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Date 14 March 2023

My reference 047833

Your reference APP/21/01351

Email havantdc@hants.gov.uk

Dear Ms Miszewska,

Land south of Saltmarsh Lane, Hayling Island, PO11 0JT

Outline application for erection of up to 60 dwelling units with access; associated landscape and highway works on land south of Saltmarsh Lane, and all other matters reserved.

Thank you for your re-consultation on the above outline planning application. The Highway Authority wish to make the following comments. In the Highway Authorities previous response dated 5th May 2022, a number of matters were raised for the applicant to address and further consider as part of this planning consent.

In response to these comments the applicant has submitted a Post-App Technical Note (PATN) (reference 020.0660/PATN/1). It is noted that the assessment of the Manor Road and the A27 Langstone Roundabout are to be addressed separately and as not part of the submitted PATN. Whilst the Highway Authority can provide comments based on the submitted information, no final decision will be made on the planning application until the above assessment has been submitted for consideration and conclusions drawing on the cumulative impacts of development in the summertime peaks.

The Highway Authority have reviewed the PATN and have the following comments to make.

Sustainable Access

Connection to the Hayling Billy Trail:

In the Highway Authorities previous response comments were made regarding a connection on to the Hayling Billy Trail from the red line boundary of the site. The applicant states that a 3.0m connection from the site will be delivered and shown on

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future layouts produced up to the site boundary. Thus, improvements to the connection via Denhill Close are no longer being pursued. This is agreed subject to an appropriate connection being able to be made within the internal road network as laid out below without obstruction by 3rd party land.

The direct connection from the site boundary should be provided at the outline stage for comments to be provided on the suitability of the connection. Without any supporting drawings the Highway Authority are unable to provide any comments on the suitability of a connection in this location. The location of this connection onto the Hayling Billy trail should be secured as part of any outline planning consent and not be resolved at the reserved matters stage.

Pedestrian Improvements:

Drawing 020.0660.002 shows proposed pedestrian infrastructure improvements along West Lane, Brights Lane and Manor Road. The width of the proposed footway along the eastern side of West Lane have not been provided and should be so comments can be provided on the suitability of the footway width.

The Highway Authority requested that the applicant provided wayfinding for the walking route into West Town to overcome deficits in the wayfinding provision. Currently, the most direct route is unclear and should be clearly signed to minimise pedestrians from utilising the southern stretch of West Lane where no footway is present. No narrative has been provided on this point and it is still requested that this is explored.

Walking, Cycling and Horse-Riding Assessment (WCHAR):

As requested in the Highway Authorities previous response, the applicant has undertaken a WHCAR assessment with the scope including routes to all local facilities as identified within the Transport Assessment. The WCHAR notes the following off-site improvements to overcome the deficits in the pedestrian and cycle infrastructure:

- Tactile paving to be provided in the following locations:
 - Saltmarsh Lane at its junction with West Lane;
 - Brights Lane/Brights Lane junction;
 - Glebe Close at its junction with West Lane;
 - Brights Lane across the A3023 south of the junction; and
 - Higworth Lane at its junction with the A3023;
- Extend the footway along West Lane up to no.78 (circa 10 metres in length) with associated tactile paving; and
- Connection direct between the site and the Hayling Billy Trail to avoid the need to utilise the public footpath link via Denhill Close

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It is noted that the WCHAR has failed to identify the deficit in tactile paving at Glebe Close (south of Saltmarsh Lane). It was requested that this be provided as part of the development proposals considering this is the most direct route for pedestrians from the site to West Town. This deficit should be addressed and added to drawing 020.0660.002 to be provided as part of the offsite S278 works.

The Highway Authority did not imply that the development had proposed a refuge island across the A3023 but suggested that this may be the most suitable crossing point in this location considering this is the main walking route to both the primary and secondary schools within the catchment of the development. It is still requested that this is explored, and a drawing should be provided of the proposed scheme to understand if a refuge island in this location would be deliverable. The verge along the western side of Brights Lane falls under ownership of the Highway Authority so alterations could be made to the carriageway to keep a consistent width in this location with the addition of a refuge island should this be necessary.

The comment regarding widening the northern footway on Saltmarsh Lane related to the stretch of footway at the Saltmarsh Lane/West Lane junction which is substandard in width. It is noted however that pedestrians from the site are likely to utilise the southern side of Saltmarsh Lane and cross at the Saltmarsh Lane/west Lane junction where new tactiles are proposed as part of the development works. Some localised footway widening would be beneficial if there is scope to do so at the Saltmarsh Lane/West Lane junction on the northern side of the carriageway to improve the alignment of the tactile crossing facility in this location. Visibility splays should be provided at the Saltmarsh Lane/West Lane junction to ensure that this widening will not impact on any achievable visibility. Tracking should also be provided to ensure this does not impact vehicle movements at the junction.

It is agreed that no improvements are deemed necessary as a result of the proposed development for Equestrian users.

Speed Surveys and Visibility Splays

The applicant has undertaken a speed survey between 6th July and 12th July 2022 along Saltmarsh Lane to inform the required visibility at the proposed development access. Weather conditions were noted to be warm and dry. 85th percentile recorded speeds were found to be 24.8 and 25.0 mph eastbound and westbound respectively.

Following the results of the speed survey, drawing 020.0660.001 Rev B has been updated showing the required visibility based on recorded speeds. It is agreed that the visibility splays shown are in accordance with Hampshire County Council's Technical Guidance TG3 Stopping Sight Distance Calculator.

The splay to the right is still obstructed by a tree trunk. Whilst the applicant notes that the width of the tree trunk does not currently block visibility, the species of the tree should be confirmed to ensure that the width of the trunk is unlikely to impact upon any

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achievable visibility in the future. Visibility splays will be suitably conditioned as part of any future planning consent.

No narrative has been provided within the PATN regarding visibility at the access to number 64 however it is noted that drawing 020.0660.001 Rev B has been updated showing interaction between the existing fence line and the required visibility splay. The visibility splay seems to run tight to the edge of the fence line however the splay is not obstructed. It is agreed that appropriate visibility can be achieved from the existing access in this location.

Stage One Road Safety Audit (RSA1)

As requested in our previous response, the applicant has undertaken an RSA1 for the site access proposals.

Audit problem 3.3.1 relates on-street parking restricting visibility at the site access which may lead to site impact collisions. The Highway Authority agree that this matter can be given further design consideration at the detailed design stage however do not agree that this is a RSA4 matter.

West Lane Traffic Calming Measures

The Highway Authority have engaged in direct discussions regarding proposed traffic calming measures along West Lane. Following on from these discussions, the Highway Authority are still awaiting a traffic calming scheme to be drawn up in conjunction with the proposed pedestrian improvements along West Lane.

It was discussed with the applicant that an improved gateway feature and an extension of the 30mph speed limit should be provided as part of the development proposals. This could be drawn up in conjunction with the proposed pedestrian improvements along West Lane. The Highway Authority can agree delivery mechanisms on the scheme once a scheme has been drawn up.

The applicant should be made aware that a TRO contribution will be required on top of these works the traffic management team to undertake the legal works involved to implement the 30mph speed limit extension.

Traffic Distribution

The traffic distribution for the proposed site is now confirmed to be as follows which is consistent with the approach as agreed as part of the Sinah Lane application.

Route Assignment	Percentage
Park Road North/South	17.2%
A27 West	43.2%
A27 East	7.8%

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Stay on Hayling Island	25.4%
A3(M)	6.4%

Whilst the percentage of development traffic proposed to stay on the Island seems high, the Highway Authority have cross-referenced this figure (25.4%) with census data and are minded to agree the proposed distribution.

Clarification has been provided within the PATN regarding the 80/20 split along Brights Lane and West Lane for those vehicle users routing north. The split has been based following a review of the network and conditions of both routes. It is not agreed that this is a robust assessment, and the split should be based of turning movements. It is requested that further consideration is given towards the distribution split of traffic routing north utilising turning movements.

Saltmarsh Lane/West Lane Junction Modelling

The applicant has undertaken junction capacity analysis for the Saltmarsh Lane/West Lane priority junction using Junctions 9. The following scenarios have been assessed:

- 2022 Base;
- 2027 Forecast; and
- 2027 Forecast + Proposed Development

The maximum RFC value for the 2027 Forecast + Proposed Development scenario is 0.12 suggesting the junction is able to operate well within capacity. Based on the results of the modelling, it is therefore agreed that further localised modelling is not required considering the results, apart from the strategic modelling assessments that are being undertaken separately.

Travel Plan

This Framework Travel Plan (TP) has been assessed using Hampshire County Council's (HCC's) evaluation criteria for the assessment of travel plans – "A guide to development related travel plans". Whilst the quality of this FTP is generally excellent, it still requires some amendments before it can be approved.

Title Page – Control Sheet – Introduction:

The document control sheet and introduction should contain the following additional information between them:

- Site postcode
- Version history

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- Drafting officer
- Description of the site
- Site masterplan
- Developer's view on travel planning / statement from the developer supporting the contents of the travel plan

Guidance – Section 2:

Section 2 should reference additional national and local policy documents relevant to the TP. These may include, but are not limited to:

National

- Planning Practice Guidance 'Travel Plans, Transport Assessments and Statements' (2014)
- IHT's 'Guidelines for Planning for Walking (2015)

Regional

- Hampshire County Council's Parking Standards
- Hampshire's Local Transport Plan 2011-2031 (2013)

Local

- LPA Clean Air Policy (where applicable)
- LPA Electric Vehicle SPD (where applicable)
- LPA Parking SPD (where applicable)

This section should also reference the developer's policies on sustainable travel. If the developer does not have a policy on sustainable travel, a statement of support for the aims of the Travel Plan from a senior member of staff at Hayling Island Builders would suffice.

Existing site conditions / site audit – Section 3:

Section 3 should include the following details:

- Footways and cycleways, including:
- Walking Isochrone Map
- Cycling Isochrone Map

Site Audit – proposed layout – Section 4:

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Section 4 should include the following details:

The items in red will be required for inclusion in the Full Travel Plan which will need to be submitted to HCC before construction commences:

- Car parking, including
 - LPHA/HA SPD guidelines (including electric vehicles)
 - Quantum
 - Location
 - Type
- Cycle parking, including
 - LPHA/HA SPD guidelines (including electric vehicles)
 - Quantum
 - Location
 - Type
- Internal highway design, including
 - Roads
 - Footways
 - Cycleways
 - Guidelines used to inform them

Measures – Section 6:

There are a few additional measures which should be considered for inclusion within this FTP.

Smart Working Measures

- Promote home delivery services
- Provide good quality broadband services

Management / TPC role – Section 7:

Section 7 should include the following details:

The items in red will be required for inclusion in the Full Travel Plan which will need to be submitted to HCC before construction commences

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- Name (cannot be generic at the Full TP stage, such as a consultancy name)
- Job title
- Organisation
- Contact details, including:
 - Email address
 - Work address
 - Phone number
 - Website (where applicable)
- Start date (to be at least 3 months prior to occupation to ensure uptake)

Monitoring – Section 7:

Section 7 should include the following details:

- Recognition that HCC requires a 35% response rate for questionnaire surveys. It is acknowledged by HCC that it is difficult to achieve. In view of this it is acceptable to provide a response rate between 10-35%;
- Measures to ensure that this response rate is met, e.g., a voucher for supermarket or online retailer;
- Keep records of participation levels in sustainable travel schemes and incentives;
- Monitor number of car sharers

There are currently no measures in place to encourage members of staff/residents to complete a questionnaire survey. Entry into a prize draw could be offered to those who complete a survey, although it should be noted that the prize should **not** be travel-related (e.g., bus tickets, cycle vouchers, etc).

The FTP will require further amendments as set out above before it can be considered acceptable for submission in conjunction with the proposed site.

Recommendations

Having regard to the above the Highway Authority require the following further information before a formal recommendation can be made:

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- Direct connection through the site boundary to the Hayling Billy Trail should be provided at the outline stage and not the reserved matters stages – drawings should be submitted regarding this connection;
- The width of the proposed footway along the Eastern side of West Lane should be confirmed;
- No narrative has been provided regarding wayfinding on the walking route to West Town and this should be considered;
- Tactile paving should be provided at Glebe Close;
- Refuge island should be considered at the proposed crossing location along Manor Road with supporting drawings as laid out within the response;
- Localised footway widening would be beneficial if there is scope to do so to improve the alignment of the tactile crossing facility at Saltmarsh Lane/West Lane junction;
- Tree specie that obstructs the visibility splay at the proposed site access should be confirmed to ensure any future growth does not impact visibility;
- Drawing of a proposed traffic management scheme along West Lane to be submitted which should include a gateway feature and 30mph speed limit extension;
- Turning counts should be provided to aid the assumptions of which route residents are likely to utilise when routing north;
- Strategic modelling of Hayling Island;
- Amendments to the travel plan as laid out above.

Yours sincerely,

Sophie Osborne
Transport Planner – Highways Development Planning
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