

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

*Economy, Transport and Environment Department
Elizabeth II Court West, The Castle
Winchester, Hampshire SO23 8UD*

Tel: 0300 555 1375 (General Enquiries)
0300 555 1388 (Roads and Transport)
0300 555 1389 (Recycling Waste & Planning)
Textphone 0300 555 1390
Fax 01962 847055
www.hants.gov.uk

Enquiries To Sophie Osborne
Direct Line 0370 779 5232
Date 23 May 2022

My reference 036639
Your reference APP/21/01350
Email havantdc@hants.gov.uk

Dear Sirs,

Land north of Oysters, Station Road, Hayling Island

Outline application for erection of up to 29 dwelling units and associated highway works with all other matters reserved.

Thank you for the opportunity to comment on the outline planning application for the above site. The Highway Authority have considered the information provided within the Transport Assessment (hereafter, TA) and the comments regarding the proposed development are set out below.

Policy Status

The Highway Authority understand that this is not an identified site within the Adopted or Emerging Havant Borough Council Local Plan. The TA, which supports this application, provides a summary of the relevant transport planning policies.

Site Location

The site is located circa 500m north of central West Town. The development is proposed to be a continuation of 'The Oysters' accessed through Billy Road via Station Road.

Sustainable Access

Walking and Cycling:

Billy Road predominantly has 2.0m footway along the western side of the carriageway,

*Director of Economy, Transport and Environment
Stuart Jarvis BSc DipTP FCIHT MRTPI*

with footways on both sides of the carriageway between Signal Way and the proposed access point. Dropped kerbs and a raised table are also present along Billy Road. Further afield, tactile crossing facilities are present along Station Road providing crossing facilities for pedestrians wishing to access West Town.

The Highway Authority are aware of a lamp column blocking the footway on the southern side of Station Road opposite the West Town Inn reducing the available footway to substandard width. It is acknowledged that this matter has been looked at previously and relocation of the lamp column is not possible. It remains unclear however whether the kerbline could be amended to allow suitable passing width.

There would appear to be the potential for this site to provide a pedestrian/cycle connection between the eastern corner of the site and Charleston Close. It is unclear however whether the site boundary abuts Charleston Close directly. Clarity is sought as to whether this connection could be made without the need for 3rd party land. This would aid in mitigating the above issue by providing an alternative for those residents of the proposed site to access West Town and those facilities to the east of the site.

The development is located circa 110m from the start of the Hayling Billy Trail which forms part of National Cycle Network (NCN) route 2, providing connections to Havant and the wider cycle network. The applicant should explore the scope to provide a direct connection from the site onto the Hayling Billy Trail to tie in with the desire lines of those cyclists routing north off the Island. Clarity is also sought on whether the site boundary and the boundary of the Hayling Billy Trail meet and whether suitable connections can be made without the need for 3rd party land.

The applicant will be required to provide a WCHAR assessment in accordance with Hampshire County Council Technical Guidance TG19 of walking and cycling routes within the local area to identify any deficits in infrastructure that may require improvements. This should consider the matters raised within this section.

Buses:

The nearest bus stops located circa 200m south of the proposed development on Station Road. Bus Service 30 and 31 runs from these stops operating at a half hour frequency between Hayling Island and Havant. Both bus stops have sheltered seating with timetable information.

Rail:

Havant Railway Station is the nearest railway station located circa 9km north of the proposed development. The train station can be accessed via the number 30/31 bus and by pedal cycle via the Hayling Billy Trail. Havant Station provides frequent services to Portsmouth, Southampton, Brighton and London. Whilst the station provides frequent services, the distance from the site will only result in a limited uptake of sustainable transport and a heavy reliance on the private car to travel to the station.

Director of Economy, Transport and Environment
Stuart Jarvis BSc DipTP FCIHT MRTPI

Local Facilities

The TA provides an overview of local facilities available to the development. The majority of the facilities local to the proposed development are located within the suggested acceptable walking distances as laid out within the CIHT (2000) guidelines 'Providing for Journeys on Foot'. It is noted that the library and medical centre fall outside these recommended distances. The WCHAR should include routes to all facilities included within the Transport Statement.

Personal Injury Accidents (PIA)

The applicant has provided PIA data for a 5-year period from 2016-2020 using Crashmap. It is noted that this data is over a year out of date and has not been provided using Hampshire Constabulary records. The applicant should provide data for the most-recent 5-year period obtaining data from Hampshire Constabulary.

Site Access

Access to the proposed development is to be provided by extending the existing 5.5m carriageway of Billy Road. The 2.0m footways are also proposed to be extended providing pedestrian connections into the site. This is shown on drawing 020-059-001. It is thought that 25.0m visibility in accordance with a 20mph design speed can be achieved however whilst the principle of the extension is acceptable the details rely on the internal arrangement of the proposed site. This will need to be addressed at the reserved matters stage once the internal layout has been finalised and a suitable condition will need to be placed on any approval.

Refuse/Servicing:

Refuse collection is to take place within the development. Specific details regarding refuse and servicing arrangements are to be provided and addressed at the reserved matters stage. The applicant states that arrangements are to adhere to guidance as laid out within Manual for Streets. The refuse collection team should be consulted to ensure that there are no existing access issues along unadopted Billy Road which will form the site access that the Highway Authority should be aware of.

Parking Provision

Details of parking provision are to be provided at the reserved matters stage. The applicant states that vehicle and cycle parking will comply with Havant Borough Council's Parking Supplementary Planning Document. The Highway Authority will be satisfied subject to suitable provision in accordance with the standards being provided. This should also include electric vehicle charging provision.

Trip Generation

The applicant refers to pre-application discussions on the site, but the Highway Authority have not been engaged in pre-application advice for this site. Notwithstanding the above the Beech Grove development trip rates are agreed to be appropriate for use

Director of Economy, Transport and Environment
Stuart Jarvis BSc DipTP FCIHT MRTPI

on this site and consistent with other assessment within Hayling Island. The agreed trip rates are as follows:

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			12- Hour Total
	Arr.	Dept.	Total	Arr.	Dept.	Total.	
Trip Rate (1 dwelling)	0.14 9	0.305	0.454	0.32 0	0.230	0.550	4.77 0
Trip Generation (29 dwellings)	4	9	14	10	7	17	143

Traffic Distribution/Assignment

The applicant has proposed the following traffic distribution. This is agreed.

Route Assignment	Percentage
Stay on Hayling Island	6.4%
Park Road North/South	17.2%
A27 East	7.8%
A27 West	43.2%
A3(M)	25.4%

It is expected that those 93.6% of trips that leave Hayling Island will route north via the A3023 towards the A27 roundabout.

Strategic Improvements:

It is noted that a proportionate contribution would be sought towards mitigation works along the A3023 to mitigate its cumulative impact on this key corridor. However, the mechanism and amount has not yet been agreed. The Highway Authority request further discussions on this matter, specifically in relation as to how the cumulative impact at the Manor Road roundabout and the A27 Langstone Roundabout.

It is also important to note that the Local Plan position has been updated since the pre-application response with the Inspector highlighting the need to assess network operation during the seasonal peak hours. To date this work is still outstanding. It is also key to note that there are a number of other significant applications in the area which should be considered holistically. That being the following applications:

- St Mary's Road application;
- Fathoms Reach;
- The Oysters site; and
- Saltmarsh Lane

Director of Economy, Transport and Environment
Stuart Jarvis BSc DipTP FCIHT MRTPI

Therefore, it is being requested that the cumulative impact be assessed through local modelling for all of these sites considering all current applications as committed development. Given the sensitivity of the corridor and the strategic network requirements, modelling should be undertaken for a 10-year forecast period from year of opening to a 2036 forecast year, to comply with the strategic modelling carried out for Hayling Island, the following scenarios should therefore be assessed for the traditional and seasonal peaks:

- Baseline existing layouts (year of opening - 2024);
- Baseline existing layouts (year of opening - 2024) + this development;
- Future year existing layouts (2036) + committed development;
- Future year existing layouts (2036) + committed development + this development; and
- Future year (2036) + committed development + development + improvement scheme

The final modelling scenario is required to understand the operation of the roundabout with the signalised improvement scheme in place as identified within the Hayling Island Transport Assessment. Whilst the Paramics model has assessed the junction at a strategic level, the Highway Authority require Linsig modelling of the scheme to confirm that it will sufficiently accommodate the development when assessing the modelling at a more detailed level. To date, this work has not been undertaken and whilst some funding has been secured towards improvements along the A3023 improvement measures as a whole, specific funds have not yet been allocated to this scheme.

Whilst the Highway Authority have considered the package of improvements to the A3023 at a strategic level for the Local Plan however the measures at Manor Road roundabout will need to manage traffic volumes and other user demands and are yet to be agreed

Junction Assessments

The Billy Road/Station Road junction has been modelled under the following scenarios for both the weekday AM Peak (08:00-09:00) and the weekday PM Peak (17:00-18:00):

- 2021 Base Year;
- 2026 Forecast Year; and
- 2026 Forecast Year + Proposed Development at land North of the Oysters (up to 32 dwellings)

Existing traffic data obtained for Station Road as part of the Sinah Lane application has been utilised due to the impact of the Covid-19 pandemic on travel movements. As such no new data sets have been provided.

Director of Economy, Transport and Environment
Stuart Jarvis BSc DipTP FCIHT MRTPI

An appropriate growth factor has been applied to increase the surveyed year of 2016 to the 2021 Baseline. Trip generation for 'The Oysters' application was applied to provide a 2021 Baseline figure. The TEMPRO growth factors applied are as follows:

2016-2021	AM Peak	PM Peak
	1.0486	1.0442
2021-2026	AM Peak	PM Peak
	1.0332	1.0329

Junction modelling has been undertaken using Junctions 9. The maximum RFC value for the Billy Road/Station Road junction under the 2026 forecast + proposed development scenario is 0.08 suggesting that the junction is able to operate well within capacity considering the addition of development traffic.

Travel Plan

The development is of a scale where a travel plan is not required.

Recommendations

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

- WCHAR in accordance with HCC TG19;
- Applicant should explore the scope to provide a direct connection between the eastern corner of the site and Charleston Close - clarity sought as to whether this can be provided without the need for 3rd party land;
- Applicant should explore the scope to provide a direct connection from the site onto the Hayling Billy Trail – clarity sought as to whether this can be provided without the need for 3rd party land;
- Applicant to further consider the Station Road footway improvement options;
- PIA data should be provided for the most recent 5-year data using Hampshire Constabulary records;
- Highway Authority request further discussions with the applicant regarding the cumulative impact of the development at the Manor Road roundabout and the A27 Langstone roundabout; and
- Modelling should be undertaken for to 2036 as a forecast period from year of opening along the A3023 corridor, in order to compare the Paramics conclusions

Director of Economy, Transport and Environment
Stuart Jarvis BSc DipTP FCIHT MRTPI

using all current significant applications on Hayling Island as committed developments;

- o This should be completed for both traditional and seasonal peaks

I trust that the above is clear but please do not hesitate to contact Sophie Osborne on the above number/email should you require any further information.

Yours faithfully,

Gemma McCart
Transport Team Leader – Highways Development Planning

Director of Economy, Transport and Environment
Stuart Jarvis BSc DipTP FCIHT MRTPI