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Date 6 May 2022

My reference 036638

Your reference APP/21/01351

Email havantdc@hants.gov.uk

Dear Sirs,

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 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.

Pre-Application Advice

The applicant engaged in pre-application discussions with the Highway Authority. The following comments were raised by the Highway Authority during pre-application for the applicant to address at the planning stage:

- Issue of the lack of footway and crossing facilities along West Lane to provide a safe walking route to facilities in West Town needed to be addressed;

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

- Formal crossing facilities Saltmarsh Lane at the junction with West Lane, West Lane and the A3023 at Brights Lane should be considered to provide a safe walking route to the bus stops and local schools should be considered;
- Applicant should explore the scope to widen the Hayling Billy Trail where the site is proposed to provide a direct connection onto the Trail;
- Clarity was sought where the site boundary and the Hayling Billy Trail boundary meet to assess whether suitable connections can be made without the need for 3rd party land;
- Applicant should explore the possibility of improving the connection to the Hayling Billy Trail via Denhill Close as the width is currently restricted, and it is not clear how wide it is;
 - Ownership of the connection and the ability to provide a more direct link to the proposed development and the Hayling Billy Trail should be explored;
- The applicant stated that a full assessment of local facilities would be provided within the TA;
- Assessments of walking and cycling routes should be fully supported by a WCHAR in accordance with HCC TG19;
- An assessment of 5-years for PIA data should be provided using Hampshire Constabulary Records;
- Applicant should provide a bell mouth access rather than the proposed vehicle crossover;
- Problems relating to the width of the access carriageway should be addressed to allow a refuse vehicle and a car to pass each other.
- A Stage One Road Safety Audit should be provided to support the access design;
- Highway Authority recommended that a speed survey was undertaken along Saltmarsh Lane which may reduce visibility requirements needed upon site access due to concerns of trees blocking visibility;
- Confirmation was requested on whether the internal roads and footways are to be put forward for adoption by the developer;
- Revised trip generation is required to provide a robust and consistent approach across all Hayling Island sites – it was suggested that the base trip generation from surveyed trip rates from the Beech Grove site should be considered;

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

- Traffic distribution surveys to be carried out at Brights Lane and Saltmarsh Lane;
- Junction assessments required at the site access and the Saltmarsh Lane / West Lane junction;
 - Further junction assessments may be required based on the distribution at the above junctions; and
- Submission of a Travel Plan

Site Location

The proposed development is located to the south of Saltmarsh Lane, circa 750m north of West Town, Hayling Island. The site is currently a greenfield site, used as farmland. There is an existing access to the site via field gate from Saltmarsh Lane between properties no. 64 and 64a. This access from the highway provides access to property no. 64 directly.

Sustainable Access

Walking:

Minimum acceptable width footways of 1.5m flank both sides of the carriageway along Saltmarsh Lane. Footways continue south along West Lane providing pedestrian connections to West Town circa 750m to the south. It was noted during pre-application discussions that the footway provision along the northern side of Saltmarsh Lane on the approach to the junction of West Lane narrows to below minimum standard provision due to restrictions of a private property boundary and needs to be widened. It was requested that the applicant explored the scope to widen this, however this issue is still outstanding.

Pedestrian crossing provision where Saltmarsh Lane meets West Lane is limited and needed to be addressed. This issue is still outstanding. Tactile paving should be provided along both sides of the carriageway of Saltmarsh Lane at the Saltmarsh Lane/West Lane junction.

There is missing footway provision towards the southern end of West Lane where the footway terminates from Charleston Close to the junction of West Lane with Newtown Lane. It was noted in pre-application discussions that this issue would need to be addressed. The applicant has suggested alternatives that avoid the need for additional footway provision due to existing restrictions. The Hayling Billy Trail cannot be considered as a suitable alternative due to it going against the desire line of pedestrians when accessing West Town. Whilst this is not the Highway Authority's preferred approach, it is agreed that pedestrians could access West Town via the current signed route through Charleston Close. However, there is a gap in wayfinding provision directing pedestrians towards the preferred walking route to access West Lane, replicated via the wayfinding directing pedestrians to West Town from Charleston

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

Close. This gap in provision should be provided. Tactile crossing provision should also be provided at Glebe Close providing a safe crossing point for pedestrians wishing to utilise this route to access West Town.

Further afield, suitable formal crossing facilities are missing in the following locations:

- Saltmarsh Lane/West Lane junction;
- West Lane/Brights Lane; and
- Brights Lane/A3023 junction

It was noted during pre-application discussions that provision of crossing points should be considered to provide a safe sustainable pedestrian route to schools and the nearest bus stops. The following has been proposed by the applicant to address current deficits in the above locations:

Saltmarsh Lane/West Lane Junction:

The applicant has suggested extending the footway along the eastern side of West Lane circa 10-15m south, with dropped kerbs and tactile paving provided north of the existing access to number 78. Measurements of the width of this proposed footway should be provided before the Highway Authority can provide any comments on its suitability. The verge in this location is Highway so a footway could be provided if necessary. Tactile paving should also be provided on the opposite side of the carriageway. Pedestrian Visibility splays will be required at this proposed crossing point and should be based on recorded speeds.

Brights Lane:

Whilst there are plenty of crossing opportunities along Brights Lane, the current footways along Brights Lane in the vicinity of its junction with West Lane lack dropped kerbs and tactile paving. The applicant will be required to implement this to provide a safe crossing point if pedestrians wish to cross Brights Lane. Additionally, at the Brights Lane/Brights Lane junction the applicant will also be required to provide tactile paving. Pedestrian visibility splays will be required at both proposed crossing points.

Brights Lane/A3023 Junction:

The applicant proposes to provide a formal crossing point south of the Brights Lane/A3023 junction where a section of the footway already tapers away providing an informal crossing point. This would seem an appropriate location to provide a refuge island with tactile paving. Visibility splays should be provided for the proposed refuge island at this point. Tactile paving and visibility splays will be required at the Higworth Lane junction. A drawing needs to be provided of the proposed scheme to ensure it would be deliverable and that any refuge location can be appropriately tracked. It is noted travelling north on Manor Road the footway narrows and the width of this should be confirmed.

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

Cycling:

The Hayling Billy Trail runs adjacent to the western boundary of the site, forming an off-road part of NCN Route 2. NCN Route 2 provides connections to the wider cycle network. At pre-application discussions the Highway Authority were aware of a desire to provide a connection from the site directly onto the Hayling Billy Trail. This point however seems to not be considered at the planning stage and instead accessing the Hayling Billy Trail via Denhill Close is being pursued instead. The Highway Authority welcome narrative as to why this option of a direct connection from the site onto the Hayling Billy Trail is no longer being considered.

There are concerns with the width restrictions at the Denhill Close connection onto the trail. The applicant is required to provide the width of the Denhill Close connection before any comments can be made on its suitability.

Buses:

The nearest bus stops are located circa 500m away from the proposed development on Brights Lane. It is important to note that this does exceed the recommended 400m walking distance to bus facilities. Bus service 30 and 31 runs from these flag stops operating at a half hour frequency between Hayling Island and Havant. Both bus stops have timetable information.

As previously mentioned, crossing points should be considered to provide a safe pedestrian route from the proposed development to the bus stops.

Rail:

Havant Railway Station is the nearest railway station located circa 7km 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. This further reinforces the need to widen the Hayling Billy Trail (if achievable) adjacent to the site to encourage residents to use the off-road cycle route between the site and the station reducing the instance of cycle traffic along West Lane/A3023. As requested during pre-application discussions, the Highway Authority still require the applicant to explore the scope to widen the trail in this location.

Havant station provides frequent services to Portsmouth, Southampton, Brighton and London. Whilst the railway 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.

Maritime Services:

Whilst the Highway Authority note the presence of the Hayling Ferry and the connections it provides to Portsmouth, no considerable weight can be given to its presence when assessing the sustainability of the site due to the uncertainty of the operation of the Ferry for any known period of time.

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

Local Facilities

The TA provides a review of local facilities and services available to the proposed development. The site only has a couple of facilities located within the 800m 'comfortable walking distance', with the rest of the local services and facilities within the 1600m 'reasonable walking distance' as laid out within the CIHT (2000) guidelines *'Providing for Journeys on Foot'*.

During pre-application discussions it was requested that the applicant provided a WCHAR assessment of walking and cycling routes to local facilities in accordance with Hampshire County Council Technical Guidance TG19. It has been noted that this has not been undertaken and should be provided. This should include routes to all facilities included within the TA, Mill Rythe Infant and Junior Schools and The Hayling College. It should reflect the identified deficits noted within this response.

Personal Injury Accidents (PIA)

The applicant has provided PIA data for a 5-year period from May 2016 to April 2021 using Hampshire Constabulary Records. It is noted that this data is nearly a year out of date, and thus, is not considered acceptable. However, the Highway Authority have reviewed more recent data and are content that there would be no changes to the conclusions drawn from the data provided. Therefore, no further data sets need to be obtained.

The scope of the PIA assessment was previously agreed with the Highway Authority during pre-application discussions and covers the following areas:

- West Lane;
- Saltmarsh Lane; and
- Brights Lane up to the A3023 junction

In total 12 PIA's were recorded in the study area. 2 slight and 1 serious accident have occurred within close proximity to the proposed development. There has been a history of collisions along the northern stretch of West Lane triggering several safety-led highway improvements in the form of white lining, bollards and the current 40mph limit. There are a small cluster of collisions at the West Lane/A3023 junction which tend to occur due to the limited visibility due to constraints with existing residential properties.

It was mentioned during pre-application discussions about the potential for traffic calming measures along the southern section of West Lane to slow down traffic and subsequently aiding visibility for cars egressing Saltmarsh Lane. The highway authority has a commitment to consider a possible minor traffic management scheme at the southern part of West Lane within the existing 30mph speed limit. To date this work has not been undertaken. The Highway Authority would welcome a discussion with the

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

applicant on this point to come to an agreement for a scheme here. The applicant should design an appropriate traffic calming scheme to reduce the speeds of vehicles travelling along the southern stretch of West Lane in order to support the application.

Site Access

A bellmouth arrangement is proposed at the site access in the same location as the existing vehicle crossover between property no. 64 and 64a. A bellmouth arrangement was considered more suitable for this quantum of development for several reasons following pre-application discussions.

A 6.0m wide carriageway is proposed with a 2.0m footway flanking the western side of the carriageway with a circa 1.0m service margin along the eastern stretch. Tactile paving is provided at the bellmouth providing crossing facilities for pedestrians.

Tracking has been provided showing the ability of an 11.20m 'super large' refuse vehicle to pass a car at the site access and along a short stretch of the access road. Whilst the refuse vehicle overhangs the opposite side of the carriageway upon entering the site, it is thought that vehicles existing the site will have adequate visibility to wait for the refuse vehicle to pass without having to reverse. As such, this is considered acceptable.

Visibility:

2.4m X 43.0m visibility splays are shown at the proposed site access onto Saltmarsh Lane. There are still concerns that the tree to the right of the proposed access is blocking the visibility at the access point as the splay seems to cut through the trunk. Since the applicant engaged in pre-application advice, the HCC TG3 guidance has been updated and 2.0m X 43.0m visibility splays are now required for a 30mph design speed. The applicant's visibility splays are based on the posted speed limit but should be provided in accordance with recorded speeds. Speed surveys are therefore required.

2.0m X 25.0m visibility splays have been shown for vehicles existing number 64 based on a 20mph design speed of the internal network. The Highway Authority require visibility splays to be provided with the inclusion of the boundary fence for property 64 on the plan to assess the impact that the existing fence will have on visibility.

Refuse/Servicing:

Turning areas will be provided within the internal design of the development allowing refuse vehicles to access within the required 25.0m of bin collection locations, as well as allowing a refuse vehicle to manoeuvre and egress the site in forward gear. This will be addressed at the reserved matters stage.

Local Highway Network

At the pre-application stage, the Highway Authority had concerns with the suitability of the Saltmarsh Lane/West Lane junction considering the geometry of the junction.

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

However, there were no concerns with the suitability of the Brights Lane/West Lane junction and the Brights Lane/A3023 junction, it was mentioned that the aforementioned junctions may need to be modelled depending on the outcome of traffic distribution modelling. The Highway Authority did not require the applicant to assess these junctions for pedestrian accessibility and highways safety as per the TA.

Stage One Road Safety Audit (RSA1)

It was requested during pre-application discussion that a RSA1 be undertaken to support the access design. This has not been undertaken and should be provided. Comments above relating to the access proposal are subject to the findings of the RSA1. The RSA1 will also need to be carried out for the internal road network at the reserved matters stage.

Parking Provision

The accommodation schedule at this stage has not yet been finalised; thus, parking numbers have not been provided. The applicant states that car and cycle parking provision will be provided in accordance 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

Following a request from the Highway Authority during pre-application discussions, the applicant has derived trip rates from surveys undertaken at Beech Grove, a recent development south-west of the proposed site, to ensure consistency. These trip rates are agreed and 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)	0.149	0.305	0.454	0.320	0.230	0.550	4.770
Trip Generation (60 dwellings)	9	18	27	19	14	33	286

Traffic Distribution/Assignment

As agreed during pre-application discussions, the applicant has utilised distributions for the Sinah Lane development (APP/20/01093) but reconfigured to consider distribution based on a different origin point for trip generation. The proposed traffic distribution is anticipated to be as follows:

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

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 the combined total of 93.6% routing north will utilise Brights Lane to access the A3023 rather than using West Lane, although it is acknowledged that some residents will choose to access the A3023 via West Lane. The applicant assumes that 80% of this traffic will approach the A3023 via Brights Lane and the other 20% via West Lane. The Highway Authority require clarification as to how these figures have been generated.

Strategic Improvements:

It was agreed during pre-application discussions 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. Whilst the proposals by the applicant are noted, 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 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

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:

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

- 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 there is no agreement that the measures at Manor Road roundabout are the most appropriate ones to manage traffic volumes and other user demands.

Junction Assessments

It was requested during pre-application discussions that junction modelling was required at the site access and the Saltmarsh Lane / West Lane junction. This has not been provided and the Highway Authority further request that this is undertaken. As mentioned during pre-application discussions, the outcome of the distribution may require further modelling at the following junctions:

- West Lane/A3023;
- West Lane/Brights Lane;
- Brights Lane/A3023; and
- West Lane/Newtown Lane

Travel Plan

It was recommended during pre-application discussions that a travel plan be submitted due to the sensitive nature of Hayling Island. This has not been undertaken and should be provided for consideration by the Highway Authority.

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Recommendations

The Highway Authority require the following further information before a formal recommendation can be made:

- Applicant should explore the scope to widen the footway on the northern side of Saltmarsh Lane;
- Tactile paving and pedestrian visibility splays should be provided in the following locations:
 - Either side of the carriageway along Saltmarsh Lane at its junction with West Lane;
 - Glebe Close at its junction with West Lane;
 - Proposed footway along from Brights Lane to 78 West Lane;
 - Brights Lane in the vicinity of the junction with West Lane;
 - Brights Lane/Brights lane junction; and
 - Higworth Lane at its junction with the A3023
- The gap in the wayfinding provision directing pedestrians to West Lane should be provided for;
- The applicant should explore the scope to extend the footway from Brights Lane to 78 West Lane – the width of the available verge is required to understand whether this would be a suitable proposal;
- Visibility splays should be provided for the proposed refuge island along the A3023;
- Drawing should be provided showing proposed refuge island scheme to ensure it can be deliverable and that the location can be properly tracked;
- Width of the footways on Manor Road north of the Brights Lane junction should be confirmed;
- Width is required of the Denhill Close connection onto the Hayling Billy Trail;
- Highway Authority request narrative as to why a direct connection from the site onto the Hayling Billy Trail is no longer being explored;
- Applicant should explore the scope to widen the Hayling Billy Trail adjacent to the site;

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

- WCHAR should be provided in accordance with HCC TG19 to all local facilities listed within the TA, Mill Rythe Infant and Junior Schools and The Hayling College;
- Applicant should design an appropriate traffic calming scheme to reduce vehicle speeds travelling along the southern stretch of West Lane to support the application;
- Speed surveys are required to justify the visibility splay for the proposed site access on Saltmarsh Lane;
- Visibility splays for property 64 Saltmarsh Lane should include the boundary fence on the plan to assess the impact the existing fence will have on visibility;
- RSA1 required for the site access design;
- Highway Authority require clarification as to how distribution figures have been generated and welcome sight of the survey data;
- 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;
- Modelling should be undertaken for a 10-year forecast period from year of opening, in order to compare the Paramics conclusions using all current significant applications on Hayling Island as committed developments;
 - This should be completed for both traditional and seasonal peaks;
 - Linsig modelling should be provided to confirm the scheme will sufficiently accommodate the development;
- Junction modelling required at the site access and the Saltmarsh Lane/West Lane junction;
 - Depending on the outcome of the junction modelling it may be requested that junction modelling is required at further junctions as laid out above; and
- A travel plan should be submitted

If you are minded to determine the application prior to further information being provided, I can provide specific highway reasons for refusal.

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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,

Ben Clifton
Strategic Transport Manager

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