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Enquiries To Sophie Osborne

Direct Line

Date 30 March 2022

My reference 036551

Your reference APP/22/00161

Email havantdc@hants.gov.uk

Dear Sirs,

186 Sea Front, Hayling Island, PO11 9HT

**Demolition of existing house and replacement with 7 unit apartment development
[Use Class C3]**

Thank you for your consultation on the above planning application. To support this planning application, the applicant has submitted a Highway Supporting Statement and outline Construction Management Plan which the Highway Authority have reviewed and have the following comments to make.

Highways Supporting Statement

Sustainable Access:

Footways surround the site and the local highway network providing pedestrian connections to the local facilities within West Town, South Hayling and further residential areas. The site is located circa 1.0km south of South Hayling town centre where the majority of local facilities are located. This is within the maximum walking and cycling distance as laid out within CIHT (2000) 'Providing for Journeys on Foot' guidance and is thus considered acceptable.

Six bus stops served by the 30 and 31 bus service are located circa 400m away from the proposed development. The 30 and 31 bus provides regular bus services providing connections to Havant Bus Station and beyond.

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Proposed Development:

The southern access is to be relocated further south along the eastern boundary of the site providing access to four car parking spaces. The northern access is to be retained providing access to further parking spaces as well as access to the refuse and cycle store.

The applicant is aware that subject to any planning permission granted by Havant Borough Council, they will be required to apply for a separate dropped kerb license to undertake works on the highway. If the existing access is no longer required, then a full height kerb should also be provided.

Visibility splays are considered acceptable for the northern site access however, the proposed visibility splays for the southern access are not in accordance with HCC TG3 guidance for a 30mph speed design speed. Before confirmation can be provided on the suitability of the arrangement, it is requested that a speedy survey is provided to justify this reduced visibility splay.

Servicing of the site will take place as per existing arrangements with bins being moved within a short distance of the adopted highway on collection days by the site management company. This should be within the 30.0m walking distance as laid out within paragraph 6.8.9 of Manual for Streets.

Parking:

The applicant is proposing a total of 9 car parking spaces and 14 cycle parking spaces. Agreement for parking provision will be for Havant Borough Council to comment on as the Local Parking Authority. The Highway Authority will be satisfied subject to suitable provision in accordance with the standards provided.

PIA data:

The applicant has reviewed PIA data for a 5-year period from 2016 to 2020. The Highway Authority note that this is not the most recent 5-year period and it is not clear which data set this had been gathered from.

Notwithstanding the above, the Highway Authority have undertaken their own independent study of accident data and are satisfied that accidents that occurred were isolated which are unlikely to be exacerbated by the development.

Traffic Generation:

There is no narrative regarding where the applicant has generated their proposed trip rates from. As such the Highway Authority have undertaken their own robust trip generation using the TRICS database and are minded to agree with the proposed trip rates which are as follows:

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	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	Arrivals	Departures	Arrivals	Departures
Trip Rate	0.2	0.6	0.6	0.2
Trip Generation	2	5	5	2

Outline Construction Management Plan

The applicant has submitted an outline construction management plan. The Highway Authority below provide comments on the current information provided. A full Construction Management Plan will be secured through condition.

7.1.1. Construction Phase Traffic:

A Traffic Management Plan will be developed including the following information:

- Co-ordination of car parking for construction personnel;
- Implementation 'just in time' contract plant hire;
- Restriction of unnecessary vehicle movements during the day; and
- Co-ordination of deliveries to arrive outside of peak times where appropriate

The measures proposed to be included are considered acceptable.

Restrictions on working hours are as follows:

- Monday to Friday 08:00-18:00 (deliveries between 9:30-14:30)
- Saturday 08:00-13:00 (deliveries between 8:00-12:00)
- No works on Sundays or Bank Holidays without permission

This is considered acceptable as no deliveries are to be made within the network peak hours (Weekday AM 08:00-09:00; Weekday PM 17:00-18:00; Saturday peak 12:00-13:00). The traffic management plan should include narrative as to how deliveries are to be carried out.

The traffic management plan is also required to include proposed routing for construction traffic.

7.4.2 Wheel wash:

Jet wash facilities will be available for all construction traffic. These should be located

Director of Economy, Transport and Environment
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as close to the site exit as possible to minimise vehicles picking up any debris upon leaving the site. The applicant should also have access to a road sweeper if necessary.

Narrative should also be provided regarding sheeting of construction vehicles collecting / delivering dusty materials to prevent dust spreading onto the highway.

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

- A speed survey to justify the reduction in visibility splay at the southern access

Yours faithfully,

Sophie Osborne

Assistant Transport Planner – Highways Development Planning

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