steps
Pontoon
Ferry
Approach
Pole
Mast
Tank
Chy
Tr Sta
Fuel
Gas
Pipeline
Cable
Tunnel
Aqueduct
Bridge
Viaduct
Footbridge
Level Crossing
Weir
Sluice
Dock
Basin
Canal
Lighthouse
Beacon
Buoy
Mooring
Anchorage
Quarantine
Wreck
Obstruction
Rocks
Shoal
Sand
Mud
Foreshore
Saltings
Reeds
Scrub
Trees
Orchard
Vineyard
Allotments
Golf Course
Cemetery
Church
Chapel
Mosque
Synagogue
Temple
Monument
Memorial
Statue
Fountain
Well
Spring
Tank
Reservoir
Water Tower
Pumping Station
Sewage Works
Refuse Tip
Quarry
Pit
Mine
Adit
Shaft
Tunnel
Cutting
Embankment
Retaining Wall
Steps
Ramp
Path
Track
Bridleway
Footpath
Cycleway
Road
Motorway
Trunk Road
Primary Road
A Road
B Road
Minor Road
Unclassified Road
Private Road
Toll Road
Ferry Route
Railway
Station
Tunnel
Bridge
Level Crossing
Viaduct
Aqueduct
Footbridge

**Do Something VC AM (City Centre)**

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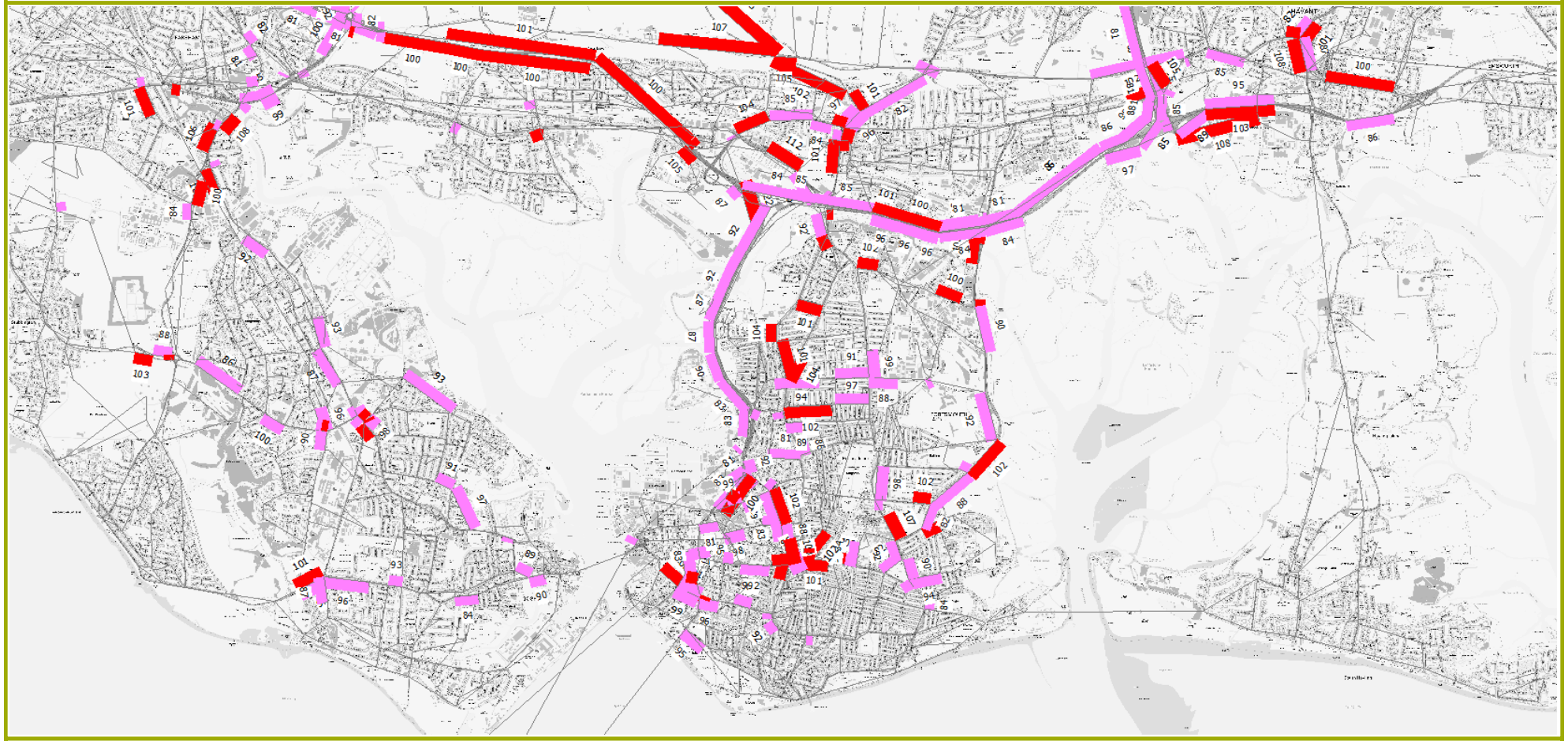
## Do Something VC PM (Strategic View)



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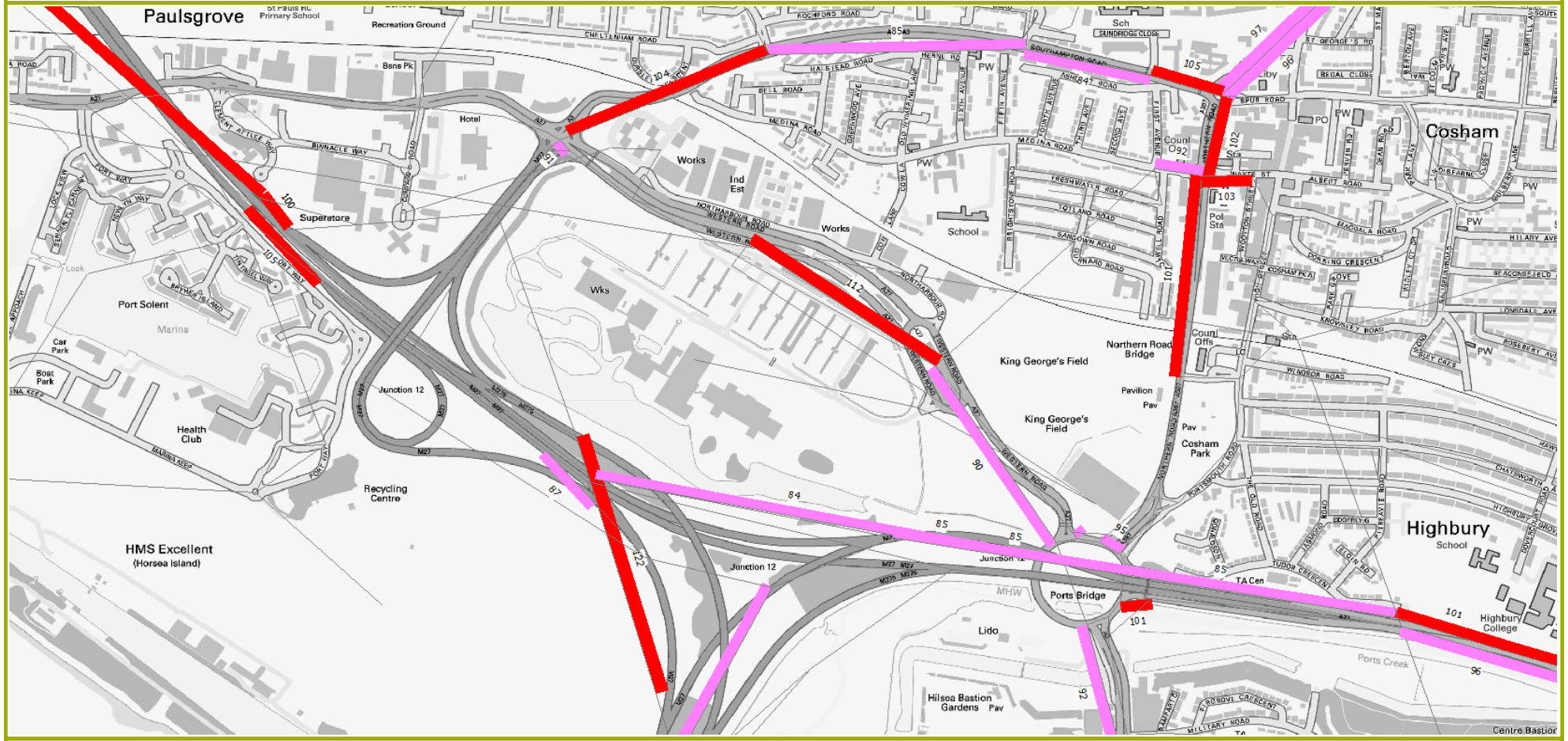
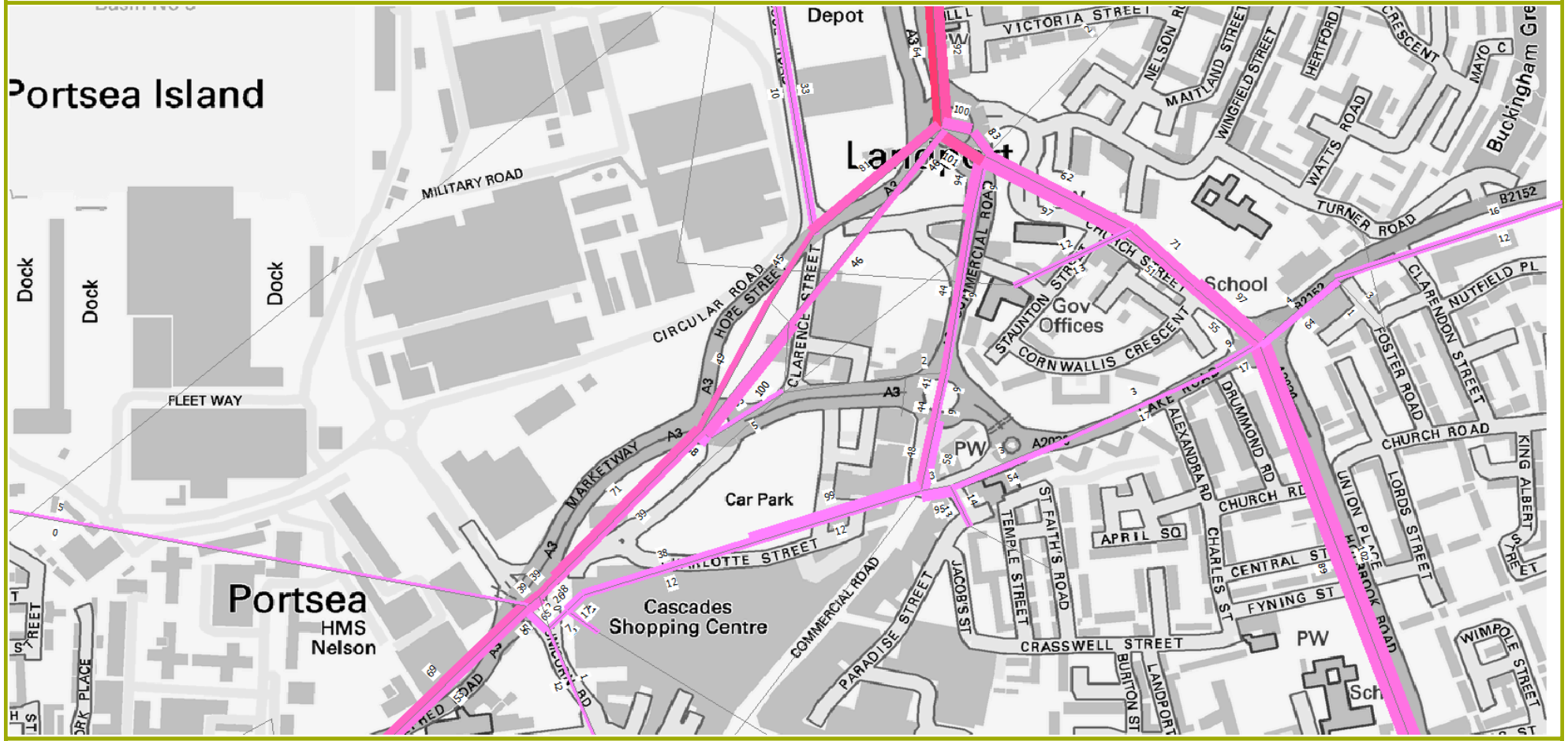
## Do Something VC PM (Lakeside & Portsbridge Roundabout)



**Do Something VC PM (City Centre)**

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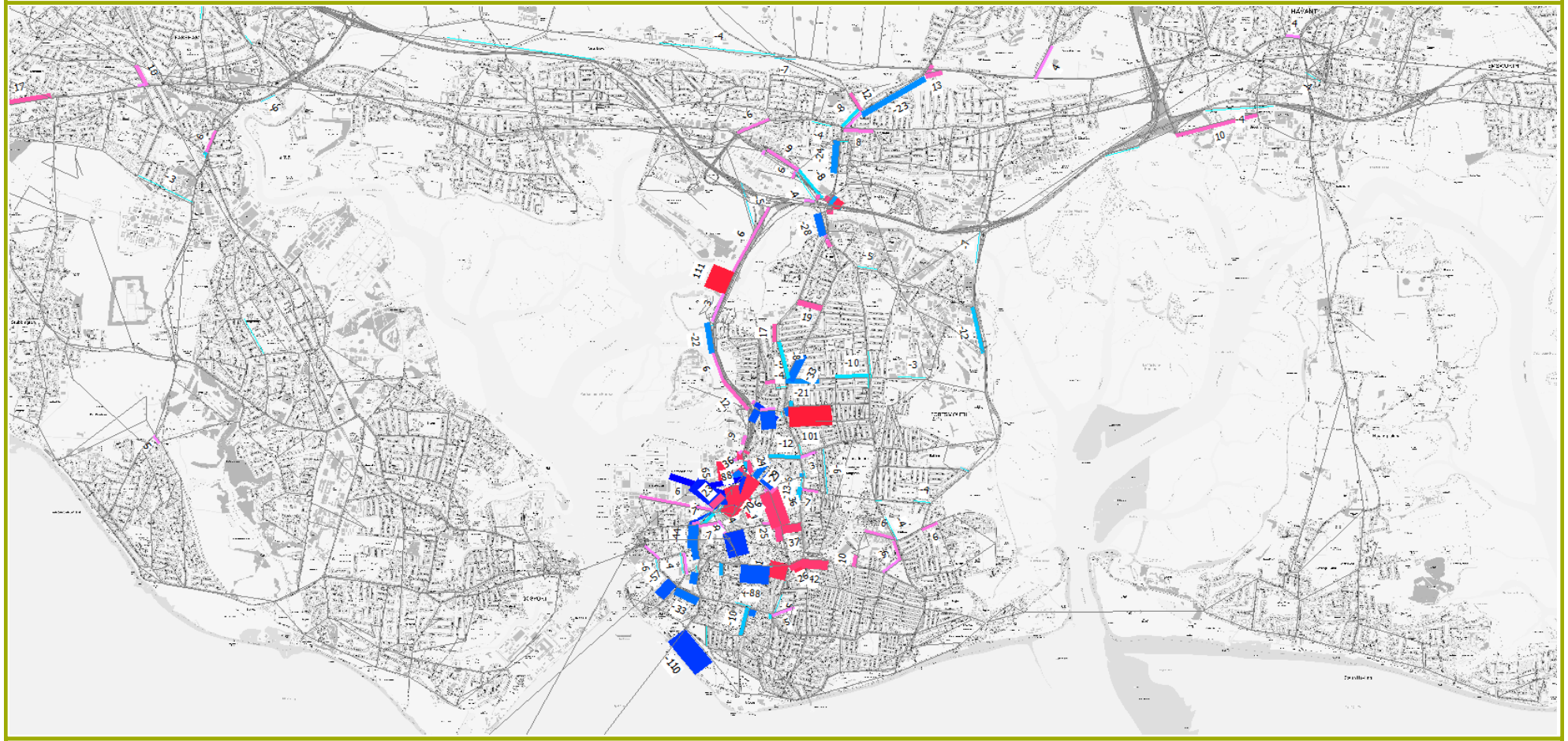
## Do Something vs Do Minimum Delay AM (Strategic view)



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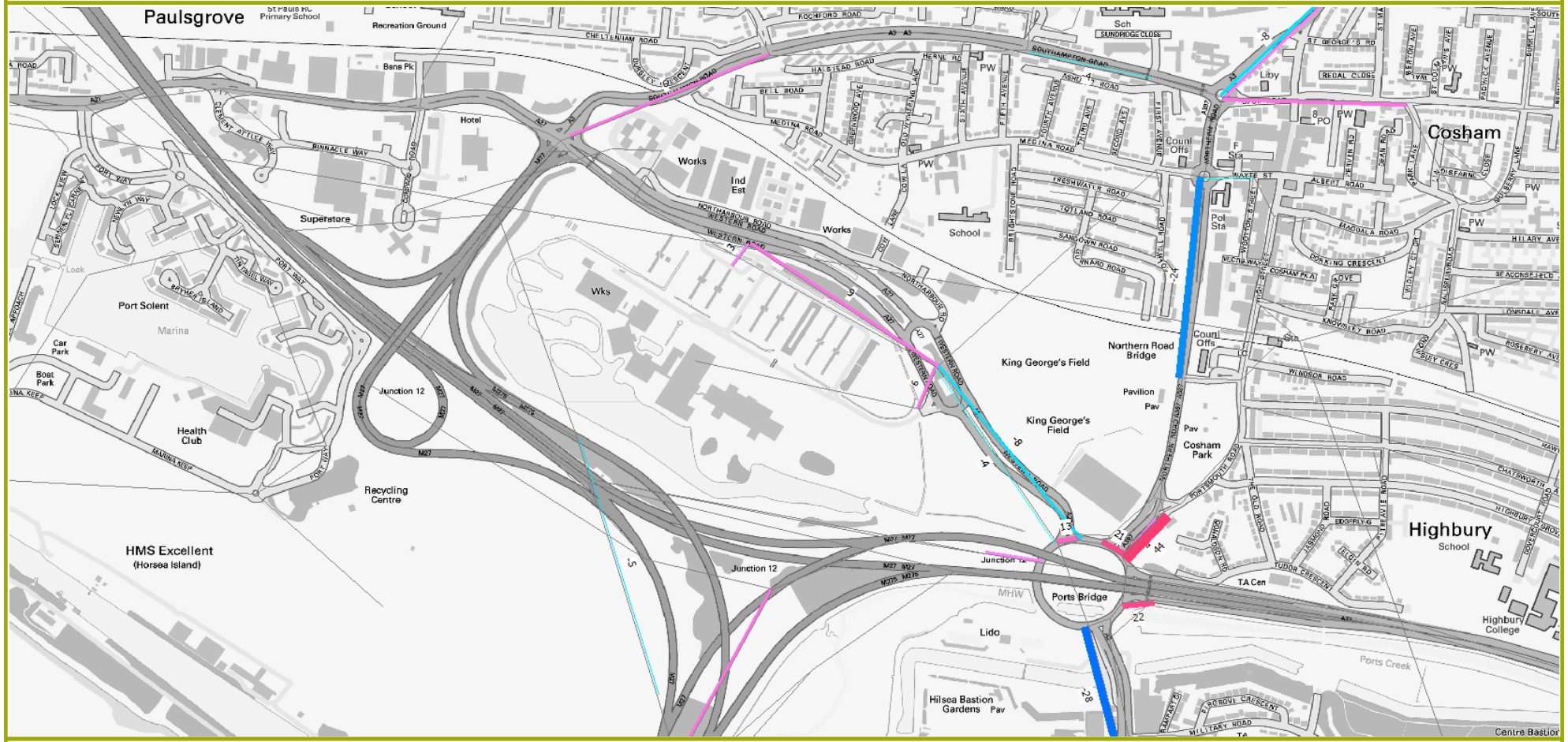
## Do Something vs Do Minimum Delay AM (Lakeside & Portsbridge Roundabout)

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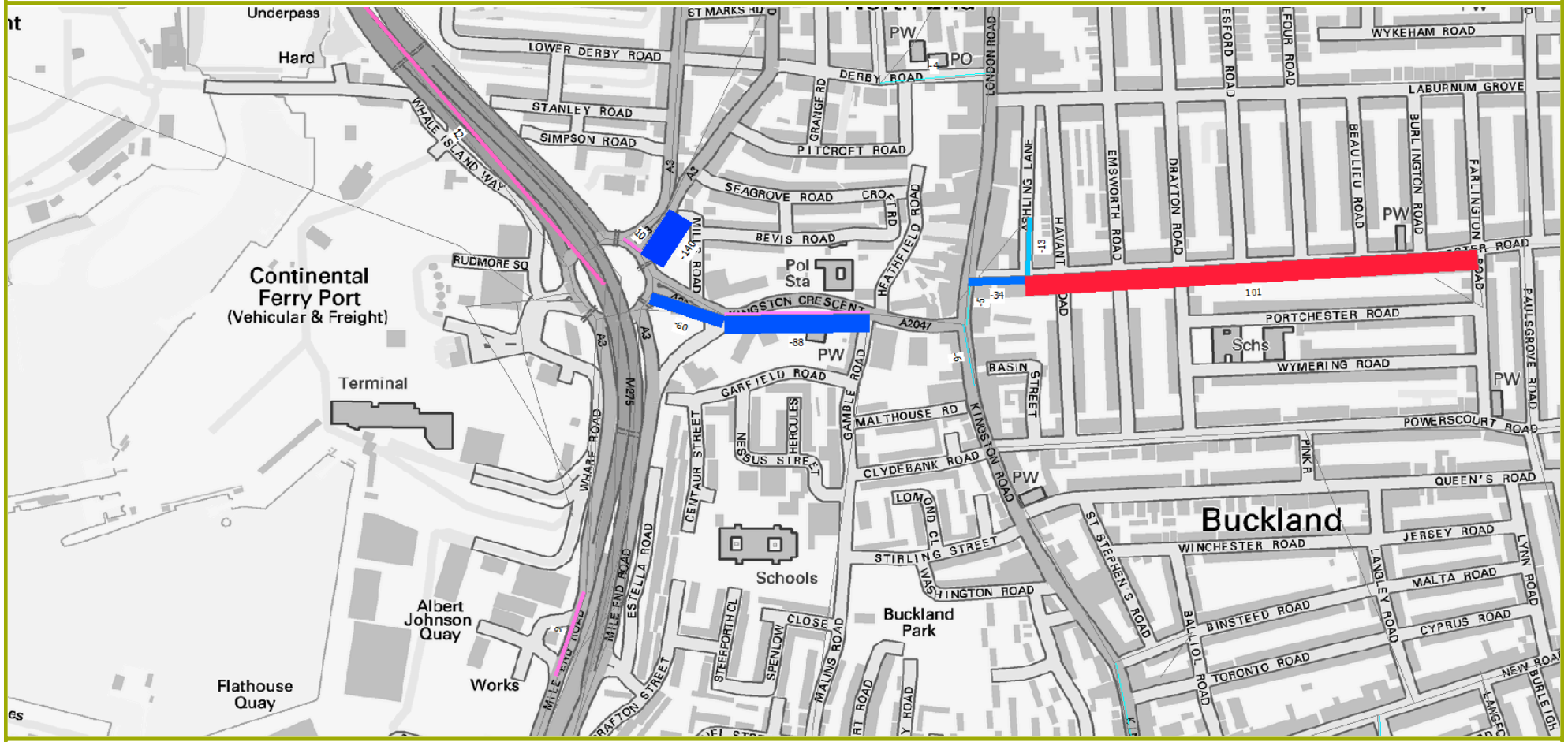
## Do Something vs Do Minimum Delay AM (Rudmore Roundabout)

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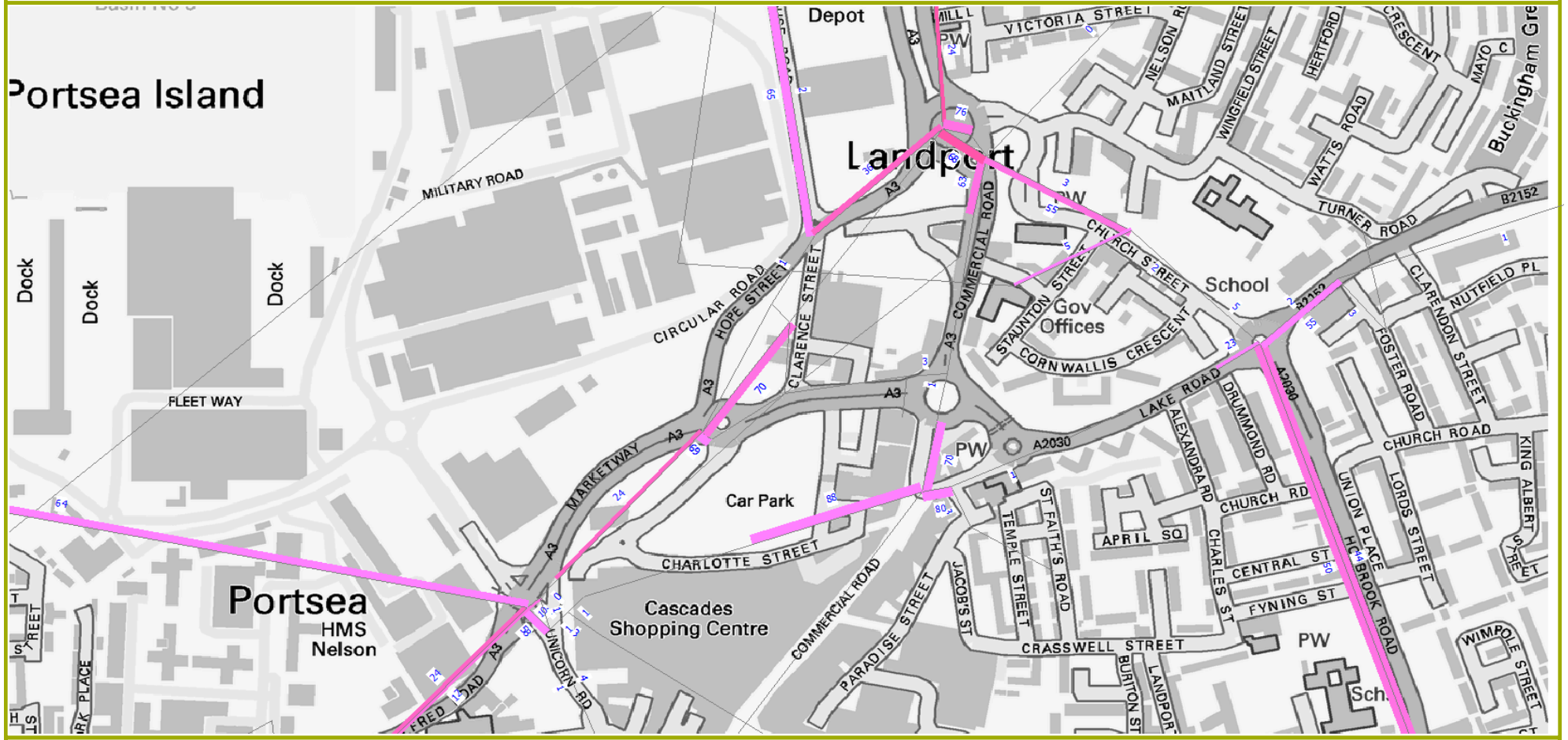
**Do Something Absolute Delay AM (City Centre)**

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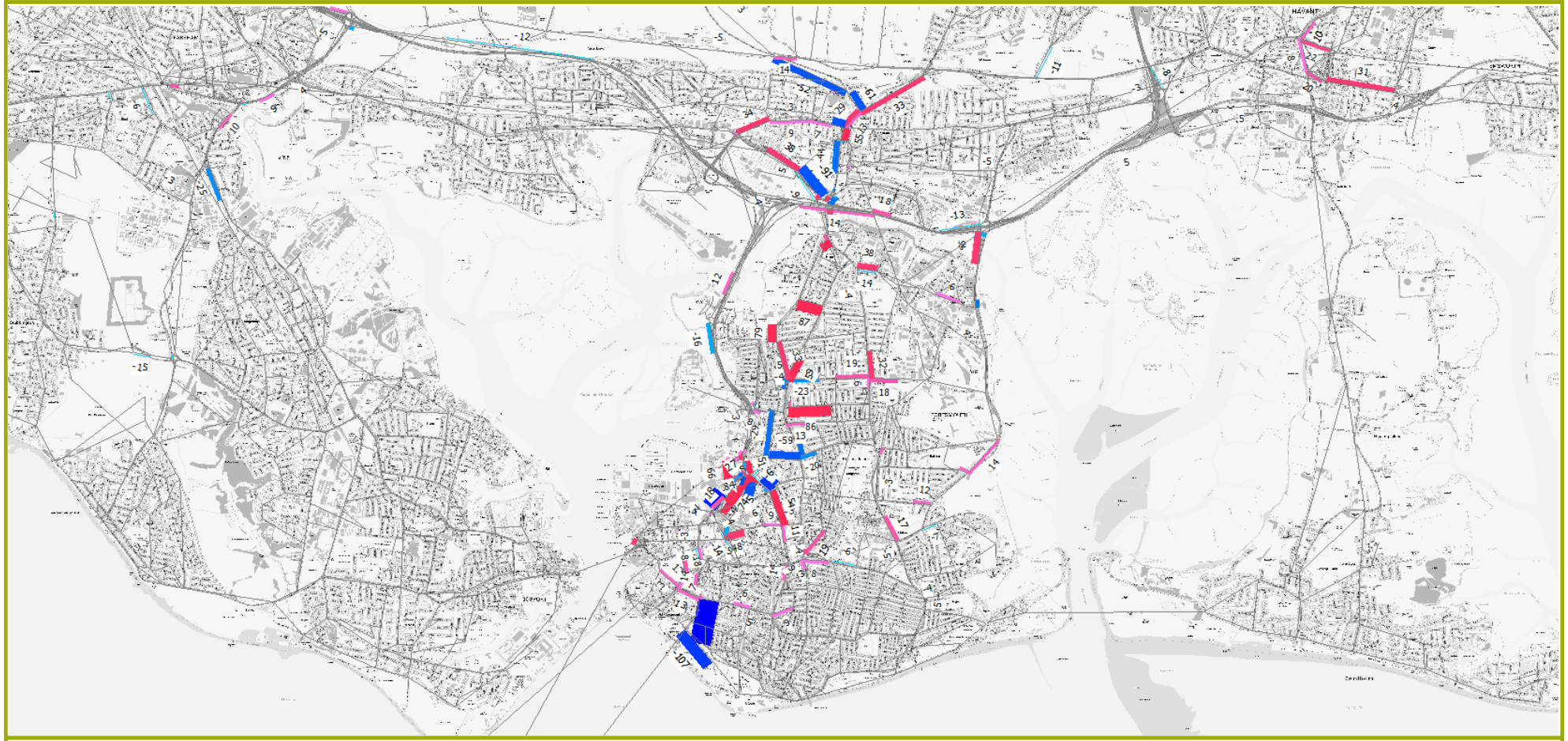
## Do Something vs Do Minimum Delay PM (Strategic View)



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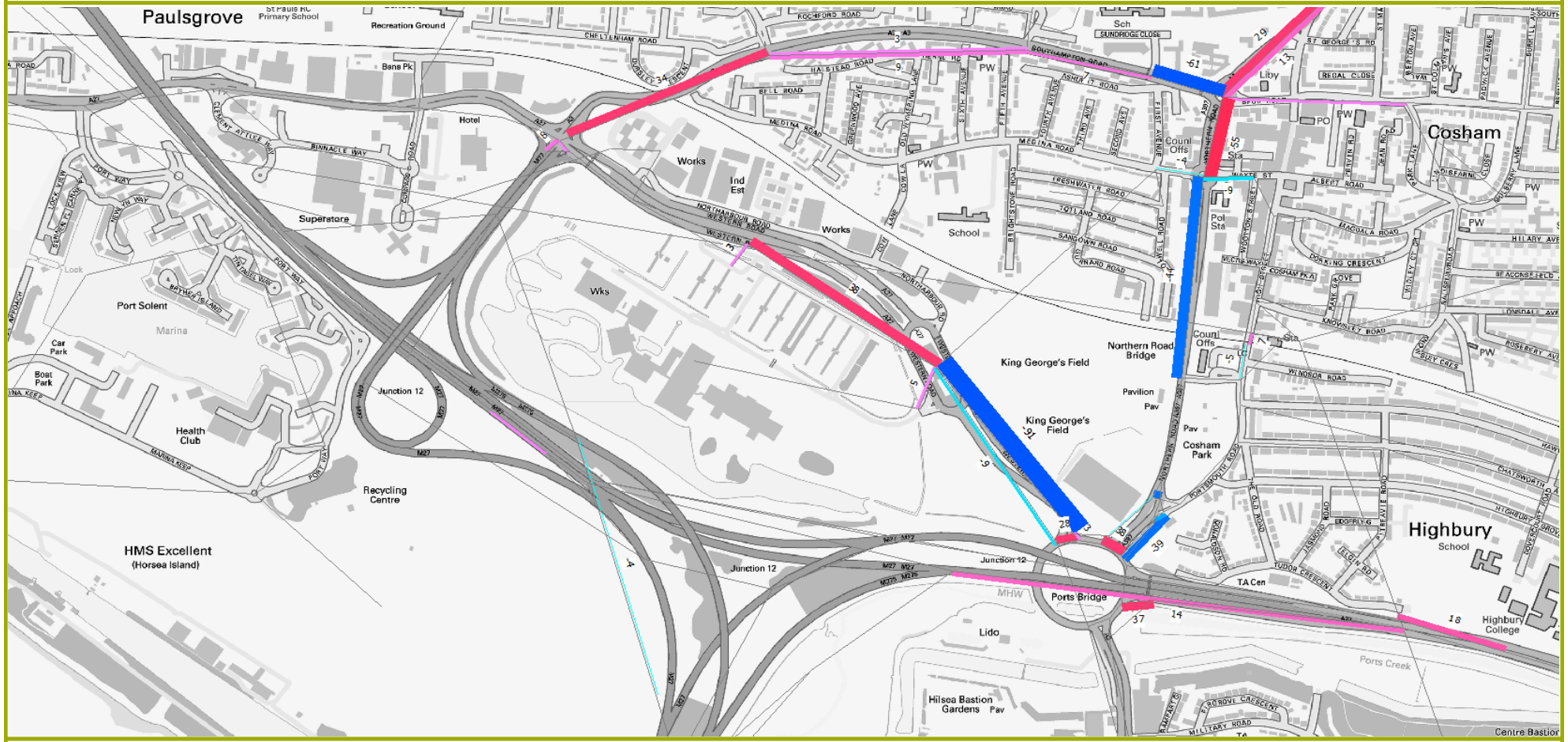
## Do Something vs Do Minimum Delay PM (Lakeside & Portsbridge Roundabout)

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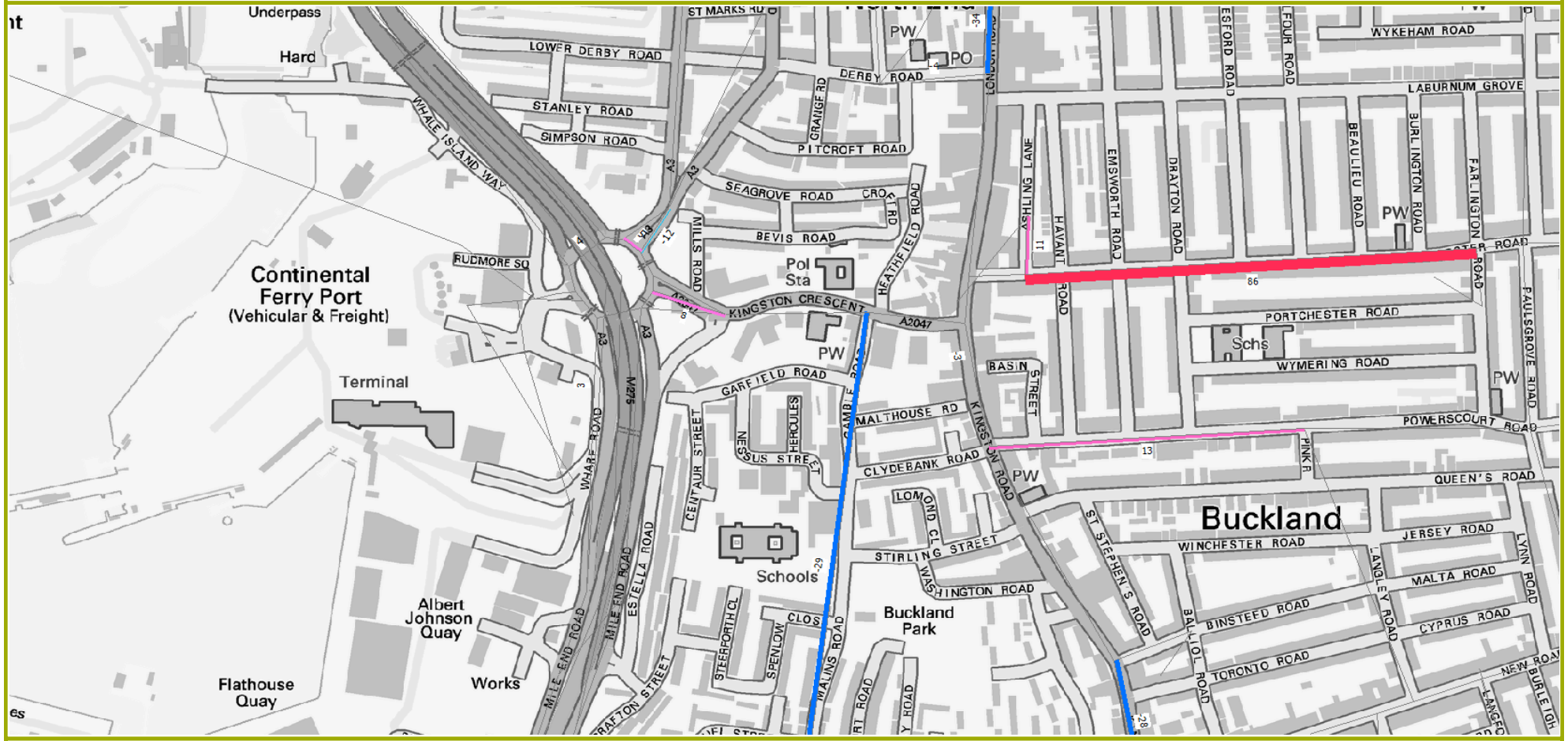
## Do Something vs Do Minimum Delay PM (Rudmore Roundabout)

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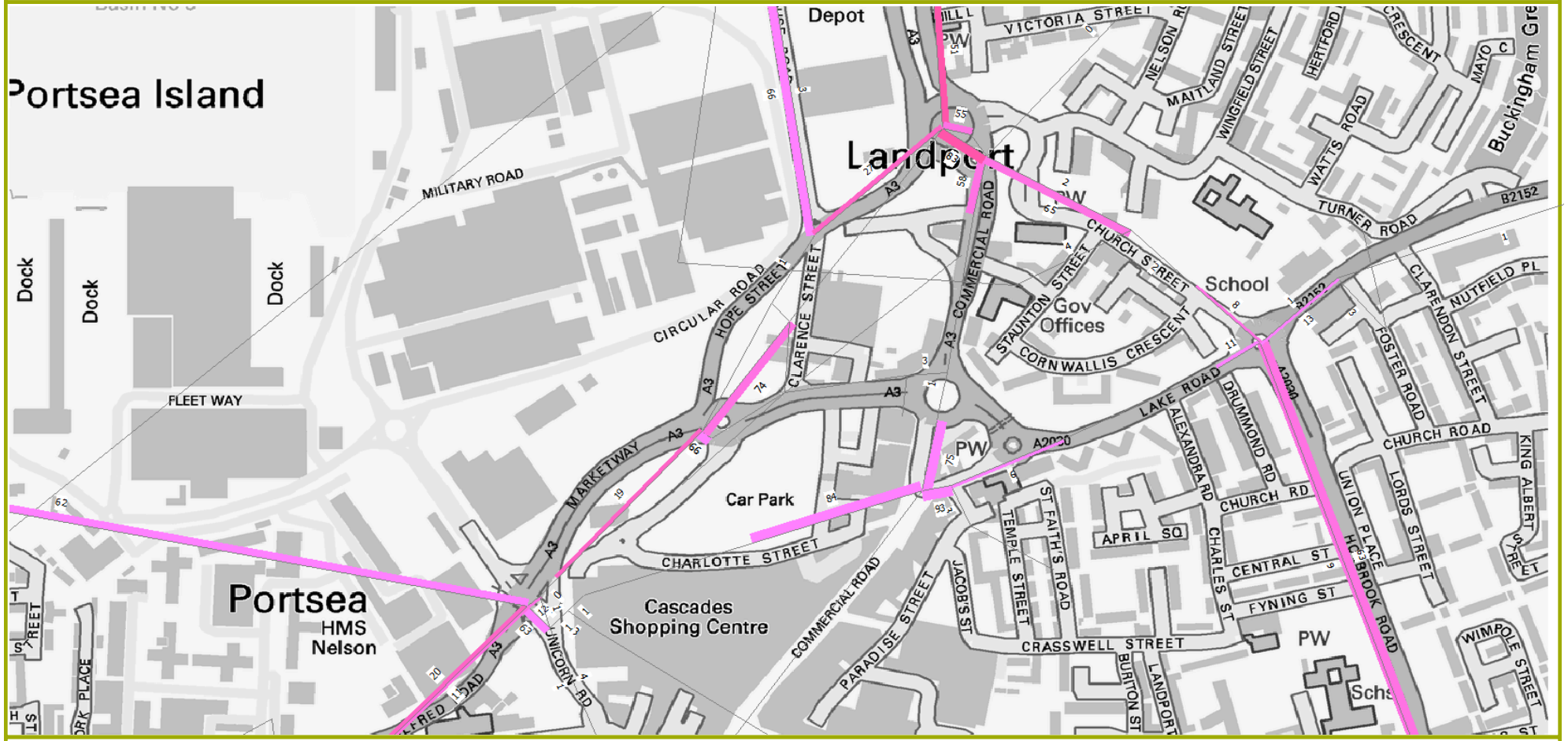
**Do Something Absolute Delay PM (City Centre)**

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