

Havant Borough Council
Civic Offices
Civic Centre Road
Havant
PO9 2AX

Hampshire 2050
The Castle
Winchester, Hampshire SO23 8UD

Telephone: 0300 555 1375
Fax: 01962 847055

www.hants.gov.uk

Enquiries To Chris Hirst
Direct Line 0370 7790 563
Date 8 August 2023

My reference 049794
Your reference APP/21/01434
Email havantdc@hants.gov.uk

Dear Mr Eaves,

Rook Farm, land off St Marys Road, Hayling Island

Outline application for development of up to 300 dwellings (including affordable housing). The proposal includes provision for structural planting and landscaping; informal public open space; children's play areas; sustainable drainage system (SuDS); a new vehicular access from St Mary's Road; and associated ancillary works. All matters reserved except for means of vehicular access. Accompanied by an Environmental Statement.

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

Further to the Highway Authority's original response dated 27th April 2022 and follow up response to the Seasonal Traffic Assessment (STA) dated 6th September 2022, the applicant has submitted 'Technical Note 1' (TN1) and a Walking, Cycling and Horse-Riding Assessment Report (WCHAR) to address some of the previous comments raised. It should be noted that TN1 does not provide any further commentary around addressing the seasonal traffic impact on Hayling Island at this stage.

Following a review of this information, the Highway Authority wish to make the following comments.

Walking and Cycling

As requested, the applicant has undertaken a WCHAR to assess the walking and cycling routes available within proximity to the development. The study area for the

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WCHAR includes the walking and cycling routes in the immediate vicinity of the development, alongside two routes to the Hayling Billy Trail.

The WCHAR summarises that there are a number of improvements which could be implemented to these routes, which are summarised in Appendix B of the document. These improvements primarily consist of implementing pedestrian crossing facilities, surfacing opportunities along Footpath 94 and noting that there are opportunities to improve on-road cycle routes.

With regards to the cycle routes available to the development, the Highway Authority notes that there are no dedicated cycle facilities available to the site. Whilst the site abuts the public right of way network, the routes are public Footpaths which do not benefit from any formalised surface, meaning they are not available for use during inclement weather, and are only available for use by pedestrians. The only point of access directly onto the highway network is via St Mary's Road which is constrained (as discussed in further detail within this response). An assessment has not been undertaken to confirm that on road cycling would be suitable along St Mary's Road when considering the increase in traffic flow from the development.

Given the lack of cyclist permeability and the aforementioned constraints on St Mary's Road, the applicant is required to undertake a more detailed audit of the facilities available for cyclists. This should include undertaking an LTN 1/20 assessment of the Cycling Level of Service Tool for nearby junctions to understand how suitable they are for cyclists. The extent of the WCHAR should also be included to incorporate the length of the Church Road/Elm Grove corridor, stretching to the Mill Rythe schools to the north and the Sainsburys to the south. These assessments should be supported by improvement measures for cyclists to ensure that the facilities are suitable for day-to-day use.

Furthermore, given the poor footway provision for pedestrians on St Mary's Road, the applicant is required to undertake a Healthy Streets audit of the route to Mengham Infant School to identify what measures can be implemented to improve the score of the corridor. This assessment should also consider improvements to the pedestrian realm in and around the school which was raised within the Highway Authority's original response, but has not been addressed within TN1. Both assessments should take into account HCC's TG10 guidance when considering improvement measures.

Havant's LCWIP Route 262 and 262.2 identifies improvements within the area which can form the basis for potential improvement measures to encourage trips on foot or by bicycle. The Highway Authority recommends that the applicant reviews these measures when undertaking the further assessments identified within this response.

Separate to the WCHAR, TN1 also provides commentary around some of the pedestrian improvements previously proposed on St Mary's Road. Following further

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investigation with the applicant's arboricultural consultant, it has been established that the use of Cellweb to provide a no-dig alternative when implementing the footway would compromise the root protection zone of the tree and it is therefore no longer being proposed. This means that pedestrians are reliant on the existing footway on the northern side of St Mary's Road which is currently constrained by overhanging vegetation, and is not 2m wide even if the vegetation was to be cut back.

The applicant has also undertaken further work to establish whether a formalised footway could be implemented through the St Mary Car Park. The Road Safety Audit has also raised concerns with the proposed virtual footway and highlighted that a formalised footway would address these concerns. Having reviewed the space available within the car park, the applicant has confirmed that a footway cannot be implemented without reducing the size of the car parking bays and aisle width below minimum standards. As a result, the virtual footway has been removed from the design.

Taking account of the above, the remaining pedestrian improvements within TN1 are focussed on improving the crossing facilities on St Mary's Road, Church Road and Elm Grove. The width of the islands has now been amended to avoid the 3.2m – 3.9m width prescribed in LTN 1/20 and a bus re-tracked routing past the islands in drawing number P21033-007D. The tracking for the bus remains right against the western kerbline which tapers sharply. It is therefore likely that a bus may conflict with the kerbline and create an ongoing maintenance issue adjacent to the crossing. The applicant should therefore produce a design which provides sufficient space for a bus to route past the new refuge islands on Church Road and Elm Grove.

There are opportunities within the site to aid the provision of east-west connections across Hayling Island through the development site itself aiding linkages with the Hayling Billy trail which is identified for improvements by the Highway Authority to reduce friction on the A3023 and provide a traffic free route for pedestrians and cyclists. Whilst it is noted that this is an outline application these opportunities should be identified and put forward in a manner which allows them to be secured appropriately via condition to be detailed within the reserved matters application.

The Highway Authority are not currently satisfied that the development suitably integrates pedestrians and cyclists into the existing network and therefore does not comply with HCC's emerging LTP4 policy to reduce the reliance on private car trips by encouraging the uptake in sustainable modes of transport. The Highway Authority would welcome discussions with the applicant regarding the assessments and mitigation measures noted above to ensure that the site creates permeable links to the public right of way and highway network suitable for use by all occupants of the site.

Emergency Access

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Paragraph 2.2.10 of TN1 notes that Gladman do have access to Rook Farm Way should an emergency vehicle require access to the site and the site access onto St Mary's Road be obstructed.

The Highway Authority notes that Rook Farm Management Company Limited wrote to Havant Borough Council in a letter dated 17th May 2023 which refutes Gladman's right to access via Rook Farm Way. It therefore appears that Rook Farm Way may not be available for use as an emergency access to the development.

The applicant needs to conclude with the Planning Authority whether they do own the rights to access Rook Farm Way. Once this has been established, the Highway Authority require confirmation from the Planning Authority regarding the situation.

Site Access

The Highway Authority's previous response requested further information regarding the site access onto St Mary's Road, including tracking for the correct sized refuse vehicle and amendments to the bellmouth junction to accommodate the tracking movements of larger vehicles entering and egressing the site. The applicant was also required to provide visibility splays compliant with HCC TG3 guidance.

Updated tracking has been provided in drawing number P21033-003D for a refuse vehicle entering and leaving the site. The tracking demonstrates that the overhang of the refuse vehicle takes up the majority of the carriageway as it heads south towards the site access. The track plot for the refuse turning left out of the site also indicates that an approaching vehicle would not have sufficient space to pass, although tracking has not been provided for a refuse vehicle and family car attempting to pass concurrently.

Whilst it is acknowledged that this is an existing constraint of St Mary's Road, the addition of 300 dwellings in proximity to the bend will increase the likelihood of two-way vehicle interactions taking place and the applicant has not provided sufficient information to address whether there is a safety concern in this location or not. The Highway Authority therefore requires the applicant to provide tracking for two delivery vehicles tracking past each other through the site access and around the bend approaching the junction with Elm Grove. Tracking is also required for a family car passing a delivery vehicle to understand whether these movements can be accommodated within the current alignment of St Mary's Road. The tracking should be undertaken with a minimum design speed of 10mph.

Tracking has also been undertaken for a large tipper and pantechnicon accessing the site from Church Road/Elm Grove. These vehicles are subject to the same constraints noted above for a refuse vehicle, the Highway Authority are concerned how safe and suitable construction access will be achieved. Whilst these can be managed through the provision of a Construction Traffic Management Plan (as noted within its previous

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response) alternative access arrangements may be required in order to achieve a suitable access. This should be noted and considered by the applicant in due course.

Seasonal Traffic Impact

Within the Highway Authority's original response and response to the STA, further information was requested around the junction modelling and the impact on journey times during the summertime peak period.

TN1 does not provide any further details on these matters, although it should be noted that the applicant has engaged in conversations with the Highway Authority to discuss a methodology for undertaking these assessments.

Until this assessment has been produced and provided for review, this matter remains outstanding.

Travel Plan

The applicant has not produced an updated Travel Plan to address the comments raised within the Highway Authority's response dated 27th April 2022.

These comments will need to be addressed before the Highway Authority is in a position to accept the Framework Travel Plan.

Recommendation

The Highway Authority require additional information on the following matters:

- Additional reviews of the walking and cycling infrastructure pertinent to the development;
- Clarification whether the applicant does have the rights to utilise Rook Farm Way as an emergency access;
- Additional tracking for the site access and St Mary's Road;
- Amendment to the northern crossing point on Church Road to avoid a bus conflicting with the kerbline;
- Further junction modelling and seasonal traffic assessment; and
- Amendments to the Travel Plan.

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

Yours Sincerely,

Ben Clifton
Strategic Transport Manager - Highways Development Planning
Hampshire 2050

Director of Hampshire 2050
Gary Westbrook