

Highways Supporting Statement

Proposed Re-Development of Existing Residential Dwelling to Seven Residential Apartments

Sea Front, Hayling Island

8th February 2022

Introduction

Andrew Moseley Associates (AMA) has been commissioned to prepare a Highways Statement to review the highways impact of the proposed re-development of a residential dwelling to a residential development of seven apartments, located off Sea Front, Hayling Island.

This Statement sets out the following elements:

- ▶ Site Location;
- ▶ Details of the Local Highway Network;
- ▶ Sustainable Modes Access – Walking, Cycling and Public Transport;
- ▶ Proposed Development;
- ▶ Parking;
- ▶ Collision Data;
- ▶ Existing Traffic Generation;
- ▶ Traffic Generation and Expected Highway Impact; and
- ▶ Conclusion.

The Statement is supported by the following appended documents:

- ▶ **Figure 1** – Indicative Site Location;
- ▶ **Appendix A** – Proposed Site Layout; and
- ▶ **Appendix B** – Site Accesses & Visibility Splays.

Site Location

The site is located on a plot of land located to the north of Sea Front, Hayling Island. A site location plan is appended to this Statement in **Figure 1**.

The site currently consists of a single residential dwelling which is accessed via two separate points of vehicular access, both to the east of the site via Alexandra Avenue. The site is bound to the north by residential dwellings, to the east by Alexandra Avenue and later by residential dwellings; to the south by Sea Front and later by Hayling Island Beach; and to the west by residential dwellings.

The Local Planning Authority (LPA) is Havant Borough Council (HBC) and the Local Highway Authority (LHA) is Hampshire County Council (HCC).

Details of the Local Highway Network

It is proposed that the site will be accessed via the two existing points of access, both to the east of the application site via the residential street of Alexandra Avenue.

Alexandra Avenue is a single carriageway residential road which is subject to a 30mph speed restriction, is street lit and has a continuous footways present along both sides of the carriageway. Running in a general north / south alignment, Alexandra Avenue provides access to a number of residential dwellings before forming a priority T-junction with Sea Front to the south and with Hollow Lane to the north.

Forming the southern boundary to the application site, Sea Front is a single carriageway two-way road which is subject to a 30mph speed restriction, is street lit and has footways present along both sides of the carriageway. Sea Front forms a key arterial route along the southern side of Hayling Island providing access through a number of residential settlements including; West Town, South Hayling and Eastoke.

Located approximately 300m to the north of the proposed site, Alexandra Avenue forms a priority T-junction with Hollow Lane. Hollow Lane is a single carriageway two-way road which is subject to a 30mph speed restriction, is street lit and has a footway present along the eastbound carriageway. Running in a general east / west alignment, Hollow Lane provides access to a number of residential streets before forming a priority controlled crossroad junction with Elm Grove / Mengham Road / Sea Grove Avenue.

The priority controlled crossroad junction is equipped with footway provision along both sides of all arms and uncontrolled pedestrian crossings are present across the western and southern arms of the junction. Located approximately 65m the north of the junction, an uncontrolled zebra crossing is present across Elm Grove which is equipped with a traffic calming table, dropped kerbs and tactile paving.

Forming the northern and southern arm to the priority crossroad junction, Sea Grove Avenue and Elm Grove provide a key spinal route through the residential settlements of South Hayling and Gable Head. Located approximately 1.5km to the north of the crossroad junction, Elm Grove which later changes name to Church Road forms a priority roundabout junction with the A3023.

The A3023 provides a key route through Hayling Island providing access to a number of residential settlements including Fleet and Stoke, before providing access to the mainland and the areas of Langstone and Havant as well as forming a grade separated signalised roundabout with the A27 'Havant Bypass'.

The site is considered to be well located for access to the local and regional highway networks.

Sustainable Modes Access – Walking, Cycling and Public Transport

The proposed development is considered to be accessible on foot, with the provision of footways present along both sides of the surrounding highway network. The existing pedestrian provision provides safe access from the site to nearby facilities and amenities in West Town, South Hayling and the surrounding residential areas.

Situated within a 2km walking catchment of the proposed development, the site is within walking distance of a range of local facilities which include; primary schools, supermarkets and convenience stores, areas of recreation, health facilities, a post office and a range of high street shops forming part of South Hayling's centre.

Within an acceptable 5km cycling catchment of the site, it is considered all of the areas within the walking catchment are accessible by cycle. Other areas within a 5km cycling catchment includes the majority of Hayling Island, including the surrounding settlements of Eastoke, Sinha, Fleet, Stoke and North Hayling.

A total of six bus stops are situated within a 400m walking catchment of the proposed development. All of the six bus stops are located on Sea Front which can be accessed via the existing footways present along both sides of Sea Front. Details of the bus services are provided in **Table 1**.

Table 1: Local Bus Services

Service	Service Destinations	Daytime and Peak Frequency
30 / 31	Purbrook – Havant Bus Station	Weekdays – Up to every 15 minutes (05:39 to 21:15) Saturdays – Up tot every 15 minutes (06:08 to 21:15) Sundays – Up to every 30 minutes (08:20 to 19:50)

A review of the existing facilities for access to the site by a range of non-car modes has been carried out. The proposed residential development is considered to be located in a sustainable location with a range of facilities to accommodate pedestrian and public transport trips from the site.

The site is therefore considered to be in a sustainable location for access by non-car modes in line with local and national transport planning policy.

Proposed Development

The development proposes to demolish the existing single residential dwelling to accommodate the new residential development totalling seven residential apartments at Sea Front, Hayling Island. Details of the proposed development consist of:

- ▶ 6 x 2 bedroom apartments; and
- ▶ 1 x 1 bedroom apartment.

As detailed within the site layout plan, attached at **Appendix A**, it is proposed that the development will include nine car parking spaces, inclusive of one disabled parking space.

The development proposes to relocate the southern access to a more southerly point along the eastern boundary of the application site. The new private access will provide access to a car parking area for four parking spaces..

The development proposes to retain the northern access, which will provide access to five parking spaces, including a disabled parking space. The northern access will also provide access to the refuse store and an external access to the cycle store providing secure storage for 14 bicycles.

Alexandra Avenue is subject to a 30mph speed restriction, however given the close proximity to the Sea Front T-junction, vehicles travelling at a significantly lower speed past the site.

On this basis, the southern visibility splay for the south-eastern access has been designed to 2.4m x 15m for a 12mph traffic speed which is considered safe and appropriate for vehicles turning into Alexandra Avenue from Sea Front as speeds would be below 12mph to make the turn.

Both the northern visibility splay for the south-eastern access and the visibility splays for the north-eastern access have been designed to 2.4m x 43m for a 30mph traffic speed. The proposed visibility splays are shown on Drawing No. AMA20898/SK005.2 attached at **Appendix B**.

The relocated south-eastern access will require a new section of dropped kerb to accommodate the private drive, this will be delivered through a suitable Section 184 agreement / license.

Servicing of the proposed site would adopt the same servicing principles as other residential dwellings with refuse collections undertaken fortnightly from the Alexandra Avenue road-side. Bins would be moved to a suitable collection area within a short distance of the adopted highway on collection days by the site management company.

No special arrangements would be required for the proposed development, simply adopting the existing provision accepted for all other properties.

Parking

Parking for the each dwelling is to be provided a single parking space per apartment, with seven residents spaces, a disabled parking bay and a visitors parking bay, totalling nine spaces.

Due to the sustainable location of the proposed development, it is considered that the parking provision is appropriate to cater for the development proposals.

Secure cycle parking will be provided within an internal secure store on the ground floor which provides storage for 14 bicycles.

Collision Data

A review of the most recent five year period (2016 – 2020) has shown that a single collision occurred within the vicinity of the proposed development. A collision, dated 12/01/16, occurred at the Alexandra Avenue / Sea Front priority T-junction. The collision involved a total of four vehicles, none of which were non-motorised users and resulted in serious injury.

Given only a single collision occurred within a five year time period and was an anomaly, it is considered that there are no existing road safety issues or patterns of accidents within close proximity to the site.

Existing Traffic Generation

The development is currently occupied by a single residential dwelling which would typically generate a single two-way vehicle in each peak hour. For robustness it is assumed that the existing residential dwelling would not generate any two-way trips and therefore all trips generated by the proposed residential apartment scheme would be new to the local network.

Traffic Generation and Expected Highway Impact

The development proposes the development of seven residential dwellings on site, therefore a robust generic residential trip generation of 0.8 two-way car movements is assumed for the AM and PM peak development hours. **Table 2** outlines the anticipated number of vehicles which will arrive / depart from the proposed development in the AM and PM peaks.

Table 2: Development Trip Generation

	AM		PM	
	Arrivals	Departures	Arrivals	Departures
Trip Rates	0.2	0.6	0.6	0.2
Trip Generation	2	5	5	2

It is calculated that the proposed development will generate 7 two-way vehicular movements during each development peak hour, equating to one vehicle every 8.5 minutes.

On this basis, the trip generation of the proposed scheme is considered to be negligible and would have no noticeable impact on the local highway network.

Conclusion

It is considered that the information contained in this Statement should provide sufficient detail for the highways officer to be able to make a positive recommendation on the development proposal.

The proposed development is situated in a sustainable location with a range of key facilities and services available within a 2km walking catchment area. Those destinations situated further afield can be accessed by local bus, within the recommended walking distance of 400m.

In conclusion, the proposals would not result in any detrimental highways impact and that there are no traffic or transportation reasons that planning permission could not be granted for the development proposals.

Appended Documents

Figure 1 – Indicative Site Location

Appendix A – Proposed Site Layout

Appendix B – Site Accesses & Visibility Splays

Figure 1 – Indicative Site Location



Title:
Indicative Site Location Plan
Sea Front, Hayling Island

Figure No:
Figure 1

Appendix A – Proposed Site Layout



188 - 190 Sea Front

Alexandra Avenue

26 Alexandra Ave.

182 Sea Front

Key



Existing house and garage to be demolished

Notes:

Application site area = 1053 m² (0.1053 Hectares)

Parking Standards -

9 car spaces of which 1 is dedicated Disabled

Secure storage for 14no. cycles.

SCALE 1:100

Rev C	Amended to two storey scheme. Parking adjusted.	08/12/21	SF	AJS
Rev B	Further amendments to address planning comments.	08/10/21	SF	AJS
Rev A	Revised to reflect planners comments.	17/05/21	SF	AJS
Rev	Description	Date	By	App'd

STODDART
ARCHITECTURE

RIBA #:
Chartered Practitioner

Client: Mr & Mrs Smith
Project: Seafrost Hayling Island
Hampshire PO11 9HT
Drawing Title: Site Plan Proposed

Project No:	2020.020	Design No:	PL02	Rev:	C	Scale:	A3	Date:	03/12/20	By:	AJS
Issue Status:	PLANNING										

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Appendix B – Site Accesses & Visibility Splays



2.4m x 15m Visibility Splay for 12mph MfS

2.4m x 43m Visibility Splay for 30mph MfS

2.4m x 43m Visibility Splay for 30mph MfS

2.4m x 43m Visibility Splay for 30mph MfS

NOTES

P1 Preliminary - Initial Issue



Project:

SEA FRONT,
HAYLING ISLAND

Client:

MR & MRS SMITH

Drawing:

PROPOSED SITE ACCESS &
VISIBILITY SPLAYS

Drawn By:
RID

Date:
07/02/2022

Checked:
ATM

Scale:
1:500

A3

Drawing No.
AMA/20898/SK/005.2

Rev.
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