

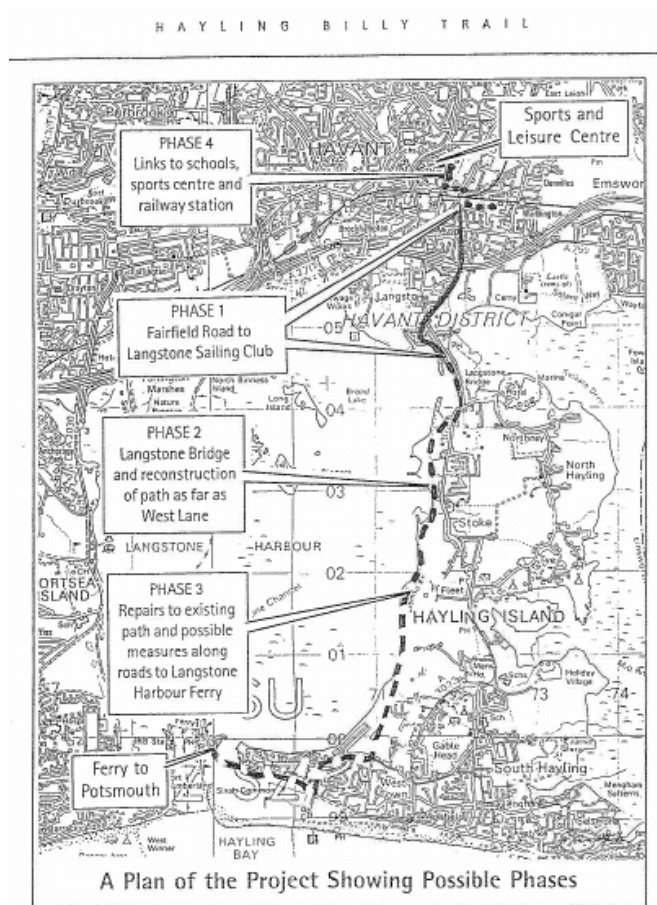
Design and Access Statement

The continuation of the Hayling Billy Trail Shared use Cycle / Pedestrian path near Langstone Sailing Club.

Introduction

This Design and Access Statement has been prepared in support of the planning application to construct a missing section of shared cycle / pedestrian path from the end of the existing mainland section just north of Langstone Sailing Club to the section on Langstone Bridge.

This application will supersede part of the original planning permission (97/62821) as it is on a slightly different alignment to reduce the operational impact on the Sailing Club, the effect on the ditch and vegetation near by, and to provide a clearer, more logical alignment. This application also extends the path to the existing shared route on Langstone Bridge whereas the previous application finished the route at the sailing club entrance.



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Original outline plan Application (97/62821)

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End of route plan for previous application (97/62821) Showing path going around the back of the brick building

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The Extant Planning Permission (97/62821) Showing original proposed route

Background

The Hayling Billy Trail is a shared use cycle / pedestrian path which is designed for mixed use. The southern section (Mill Lane to The Ship Inn) is designed mainly for leisure and the novice cyclist. Since the current start of this section of route is not clearly visible at its southern end (i.e. opposite The Ship Inn) and seems to take the cyclist away from the direct route on Langstone Road that they wish to travel, the use by cyclists on this section is low. However it does remove cyclists from a narrow section of busy carriageway on Langstone Road and this now needs to be made more visible and extended to link with the section already on the bridge.

The existing entrance to this section is geometrically poor and is easily missed. Legally cyclists have to be on the carriageway at present until the entrance when they can turn off the road onto the shared path, and the majority overshoot. Cyclists travelling south when they exit the path opposite The Ship Inn have to cross the road to travel in the southern carriageway to the Bridge.



Existing entrance to path opposite Ship Inn from the south

(Photo taken from footway rather than carriageway showing existing access should the approach be converted to shared use)

The footway between the shared section on the Bridge and the existing entrance to the Billy Trail have not been converted to shared use to date as over the distance of about 300 metres this reduced width would not be acceptable due to the likely conflict between cyclists and pedestrians. Neither is there the width to allow cyclists travelling in opposite directions to pass each other safely. If the distance was a significantly shorter, then it is considered that this would be resolved since users would give way to each other through what would be in effect a short pinch point.

The surface of the existing trail is a Milton stone which is laid on a bitumen surface. There are no edgings to the path as it is designed to allow the grass to creep over the edge and provide a softer more rural appearance.

Proposed Route

The works now proposed link the existing shared use section from Havant to The Ship Inn on to Langstone Bridge, thus completing the 'missing link' in this part of the mainland's cycle network and the mainland part of the Trail.

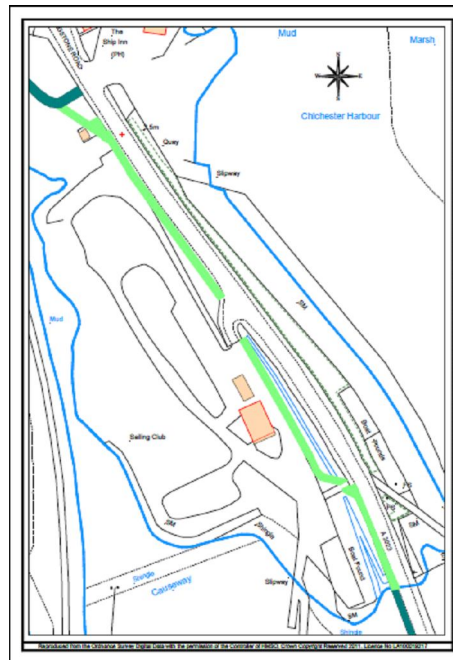
The proposed route extends from the point where, close to its southern end, the existing route turns east to rejoin Langstone Road, directly opposite the car park access to The Ship Inn. It will extend south-east, cutting across the front of the brick meter building to rejoin the western footway of Langstone Road some 12m south of the present terminus.



Front view of Brick building to remain

The existing footway is then widened to a minimum width of 2.5 metres thus converting the existing footway to shared use. This widening is achieved by cutting into the verge (the hedge and vegetation will be cut back to provide the additional width, but it is not expected the any hedge removal is required). The hedge will be protected by temporary chestnut pale fencing during the construction phase. This widening extends as far as the vehicle access to Langstone Sailing Club, where the path will cross the private access road and transfer to the eastern verge of the sailing club access road (the former route of Langstone Road before the present Bridge was built). At a width of 2.5m it will continue until it meets the portage way where it rejoins the existing western footway of Langstone Road for the final 40 metres approach to the existing shared use path on Langstone Bridge. This is the 'pinch point'

referred to above but being clearly lit and on a straight alignment this is considered acceptable.



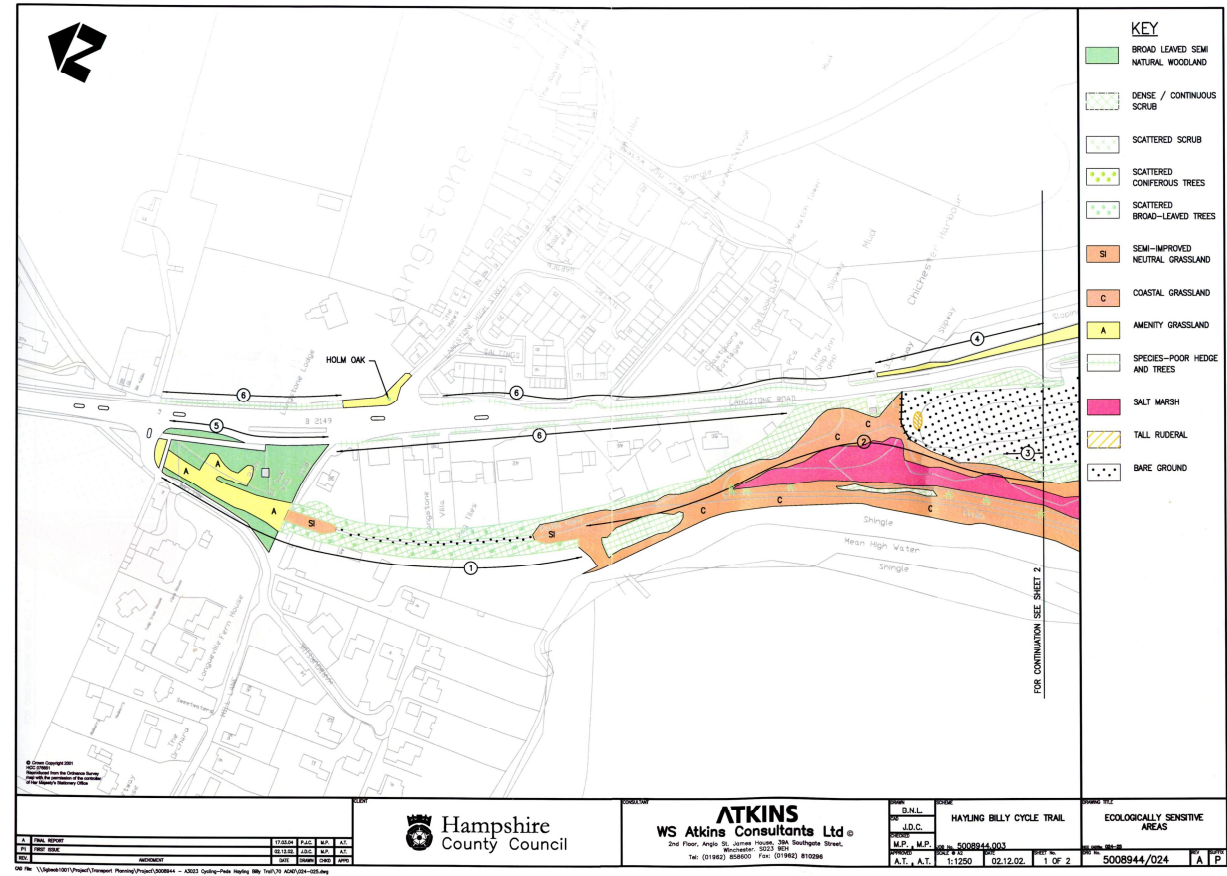
Proposed new route of shared path

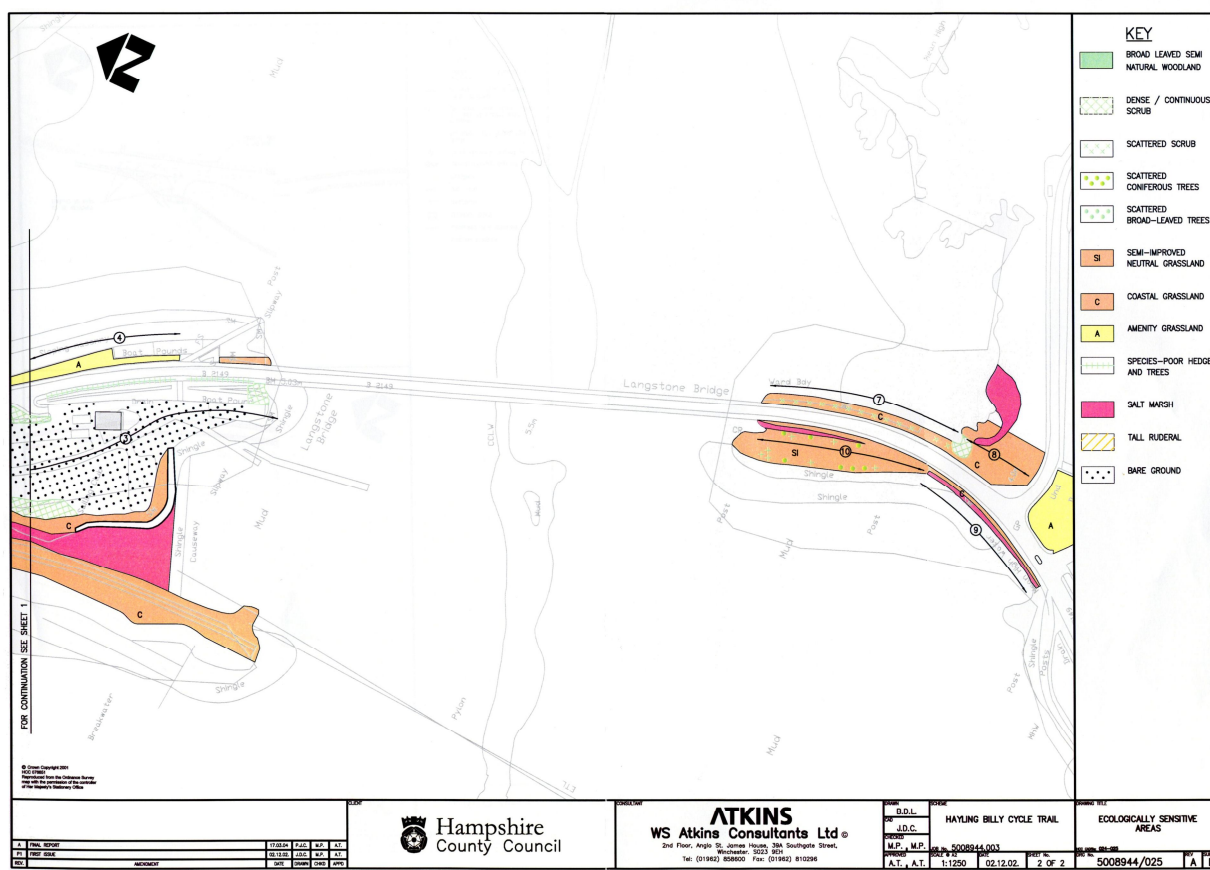
Compared with the extant permission, this revised proposed route through the Sailing Club grounds allows for the existing drainage ditch to remain without needing to be converted into a culvert with gully inlets, and retains the existing appearance (as seen from the road) as much as possible – including the retention of the white railings. It retains the desire line from the access road of the sailing club onto the existing Billy Trail by providing a more gradual and visible turn onto the existing trail. The revised proposal also reduces the loss of land available for the future storage of boats by the Sailing Club. Whilst this altered route means that the path now accesses the east side of the meter building and results in the partial loss of the brick wall surrounding the building, the wall was not a security feature.



Approach side of building and wall where wall will be removed.

The new proposed route reduces the amount of coastal grassland (dominated by sea couch and false oat grass) being affected and will completely avoid the saltmarsh which the original route would have cut through. It will affect a small section of dense scrub consisting mainly of bramble and planted species of low diversity either side of the meter building. Part of the path is still in the area retained for open space in urban areas. Locating the path on the original route would have resulted in the loss of moderately species rich grassland, with medium significance, so this loss is minimised by routing the path on the proposed revised alignment through the scrub in front of the meter building rather than through the grassland. This also helps to minimise any resulting impacts on the adjacent saltmarsh.





Ecological Plan of Area

Boundary Treatment

The completely new link section between the south end of the Billy Trail and the footway of Langstone Road will be fenced off with timber post and rail fencing to Hampshire County Council standard detail. Most of the brick boundary wall to the building will be removed to accommodate the new path routed in front of the building. The existing hedge bounding Langstone Road south of this point will be cut back to allow for the widening, with the height difference being catered for with a brick retaining wall topped with a steel pedestrian guard rail. The section along the existing verge of Langstone Sailing Club will be fenced off from the access road by a timber post and rail fence to prevent access to the path by motor vehicles trying to by-pass the barrier. Once the path rejoins Langstone Road it is proposed to retain the existing white metal post and rail fencing which would otherwise have been lost in the extant permission.

Bus Stop

There is a bus stop currently positioned between the meter building and the sailing club access road. This is on the narrowest section of path (1.55m), and even though this section of path is now proposed to be widened to 2.5m there is a possibility that pedestrians and cyclists using the path may conflict with passengers using the bus stop. To reduce any risk of conflict it is proposed to

move the bus stop and shelter into the widened area in front of the meter building where the realigned path rejoins Langstone Road. This widened area allows for the shelter to be positioned so that cyclists using the path will travel behind the shelter; pedestrians can either travel behind the shelter to access the Hayling Billy or in front or behind the shelter to continue along Langstone Road. Passengers can obviously wait within the shelter which is aligned such that the solid rear wall is facing the Trail and thus there is no likelihood of conflict between users of the bus stop and persons travelling southwards along the Trail. The new location for the bus stop has been approved by Hampshire County Council who are responsible for the location of all bus stops within the borough.

Appearance

As a result of feedback from users of the existing off-road route, it is proposed to treat the sections of the path (i.e. proposed and existing) which join the Langstone Road footway to the existing Hayling Billy Trail with a buff anti skid surface on top of an asphalt surface, to provide the appropriate skid resistance for the 1:25 gradient ramped section. The remainder of the proposed new path is either a widening of the existing asphalt footway or runs alongside the access road to the sailing club, and will therefore be surfaced in asphalt.

It is not proposed to have any additional lighting on this path but to use the overspill lighting from the existing street lights.

Inclusive mobility

The scheme is designed to be used by all pedestrians and cyclists, including mobility scooters, prams and wheelchairs. The widened path will make it easier for people to pass each other although some of the larger mobility scooters and electric wheelchairs will have to do so at reduced speed. This they should be doing so in any event, using the public highway with due care. The completed path will be wider than the normal footway but passing should always be undertaken with consideration of other users.

The ramped sections will be kept as shallow as the gradient of the ground allows (estimated at 1:25, subject to final design). Any location which has a drop off to the side will have fencing to ensure users can not veer off the path without knowing. All dropped kerbs installed as part of the scheme will be installed with blister paving as per Department for Transport Guidance. The replacement bus stop will be fitted with an easy access kerb to HCC standard to ease access on and off buses.

Protected Species

As the area is adjacent to designated areas for wintering wildfowl work will be carried out in at a time least likely to affect the wintering wildfowl (March – Aug). Materials and machinery will be stored outside the areas designated for

protected species in the area already used for vehicles turning, to prevent contamination of the estuarine water and saltmarsh areas.

Breeding Birds

Clearance of any scrub will avoid breeding season (March – July inclusive) unless it has been established by a competent ornithologist that no breeding birds are present.