

Project Name:	Land At Sinah Lane, Hayling Island
Document Reference:	041.0031/SN/1
Document Name:	Transport Position Summary Note
Prepared By:	Jessica Lloyd (December 2019)
Checked By:	Mark Smith (December 2019)
Approved By:	Mark Smith (December 2019)

Disclaimer

This document has been prepared in accordance with the scope of Paul Basham Associates Ltd's appointment with its client and is subject to the terms of that appointment. It is addressed to and for the sole use and reliance of Paul Basham Associates clients. Paul Basham Associates accepts no liability for any use of this document other than by its client and only for the purposes, stated in the document, for which it was prepared and provided. No person other than the client may copy (in whole or in part), use or rely on the contents of this document, without the prior written permission of a Director of Paul Basham Associates. Any advice, opinions, or recommendations within this document should be read and relied upon only in the context of the document as a whole. The contents of this document are not to be construed as providing legal, business or tax advice or opinion.

© Paul Basham Associates Limited 2018

1. INTRODUCTION

- 1.1 This Transport Position Summary Note (SN) has been prepared by Paul Basham Associates on behalf of Barratt David Wilson Homes to summarise the highway works and discussions that have taken place regarding the planning application submitted in July 2018 for 195 dwellings at Sinah Lane, Hayling Island (application reference: APP/18/00724). For ease of reference, the site location is shown below in **Figure 1**.

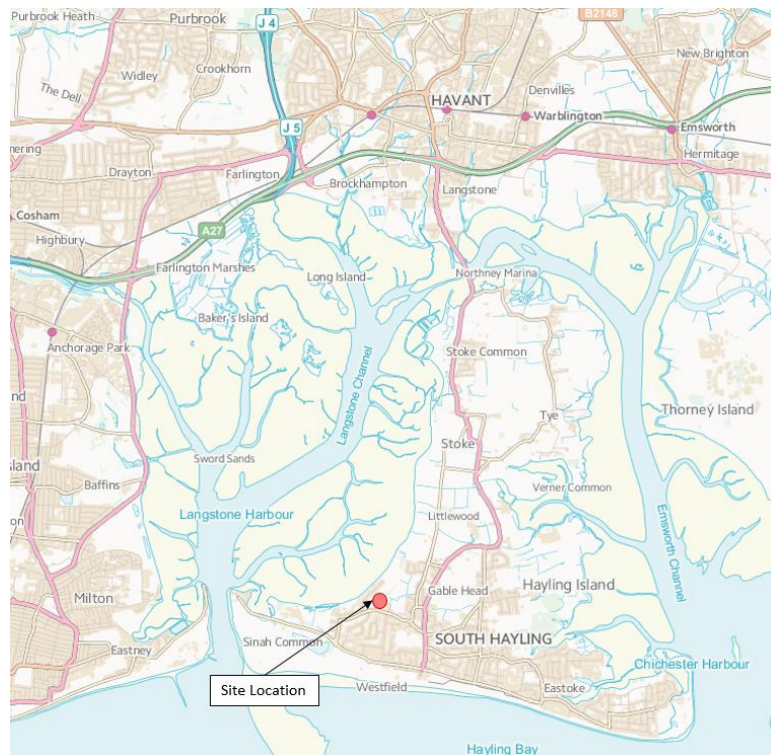


Figure 1: Site Location

- 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.
- 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 submitted to HCC in January 2019. Further comments from HCC were received on the Addendum in April 2019.

- 1.5 Subsequently, several meetings have taken place between Paul Basham Associates, Havant Borough Council and Hampshire County Council. On 9th July 2019 a meeting was held with HCC which discussed HCC's comments on the Addendum TA and the outcome of the Hayling Island Transport Assessment which was found unsound by members. It was agreed in this meeting that the best approach to mitigate any highways impact of the development would be through a contribution towards the island-wide mitigation measures due to be published in the addendum of the Hayling Island Transport Assessment.
- 1.6 Paul Basham Associates therefore have not provided any further assessment or analysis on the highways impact of the scheme. In July 2019, a revised planning application was submitted as a result of significant changes to the layout. To support this re-consultation, Paul Basham Associates prepared a 'Re-consultation Technical Note' which reviewed the impact of site layout amendments only (and thus not off-site highway impacts) and therefore covered:
- Proposed Development;
 - Access arrangements;
 - Servicing arrangements;
 - Parking Provision; and
 - Internal road layout.
- 1.7 A further meeting was held with Havant Borough Council on 7th November 2019 (without the presence of HCC) where the findings of the Hayling Island TA Addendum were discussed along with the likely costings of the mitigation packages as a whole. Following this meeting, Barratt Homes were issued of draft of the Hayling Island TA Addendum (November 2019). A meeting with HCC followed (21st November 2019) where the findings of the Hayling Island TA Addendum were discussed along with a review of proposed contributions towards highway infrastructure.
- 1.8 A summary of the assessments prepared by Paul Basham Associates and the comments from HCC is provided below, separated into the individual reports.

2. ORIGINAL TRANSPORT ASSESSMENT

2.1 Prior to the submission of the Transport Assessment, a highways pre-application was completed with HCC complete with access design and a Pre-application Scoping Note which agreed the scope of the Transport Assessment and principles of the site access.

2.2 The original Transport Assessment (dated June 2018) included details on the following

- Site history
- Relevant policy
- Site accessibility
- Personal injury accident data
- Accommodation schedule
- Car and cycle parking provision
- Access arrangements and visibility splays
- Servicing arrangements (refuse and fire)
- Trip generation
- Trip distribution
- Junction Capacity Assessments

2.3 During the original application it was considered that the below were accepted due to no comments being raised against these items:

- 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.

3. ADDENDUM TRANSPORT ASSESSMENT

3.1 The Addendum Transport Assessment was prepared to respond to HCC's comments on the original Transport Assessment and therefore provided specific information 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.

3.2 Following the submission of the Addendum Transport Assessment further comments were received from HCC which can be summarised as:

- Clarity on the inclusion of 'The Oysters' site being included as a committed development
- Confirmation that the committed development scenarios and the emerging local plan tally with each other
- Plan of works to improve route to school required
- Minor amendments to the access including shifting of dropped kerb crossing
- Clarification on whether the site is to be adopted and parking being provided along access road
- Clarification on agricultural access
- HCC to liaise with Stagecoach to discuss any improvements to local facilities
- Updated PIA provided which demonstrated no cluster and thus considered that the development will not exacerbate any safety issues present within the study area
- Review of distribution diagrams
- Information requested against junction modelling
- Plan required for off-site highway works

3.3 HCC's comments on the addendum were discussed in a meeting held at HCC's offices on 9th July 2019 with Paul Basham Associates and Barratt David Wilson Homes. It was agreed at this meeting that improvements to the route to school should be addressed through a contribution figure due to HCC/HBC wishing for improvements to two routes. Subsequent to this, Paul Basham Associates provided a cost estimate for works at the Manor

Road/Station Road/St Mary's Lane. A figure of £35,000 has been agreed as a contribution to support safe routes to school.

- 3.4 It was also agreed at this meeting that no further highway impact assessments should be completed due to the work being undertaken as part of the Hayling Island TA Addendum and Local Plan which was also outlining a mitigation strategy and costings associated with the measures.
- 3.5 Following recent meetings with HBC (7/11/19) and HCC (21/11/19) and a review of the Hayling Island TA Addendum, a contribution figure of £679,000 has been agreed by all parties to secure works against the off-site highway impact of the proposals. This figure was agreed as this could secure the Mitigation Package M1A (south) as demonstrated in Figure 2, as measures 12-15. The Hayling Island TA Addendum identifies that these 'friction reduction' measures at bus stops and provision of right turn lanes should be secured and implemented prior to other measures at specific junctions as without these friction reduction measures the wider benefits from other improvements would be not apparent.

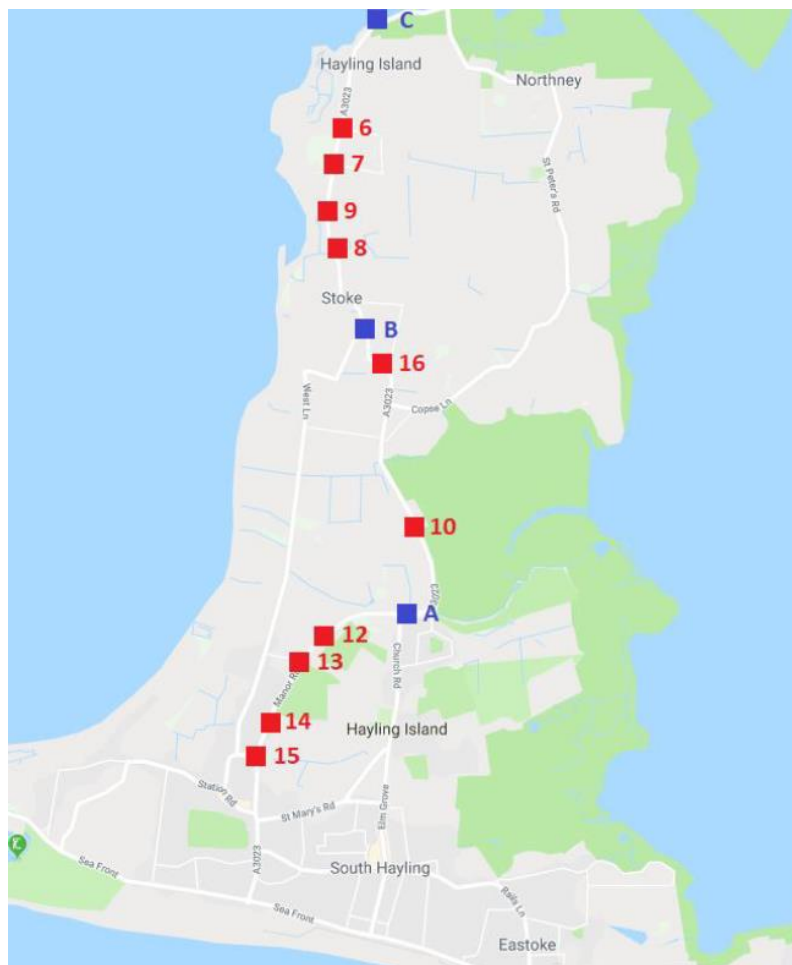


Figure 2: Mitigation Package M1A south (from Hayling Island Transport Assessment Addendum November 2019)

3.6 This contribution figure of £679,000 is considered fair and reasonable in scale to the proposed development when considered against the CIL123 Regulations.

3.7 Amendments were also made to the site access to address HCC's comments and review the position of the dropped kerb crossing and associated driveways and the removal of car parking along the site access road. This is attached as **Appendix A**.

4. TRAVEL PLAN

4.1 Through the original application submission a Travel Plan was prepared which highlighted a range of measures which should be implemented to support a sustainable development. Comments were received on this Travel Plan as part of the original comments from HCC.

4.2 An updated Travel Plan was prepared (and most recently submitted in July 2019 (document reference 041.0031/TP1) to address HCC's comments and no further comments have been raised and as such the Travel Plan is thus deemed acceptable.

5. SUMMARY AND CONCLUSIONS

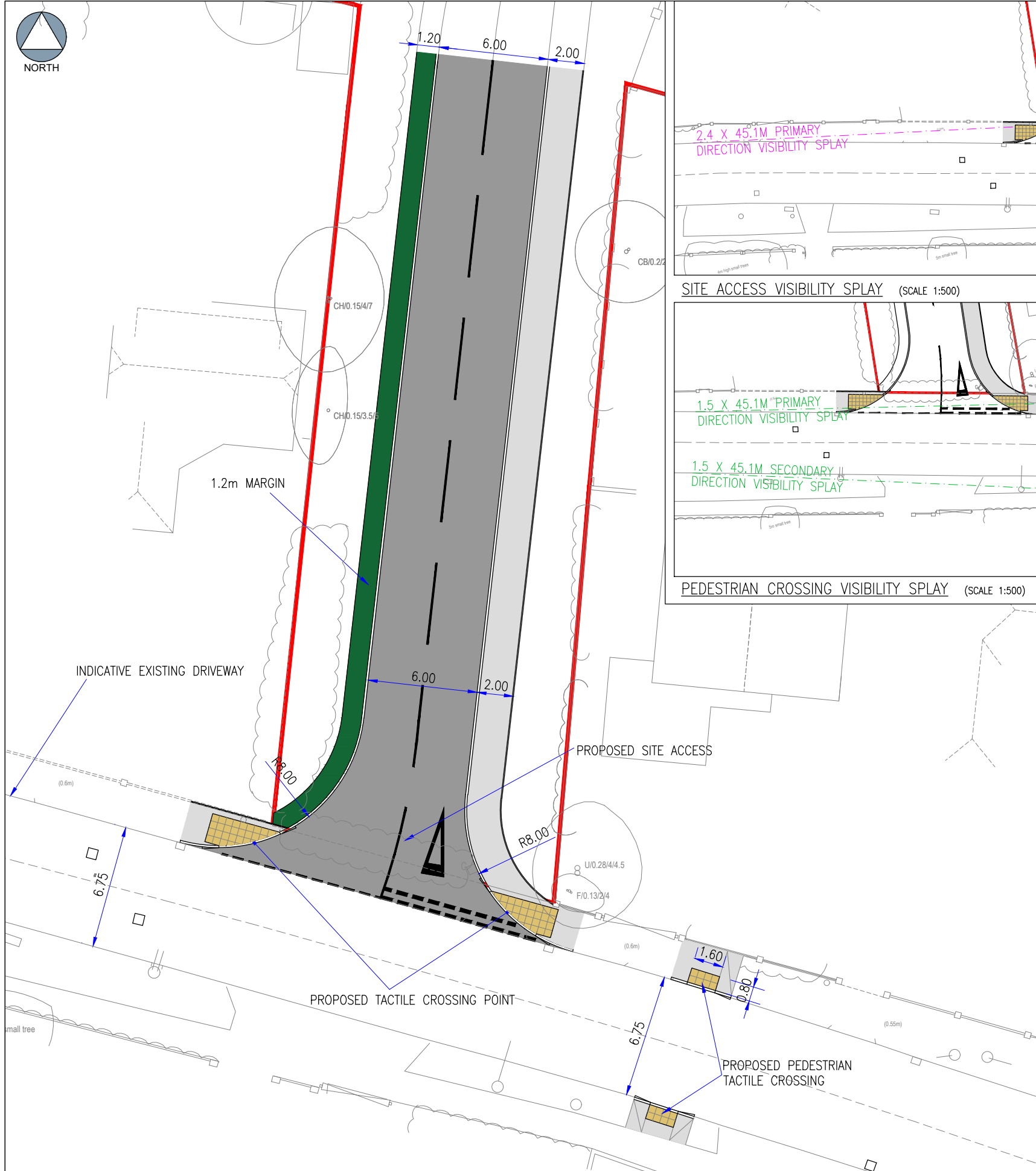
5.1 To conclude, Paul Basham Associates have prepared two reports to support the planning application for 195 dwellings at Sinah Lane, Hayling Island.

5.2 Three meetings have been held to discuss the highway matters relating to the proposed development, one with HBC and two with HCC. At the most recent two meetings the mitigation measures outlined in the Hayling Island TA Addendum were discussed along with costings associated with each measure.

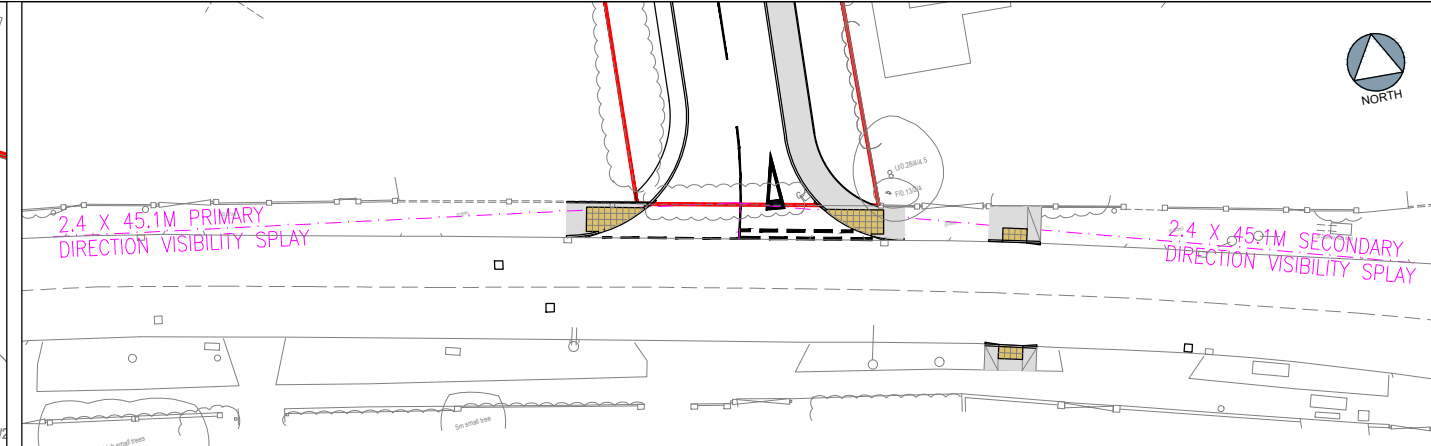
5.3 Through liaison with HCC it has been agreed that a £35,000 contribution will be secured against improvements to the route to school and a £679,000 contribution has been secured towards friction reduction measures on the A3023 in accordance with the Hayling Island TA Addendum.

5.4 Securing of these contributions within the Section 106 concludes the highway matters of this proposal and thus no further highways assessment is required, and HCC should now be in a position to provide a positive recommendation.

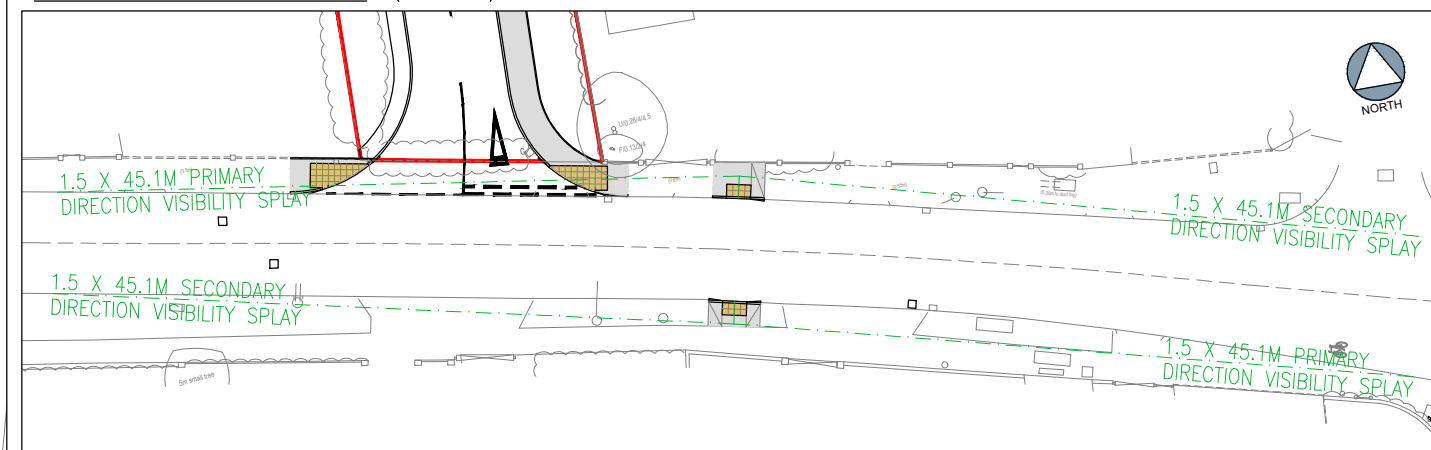
Appendix A



SITE ACCESS (SCALE 1:250)



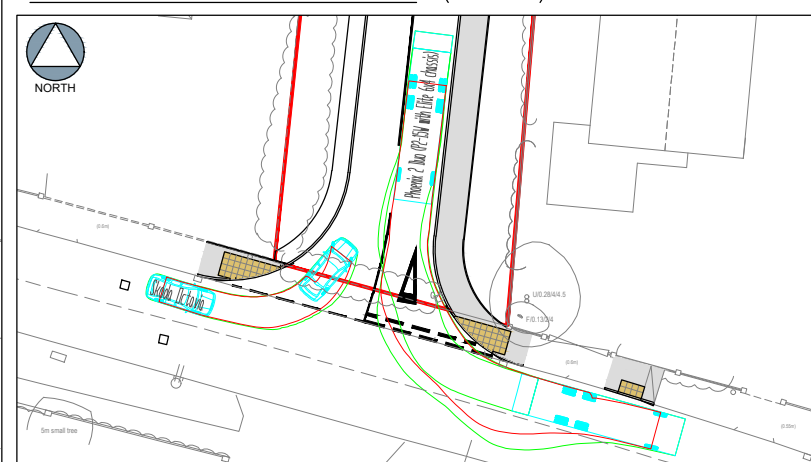
SITE ACCESS VISIBILITY SPLAY (SCALE 1:500)



PEDESTRIAN CROSSING VISIBILITY SPLAY (SCALE 1:500)



REFUSE VEHICLE TURNING LEFT IN (SCALE 1:500)



REFUSE VEHICLE TURNING LEFT OUT (SCALE 1:500)

GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
3. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES - THIS MUST BE TREATED AS INDICATIVE ONLY.
4. ALL DIMENSIONS AND LEVELS ARE IN METRES. DO NOT SCALE THIS DRAWING, PRINT, PLOT OR DISK.
5. THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS "CONSTRUCTION". PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.

VISIBILITY SPLAYS

VISIBILITY SPLAYS ARE BASED ON THE HIGHEST RECORDED 85%ILE SPEED OF 31.1MPH WHICH HAS BEEN APPLIED IN BOTH DIRECTIONS.

VEHICLE PROFILES

Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Overall Length 11.200m

Overall Width 2.530m

Overall Body Height 3.751m

Min Body Ground Clearance 0.304m

Track Width 2.500m

Lock-to-lock time 4.00s

Curb to Curb Turning Radius 9.500m

Skoda Octavia

Overall Length 4.572m

Overall Width 1.769m

Overall Body Height 1.488m

Min Body Ground Clearance 0.249m

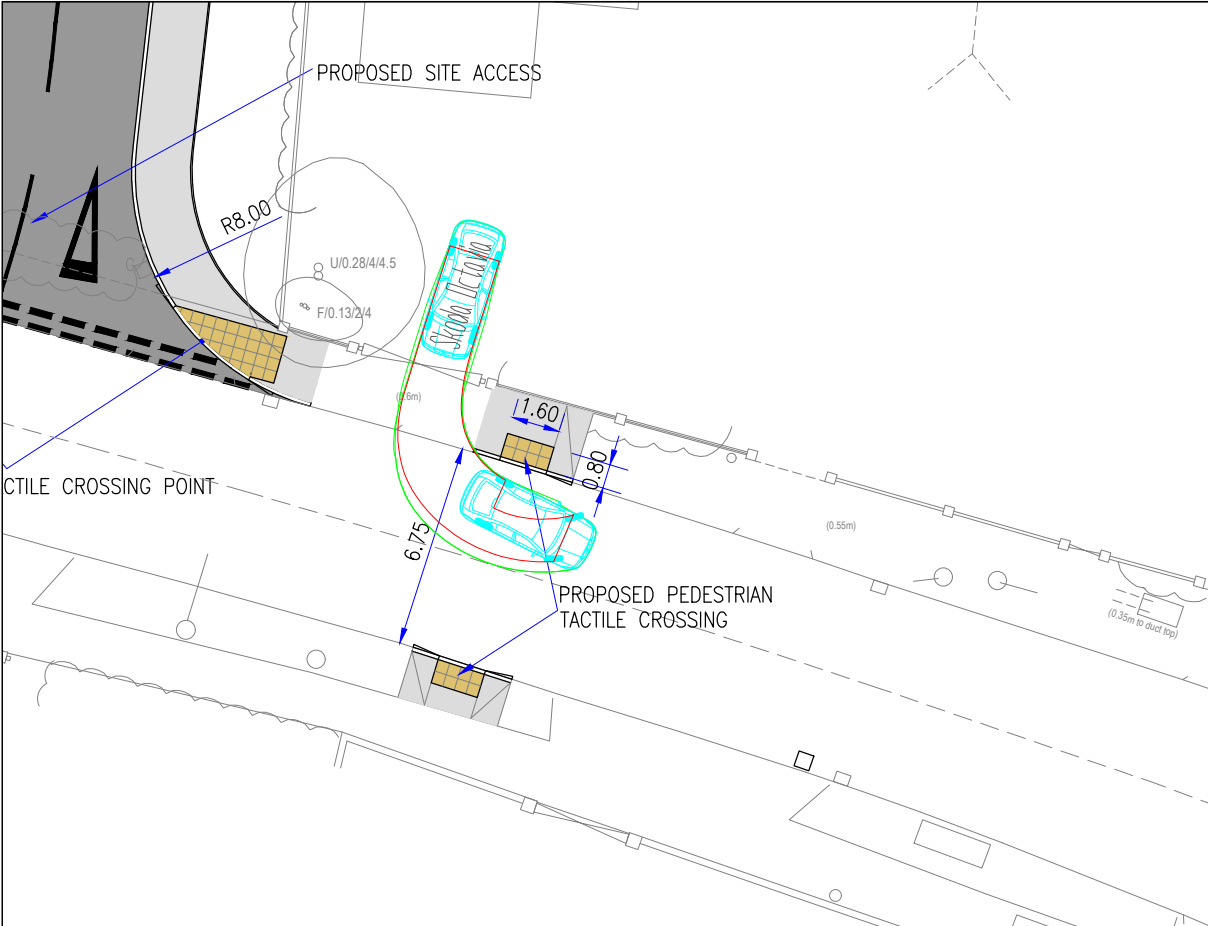
Max Track Width 1.713m

Lock to Lock Time 4.00s

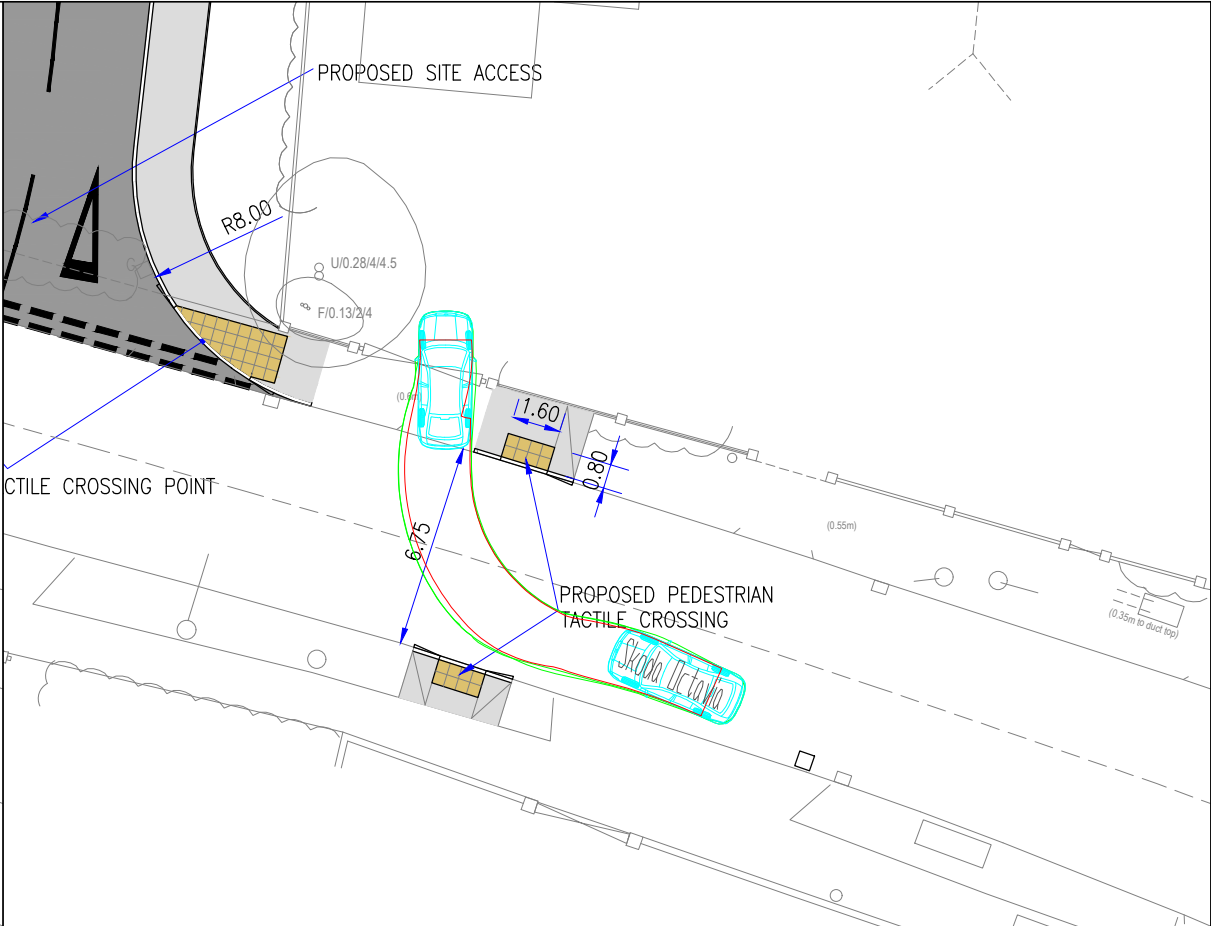
Curb to Curb Turning Radius 5.100m

J	REVISED DRAWING	23.05.19	EK	JL
H	REVISED DRAWING	22.05.19	EK	JL
G	REVISED DRAWING	26.11.18	EK	JL
F	REVISED DRAWING	02.07.18	WF	MS
E	REVISED DRAWING	27.06.18	EK	JL
D	REVISED DRAWING	26.06.18	EK	JL
C	REVISED DRAWING	18.06.18	EK	JL
B	REVISED DRAWING	19.09.17	EK	JL
A	REVISED DRAWING	22.05.17	EK	JL
Rev	Description	Date	By	Chkd

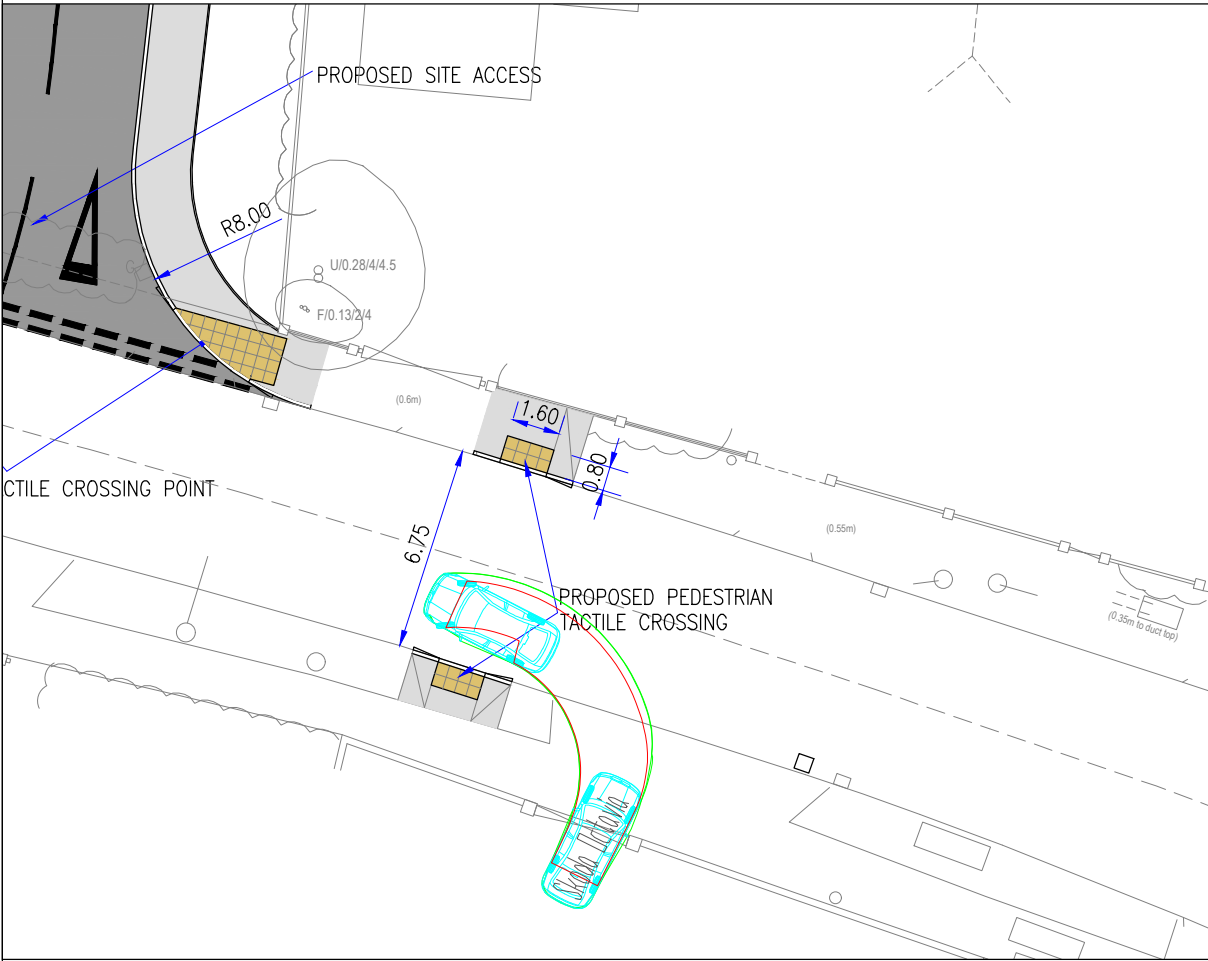
Project Name SINAH LANE HAYLING ISLAND	Title SITE ACCESS GENERAL ARRANGEMENT	Client BARRATT HOMES	Checked By JL	Checked Date 05.05.17	Scale AS SHOWN	(AT A3 SIZE)
Project Phase PRELIMINARY		Paul Basham Associates Ltd Lancaster Court, 8 Barnes Wallis Road, Fareham, PO15 5TU 01489 668134 info@paulbashamassociates.com www.paulbashamassociates.com	Drawn By EK	Drawn Date 05.05.17	Client Drawing No. -	PBA Drawing No. 041.0031.003 Revision J



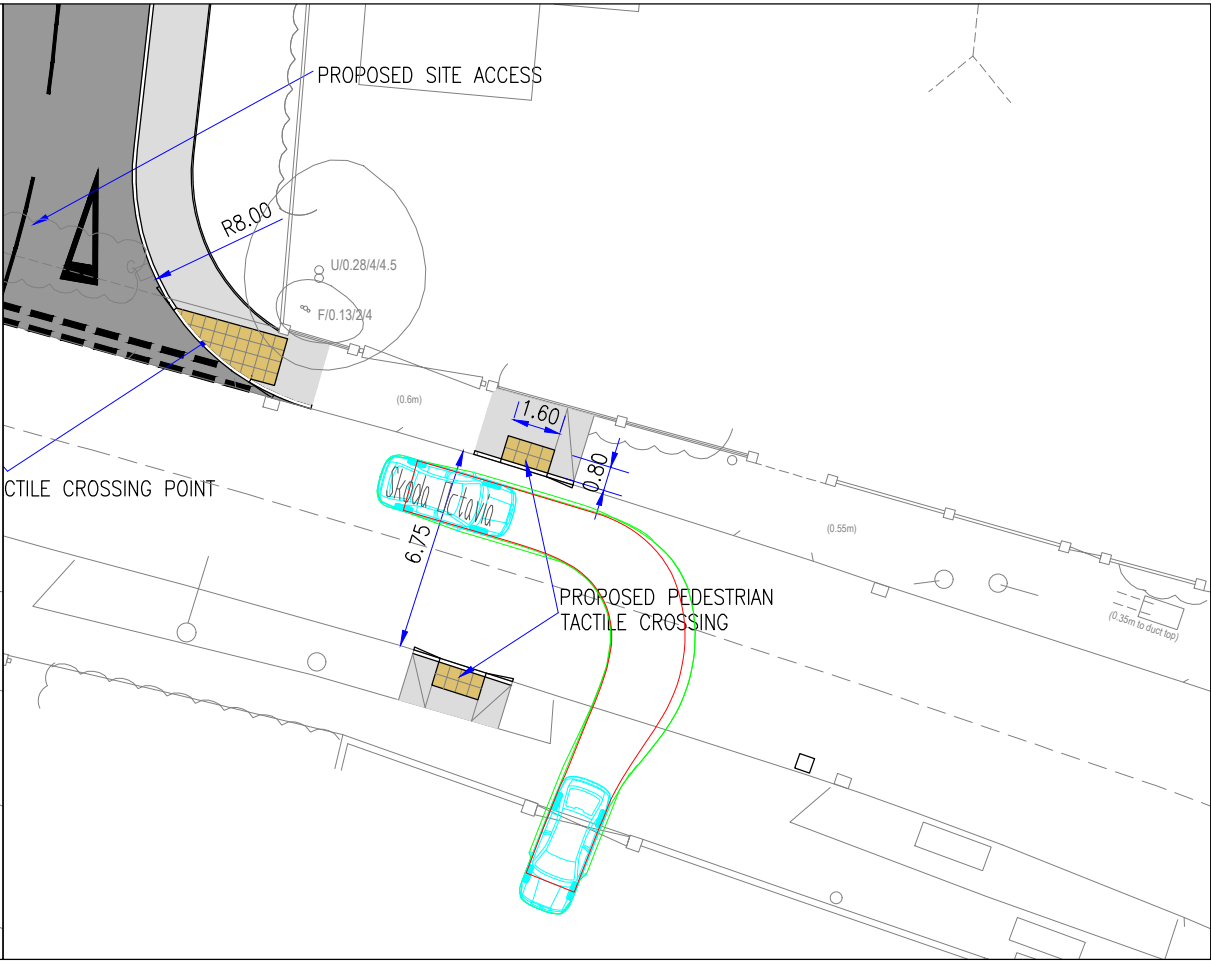
NORTHERN ACCESS: LEFT OUT



NORTHERN ACCESS: RIGHT IN



SOUTHERN ACCESS: LEFT OUT

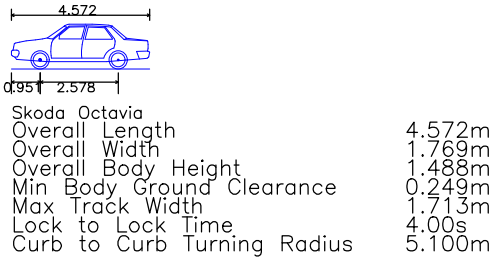


SOUTHERN ACCESS: RIGHT IN

GENERAL NOTES

- 1. THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
- 2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
- 3. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.
- 4. ALL DIMENSIONS AND LEVELS ARE IN METRES. DO NOT SCALE THIS DRAWING, PRINT, PLOT OR DISK.
- 5. THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS "CONSTRUCTION". PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.

VEHICLE PROFILE



Project Name SINAH LANE HAYLING ISLAND		Title ADDITIONAL TRACKING AT ACCESS	 Paul Basham Associates Ltd Lancaster Court, 8 Barnes Wallis Road, Fareham, PO15 5TU 01489 668134 info@paulbashamassociates.com www.paulbashamassociates.com	Client 	Checked By MS	Checked Date 17.05.19	Scale 1:250 (AT A3 SIZE)		
Project Phase PRELIMINARY					Drawn By JL	Drawn Date 16.05.19	Client Drawing No. -	PBA Drawing No. 041.0031.005	Revision -