



AQUIND Limited

AQUIND INTERCONNECTOR

Environmental Statement Addendum 3 – Appendix 4.2 Validity of survey data used in the Environmental Statement

The Planning Act 2008

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations
2009 – Regulation 5(2)(a)

The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017

Document Ref: 7.8.3.8

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Environmental Statement Addendum 3 –
Appendix 4.2 Validity of survey data used in
the Environmental Statement

PINS REF.: EN020022

DOCUMENT: 7.8.3.8

DATE: 28 APRIL 2023

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TO	AQUIND Limited	FROM	WSP
DATE	03 April 2023	CONFIDENTIALITY	Public
SUBJECT	Validity of Environmental Survey Data Used in the Environmental Statement		

The survey data which was used to inform the Environmental Statement submitted in support of the application for the Development Consent Order (DCO) provided a thorough and robust basis on which to conclude the likelihood of significant environmental effects and the identification of appropriate mitigation. This table demonstrates that the passage of time since the examination of the application has not affected the validity of those conclusions. Where necessary in order to refine or confirm the need for prescribed mitigation to be implemented the draft Development Consent Order (dDCO) would secure additional surveys to be undertaken, prior to the commencement of the relevant aspect of the Proposed Development (as noted in the table below).

ENVIRONMENTAL DISCIPLINE	SURVEY TYPE	SURVEY DATE(S)	SURVEY CURRENCY	RE-SURVEYS / MITIGATIONS SECURED	VALIDITY OF CONCLUSIONS ON RESIDUAL EFFECTS AND MITIGATION SECURED
Landscape and Visual Amenity	Initial Field Survey	September 2017	Expiry of data is not based on time (see notes).	Mitigation secured through Requirements 7 and 8 for the implementation and maintenance of a detailed landscaping scheme in accordance with the outline landscape and biodiversity strategy and design principles relating to landscaping. The detailed landscaping scheme for any phase must include details of all landscaping and enhancement and in so far as relevant include surveys. Additional mitigation secured through Requirements 5 and 6, which ensure the detailed design of the Proposed Development remains within the assessed parameters, and Requirement 15 which secures a construction environment management plan and which relates to how the development is constructed and the minimisation of visual impacts in connection with this.	The survey data undertaken is not affected by the passage of time and the baseline surrounding the Converter Station remains materially unchanged. Given the existing baseline is materially the same as that reported in the ES, the conclusions on required mitigation and residual impacts remain valid. Cumulative effects associated with new proposals around the substation are also considered separately.
	Site Visits	March, May & October 2018 June & July 2019			
Onshore Ecology	Preliminary Ecological Appraisal (PEA) habitat survey	October 2018 and May 2019	CIEEM guidance states that survey data of more than 3 years in age <i>is unlikely to still be valid and most, if not all, of the surveys are likely to need to be updated</i> (subject to an assessment by a professional ecologist).	Surveys: N/A Mitigation secured in OOCEMP (REP9-005) and by Requirement 15: soil horizon preservation, ground protection and enhancement at semi-improved grasslands at the converter station and along the cable route Other general provisions relating to habitats are outlined in the OOCEMP.	It is highly unlikely that habitats present within the Order Limits will have seen any significant change since the original Phase 1 habitat surveys. The surveys represent an appropriate basis on which to conclude on appropriate mitigation measures proposed and the conclusions of residual impacts in the ES remain unchanged.

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	Non-statutory Designated Sites	July - August 2019	CIEEM guidance states that survey data of more than 3 years in age <i>is unlikely to still be valid and most, if not all, of the surveys are likely to need to be updated</i> (subject to an assessment by a professional ecologist).	Re-surveys secured in OOCEMP (REP9-005) and by Requirement 15: pre-construction botanical survey of Denmead Meadows; post-construction monitoring each year in first 5 years. Mitigation secured in OOCEMP: Denmead Meadows: Construction work limited to August – November. Soil protection and grassland restoration measures. Soil and ground protection measures also apply to Milton Common SINC.	It is highly unlikely that habitat status and distribution will have altered during the passage of time since the botanical surveys of non-designated sites were undertaken. Therefore, conclusions on residual effects in the ES remain valid with the proposed mitigation measures in place. However, at the request of Natural England, further pre construction botanical of Denmead Meadows are secured in the OOCEMP to confirm the position before works are undertaken and any necessary updates to working methods and mitigations are provided for.
	Aquatic Scoping	May 2019	CIEEM guidance states that survey data of more than 3 years in age <i>is unlikely to still be valid and most, if not all, of the surveys are likely to need to be updated</i> (subject to an assessment by a professional ecologist).	Surveys: N/A Mitigation measures secured in OOCEMP: Water borne pollution measures as secured in the OOCEMP	Impacts on the aquatic features were scoped out in the ES due to HDD in the design. No further survey necessary.
	Aquatic Ecology Assessment	July 2019	CIEEM guidance states that survey data of more than 3 years in age <i>is unlikely to still be valid and most, if not all, of the surveys are likely to need to be updated</i> (subject to an assessment by a professional ecologist).	Surveys: N/A Mitigation measures secured in OOCEMP: Water borne pollution measures as secured in the OOCEMP	Impacts on the aquatic features were scoped out in the ES due to HDD in the design. No further survey necessary.
	Badger Survey	March 2019	Update required given mobility of species. Optimal time for survey is autumn or spring.	Mitigation secured in OOCEMP (REP9-005)/ draft licence method statement: Badger sett closure would be undertaken under a Natural England licence and in accordance with an agreed detailed methodology. An updated version of the OOCEMP is also now submitted to secure the relevant re-survey to confirm the locations of Badger Sites which the defined mitigations must be applied in respect of.	It is anticipated that the residual effects on this species will remain as reported in the ES. Whilst re-surveys should be undertaken to confirm the continued presence and location of badger setts in light of the mobility of the species, the mitigations to be employed and consequently the residual effects reported will remain the same.

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Badger Bait Marking

April - May 2019

Update required given mobility of species. Optimal time for survey is autumn or spring.

Mitigation secured in OOCEMP (REP9-005)/ draft licence method statement: Badger sett closure would be undertaken under a Natural England licence and in accordance with an agreed detailed methodology.

An updated version of the OOCEMP is also now submitted to secure the relevant re-survey to confirm the locations of Badger Sites which the defined mitigations must be applied in respect of.

it is anticipated that the residual effects on this species will remain as reported in the ES. Whilst re-surveys should be undertaken to confirm the continued presence and location of badger setts in light of the mobility of the species, the mitigations to be employed and consequently the residual effects reported will remain the same.

For completeness, the OOCEMP has been updated to capture this re-survey.

Bat Transect and Static Detectors

April - October 2017

August - September 2019

CIEEM guidance states that survey data of more than 3 years in age is unlikely to still be valid and most, if not all, of the surveys are likely to need to be updated (subject to an assessment by a professional ecologist).

Mitigation secured in OOCEMP (REP9-005): Restriction of night working, maintenance of dark corridors. Secured in OLBS: Landscape planting including hedgerows.

Bat activity was dominated by common pipistrelle, *Pipistrellus pipistrellus* and soprano pipistrelle using the areas of mature woodland and hedgerows surrounding the existing substation and within the hedgerows to the west, running southwards from Hillcrest, Old Mill Lane. This habitat has not changed in the intervening period and it is considered highly likely that bat activity patterns will have remained consistent. Mitigation proposed via landscape planting including hedgerows will be unchanged.

Bat Ground Level Roost Assessment

September 2017 - May 2018

CIEEM guidance states that survey data of more than 3 years in age is unlikely to still be valid and most, if not all, of the surveys are likely to need to be updated (subject to an assessment by a professional ecologist).

Mitigation secured in OOCEMP (REP9-005): Restriction of night working, maintenance of dark corridors. Secured in OLBS (REP8-015): Landscape planting including hedgerows.

Surveys did not find any roost features that would be impacted by the Proposed Development (. However, it is known that an adjacent proposed development did locate some trees in reasonable proximity to the Converter Station Area with bat roosting potential. In light of this and on a precautionary basis, the OOCEMP is revised to provide for a re-survey prior to works commencing, and for any necessary updates to working methods and mitigations to be provided for.

Bat Climbing/Emergence/Return

June - August 2018

CIEEM guidance states that survey data of more than 3 years in age is unlikely to still be valid and most, if not all, of the surveys are likely to need to be updated (subject to an assessment by a professional ecologist).

Mitigation secured in OOCEMP (REP9-005): Restriction of night working, maintenance of dark corridors. Secured in OLBS: Landscape planting including hedgerows.

Surveys did not find any roost features that would be impacted by the Proposed Development. However, it is known that an adjacent proposed development did locate some trees in reasonable proximity to the Converter Station Area with bat roosting potential. In light of this and on a precautionary basis, the OOCEMP is revised to provide for a re-survey prior to works commencing, and for any necessary updates to working methods and mitigations to be provided for.



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SECURED**

	GCN	April - June 2019	CIEEM guidance states that survey data of more than 3 years in age <i>is unlikely to still be valid and most, if not all, of the surveys are likely to need to be updated (subject to an assessment by a professional ecologist).</i>	N/A	Surveys undertaken in 2019 showed that great crested newt were absent from the Order Limits and they were subsequently scoped out of the Environmental Statement. Pre-construction survey work is not therefore proposed as it is not expected that great crested newts will be encountered during construction of the Proposed Development. However, methods to deal with unexpected finds of great crested newt will be included within the Proposed Development's CEMP, to ensure compliance with legislation and policy associated with this species.
	Reptiles	June - July 2019	CIEEM guidance states that survey data of more than 3 years in age <i>is unlikely to still be valid and most, if not all, of the surveys are likely to need to be updated (subject to an assessment by a professional ecologist).</i>	Surveys: N/A Mitigation secured in OOCEMP (REP9-005): precautionary methods of work during construction to minimise risk to reptiles	Relatively few reptiles were recorded in 2019 and none at all at Lovedean substation. Mitigation proposals secured through OOCEMP ensure precautionary methods of working are employed for where reptiles are present and the ES conclusion on residual effects remains unchanged.



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	Hazel Dormouse	June-November 2017 September – November 2018 February 2019	CIEEM guidance states that survey data of more than 3 years in age <i>is unlikely to still be valid and most, if not all, of the surveys are likely to need to be updated</i> (subject to an assessment by a professional ecologist).	N/A	Surveys in 2017 – 2019 produced negative results and Dormouse was therefore scoped out of the ES. Pre-construction survey work is not therefore proposed as it is not expected that dormouse will be encountered during construction of the Proposed Development. However, methods to deal with unexpected finds of dormouse will be included within the Proposed Development's CEMP, to ensure compliance with legislation and policy associated with this species..
	Breeding Birds	April – June 2018	CIEEM guidance states that survey data of more than 3 years in age <i>is unlikely to still be valid and most, if not all, of the surveys are likely to need to be updated</i> (subject to an assessment by a professional ecologist).	Surveys: N/A Mitigation secured in OOCEMP (REP9-005): Timing of vegetation clearance restricted to months outside of March – August Secured in the OLBS: landscape planting to provide breeding habitat	The breeding bird community did not record any species above 'local' importance. The habitats present with the area of the assessment have remained consistent and therefore no additional mitigation is required. The secured mitigation proposals therefore remain valid.

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	Wintering Bird Survey	October 2017 – March 2018	Mobility of species and the annual fluctuation in numbers mean the previous surveys may no longer fully represent the current state.	Surveys: N/A Mitigation secured in OCEMP (REP9-005): Winter restrictions at SWBGS sites and Chichester and Langstone Harbour SPA Restoration of SWBGS affected by the Proposed Development.	It is not anticipated that any material change in the wintering bird populations will have occurred. The mitigation package in relation to minimising impacts on wintering birds is robust and will apply regardless of any updated data on wintering birds. Accordingly, the residual effects reported in the ES remain valid.
Arboriculture	Survey of Arboricultural Features	October - November 2017 May 2018 August & September 2019 September 2020 (ash dieback)	Survey data considered to remain valid.	Mitigations in relation to arboricultural features are secured through the OCEMP (REP9-005) and compensation for loss is secured through the relevant development consent obligations required to be entered in accordance with Article 50 of the Order.	The Arboricultural Report (Appendix 16.3 of the 2019 ES) specifies that the recommendations made in the report have a validity period of 24 months from date of issue (13 Nov 2019). The report also states <i>'Arboricultural survey data is typically valid for a period of two years unless otherwise stated. Significant environmental events (such as extreme weather conditions) or changes to the Proposed Development may render it invalid within a shorter timescale.'</i> Given the scheme design and construction methodologies remain as reported in the 2019 ES, with no material change to the affected trees, the survey data is considered to remain valid. The mitigations secured are also effective to ensure the residual impacts reported in the ES remain valid.
Soils and Agricultural Land Use	Agricultural Land Class Survey	September 2017 April – May 2019	Survey data valid for several decades.	Mitigation in relation to soils and agricultural land use secured through the OCEMP (REP9-005) including the Soil Resources Management Plan (Requirement 15)	Survey data remains valid for several decades. Assessment conclusions remain valid.
	Farm Surveys	August 2019	Farm surveys remain valid as it is not anticipated there have been substantial changes in circumstances.	N/A	Farm surveys remain valid with no known substantial changes in circumstances, such as a new ownership or a complete change of enterprise. Survey data and assessment conclusions therefore remain valid.
Ground Conditions	Site walkover	August 2017	Data will not expire given nature of features.	N/A	Survey data will not change given nature of the features and that there has not been any material change in the observed environment of which the Applicant is aware.
	Stage 1 (Converter Station)	April – May 2018		N/A	
	Stage 2 (Onshore Cable Route, Landfall and trenchless crossings)	July – October 2018			
Groundwater	Site walkover	December 2018 July 2019	Surveys consisted of walkovers, noting no data which expires.	N/A	Survey data will not change given nature of the features and that there has not been any material change in the observed environment of which the Applicant is aware.

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Surface Water Resources and Flood Risk	High-level walkover (Converter Station Area)	February 2018	Surveys consisted of walkovers, noting no data which expires.	N/A	Survey data will not change given nature of the features and that there has not been any material change in the observed environment of which the Applicant is aware.
	Detailed walkover	July 2019		N/A	
Water Framework Directive	Hydromorphology Survey	July 2019	Data will not expire given nature of features.	Mitigations relevant to the management of surface water are secured in the OOCEMP (REP9-005) and Requirements 12 and 15 of DCO.	For the surface water WFD assessment, field survey data will still be valid given that changes to watercourses through natural processes occur over more decadal timescales. No other major schemes have been implemented since the field surveys were undertaken that could have caused alteration to the watercourses. There may have been some updates to WFD classification data since the assessment was undertaken. However, any changes to the WFD classification data are unlikely to alter the outcome of the surface water WFD assessment.
Heritage and Archaeology	Archaeological Monitoring of Geotechnical Investigations	April – May 2018	Data will not expire given nature of features.	Mitigation in relation to heritage and archaeology secured by Requirement 14 of the DCO.	Data will not expire given nature of features. Results of the archaeological monitoring remain valid. <i>Requirement 14 of the DCO states that No phase of the authorised development landwards of MHWS may commence until for that phase a written scheme for the investigation of areas of archaeological interest as identified in the environmental statement has been submitted to and approved by the relevant planning authority or the relevant planning authority has confirmed its agreement that a written scheme for the investigation of areas of archaeological interest is not required in relation to that phase.</i>
	Geophysical Survey	April – August 2019		N/A	It is not necessary to re-survey land where geophysical survey (magnetometer/gradiometer) has previously been completed.
Traffic and Transport	Traffic surveys (Automatic Traffic Count)	June 2018 July and September 2019	Data typically expires 3 years	Mitigation secured through Requirement 17 Construction Traffic Management (requiring a construction traffic management plan (in accordance	No new automatic or manual classified traffic surveys are required as all assessments used an SRTM forecast scenario of 2026. Therefore, the original conclusions on residual effects and mitigation remain valid.



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	Traffic surveys (Manual Classified Count)	July and September 2019	after date of collection.	with the framework construction traffic management plan (AS-079)), Requirement 21 Travel Plan (requiring a travel plan for the contractor's workforce in accordance with the framework construction worker travel plan) and Requirement 25 Traffic Management (requiring a travel demand management plan in accordance with the travel demand management strategy)	<p>Traffic surveys used as SRTM baseline also do not need to be repeated. This is because the Department of Transport traffic growth assumptions used within the SRTM for the 2019 to 2026 forecast were much higher than current predictions for traffic growth over the same period, due to the impact of COVID-19 on traffic patterns. Local traffic data has been reviewed to confirm this position as summarised in the SRTM Traffic Data Technical Note included as Appendix 1 of this document.</p> <p>There are pre-construction surveys that need to be undertaken, and the undertaking of those in the future in connection with the proposed development is secured via the FCTMP (AS-079) and Requirement 17 and requirement 25.</p>
Noise and Vibration	Baseline Noise Survey (Converter Station Area)	June – July 2017	Data are considered valid.	Mitigation measures in relation to noise and vibration secured by Requirement 15 in relation to the CEMP, Requirement 17 construction traffic management, Requirement 18 construction hours and Requirement 20 relating to the control of noise during operation. Also controlled through detailed design through Requirements 5 and 6.	<p>The baseline survey data we have at present is a 'worst-case scenario' given that the noise baseline is only likely to increase.</p> <p>The data gathered in 2017 and 2019 is therefore considered valid. The underlying background noise levels are used in the assessment of converter station and ORS noise and, considering the lack of any significant development in these areas since 2017, these are considered unlikely to have changed in the intervening period to the point where the assessment outcomes would change.</p>
	Baseline Noise Survey (Landfall)	August 2019			
Air Quality	Mitigation in relation to topics where no survey conducted is not recorded here for the purposes of this note			N/A	
Socio-economics					
Human Health					
Waste and Material Resources					
Carbon and Climate Change					



APPENDIX 1 – SUB-REGIONAL TRANSPORT MODEL FORECAST YEAR REVIEW TECHNICAL NOTE – APRIL 2023



TECHNICAL NOTE

DATE:	28 April 2023	CONFIDENTIALITY:	Restricted
SUBJECT:	SRTM Forecast Year Review		
PROJECT:	Aquind Interconnector	AUTHOR:	GB
CHECKED:	CW	APPROVED:	CW

INTRODUCTION

This Technical Note has been produced to provide a review of the continuing validity of the Sub-Regional Transport Model (SRTM) forecast year of 2026, which was used to inform the majority of analyses completed as part of the traffic and transport evidence base for the Aquind Interconnector DCO application. This evidence base included the following documents:

- Environmental Statement Chapter 22 on Traffic and Transport (APP-137) and accompanying Transport Assessment (APP-448);
- Environmental Statement Addendum (REP1-139);
- Supplementary Transport Assessment (REP1-142);
- Environmental Statement Addendum 2 (REP7-067);
- Supplementary Transport Assessment Addendum (REP7-065); and
- Day Lane Technical Note (REP8-054).

This Technical Note demonstrates through a review of modelled traffic growth predictions, actual traffic growth trends and committed development sites how the transport evidence (using a 2026 forecast year) continues to provide a robust assessment of the Aquind Interconnector (the "**Proposed Development**") construction programme. This assessment is necessary given that the indicative construction programme for the onshore elements of the Proposed Development is now anticipated to be commenced at the end of 2024 and completed in 2027.

SRTM

The SRTM is a multi-modal strategic transport model developed by Solent Transport for Hampshire, the Isle of Wight and Portsmouth that includes the public transport network and the strategic and local highway network. The latest version of the SRTM and that used as part of the evidence base for the Proposed Development has a base year of 2019 and forecast years of 2026, 2031, 2036 and 2041. The purpose of the model is to test the impact of transport interventions and changes to land-use. For the Proposed Development, it has been used to assess the temporary impacts associated with construction of the Onshore Cable Route and traffic management required to facilitate these works and the construction traffic impacts associated with construction of the Proposed Development. This assessment takes into consideration the impacts along the Onshore Cable Corridor, impacts resulting from traffic redistribution during the construction works and the impacts of construction vehicles associated the construction of the Proposed Development on the highway network.

As noted within the Eastern Road Technical Note (Appendix E of the Supplementary Transport Assessment, REP1-139) the use of the SRTM to assess the impacts of the Proposed Development was



agreed with Hampshire County Council and Portsmouth City Council during pre-application discussions. The SRTM modelled the impacts of the Proposed Development using the following scenarios:

- 2026 Do-Minimum (DM) Scenario: the future baseline without the Proposed Development;
- 2026 Do-Something 1 (DS1) Scenario: traffic management to facilitate the construction of the Onshore Cable Route is in place in six agreed locations including southbound lane closures on the A2030 Eastern Road; and
- 2026 Do Something 2 (DS2) Scenario: traffic management to facilitate the construction of the Onshore Cable Route is in place in six agreed locations including northbound lane closures on the A2030 Eastern Road;

The 2026 DM scenario outlines what traffic conditions would be like without the Proposed Development and therefore provides a baseline for comparison purposes against the DS1 and DS2 Scenarios. Outputs from the SRTM have provided information regarding traffic flow, speed and vehicular delay across the study area. This Technical Note demonstrates that these outputs remain a robust forecast of traffic conditions during the construction period of the Proposed Development.

Technical Note Structure

The remainder of this Technical Note is set out as follows:

- Section 2 provides a review of Department for Transport (DfT) traffic growth predictions between 2019 and 2026 and a comparison of these predictions against actual traffic growth recorded in the study area between 2019 and 2023;
- Section 3 provides an analysis of major committed development sites that were included within the SRTM 2026 forecast year assessment in relation to their predicted and actual build out;
- Section 4 details the conclusions of the Technical Note.

LOCAL TRAFFIC GROWTH

This section provides an assessment of local traffic growth predictions and actual traffic growth within the local area, using the following data sources:

- The DfT Trip End Model Presentation Program (TEMPro) software which is used to access the National Trip End Model datasets and forecast traffic growth based upon national and local projections of population, employment, housing, car ownership; and
- WebTRIS (<https://webtris.highwaysengland.co.uk/>), which is a National Highways database providing traffic flow information for the Strategic Road Network.

As part of this exercise, a review of DfT road traffic statistics (www.roadtraffic.dft.gov.uk) was also undertaken. At the time of writing traffic flow information was not available for 2022/23 within the study area.

TEMPro Traffic Growth Estimates

TEMPro version 7.2 has been used to derive traffic growth rates between 2019 and 2026. This is the same forecast period applied to the SRTM base year, 2019 to 2023 to show how predicted traffic growth compares with actual traffic growth and between 2026 to 2027 to show the potential additional traffic growth associated with a delayed construction programme for the Proposed Development. This is the same version of TEMPro that would have been used to generate the SRTM forecast years and contains traffic growth rates that precede the Covid-19 pandemic.

Additional growth rates for 2019 to 2026 from TEMPro version 8.0 released in August 2022 have also been included for comparison, as these represent the latest traffic growth predictions. Whilst these growth rates were yet to be released at the time of the SRTM model run, they provide a useful comparison with the growth rates adopted within the original assessment, demonstrating that more recent growth predictions over the same period are lower than previously forecast.

Traffic growth rates have been derived for the Portsmouth, Hampshire and East Hampshire areas in addition to the Census 2011 output areas that correspond to the location of traffic data collated through WebTRIS. These growth rates are shown in Table 1 below.

Table 1 – TEMPro Growth Rates

Output Area	2019 to 2023 Growth Rate		2019 to 2026 Growth Rate		2026 to 2027 Growth Rate	
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
<i>Portsmouth 026*</i>	4.8%	4.5%	7.8%	7.5%	0.8%	0.8%
<i>Havant 004*</i>	3.1%	2.5%	4.9%	4.2%	0.5%	0.5%
<i>East Hampshire 016*</i>	4.9%	4.8%	8.4%	8.3%	0.9%	0.9%
<i>Combined Portsmouth / Havant / East Hampshire*</i>	4.6%	4.4%	7.6%	7.4%	0.7%	0.7%
<i>Combined Portsmouth / Havant / East Hampshire**</i>	-	-	5.8%	2.4%	-	-

*Based on TEMPro version 7.2

**Based on TEMPro version 8.0



Table 1 shows that traffic growth rates for the study area derived from TEMPro v7.2 are generally in the region 7-8% for the period 2019 to 2026. For context, this means that a two-way traffic flow of 1,800 vehicles recorded in 2019 would be 1,935 in the in 2026 forecast year assessment. Importantly, traffic levels are also forecast to grow by only 0.7% between 2026 and 2027, which would be the equivalent of an additional 13 vehicles per hour to a two-way flow of 1,800 vehicles per hour.

In comparison, the latest traffic growth rates for the same period, derived from TEMPro V8.0, are lower and are between 2-6%. This highlights the lower traffic forecasts which are now in place as reflection of changing working patterns, economic growth and travel demand following the Covid-19 pandemic.

WebTRIS Traffic Data

The National Highways WebTRIS database has been used to collect traffic data from 2019 and 2023 for the following count sites located along the A27 and A3(M). Off-slip locations have been chosen as these provide direct access onto the Local Highway Network and therefore these traffic flows provide an estimate of corresponding traffic conditions on the local network in the absence of publicly available data sources:

- A27/9489L (A27 / A2030 Eastern Road WB Off-slip);
- A27/9481J (A27 / A2030 Eastern Road EB Off-slip);
- A3M/5023L (A3(M) J4 NB Off-slip);
- A3M/5040J (A3(M) J3 SB Off-slip); and
- A3M/5071L (A3(M) J2 NB Off-slip).

To ensure a robust comparison, similar dates for a week of data (Monday – Friday) have been extracted for 2019 (28 Jan – 1 Feb) and 2023 (31 Jan – 3 Feb) covering the AM peak (07:00-10:00) and PM peak (16:00-19:00) periods, aligning with the periods extracted for the TEMPro growth rates. A summary of this data is provided in Table 2 below.

Table 2 – WebTRIS Traffic Data

Location	2019 Traffic Data		2023 Traffic Data		Change	
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
A27/9489L	1,430	1,365	1,376	1,265	-3.8%	-7.3%
A27/9481J	1,030	830	1,003	822	-2.6%	-1.0%
A3M/5023L	580	1,000	583	1,015	0.5%	1.6%
A3M/5040J	372	640	375	597	0.8%	-6.7%
A3M/5071L	492	777	488	746	-0.8%	-4.0%

Table 2 illustrates a reduction in traffic from 2019 to 2023 at the majority of count locations, with the exception of Site A3M/5023L which shows increases of 0.5% and 1.6% in the AM and PM Peaks respectively. In general, traffic levels in the area of study are some way below TEMPro growth predictions for 2019-2023 and those assumed in the SRTM, indicating that 2019-2026 growth rates are unlikely to be realised.



Comparison of TEMPro Growth Rates and WebTRIS Traffic Data

This section provides a comparison of previous traffic growth predictions provided by TEMPro and included within the SRTM for the 2019 to 2026 period, with actual growth observed for the 2019 to 2023 period in addition to TEMPro growth rates for the remainder of the period (2023 to 2026). This has been further extended to 2027 using the TEMPro growth rates presented in Table 1 to show the potential additional growth associated with a delayed construction programme for the Proposed Development.

Table 3 – Traffic Growth Comparison

Growth Scenario	Traffic Growth Rates	
	AM Peak	PM Peak
<i>Average TEMPRO Growth Rate 2019-2023</i>	4.6%	4.4%
<i>Average Traffic Growth recorded via WebTRIS 2019-2023</i>	-1.2%	-3.5%
<i>Average TEMPRO Growth Rate 2019-2026</i>	7.6%	7.4%
<i>Average TEMPRO Growth Rate 2023-2026</i>	2.8%	2.8%
<i>Actual + Predicted Traffic Growth 2019-2026 (actual 2019-2023 growth + 2023-2026 Growth Rate)</i>	1.6%	-0.7%
<i>Actual + Predicted Traffic Growth 2019-2027 (actual 2019-2023 growth + 2023-2027 Growth Rate)</i>	2.3%	0%

This assessment shows through a comparison of the latest observed traffic levels with previous growth predictions, that traffic is unlikely to achieve the anticipated growth included in the SRTM 2026 DM, DS1 and DS2 scenarios.

During the AM Peak, it was originally forecast for traffic levels to increase by approximately 7.6%, whereas the combined actual growth between 2019 to 2023 together with forecast growth for the remaining (including extension to 2027) period is 2.3%. Similarly for the PM Peak, a previous growth forecast of 7.4% is replaced by a forecast 0% change in traffic, indicating that traffic in 2027 is expected to return to 2019 levels.

COMMITTED DEVELOPMENT REVIEW

Further to the assessment of predicted and actual traffic growth, a review has been undertaken of major committed development sites within the study area. This follows Table 2-1 of the SRTM Coding Note (Appendix B of the Transport Assessment, APP-448) and a review of recent major planning applications within the study area.

Table 4 below provides details of development sites included within the review along with their current status, forecast status within the SRTM 2026 Do-Minimum scenario and estimated status in 2027 based on details contained within the planning application and current progress.

Table 4 – Review of Major Development Sites

Application Name and Reference	Description	2023 Status	Forecast 2023 Build-Out	2026 Do-Minimum Scenario Build-Out	Estimated 2027 Build-Out*
<i>Tipner Firing Range, Portsmouth</i>	Residential development of 600 dwellings west of M275	0 Planning application not submitted	0	170	150 (assuming 2024 planning permission)
<i>Tipner Urban Priority Area</i>	Residential development of 1275 dwellings west of M275	Planning applications approved in 2022 and 2023	178	588	250
<i>Waterlooville MDA</i>	Residential development for 2,550 dwellings	1,100	1,100	1,746	1,350
<i>Woodcroft Farm, Waterlooville</i>	Residential development for 288 units	288	288	288	288
<i>Development on Land East of Horndean</i>	Mixed-use development of with up to 800 dwellings, up to 2ha of employment land, a Local Centre, a primary school and community facilities	0 Outline planning permission granted	N/A	800 (confirmed by Systra during DCO examination)	250

*assumes average build out of 50 dwellings per year.

The above major development sites included within the SRTM 2026 assessments have been reviewed in relation to their build-out progress. This has found that the rate of build out for these sites is expected to fall short of previous forecasts contained within the model by approximately 1,300 dwellings. As a result, there will be less traffic associated to these developments on the highway network in 2027 when compared with the original forecast for 2026 and SRTM assessment.



CONCLUSIONS

The comparison presented in this Technical Note between the growth predictions assumed within the original SRTM DM, DS1 and DS2 scenarios, and the actual growth between 2019 and the present year, has demonstrated that traffic growth is significantly lower than originally anticipated.

A revised forecast using a combination of observed traffic growth from 2019 to 2023, and TEMPro growth predictions from 2023 to 2027, has indicated reductions of - 5.3% and - 7.4% in traffic growth compared to the rates assumed within the SRTM DM, DS1 and DS2 scenarios, for the AM and PM peak periods respectively. This means that the SRTM data used within the evidence base for the assessment of the Proposed Development remains valid and provides a robust indication of future traffic conditions.

Furthermore, a review of the major committed development sites included in the SRTM 2026 assessment has identified that build-out rates are likely to be significantly lower than previously forecast. Whilst other developments could come forward in the period 2019 – 2027 and receive planning approval, these are unlikely to exceed the scale of the build-out deficit identified in Table 4 of this document and the impacts of those will also be assessed as necessary in relation to those applications, including with cumulative schemes.

This review confirms that the delay to the construction programme has been appropriately assessed by the SRTM, and its outputs remain a robust forecast of traffic conditions during the delayed construction period for the Proposed Development.