

Project Name:	041.0031 Land at Sinah Lane, Hayling Island
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1. INTRODUCTION

- 1.1 This Re-consultation Transport Note (TN) has been prepared by Paul Basham Associates on behalf of Barratt David Wilson Homes to support the re-consultation for 195 dwellings, associated open space, pumping station, substation with vehicular access via Sinah Lane and Change of use of agricultural land to a Wader and Brent Geese refuge' at land to the north of Sinah Lane, Island. The site location is shown below in **Figure 1**.

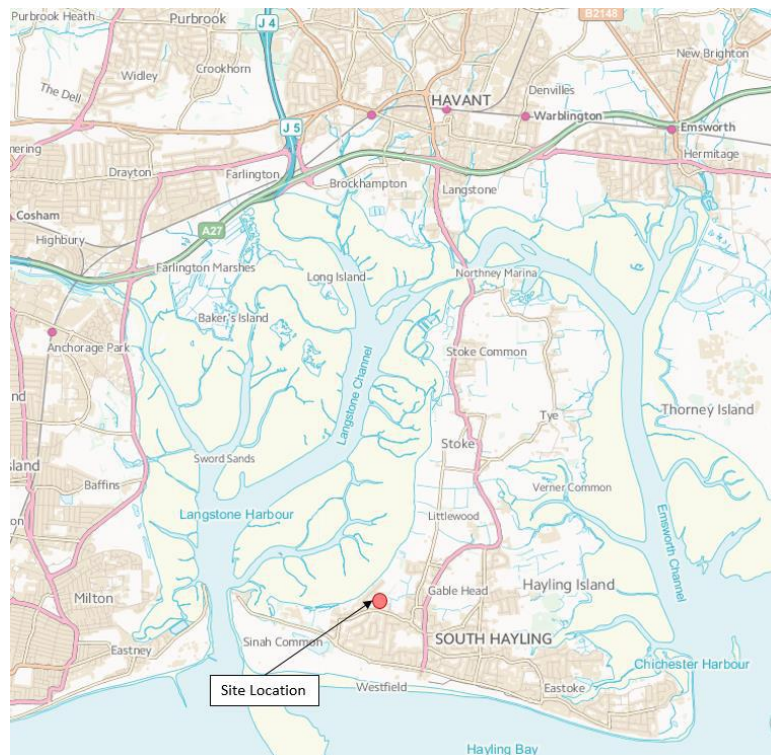


Figure 1: Site Location

- 1.2 An application was submitted in July 2018 (application reference: APP/18/00724) for which Paul Basham Associates prepared a Transport Assessment (TA) and Travel Plan (TP). The TA

included information on site accessibility, planning policy, development proposals, trip generation and distribution and junction capacity assessments. Through the TA, the following points were accepted:

- Site's proximity to local amenities;
- Development proposals – including parking provision and servicing arrangements;
- Trip rates;
- Access arrangement – including type of access and extent of visibility splays; and
- TEMPRO Growth rates.

1.3 Highway comments were received from Hampshire County Council (HCC) with regards to the application on 10th October 2018 with a focus on the following:

- Inclusion of the Havant Adopted Housing Statement;
- Review of pedestrian infrastructure including crossing facility on Sinah Lane, Station Road and at the Station Road/St Mary's Road/Manor Road junction;
- Liaison with local bus authority with regards to improvements at Station Road bus stops;
- Updated Personal Injury Accident (PIA) data;
- Indication of agricultural vehicle movements along North Shore Road;
- Review methodology of school trips;
- Inclusion of LIDL as a committed development and subsequent updated junction modelling;
- Junction capacity assessment for the Manor Road/Church Road roundabout during AM, PM and school peak periods;
- Junction capacity assessment for Sinah Lane/Staunton Avenue/Station Road and Newtown Lane/Manor Road junctions;
- Identify mitigation strategy at West Lane/Havant Road junction;
- Review outputs for A27 roundabout and impact of proposed development.

1.4 An Addendum Transport Assessment was prepared by Paul Basham Associates to address the above comments. This was sent to HCC in January 2019. Further comments from HCC were received on the Addendum in April 2019. A meeting has been arranged between Paul Basham Associates and Hampshire County Council to discuss the works required to address all of HCC's remaining comments which largely relate to off-site traffic impact in the context of the Havant Borough Council Draft Local Plan. The Hayling Island Transport

Assessment was published in January 2019, however, following a review members deemed this document unsound and therefore further works are required which are understood to be due for submission in October 2019.

- 1.5 Following the meeting with HCC in July 2019, an updated Addendum Transport Assessment will be provided to address all outstanding comments and make reference to the level of assessment required for this site at Sinah Lane to be considered acceptable from a highway safety and operational perspective.
- 1.6 Subsequently, application APP/18/00724 was appealed for non-determination, and since that time the Hayling Island TA has been approved by members and at a recent planning committee it was established that following approval of the Hayling Island TA, the application at Sinah Lane would have been approved.
- 1.7 This RTN therefore provides a summary of the latest development proposals (which are only modestly different in terms of dwelling types, but not overall numbers, as part of the revised application relating to on-site layout amendments and therefore covers:
 - Proposed Development;
 - Access arrangements;
 - Servicing arrangements;
 - Parking Provision; and
 - Internal road layout.
- 1.8 HCC as highway authority found the previous and very similar application acceptable in highways terms, and we would encourage a consistent approach to the taken with this updated application.

2. PROPOSED DEVELOPMENT

- 2.1 The proposed development would consist of 195 dwellings with associated car parking. It is proposed that 30% of the dwellings would be provided as affordable housing. The proposed accommodation schedule is summarised in **Table 1**, with the site layout attached as **Appendix A**.

Dwelling Type	Private Units	Affordable Units
	Number of Units	Number of Units
2 Bedroom	29	39
3 Bedroom	82	18
4 Bedroom	26	1
TOTAL	137	58

Table 1: Accommodation Schedule

Access Arrangements

- 2.2 The proposed site would be served by a single vehicular access onto Sinah Lane as per the previous TA and site layout. The access was designed in accordance with 85th percentile speeds and recorded traffic volumes on Sinah Lane as confirmed through ATC surveys which were also used to confirm the form of the access with a Ghost Island Right Turn not being required.
- 2.3 The access is therefore provided in a form of a bellmouth arrangement, flanked by a 2.0m wide pedestrian footway to the east. The access road would measure 6m in width, would be supported by 8m corner radii and also be provided with dropped kerbs and tactile paving. The design still ensures that two vehicles can pass simultaneously when turning in and out of the access. Tracking at the access has been undertaken to demonstrate that the access can accommodate servicing vehicles and is included on the access design, attached as **Appendix B**.
- 2.4 Visibility from the access remains as per that previously submitted utilising 85th percentile vehicle speeds as 2.4m x 45m in both the primary and secondary direction and remains achievable as demonstrated in **Appendix B**.

- 2.5 As per the previous application, a dropped kerb tactile paving crossing is provided to cross pedestrians north to south across Sinah Lane. Tracking of the adjacent/neighbouring properties has been completed to ensure this new crossing would conflict with their entry/exit. This is demonstrated in **Appendix C**.
- 2.6 In addition, a connection is provided from the eastern boundary of the site onto the Hayling Billy Trail to provide an integrated development which supports sustainable travel.

Servicing Arrangements

- 2.7 As per the previous TA and site layout, servicing would take place internally within the site boundary in order to reduce the impact on the local road network. It is envisaged that kerbside collection would be undertaken for the properties and where shared surfaces terminate in a cul-de-sac, the carry and/or reversing distances would be in accordance with MfS best practice guidance of 30m for residents and 25m for refuse collectors. Refuse vehicle swept path analysis is demonstrated in **Appendix D**.
- 2.8 Fire tender vehicles can get within 45m of all dwellings in accordance with MfS design guidance. Swept path analysis of the site has been undertaken by RCP to ensure that refuse vehicles and fire tender vehicles can enter, turn and exit on-site and is included in **Appendix D**.

Parking Provision

- 2.9 In order to understand the required parking provision Havant Borough Council's (HBC) Parking Supplementary Document (adopted July 2016) has been reviewed for the minimum car parking requirement. A summary of the parking standards against the accommodation schedules is outlined in **Table 2**.

Type of Dwelling	Allocated Car Parking Requirement	Unit Numbers	Unallocated Car Parking Requirement	Unit Numbers
1 Bedroom	1 space	0	0.9 spaces	0
2 Bedrooms	2 spaces	50	1.3 spaces	18
3 Bedrooms	2 spaces	100	1.9 spaces	0
4+ Bedrooms	3 spaces	27	2.4 spaces	0

Table 2: Parking Provision

- 2.10 A review of HBC's standards identify the need for at least 24 unallocated spaces for the 18 2-bedroom flats, 100 spaces for the 2-bedroom houses and coach houses, 200 spaces for 3-bedroom houses and 81 spaces for the 4-bedroom units. This has been provided and

remains as per the provision and arrangements as that of the previous site layout against which HBC raised no objection. A total of 407 residential spaces are provided on site.

- 2.11 An additional 40 spaces are provided on site to accommodate visitor parking which equates to 20% of the 195 dwellings, or 0.2 spaces per dwelling.
- 2.12 HBC's parking SPD also provides guidance for cycle parking with the standards outlined in **Table 3**.

Type of Dwelling	Long Stay	Short Stay
1 Bedroom	1 per unit	20% of long-term standard
2 Bedrooms	2 per unit	
3 Bedrooms	2 per unit	
4+ Bedrooms	2 per unit	

Table 3: Cycle Parking

- 2.13 As per the previous application, for every house provided with a garage, the dimensions of the garage are at least 3m x 6m to accommodate the cycle parking requirements. All other houses would be provided with a secure shed within the rear garden of the property, with direct access to the rear garden either via a side gate or rear gate. The maisonettes/coach houses on the development are all provided with secure cycle stores with the car parking area. The total provision of cycle parking remains similar to that previously proposed through the site layout with HBC raised no objection towards.

Internal Road Layout

- 2.14 The parameters of the site layout remain as per the previously submitted layout with the development access road measuring 6m in width, after which the carriageways narrow and become more reflective of Manual for Streets (MfS) design principles. A carriageway width of 4.8m is sufficient in accommodating a car and a larger vehicle to pass simultaneously. To summarise, the design principles on which the scheme will be based:
- Access road to measure 6m in width, before narrowing to 5.5m – 3.7m upon entry to cul-de-sacs;
 - 2m wide footways flanking either side of main estate roads throughout the site;
- 2.15 As the internal road moves towards the outskirts of the site into quieter cul-de-sacs, there are shared-surface carriageways adopting 'home zone' principles.

- 2.16 In accordance with MfS design guidance, all bends within the home zones would be designed to achieve the required inter-visibility for vehicles travelling up to 15 – 20mph within the site. Any planting provided within the visibility envelope would be maintained to below 600mm in height. The internal visibility splays, prepared by Rogers Cory Partnership (RCP) are included in **Appendix E**.

3. SUMMARY AND CONCLUSIONS

- 3.1 This RTN has been prepared by Paul Basham Associates on behalf of Barratt David Wilson Homes to support the re-consultation for 195 dwellings, associated open space, pumping station, substation with vehicular access via Sinah Lane and Change of use of agricultural land to a Wader and Brent Geese refuge' at land to the north of Sinah Lane, Hayling Island.
- 3.2 The proposed site would be accessed via a single bellmouth access with a road width of 6m, corner radii of 8m and flanked by a 2m wide pedestrian footway to the east. The access geometries ensure that two vehicle can pass simultaneously when turning in and out of the access. In addition dropped kerbs and tactile paving would be provided across the access along with a new dropped kerb and tactile paving crossing to aid movements north to south across Sinah Lane located circa 5m to the east of the site access.
- 3.3 Servicing would take place internally with residents expected to move their bins no more than 30m and the refuse vehicle being able to get within 25m of a collection point in accordance with MfS principles. A fire tender is able to get within 45m of each dwelling and turn on site meaning the vehicle can enter and exit the site in a forward gear.
- 3.4 The development's parking provision has been informed by HBC's parking guidance document. A total of 407 spaces are to be provided of which 27 spaces are unallocated associated with the apartments plus an additional 40 spaces are visitor spaces. This level of provision ensure that all parking demand can be wholly contained within the site and also follows the principles of the previously agreed parking provision for this development.
- 3.5 The internal road layout has been designed in accordance with Manual for Streets principles with the main spine road at 6m in width with roads narrowing to 5.5m-4.1m in width upon entry to cul-de-sacs. 2m wide footways flank either side of the main estate roads throughout the site.
- 3.6 This Re-consultation Technical Note has reviewed the highway elements of the proposed scheme and confirms that the scheme has been designed in accordance with local, regional and national guidance. We therefore encourage Hampshire County Council to continue to look favourably upon this development in relation to highways.