

Report No. 028.0025/TS/3
January 2013

Monterrey Properties

**REDEVELOPMENT OF
THE ROSE IN JUNE PUBLIC HOUSE
HAYLING ISLAND**

TRANSPORT STATEMENT

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CONTROLLED DOCUMENT

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<i>Checked:</i>	Andy Bullock	Andy Bullock	January 2013
<i>PBA Approved:</i>	Paul Basham	Paul Basham	January 2013

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<i>Rev.</i>	<i>Date</i>	<i>By</i>	<i>Summary of Changes</i>	<i>Chkd</i>	<i>Aprvd</i>
2	23.01.13	AB	Minor amendments following finalised site layout	MS	PB
3	25.01.13	AB	Minor amendments following project team comments	MS	PB



Monterrey Properties

**Paul Basham Associates Ltd
Capstan House
First Floor
High Street
Hamble
Southampton
SO31 4HA**

REDEVELOPMENT OF THE ROSE IN JUNE PUBLIC HOUSE HAYLING ISLAND

TRANSPORT STATEMENT

1.	INTRODUCTION.....	2
2.	EXISTING CONDITIONS.....	3
3.	PROPOSED DEVELOPMENT	9
4.	SUMMARY AND RECOMMENDATIONS.....	15

Tables

Table 1 – Bus route summary
Table 2 – Parking Standards and Provision Summary
Table 3 – Existing Public House Vehicle Trips
Table 4 – Proposed Convenience Store Vehicle Trips
Table 5 – Development Trip Impact

Figures

Figure 1 – Site Location Plan
Figure 2 – Cycle Routes on Hayling Island
Figure 3 – Manual Count Survey Locations

Appendices

Appendix A – Site Layout with Visibility Splays, Vehicle Tracking & Off-Site Highway Works
Appendix B – Correspondence with HBC Regarding Parking
Appendix C – TRICS Data
Appendix D – Speed Survey Data
Appendix E – Road Safety Audit Stage 1

1. INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of Monterrey Properties to support a planning application for the redevelopment of the Rose In June public house on Selsmore Road, Hayling Island into a convenience store.
- 1.2 The application site is located on Selsmore Road at the junction with Webb Lane. The existing use of the application site is a large public house with associated parking and beer garden, although the site ceased trading in 2007. The site has previously had consent for 12 unit development in 2009 (application reference 09/55136/002). The site location is represented within **Figure 1** and demonstrated within **Photograph 1**.

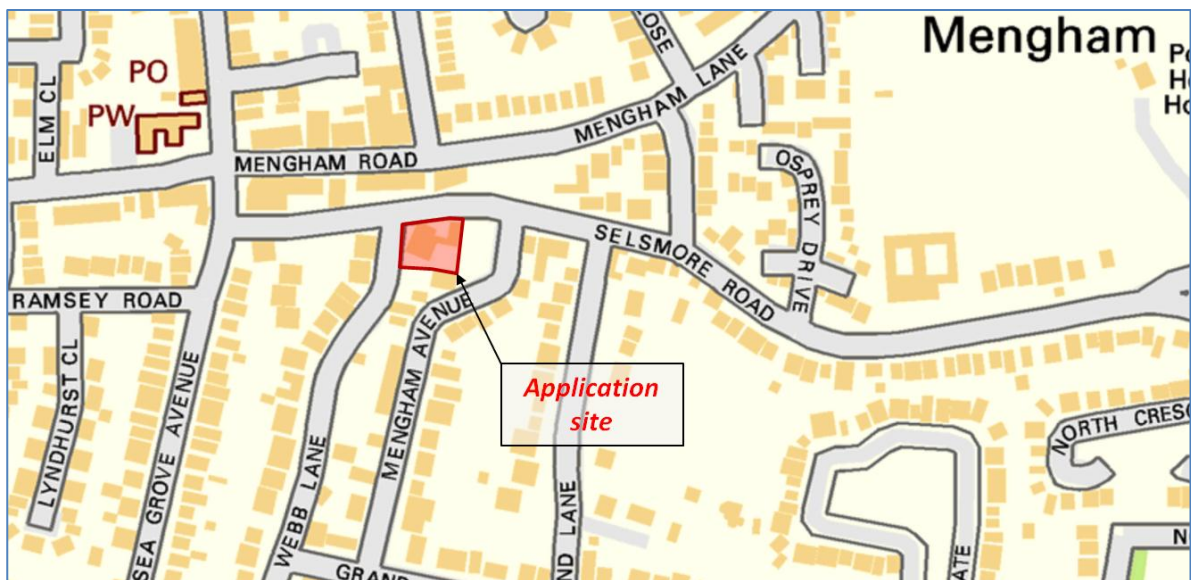


Figure 1 Site Location Plan



Photograph 1 Existing Development: The Rose in June

- 1.3 A scope of works has been agreed with the Havant Borough Council (HBC) highway department, outlining our approach to dealing with various elements specific to highways. This statement includes comparative assessment of the existing and proposed developments, site accessibility, proposed accommodation schedule, car and cycle parking requirements, visibility and access arrangements, proposed trip impact on the local road network and servicing arrangements for the proposed site layout.

2. EXISTING CONDITIONS

Site and Surroundings

- 2.1 The application site incorporates a 479m² GFA public house and a small 10 space staff car park which is accessed via Webb Lane. The customer car park is located east of the pub although does not form part of this applications development site. The rear staff car park has two formal vehicular accesses into the rear car park in the form of vehicle crossovers. The staff car park demonstrated within **Photograph 2**.



Photograph 2 Rear Staff Car Park

- 2.2 Servicing of the pub would have previously taken place from the kerbside with the lack of sufficient manoeuvrable space for an HGV in the rear car park.
- 2.3 The application site is located within walking distance of Mengham's central shopping facilities and associated employment and leisure facilities, located circa 100m to the north east of the proposed development site. Other land uses including education, leisure and employment are located within close proximity to the site.

- 2.4 On-site observations during peak hours suggest Selsmore Road is moderately trafficked. A priority junction adjoins Selsmore Road with Elm Grove approximately located 120m from the application site. Speed surveys undertaken to support this application (as discussed in subsequent sections) have recorded 85th percentile speeds of 33.9mph and 32.5mph in either direction of Selsmore Road which is subject to a 30mph speed restriction.
- 2.5 Traffic Regulation Orders are in place along Selsmore Road and Webb Lane in the form of double yellow lines. The southern boundary of Selsmore Road carriageway is marked with a dashed white line, the kerb is set back from this line to provide a further carriageway margin of circa 1m in width. The road arrangement is demonstrated in **Photographs 3** and **4**.



Photograph 3 Proximity of Elm Grove Junction from the Rose In June.



Photograph 4 Carriageway margin on Selsmore Rd.

- 2.6 A traffic splitter island and chevron markings are implemented on Selsmore Road within the region of the application site's frontage. The existing splitter island is located on a pedestrian desire line linking to a public footpath leading to Mengham shopping parade and is supported by dropped kerbing. This splitter island is proposed to be upgraded to a pedestrian refuse island as part of the development proposals, as detailed subsequently within this report.
- 2.7 A bus layby is situated opposite the site on Selsmore Road and east of the traffic island. The bus services provided from this stop and in the general vicinity of the site are discussed further in Section 2. The splitter island and bus layby are demonstrated in **Photographs 5** and **6** respectively.



Photograph 5 Selsmore Road Traffic Splitter Island



Photograph 6 Vehicle Crossover for Servicing

- 2.8 The western end of Selsmore Road adjoins Sea Grove Avenue which transitions in to Elem Grove and then Church Road which then adjoins B3023. The B3023 is the only route for vehicles connecting Hayling Island to the main land and wider destinations such as Portsmouth, Southampton, Havant and Chichester. Heading west Selsmore Road connects with predominantly residential areas and does not connect with any trunk routes as the area is essentially a peninsular of land.

Existing Parking Facilities

- 2.9 Neither Selsmore Road nor Webb Lane currently provide facilities for on-street parking. Customers and employees of the Mengham shopping facilities currently utilise the existing public car park located opposite the application site or off-street parking provided to the rear courtyards of the shops. Properties along Webb Lane provide off-street parking facilities.
- 2.10 Customer parking for the previous pub use was accommodated within the main pub car park east of the site. Whilst under private ownership, this main car park is currently being used informally by the public and is not included in the parcel land proposed for development. The smaller rear car park served members of staff and an additional small parking forecourt accessed via Selsmore Road served by a wide vehicle crossover could also be utilised.
- 2.11 The small parking forecourt fronting the site, the existing pub car park, and adjacent shopping centre car park are demonstrated in **Photograph 7, 8 and 9**.



Photograph 7 Small Parking Forecourt at site frontage



Photograph 8 Rose in June Customer Car Park



Photograph 9 Adjacent shopping precinct car park

Site Accessibility

2.12 Walking within the site locale is facilitated through existing infrastructure. A circa 2.0m wide footway fronts the site, with the crossing point and public footpath (identified previously) providing the most direct link to the adjacent Mengham shopping facilities and amenities. Footways to the south and south east of the application site connect with the wider residential areas and the coastal/leisure amenity on Hayling's seafront. The footway fronting the site is demonstrated within **Photograph 10** and the public footpath link to Mengham shopping precinct is demonstrated within **Photograph 11**.



Photograph 10 Footway fronting the site



Photograph 11 Alley way to Mengham Shopping Precinct

Cycle Routes

- 2.13 Formal cycle routes are not currently in place in the immediate vicinity of the application site, although the lightly-trafficked nature of the local road network offers a suitable cycle environment. Marked on-road cycle routes are provided in west Hayling Island. Heading West National Cycle Network Route 2 (NCN2) provides a link to Portsmouth city centre via the Hayling to Eastney Ferry to the west, and Havant town centre and Langstone Technology Park to the north. The cycle routes are demonstrated within **Figure 2**.

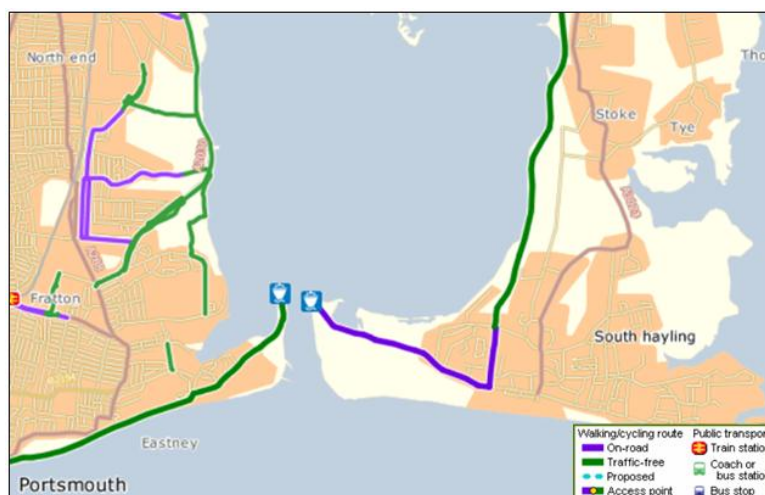


Figure 2 Cycle Routes on Hayling Island (Obtained from www.sustrans.org)

Bus Services

- 2.14 The nearest bus stop to the application site is the 'Mengham, Rose in June' stop and is located within 100m walk of the application site. The bus stop for eastbound services is located on Selsmore Road directly opposite the site frontage, with the westbound bus stop located on the nearside of Selsmore Road 70m west of the site. Additional services are available in nearby Mengham shopping parade (less than 200m walk). Bus services available from the site vicinity are summarised within **Table 1**.

Service	Route Summary	Frequency
30 Stagecoach in Portsmouth	Havant - West Town - Beachlands - Eastoke - Mengham - Havant	2 per hour
31 Stagecoach in Portsmouth	Havant - Mengham - Eastoke - Beachlands - West Town - Havant	2 per hour
31A Emsworth & District	Chichester High School - Mill Rythe School	2 per day (School service)
629 Emsworth & District	Mill Rythe School - Beechlands - Brights Lane	2 per day (school service)
634 Emsworth & District	Northney Woodgasson Lane - Havant Road Kingsway - Mengham Rose in June	2 per day (school service)
A6 Stagecoach in Portsmouth	Hayling Island - ASDA	2 per day (s'market service)

Table 1 Bus route summary

- 2.15 Bus services linking with Havant Bus Station provide connections to wider destinations such as Portsmouth, Southampton and London. National Express coach services and rail services are also in close proximity to Havant Bus Station.

Rail Services

- 2.16 No rail services are in operation on Hayling Island. Havant Railway Station is the closest railway station, located approximately 7km from the application site and is accessible via a 20 - 30 minute bus journey. Havant Railway Station provides services to London Waterloo and Victoria Portsmouth Harbour, Southampton Central and Fareham amongst others.

3. PROPOSED DEVELOPMENT

Accommodation Schedule and Site Layout

- 3.1 The proposed development comprises a convenience retail store with a GEA of 349m², utilising the existing public house building with an extension proposed to the rear. The proposed development site would be served by a single access on to Webb Lane and would include a 18 space on-site car park. The site layout is attached as **Appendix A**.

Improved Pedestrian Facilities

- 3.2 The proposed development presents an opportunity to develop the local footway network and improve the pedestrian connectivity to the development site. It is proposed that a pedestrian crossing linking the site to the pedestrianized Mengham shopping centre is implemented opposite the site.
- 3.3 The crossing would formalise the existing traffic splitter island on Selsmore Road and utilise the existing dropped kerbing, with the addition of tactile paving proposed for both sides of the carriageway. The existing 'get in lane' sign at the traffic island is proposed to be relocated from the centre to allow more efficient and safe pedestrian movements (particularly those pedestrians using wheelchairs or mobility scooters). Pedestrian accessibility is a particularly important travel mode for the convenience store proposal and would provide a wider benefit to existing local residents.
- 3.4 The footway and pedestrian crossing would be designed and built in accordance with Hampshire County Council's (HCC) current highway standards, and has been agreed upon in principle with HCC and HBC highway officers. The proposed crossing facility is demonstrated within **Appendix A**.

Car Parking Provision

- 3.5 HBC consider parking provision requirements for retail developments against the standards for retail development as set out in HCC's Parking Standards (2002). The standards demonstrate requirements for car and cycle parking, with this development proposal designed with this in mind as demonstrated within **Table 2**.

Unit Size	Spaces per Unit	Standard Car Parking	Proposed Car Parking
Non-food / general retail (covered retail area)	Max.1 space/ 14sqm covered area	25	18

Table 2 Parking Standards and Provision Summary

- 3.6 The HCC parking standards identify a maximum provision of 1 space per 14sqm for food retail stores and therefore a maximum of 25 spaces for the proposed 349m² GEA convenience store.
- 3.7 The HCC standards do not distinguish between different food retail store types such as large supermarkets and small local convenience stores. For the proposed development, the majority of shoppers would reside in the local residential areas and are therefore less likely to travel by car. For those users of the convenience store travelling by car, a fast customer turnaround and therefore short-term demand for parking spaces is likely. The proposed development would also attract basket rather than trolley shopping.
- 3.8 A proportion of journeys made by car are also likely to be made as 'linked trips' where customers are also visiting other local facilities and their parking facilities. For those customers utilising the existing parking facilities identified previously, the proposed pedestrian crossing would provide an improved direct pedestrian link between the proposed convenience store and local shops and car parks.
- 3.9 In addition to the above factors, dialogue with the potential convenience store operators has confirmed that only 14 spaces would be required for a site of the size and location of that proposed. Given the above factors, and as discussed and agreed in principle with the HBC highway officer (with related correspondence included as [Appendix B](#)), the proposed development comprises 18 on-site parking spaces (including 2 disabled user parking bays).
- 3.10 The proposed parking provision is considered appropriate and sufficient. The proposed provision would not generate any additional 'overspill' parking on to the local road network or other local parking facilities, whilst a higher level of parking would be considered an 'overprovision'.

Cycle Parking Provision

- 3.11 The HCC cycle parking standards require 1 long stay space (1 space for staff per 300m²) and 1 short stay space (1 per 200m²) for a retail development of the size and nature proposed. Long-stay storage provision would be incorporated within a secure and accessible location within the store, with 5 Sheffield stands are proposed in a convenient and well overlooked location at the site frontage, as demonstrated within the proposed site layout included as [Appendix A](#).

Proposed Access Arrangements

- 3.12 Access to the proposed development would include the stopping up of the 2 existing vehicle accesses, to be replaced with a single centralised rear access on Webb Lane. The proposed access would take the form of a vehicle crossover.
- 3.13 Webb Lane is subject to a 30mph speed restriction and is residential in nature and therefore considered applicable to Manual for Streets (MfS) guidance, including with regards to access visibility splay requirements. MfS requires a visibility splay of 2.4m x 43m to be achieved as a starting point, with this visibility achievable for the proposed development's access as demonstrated within **Appendix A**.

Development Trip Rate Impact

- 3.14 TRICS 2012(b) database has been used to provide a comparison between existing and proposed development vehicle trips. The Rose in June public house could not be surveyed given it is currently unoccupied. The TRICS data samples include public houses sites without restaurants, located within suburban/edge of town locations. The resulting TRICS vehicle trip rate outputs are attached as **Appendix C** and summarised within **Table 3**.

TRICS 2012(b)	AM Peak (0800-0900)		PM Peak (1700-1800)		Total
	Arrivals	Departures	Arrivals	Departures	Daily
Vehicle Trip Rate per 100m ²	-	-	3.531	2.542	54.369
479m ² Public House	0	0	17	12	260

Table 3 Existing Public House Vehicle Trips

- 3.15 The TRICS database was also interrogated to establish an appropriate trip rate for the proposed convenience store. The TRICS data samples considered include convenience store sites within the edge of town centres, neighbourhood centres and suburban locations, using weekday surveys only to establish vehicle trip rates. Whilst the TRICS outputs are attached as **Appendix C**, a summary of the housing element trips is included below as **Table 4**.

TRICS 2012(b)	AM Peak (0800-0900)		PM Peak (1700-1800)		Total
	Arrivals	Departures	Arrivals	Departures	Daily
Vehicle Trip Rate per 100m ²	10.694	10.788	11.069	11.914	315.802
349m ² Convenience store	37	38	39	42	1102

Table 4 Proposed Convenience Store Vehicle Trips

- 3.16 Based on the site location and the nature of convenience shopping, it is likely that a significant proportion associated trips could be classified as diverted trips and linked trips. These are then defined as under DfT classification:

“Diverted Trips – these are trips that are already present on the local road network but not the road(s) from which site access is taken and will divert from their existing route to access the site. These are similar to pass-by trips, but they do have to deviate to make use of the development under consideration....Diverted trips will tend to return to their original route after visiting the development under consideration”

(DfT Guidance on Transport Assessment – March 2007 – P31)

“Linked Trips – these are trips that will have multiple destinations either within the proposed development site. Examples include trips to food and non-food retail, between both the development site and existing adjacent sites or between the development site and the established town centre.”

(DfT Guidance on Transport Assessment – March 2007 – P31)

- 3.17 The nature of the convenience store would suggest a significant proportion of short-stay, diverted or linked trips (e.g. trips associated with local schools and residential areas). Given the site location 75% of traffic could be considered as diverted or pass-by trade, with 25% of trips therefore considered as new to the network.

- 3.18 The net impact of the proposed development in terms of new trips on the local road network is summarised within **Table 5**.

	AM Peak (0800-0900)		PM Peak (1700-1800)		Total
	Arrivals	Departures	Arrivals	Departures	Daily
Existing Vehicle Trips	0	0	17	12	260
Store Vehicle Trips	9	10	10	11	276
Net Impact	+9	+10	-7	-2	16

Table 5 Development Trip Impact

- 3.19 Based on the assessment above and the summary of **Table 5**, we would anticipate a modest increase in AM peak period traffic generation compared with the existing use, with 19 additional trips indicated. Traffic generation in the PM peak period for the proposed development is less than that of the existing use’s potential generation, with a reduction of 9 vehicle trips demonstrated. Across the day an additional 16 trips may be generated on the local road network by the proposed development.
- 3.20 It should also be noted that the proposed convenience store’s Gross External Area has been applied to the TRICS convenience store sample sites which are identified by Gross Floor Area. The assessment therefore provides a particularly robust and ‘worst-case’ comparison with the existing development’s GFA applied to the public house sample sites.
- 3.21 The quantum of additional traffic in the AM peak period and across the day is not considered to have a material impact on highway safety or capacity within the locale.

Refuse, Servicing Arrangements and Emergency Access

- 3.22 The site servicing and deliveries are proposed to be carried out through utilising a proposed layby located adjacent to the application site's frontage on Selsmore Road.
- 3.23 As recommended in liaison with the HCC highway officer, manual speed checks were undertaken on Monday 26th November 2012 to determine local access and junction visibility requirements. Traffic speed counts were taken of 100 vehicles approaching the site from either direction of the proposed layby, with the survey locations demonstrated within **Figure 3**. 85th percentile speeds recording 33.9mph and 32.5mph for vehicles approaching from the west and east respectively. Speed survey data is included as **Appendix D**.

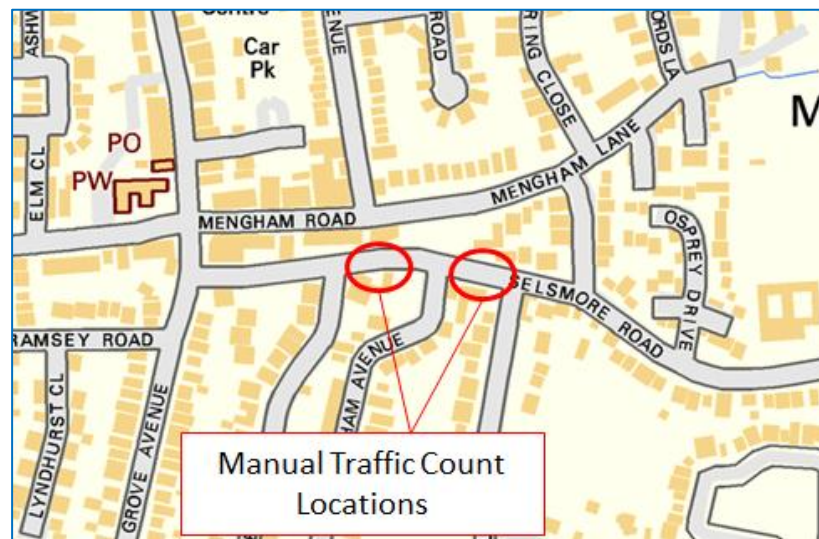


Figure 3 Manual Count Survey Locations

- 3.24 The recorded traffic speeds demonstrate local conditions which are consistent with those promoted within Manual for Streets (MfS) and MfS2 guidance. The layby has been designed to safely and efficiently accommodate delivery vehicles and local design speeds whilst avoiding obstructing local access and junction visibility splays. The proposed layby presents an improved servicing arrangement for the application site, preventing the need for larger vehicles to access Webb Lane or to turn or reverse in the highway.
- 3.25 As previously detailed Selsmore Road has a wide road margin, with a white dashed line recessed 1m from the carriageway edge serving to narrow the road. This additional margin space assists in ensuring visibility splays are not obstructed by the proposed layby design. The existing access for the adjacent privately owned car park space would also be stopped up to secure acceptable local visibility splays.

- 3.26 A Road Safety Audit Stage 1 (RSA1) has been undertaken to assess the acceptability of the proposed design. The proposed layby is demonstrated within **Appendix A** with the RSA1 included as **Appendix E**.
- 3.27 Selsmore Road is a through road allowing vehicles to leave the site without requiring any turning provision on site. Bin collection stores are located within 10m of the service layby as per MfS guidance.

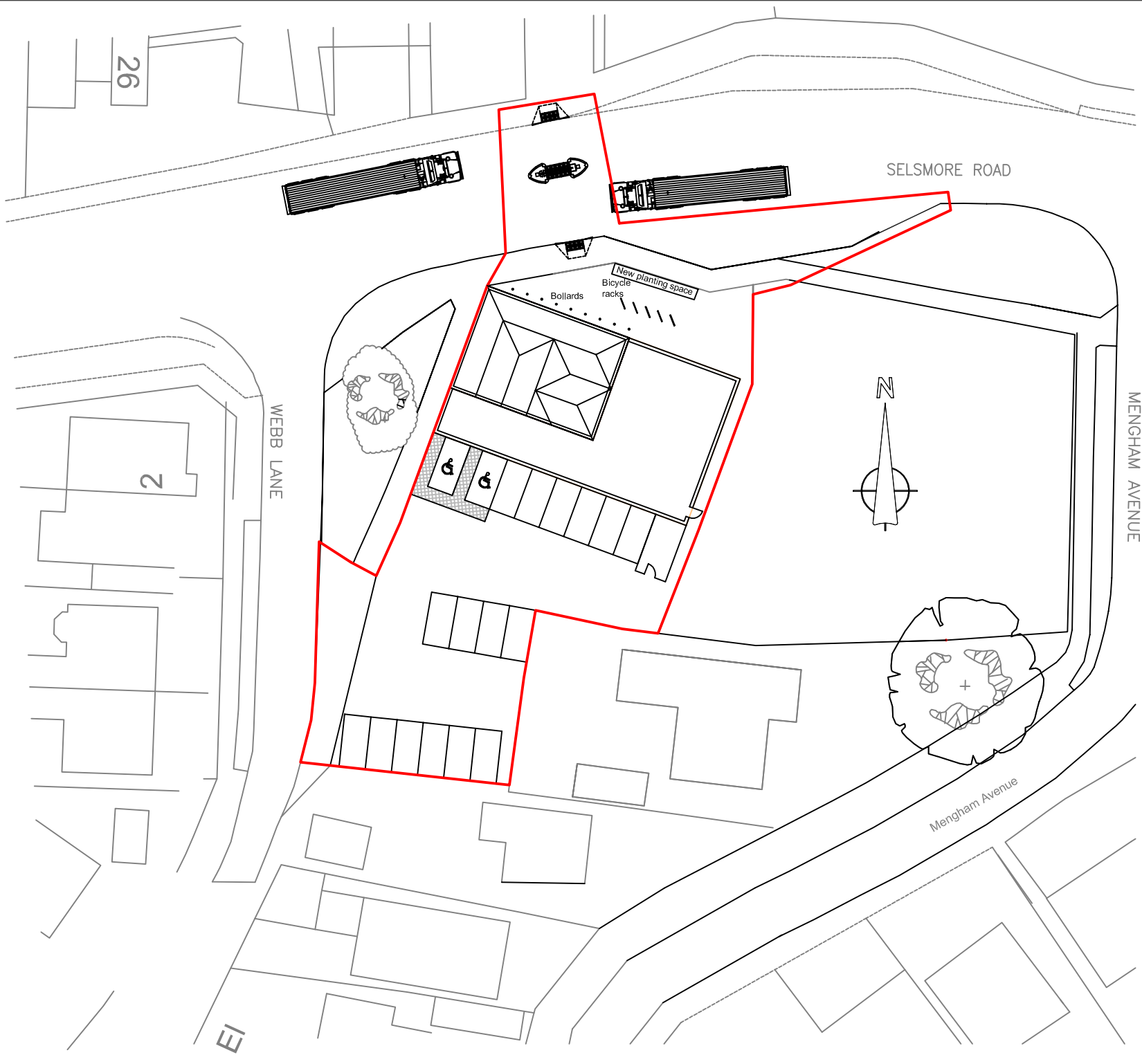
Transport Contributions

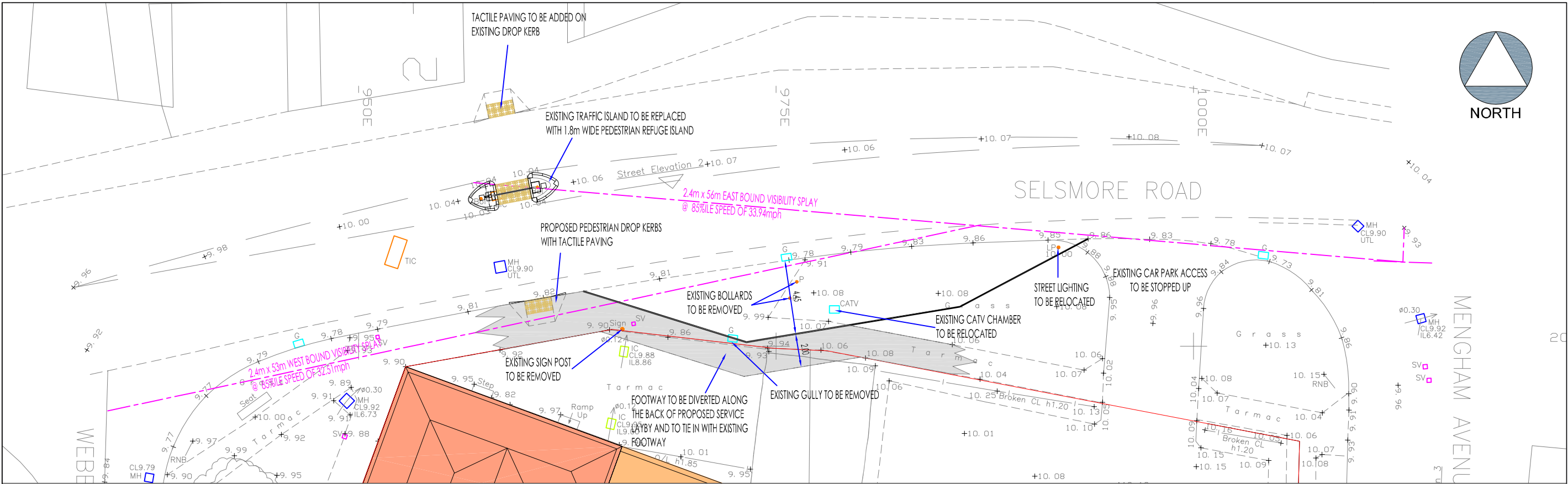
- 3.28 The HCC Transport Contributions Policy (TCP) is referred to in considering the applicability of transport contributions associated with this proposed development. As assessed above, the proposed development would generate a negligible level of trips when compared with the existing development. In addition, a wider public benefit would result from the package of off-site measures proposed, including improvements to traffic flow and safety with the proposed layby arrangement. The proposed pedestrian crossing would also have a wider public benefit for those using the local footway network, including to cross Selsmore Road, to access the proposed development, and/or to link trips between the proposed convenience store and local facilities and car parks.
- 3.29 Given the above, in accordance with the HCC TCP, it is not considered justifiable or necessary to attach a transport contribution to the proposed development.

4. SUMMARY AND RECOMMENDATIONS

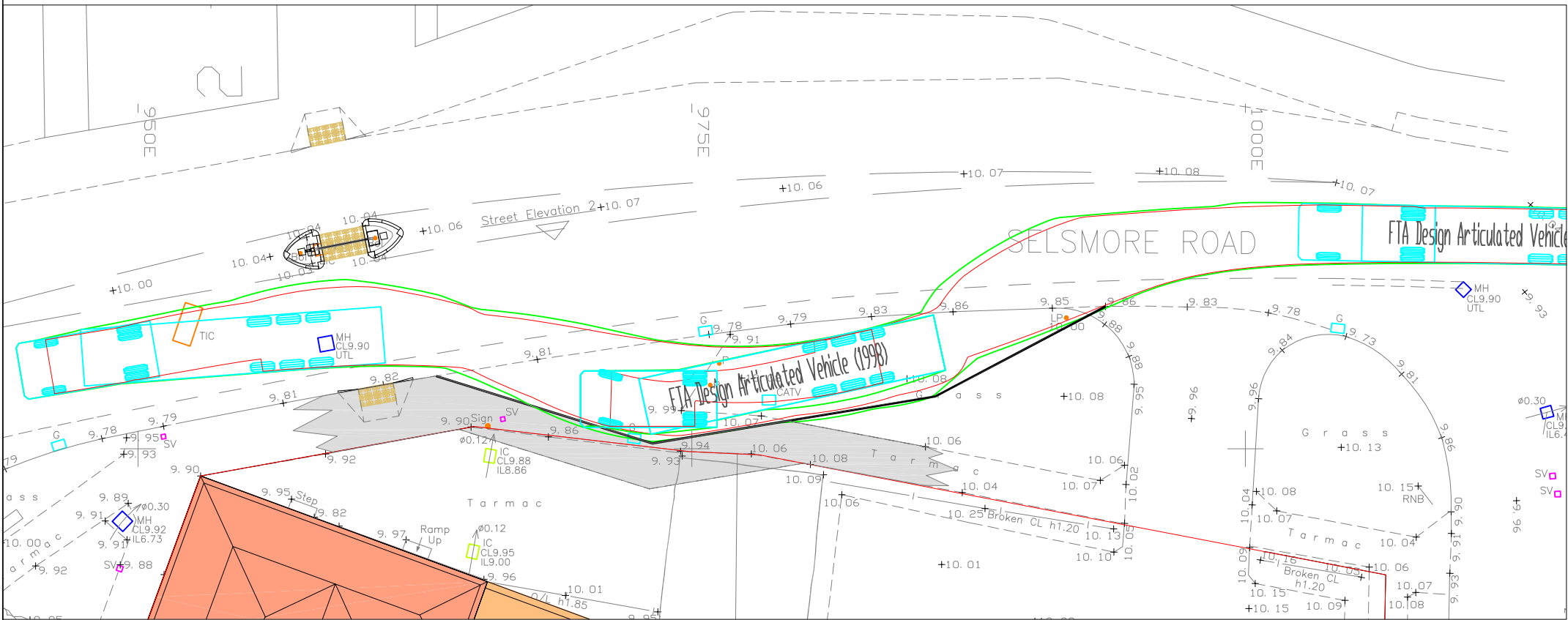
- 4.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of Monterrey Properties to support a planning application for the redevelopment of The Rose in June public house on Selsmore Road, Hayling Island. The proposed development comprises 349m² GEA convenience store served by a single vehicle access onto Webb Lane.
- 4.2 The proposed access would offer visibility splays in line with Manual for Streets requirements whilst an appropriate level of car parking and cycle storage provision is proposed.
- 4.3 As part of the development the formalisation of an informal crossing point would be undertaken to improve pedestrian connectivity with the convenience store. The crossing would utilise an existing road island as a pedestrian refuge and improve adjacent dropped kerbs with the instatement of tactile paving.
- 4.4 It is anticipated that the proposed development would generate a modest increase in traffic on the local road network during the AM peak hour and across the day with a reduction in the PM peak period. The additional traffic generated would not impact upon the operation capacity or highway safety in the locale.
- 4.5 A new layby is proposed to improve the servicing arrangements in comparison to the existing site use. The layby will prevent partial blocking of the carriageway that may of previously occurred, whilst providing a safe and efficient operation for service vehicles accessing the site.
- 4.6 In accordance with HCC's Transport Contributions Policy, it is not considered justifiable or necessary to attach a transport contribution with the proposed development given the negligible impact on the local road network and wider benefits resulting from the pedestrian crossing improvements and new layby.
- 4.7 This TS has comprehensively analysed the transportation effects of the proposed development, including site accessibility by non-car modes as well as servicing and refuse collection arrangements.
- 4.8 The application site is conveniently located to support redevelopment with access to existing public transport and infrastructure. We would therefore encourage HBC to look favourably upon this application in highway terms and recommend that planning consent be granted on this occasion.

Appendix A





VISIBILITY SPLAYS, PROPOSED SERVICE LAYBY & AND PEDESTRIAN CROSSING FACILITY

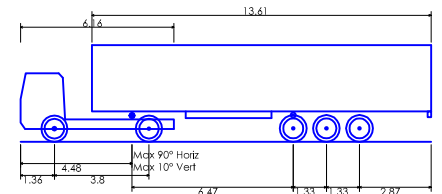


ARTICULATED VEHICLE SWEEP PATH INTO PROPOSED SERVICE LAYBY

NOTES

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5. PROPOSED LAYBY TO BE SUBJECT TO AN APPROPRIATE TRO TO LIMIT USE TO DELIVERIES ONLY

VEHICLE PROFILE



FTA Design Articulated Vehicle (1998)
Overall Length 13.61m
Overall Width 2.55m
Overall Body Height 3.87m
Min Body Ground Clearance 0.51m
Max Track Width 2.47m
Lock to Lock Time 3.00 sec
Kerb to Kerb Turning Radius 6.550m

					PRELIMINARY ISSUE		MS	P1	14.12.12
Project Name ROSE IN JUNE HAYLING ISLAND		Title VISIBILITY SPLAYS, ARTICULATED VEHICLE SWEEP PATH, PROPOSED SERVICE LAYBY & PEDESTRIAN CROSSING WITH REFUGE ISLAND	 Paul Basham Associates Ltd Capstan House, 1st Floor High Street, Hamble, Southampton, SO31 4HA T +44 (0) 23 8045 8893 F +44 (0) 23 8045 2425 E info@paulbashamassociates.com W www.paulbashamassociates.com	Checked By MS	Checked Date 14.12.12	Scale 1:250	(AT A3 SIZE)		
Project Phase PRELIMINARY				Drawn By GH	Drawn Date 13.12.12	Drawing No. 028.0025.100	Revision P1		

Andy Bullock

From: Tracey Ford <Tracey.Ford@havant.gov.uk>
Sent: 06 September 2012 10:26
To: 'Andy Bullock'
Subject: RE: 028.0025 Rose in June, Hayling island - Highways Matters Discussed with HBC

Hi Andy

Sorry I sent out the details to Peter and then forgot to email you

Yes the details below are an accurate record of our conversation on Monday

Tracey

From: Andy Bullock [mailto:andy@paulbashamassociates.com]
Sent: 06 September 2012 10:17
To: Tracey Ford
Cc: eburt@savills.com; alex@paulbashamassociates.com; paul@paulbashamassociates.com; mark@paulbashamassociates.com
Subject: RE: 028.0025 Rose in June, Hayling island - Highways Matters Discussed with HBC

Good morning Tracey,

Can we expect your confirmation on the below today to enable our client to move forward. Please don't hesitate to contact us to discuss any element further.

Thanks again for your assistance.

Kind regards

Andy Bullock
Transport Planner
MA Geography



 t +44 (0) 23 8045 8893

f +44 (0) 23 8045 2425
e andy@paulbashamassociates.com
p Capstan House, First Floor, High Street, Hamble, Southampton. SO31 4HA
w www.paulbashamassociates.com

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From: Andy Bullock [mailto:andy@paulbashamassociates.com]
Sent: 03 September 2012 17:33
To: tracey.ford@havant.gov.uk
Cc: eburt@savills.com; alex@paulbashamassociates.com; paul@paulbashamassociates.com; mark@paulbashamassociates.com
Subject: 028.0025 Rose in June, Hayling island - Highways Matters Discussed with HBC

Dear Tracey,

Thank you for your time in our conversation regarding the above this afternoon. As agreed, we summarise the details discussed below for clarification.

Parking

If applying the most applicable land use – food retail – to the current standards, normally 25/26 spaces would be required for a food retail store. However, we consider this to be an over-provision when considering “convenience store” factors including basket rather than trolley shopping, fast customer turnaround, pass-by trade, use of other local parking, linked trips, local residential (non-car travel) etc. The potential convenience operators request 14 spaces for store of this scale and location, we propose in the order of 18/19 spaces would be appropriate.

You advised that this level of provision is unlikely to be objected to should sound justification be presented in the application, and so long as this is not shared in future with residential parking.

Pedestrian Crossing

The proposed/required pedestrian crossing works you identified would preferably be completed through a S278 Agreement for expedience and financial cost sake to the developer, and given other works likely to require S278. However payment through S106 would remain an option.

Deliveries

Whilst not a preferred approach in Havant, the benefits of a deliveries operating through use of a layby off of Selsmore Road are recognised. This would be in keeping with local practices, with the layby making use of an existing carriageway edge margin to ensure full width allows HGV to be fully off of the carriageway. Such an arrangement would be considered acceptable if visibility splays are retained and enforcement discourages abuse of the layby including by blue badge holders. Provision of a Service Management Plan would help the case (either as part of application or conditioned, depending on applicant preference), and sound justification must be presented within the application.

A preference for deliveries would be through use of the on-site car park, even if using car parking spaces through close supervision, however the limitations e.g. narrow road widths at Webb Road are recognised.

Contributions

The application may attract contributions, however the following would factor in determining this:

- Presentation of details to confirm the site has been used/occupied to a reasonable enough extent within the last 5 years
- If retail is the same as the pub size/footprint only no contribution would be required. Only any extension would be considered in calculating the contribution (regardless of whether this space is for storage).
- Any residential development would attract a contribution.
- The upgrade of the pedestrian crossing would be put forward to HCC as providing a wider public benefit
- Any contribution would go towards schemes (from HBC's published schemes list) within 1km that either a) help access from local area to store or B) if residential land use, support access from site to local facilities – in both cases preference for foot, bus and cycle infrastructure improvements.

It was noted that this application would likely be red-flagged for going to planning committee.

We trust the above is an accurate summary of our discussions and hope you would confirm this for our client's benefit by way of reply to this email.

Thank you again for your time, please don't hesitate to contact us should you wish to discuss anything further.

Kind regards

Andy Bullock
Transport Planner
MA Geography



t +44 (0) 23 8045 8893

f +44 (0) 23 8045 2425

e andy@paulbashamassociates.com

p Capstan House, First Floor, High Street, Hamble, Southampton. SO31 4HA

w www.paulbashamassociates.com

Appendix C

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK

Category : C - PUB/RESTAURANT

VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
	HC HAMPSHIRE	1 days
03	SOUTH WEST	
	CW CORNWALL	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	2 days
09	NORTH	
	TV TEES VALLEY	1 days

Filtering Stage 2 selection:

Parameter: Gross floor area
Actual Range: 285 to 1400 (units: sqm)
Range Selected by User: 112 to 2000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/04 to 25/05/12

Selected survey days:

Friday 7 days

Selected survey types:

Manual count 7 days
Directional ATC Count 0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre) 4
Edge of Town 3

Selected Location Sub Categories:

Residential Zone 1
No Sub Category 6

Paul Basham Associates Hamble Lane Southampton

Licence No: 247601

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	0	0	0.000	0	0	0.000	0	0	0.000
08:00 - 09:00	0	0	0.000	0	0	0.000	0	0	0.000
09:00 - 10:00	0	0	0.000	0	0	0.000	0	0	0.000
10:00 - 11:00	7	837	0.426	7	837	0.205	7	837	0.631
11:00 - 12:00	7	837	1.638	7	837	0.648	7	837	2.286
12:00 - 13:00	7	837	3.361	7	837	1.604	7	837	4.965
13:00 - 14:00	7	837	2.456	7	837	2.644	7	837	5.100
14:00 - 15:00	7	837	1.740	7	837	3.173	7	837	4.913
15:00 - 16:00	7	837	1.655	7	837	1.706	7	837	3.361
16:00 - 17:00	7	837	2.132	7	837	1.518	7	837	3.650
17:00 - 18:00	7	837	3.531	7	837	2.542	7	837	6.073
18:00 - 19:00	7	837	2.900	7	837	2.764	7	837	5.664
19:00 - 20:00	7	837	3.412	7	837	2.764	7	837	6.176
20:00 - 21:00	7	837	1.979	7	837	2.184	7	837	4.163
21:00 - 22:00	7	837	1.228	7	837	2.252	7	837	3.480
22:00 - 23:00	7	837	0.512	7	837	1.689	7	837	2.201
23:00 - 24:00	7	837	0.239	7	837	1.467	7	837	1.706
Total Rates:			27.209			27.160			54.369

Parameter summary

Trip rate parameter range selected: 285 - 1400 (units: sqm)
Survey date range: 01/01/04 - 25/05/12
Number of weekdays (Monday-Friday): 7
Number of Saturdays: 0
Number of Sundays: 0
Surveys manually removed from selection: 3

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : O - CONVENIENCE STORE
VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	BA BATH & NORTH EAST SOMERSET	1 days
	DC DORSET	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days

Filtering Stage 2 selection:

Parameter: Gross floor area
Actual Range: 165 to 375 (units: sqm)
Range Selected by User: 96 to 728 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/04 to 18/05/12

Selected survey days:

Monday	1 days
Tuesday	1 days
Friday	2 days

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	1

Selected Location Sub Categories:

Residential Zone	4
------------------	---

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	1	375	1.600	1	375	0.267	1	375	1.867
07:00 - 08:00	4	267	10.694	4	267	10.788	4	267	21.482
08:00 - 09:00	4	267	9.381	4	267	9.756	4	267	19.137
09:00 - 10:00	4	267	10.319	4	267	10.507	4	267	20.826
10:00 - 11:00	4	267	10.507	4	267	9.662	4	267	20.169
11:00 - 12:00	4	267	10.882	4	267	10.788	4	267	21.670
12:00 - 13:00	4	267	10.976	4	267	12.008	4	267	22.984
13:00 - 14:00	4	267	11.069	4	267	10.225	4	267	21.294
14:00 - 15:00	4	267	9.475	4	267	8.724	4	267	18.199
15:00 - 16:00	4	267	11.445	4	267	11.163	4	267	22.608
16:00 - 17:00	4	267	11.445	4	267	11.726	4	267	23.171
17:00 - 18:00	4	267	11.069	4	267	11.914	4	267	22.983
18:00 - 19:00	4	267	14.165	4	267	13.696	4	267	27.861
19:00 - 20:00	4	267	12.195	4	267	12.289	4	267	24.484
20:00 - 21:00	3	300	10.322	3	300	9.545	3	300	19.867
21:00 - 22:00	1	375	2.933	1	375	3.200	1	375	6.133
22:00 - 23:00	1	375	0.000	1	375	1.067	1	375	1.067
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			158.477			157.325			315.802

Parameter summary

Trip rate parameter range selected: 165 - 375 (units: sqm)
 Survey date range: 01/01/04 - 18/05/12
 Number of weekdays (Monday-Friday): 4
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 1

Appendix D

SELSMORE RD HAYLING ISLAND
DATE:26/11/2012

gm
TRAFFIC CONSULTANTS LTD



MANUAL SPEED CHECKS
26 NOV 2012
1315 - 1415

EASTBOUND**WEST OF ACCESS**

CLIENT:	PBA		
DAY:	MONDAY		
LOCATION:	SELSMORE RD, HAYLING ISLAND		
85TH PERCENTILE:	33.94	MPH	
85TH PERCENTILE:	54.61	KPH	
AVERAGE SPEED	30.92	MPH	
AVERAGE SPEED	49.76	KPH	

JOB NO:	9481		
DATE:	26 November 2012		
WEATHER:	CLOUDY	WET	
	ROAD SURFACE		
POSTED SPEED LIMIT:	30		
No OF READINGS, N=	50		
STANDARD DEVIATION :	3.02		

SPEED (MPH)	No. OF READINGS	SUM OF SPEEDS	SUM OF V ²
10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0
16	0	0	0
17	0	0	0
18	0	0	0
19	0	0	0
20	0	0	0
21	0	0	0
22	0	0	0
23	0	0	0
24	1	24	576
25	0	0	0
26	1	26	676
27	4	108	2916
28	6	168	4704
29	6	174	5046
30	3	90	2700
31	9	279	8649
32	6	192	6144
33	3	99	3267
34	5	170	5780
35	4	140	4900
36	0	0	0
37	1	37	1369
38	0	0	0
39	1	39	1521
40	0	0	0
41	0	0	0
42	0	0	0
43	0	0	0
44	0	0	0
45	0	0	0
46	0	0	0
47	0	0	0
48	0	0	0
49	0	0	0
SUB TOTAL		1546	48248

SV = 1546
SV ² = 48248

SPEED (MPH)	No. OF READINGS	SUM OF SPEEDS	SUM OF V ²
50	0	0	0
51	0	0	0
52	0	0	0
53	0	0	0
54	0	0	0
55	0	0	0
56	0	0	0
57	0	0	0
58	0	0	0
59	0	0	0
60	0	0	0
61	0	0	0
62	0	0	0
63	0	0	0
64	0	0	0
65	0	0	0
66	0	0	0
67	0	0	0
68	0	0	0
69	0	0	0
70	0	0	0
71	0	0	0
72	0	0	0
73	0	0	0
74	0	0	0
75	0	0	0
76	0	0	0
77	0	0	0
78	0	0	0
79	0	0	0
80	0	0	0
81	0	0	0
82	0	0	0
83	0	0	0
84	0	0	0
85	0	0	0
86	0	0	0
87	0	0	0
88	0	0	0
89	0	0	0
SUB TOTAL		0	0

MEAN SPEED, M = 30.92
STANDARD DEVIATION, S = 3.02
VELOCITY, V = 33.94

WESTBOUND**EAST OF ACCESS**

CLIENT:	PBA		
DAY:	MONDAY		
LOCATION:	SELSMORE RD, HAYLING ISLAND		
85TH PERCENTILE:	32.51	MPH	
85TH PERCENTILE:	52.31	KPH	
AVERAGE SPEED	29.96	MPH	
AVERAGE SPEED	48.21	KPH	

JOB NO:	9481
DATE:	26 November 2012
WEATHER:	CLOUDY
	WET ROAD SURFACE
POSTED SPEED LIMIT:	30
No OF READINGS, N=	50
STANDARD DEVIATION :	2.55

SPEED (MPH)	No. OF READINGS	SUM OF SPEEDS	SUM OF V ²
10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0
16	0	0	0
17	0	0	0
18	0	0	0
19	0	0	0
20	0	0	0
21	0	0	0
22	0	0	0
23	0	0	0
24	0	0	0
25	1	25	625
26	1	26	676
27	6	162	4374
28	8	224	6272
29	10	290	8410
30	5	150	4500
31	4	124	3844
32	8	256	8192
33	1	33	1089
34	4	136	4624
35	0	0	0
36	2	72	2592
37	0	0	0
38	0	0	0
39	0	0	0
40	0	0	0
41	0	0	0
42	0	0	0
43	0	0	0
44	0	0	0
45	0	0	0
46	0	0	0
47	0	0	0
48	0	0	0
49	0	0	0
SUB TOTAL		1498	45198

$$SV = 1498$$

$$SV^2 = 45198$$

SPEED (MPH)	No. OF READINGS	SUM OF SPEEDS	SUM OF V ²
50	0	0	0
51	0	0	0
52	0	0	0
53	0	0	0
54	0	0	0
55	0	0	0
56	0	0	0
57	0	0	0
58	0	0	0
59	0	0	0
60	0	0	0
61	0	0	0
62	0	0	0
63	0	0	0
64	0	0	0
65	0	0	0
66	0	0	0
67	0	0	0
68	0	0	0
69	0	0	0
70	0	0	0
71	0	0	0
72	0	0	0
73	0	0	0
74	0	0	0
75	0	0	0
76	0	0	0
77	0	0	0
78	0	0	0
79	0	0	0
80	0	0	0
81	0	0	0
82	0	0	0
83	0	0	0
84	0	0	0
85	0	0	0
86	0	0	0
87	0	0	0
88	0	0	0
89	0	0	0
SUB TOTAL		0	0

$$\text{MEAN SPEED, } M = 29.96$$

$$\text{STANDARD DEVIATION, } S = 2.55$$

$$\text{VELOCITY, } V = 32.51$$

**REDEVELOPMENT OF
ROSE IN JUNE P.H
SELSMORE ROAD
HAYLING ISLAND**

**PROPOSED SERVICE LAYBY
&
PEDESTRIAN REFUGE**

Stage 1 Road Safety Audit

JAN 2013

Revision Status	Prepared by: (Name)	Checked by: (Name)	Approved by: (Signature)	Date Approved:
Original	Mark Barrett	Ian Medd		23 January 2013
Designer's Response				
Authority's Response				
Audit Response				

Client:
PBA

Engineer:
gm
Traffic Consultants Ltd

Date: 23 January 2013

1.0 INTRODUCTION

1.1 General

- 1.1.1 This report results from a Stage 1 Road Safety Audit (RSA) carried out on the proposed highway improvements associated with the redevelopment of The Rose in June P.H on Selsmore Road, Hayling Island. The redevelopment proposes to provide a convenience retail store with a GIA of 349m², utilising the existing public house building with an extension proposed to the rear. The proposed development site would be served by a single access on to Webb Lane and would include a 19-space on-site car park. The highway improvements aim to provide a service layby on Selsmore Road to facilitate deliveries to the store. The existing traffic island on Selsmore Road is to be replaced with a 1.8m pedestrian refuge. The car park entrance east of the proposed layby will be stopped up as part of the proposals.
- 1.1.2 The RSA was carried out at the request of Paul Basham Associates.
- 1.1.3 Gm Traffic Consultants Ltd carried out the Audit on 23rd January 2013. The Auditors were:
Mark Barrett
Ian Medd
- 1.1.4 The Audit Team is independent of the project design team and has had no other involvement with the project.
- 1.1.5 The report has been prepared in accordance with the Design Manual for Roads and Bridges (DMRB) Highways Directive (HD) 19/03.
- 1.1.6 Whilst reference is made to certain design standards, where safety may be compromised by a reduction in standard, this report is not intended to provide a design check. The Auditors have only reported on matters that might have an adverse effect on road safety in the context of the chosen design. No attempt has been made to comment on the justification of the scheme or the appropriateness of the design. Consequently, the Auditors accept no responsibility for the design or construction of the scheme.
- 1.1.7 The Audit consisted of a desktop study and a site visit, which was carried out on Wednesday 23rd January 2013.
- 1.1.8 The recommendations in this report are aimed at addressing the road safety problems; however there may be other alternative acceptable ways to overcome a specific problem, when other practical issues are considered. The recommendations contained herein do not absolve the Designer of his/her responsibilities.
- 1.1.9 The Auditors would be pleased to discuss the acceptability of alternative solutions to problems identified during the Audit, and would encourage the Designer to consult them on this matter.
- 1.1.10 The LHA response to the RSA should be formally recorded and reported to the Designer and the RSA Team so that a record of the Audit process is contained in

the *As Built* design pack to be provided and retained by the LHA on final completion.

2.0 ITEMS CONSIDERED

- 2.1 The Road Safety Audit was undertaken on the scheme detailed in the following documentation.

Drawing No.	Rev	Title
028.0025.100	P1	Visibility Splays, Articulated Vehicle Swept Path, Proposed Service Layby & Pedestrian Crossing with Refuge Island

- 2.2 No departure from standards or other information has been submitted to the Audit Team.

3.0 MATTERS ARISING FROM THIS STAGE 1 AUDIT.

3.1 No issues have been raised at this Stage 1 RSA.

4.0 AUDITOR STATEMENT

4.1 I certify that this audit has been carried out with reference to HD 19/03.

AUDIT TEAM LEADER

Mark Barrett

gm Traffic Consultants Ltd

TEL: 07787 158 834

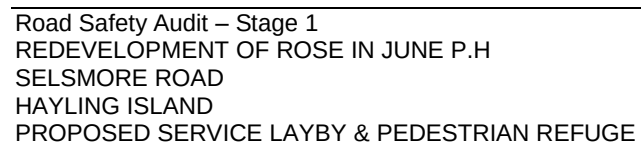
AUDIT TEAM MEMBER

Ian Medd



Signed:

Date: 23 January 2013



APPENDIX B: DESIGNERS RESPONSE

Auditors: Mark Barrett (Team Leader) and Ian Medd (Team Member).

Scheme: Redevelopment of Rose in June P.H, Selsmore Road, Hayling Island

Proposed Service Layby and Pedestrian Refuge.

Date Audit Completed: 23 January 2013.

This response is to a Stage 1 Road Safety Audit to the design standard detailed within HD19/03 of Volume 5, Section 2, Part 2, of the Design Manual for Roads and Bridges, as detailed by the Highways Agency.

Problem no. in safety audit report	Problem accepted (yes/no)	Recommended measure accepted (yes/no)	Alternative measure (detail description)
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Principal Engineer's Statement:

Road Safety Audit for Redevelopment of Rose in June P.H, Selsmore Road, Hayling Island Proposed Service Layby and Pedestrian Refuge.

I certify that I have considered the items that have arisen in the Stage 1 Road Safety Audit Report and I am content to accept all of its recommendations except for the ones listed above. I have stated my reasons for not accepting them and I seek the Chief Engineer's endorsement of my proposals.

..... Date.....

Principal Engineer

Chief Engineer's Decision:

I accept these proposals by the Principal Engineer.

..... Date.....

Chief Engineer

