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Enquiries To Chris Hirst
Direct Line 01962 846877
Date 15 May 2019

My reference 024411
Your reference APP/19/00324
Email havantdc@hants.gov.uk

Dear Sir,

5-7 Station Road, Hayling Island - Demolition of existing dwelling and business units and construction of a 2/3 storey building to provide 19 flats and 2 commercial units with vehicle and bicycle parking and a bin store.

Thank you for consultation on the above planning application. The applicant seeks full planning permission for the redevelopment of the existing dwelling and vehicle services to provide 19 flats and 2 business units. A Transport Statement has been provided in support of this application. The suitability of the proposals outlined in this document are assessed below.

Existing Conditions

The site is currently occupied by a single dwelling, car dealership and car tyre shop. These units are served by 2 extended dropped kerb accesses measuring circa 10m and 40m respectively. The site fronts directly onto Station Road which provides access to the A3023.

Site Accessibility

Pedestrian & Cycle Accessibility

The existing site is served by a 2m footway flanking station road. The footway directly accessing the development is predominantly flush kerbs. As part of the access works, the kerbing along this footway should be rationalised and a consistent width provided to ensure safe and level pedestrian access into the development.

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The site sits within a walkable distance of retail facilities such as the Tesco Express in West Town, along with a number of leisure and healthcare facilities also located within the area. Education facilities such as Mengham infants and junior school sit to the east of the development. The walking routes to these locations are currently being investigated to improve the accessibility of the schools when travelling from the west of the island. The proposed development will generate a number of school children who would benefit from improvements along St Marys Road and Cherrywood Gardens along the route to school. A contribution should therefore be provided by this development towards improving the safety and accessibility of walking routes to school.

Bus & Rail Accessibility

The closest bus stop to the site sits approximately 80m to the west, near Tesco Express. The stop consists of a flag pole, timetable and bus shelter. The combination of short walking distance and provision of waiting facilities means access to local bus services is good.

Hayling Island does not benefit from a train station. The nearest station is Havant Rail Station which can be accessed via the 30/31 bus service or via the private car. It is not considered that rail offers a sustainable travel option from the site as journeys within the assessed area would not be by this travel mode.

Personal Injury Accident Data

Personal Injury Accident Data (PIA data) has been collected for a 5-year period between January 2013 and December 2017. It is noted that this data is a year and a half out of date and should therefore be updated to confirm there have been no recent accidents in the vicinity of the site which could indicate an existing safety issue. PIA data should be obtained from Hampshire Constabulary who provide the most up-to-date accident data.

Proposed Development

Vehicular Access

The site is currently served by 2 extended dropped kerbs. To formalise these access points, it is proposed to reduce the width of the western access to 6m and the eastern access to 5m. Any remaining section of dropped kerb in between these access points should be reinstated to distinguish where the eastern and western vehicular access points are. It is noted that a Stage 1 RSA has been carried out for both accesses. The Highway Authority requests that the CV's for the auditors are provided to confirm that they are on Hampshire's list of approved auditors and comply with the relevant auditor requirements.

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Visibility is demonstrated at 2.4m x 43m commensurate with the 30mph speed limit on Station Road. Confirmation is required that the visibility splays are provided within the extents of the highway and do not cross private land. Recorded speeds along Station Road are required to confirm whether the visibility splays proposed are sufficient for the speed of the road.

Tracking has been undertaken for a delivery van entering and existing the western access and a large family car undertaking the same manoeuvre through the eastern access. The tracking drawings demonstrate that delivery and estate cars can safely enter and exit the site in a forward gear. Tracking has not been undertaken for a refuse vehicle given servicing will be carried out from the carriageway on Station Road.

Construction access has not been addressed in the Transport Statement. Confirmation as to how construction vehicles will access the site should therefore be provided alongside a CTMP. Should construction vehicles require access into the site, tracking drawings for a pantechnicon are required to confirm that the proposed access arrangements are sufficient to accommodate these movements.

Trip Generation and Traffic Impact

To gauge the traffic impact of the proposed development, the TRICS database has been interrogated to establish the current levels of traffic generated on the site and how this will change based on the redevelopment of the site.

For the existing site use, trip rates have been derived for a car dealership, tyre shop and residential property, combining for total AM two-way peak hour trips of 8 and PM peak hour trips of 6 .

Upon redevelopment of the site, the land use will change to apartments and commercial units which generate total trips in the AM of 11 and PM. This represents a total increase in two-way vehicular trips of 3 in the AM and 5 in the PM. As a result of the change of use, the increase in trip rates is not considered to have a severe impact on the local highway network.

Internal Layout

2 separate sections are provided internally within the site, one to access the residential side of the development and the other to service the business units. Tracking undertaken in drawing number 2018-4652-004 Rev A tracks a delivery van and estate car within the site. Sufficient space is provided to allow these vehicles to turn and egress the site in a forward gear and is therefore considered sufficient.

It is noted that a footpath is provided internally in the site to serve the apartments. It should be investigated whether a connection can be provided through the western boundary of the site to connect into the public car park that is proposed to accommodate the parking shortfall from the development.

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Vehicle Parking

While the quantum of parking is a matter for HBC as the local authority, the Highway Authority still provide comments on the layout of these parking spaces and their suitability in serving the development. Dimensions for a single car port are proposed at 2.4m x 4.8m which corresponds with Havant's SPD. A shortfall of 4 parking spaces for the business units and 4 for the apartments is proposed, with this shortfall to be accommodated by the adjacent public car park currently serving Hayling Park. A parking beat survey was undertaken on a Wednesday and Thursday at the following intervals: 01:00, 09:00 and 19:00.

During the survey times noted above, a maximum stress of 37% was recorded at 09:00 on Thursday, leaving 24 spaces remaining in the car park. It is noted that both of the survey days are on a weekday, with no indication of capacity at the weekend. The Highway Authority therefore requests a survey is carried out over the weekend to ascertain whether sufficient parking spaces will also be available at this time. The views of the Parking Authority regarding the shortfall in parking are also sought.

Cycle Parking

A plan detailing the onsite cycle parking arrangements is detailed in drawing number 2018-4652-004 Rev A. A secure cycle store is provided near to the apartments and visitor parking spaces are provided next to parking bay 11 and one of the business units. The location of the parking provision is considered acceptable.

Policy Context

It is acknowledged that the Highway Authority have an outstanding objection to the emerging local plan allocations on Hayling Island. This site does not make up a specific allocation within this draft plan and would be considered windfall development.

However, the Planning Authority should consider whether it is appropriate to approve such an application at this time should all other matters be addressed given the severe impact demonstrated through the local plan Transport Assessment of cumulative development on Hayling Island.

Recommendation

Further information is requested from the applicant to address outstanding matters identified in the response above. I trust the above is clear, however if you have any further queries please do not hesitate to contact Chris Hirst on the number above.

Yours sincerely,

Chris Hirst

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