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Direct Line	N/A	Your reference	APP/25/00162
Date	14 July 2025	Email	havantdc@hants.gov.uk

For attention of Ms Miszewska

Dear Sirs

**Re: APP/25/00162 At Land and coast adjacent to, Langstone Road,
Havant**

Flood and coastal erosion risk management scheme comprising a combination of raised earth embankments, raised footpaths/cycleways, sheet piled sea/flood defence walls with cladding and flood glass, provision of flood gates, associated landscaping and landscaping improvements (including street furniture), tree works and tree removals, realigned sections of cycleway/walkway, highway alterations and improvements, ecological improvements and temporary compounds and access, and all associated works. The proposal constitutes EIA development.

Thank you for your consultation on the above planning application. It is noted that the application constitutes EIA development and the Highway Authority have reviewed the documentation in so far as would be considered to be reasonably related to highway matters. The Planning Authority or the applicant should advise the Highway Authority if information falls in areas outside the below reviewed documents:

- EIA Chapters
 - Non-Technical Summary
 - Chapter 3 – Proposed Scheme
 - Chapter 6 – Legislative Framework
 - Chapter 13 – Traffic and Access
 - Chapter 16 – Cumulative Impacts

Deputy Chief Executive and Director of Hampshire 2050
Gary Westbrook

- Chapter 17 – Conclusions
- Drawings
 - Outline Design Drawings
 - Services Plan
 - Site Clearance Drawings
 - Stopping Up Diversion Plans Frontage 2 and 4
- CTMP
 - Access and Compound Plan
 - Footpath Temporary Diversion Plan
 - Outline CTMP
 - Outline Traffic Management Plan
 - Public Rights of Way Plan
- Overtopping report

It should also be noted that in relation to the details of the scheme design a S278 design submission has been made to the Highway Authority for the technical review of the design information against the standards of the Highway Authority. Based on the above review the Highway Authority wish to make the following comments.

Site Location

The site is located in Langstone on the coastline between Langstone High Street and Mill Lane. The route of the proposed sea defences encompasses highway land in the form of the adopted Hayling Billy trail on frontage 1A and 2 from Mill Lane to the A3023. Frontage 3 interrelates with the adopted highway and land owned by Hampshire County Council within the Ship Inn Car Park as well as land which forms part of a dedicated public right of way (PRoW) (with associated highway status). Frontage 4 is predominately PRoW with adopted highway at the southern end of Langstone High Street. Frontage 5 forms part of the PRoW network. The Highway Authority therefore has an interest over the majority of land required to construct the proposed infrastructure.

EIA Considerations

Chapter 3 – Proposed Scheme

The proposed scheme is made up of a number of frontages as set out within this report. These have been set out below along with the interaction with the Highway Authority's interests in each section:

- **Frontage 1A: Billy Line Upper Section**

The existing Hayling Billy line alignment is to be raised onto an embankment and widened to 3m to support active travel along the corridor. This area is adopted highway and therefore subject to highway rights under the Highways Act 1980.

- **Frontage 2: Billy Line Lower Section**

This includes a sheet-piled wall and raised earth embankments. This area is adopted highway and subject to amendments to the alignment of the Hayling Billy Trail requiring amendments to the highway boundary through stopping up and dedication.

- **Frontage 3: A3023 to 9 Coastguard Cottages**

This frontage consists of 4 structures being the A3023 flood wall, a raised earth bund in the Ship Inn car park, and two flood walls at the frontage of the Ship Inn. A flood gate is also proposed to be provided between the two flood walls.

- **Frontage 4: 9 Coastguard Cottages to No.24 Langstone High Street**
-

This frontage is made up of a reinforced concrete flood wall in front of the existing wall and maintains a 1.5m wide path along the frontage which forms part of the PRoW network. Two flood gates and one demountable flood barrier are also proposed.

- **Frontage 5: Langstone High Street to the field north of the Royal Oak.**

This frontage consists of 5 structures including the High Street flood gates, the Royal Oak flood wall, the allotment flood wall, the footpath flood wall and an earth embankment in the field north of the Royal Oak. Demountable barriers are provided between the section transitions, and a flood gate is also provided at the Allotment and No 21. High Street.

The area for of the flood gate at Langstone High Street is adopted highway.

Chapter 6 – Legislative Framework

Within chapter 6 there is no reference to a requirement for compliance with the Highways Act 1980 in relation to the project. Given that the scheme is sited predominantly on land subject to highway rights or dedicated as a Public Right of Way, the Highways Act 1980 should be referenced. When considering other consents and licence requirements, Section 278 agreements should be referenced as well as a need for stopping up of the highway which is understood to being sought under the Town and Country Planning Act.

Chapter 13 – Traffic and Access

As set out in relation to Chapter 6 reference to the Highways Act 1980 should be made when it comes to the legislative framework applicable to this application.

Baseline traffic conditions have been obtained from DfT data sources. Only the 2021 data is based on count data with the remaining being forecast estimates from previous counts and assumptions.

The Highway Authority have a permanent count site on the A3023 at the Langstone Bridge and this data should be used to provide more accurate vehicle volumes for the route and to ascertain peak traffic periods. In addition, Havant Borough Council also hold significant data on the A3023 from previous local plan work.

The DfT manual count in 2021 demonstrated AADT of 22,715 vehicles. No specific data has been collected for Langstone High Street or Langstone Avenue to assess the impact of the development proposals.

It should be noted that the King Charles III England Coast Path is now a National Trail and should be included within the consideration of the impacts of the project.

[King Charles III England Coast Path | Things to do in Hampshire | Hampshire County Council](#)

The impact of the scheme in relation to transport matters that may overlap with matters such as Amenity, Recreation and Socio Economics should be summarised within the transport chapter of the ES.

It is noted that there have been no accidents occurring in the vicinity of the site from the data reviewed. The accident data should however be provided so this can be confirmed and the date range for the review should also be set out within this section of the chapter. A map showing the accident locations should also be included.

It is noted that the sensitive receptors are considered to be high, in order to mitigate this impact measures are to be adopted in the CTMP as well as to address points of road safety. The CTMP however in its outline form is currently lacking detail to demonstrate that these matters have been suitably addressed.

Table 13.7 shows the estimated vehicle movements associated with different work areas; however, these have been shown as the estimated total and then average. The peak movements and duration should be set out so the significance of the largest impact can be understood. A programme should also be shown so it can be understood how the works may overlap with each other, in particular this is relevant to the increased flow on the A3023.

There is narrative around the loss of parking as a result of the works and Havant Borough Council as Parking Authority should consider whether mitigation measures are required for this temporary loss.

The diversions required for the PRow network are discussed further in this response, however it is noted that there is no diversion for Frontage 1a and 2 in relation to cyclists. This diversion should be confirmed. It is assumed cyclists are required to rejoin the A3023 at the Ship Inn Car Park travelling north. Some additional signage, cycle markings and dropped kerbs may be required to ensure this can be achieved and this might reflect routes available during

adverse weather. The extent of the works will be dependent on the length of the closure however some minor amends are likely to be required to maintain safe and suitable access for cyclists to the shared use provision during the closure of this frontage area.

Reference is made in this chapter to the works being permanent at the A3023/Mill Lane junction in terms of the pedestrian and cycle amendments. However, this is referred to as temporary elsewhere. This should be confirmed.

Whilst the Highway Authority are generally supportive of the conclusions reached, the evidence base to support the assumptions requires some refinement before we can be satisfied that the information provided is robust for the purpose of the EIA and in the absence of a separate standalone Transport Assessment.

Chapter 16 – Cumulative Impacts

Cumulative impacts are identified in transport terms for the King Charles III England Coast Path. Impacts on this route have been addressed elsewhere within the response but generally it is agreed that the protection of the coastline and works themselves help safeguard this route for the future.

In terms of transport impacts on the A3023 there are a number of construction projects underway which may interact with this scheme in terms of increasing vehicle volumes on the A3023. Whilst this is not specifically assessed within the ES the individual CTMP's for these projects would seek to minimise the impact of construction movements as far as reasonably practicable and therefore this matter is considered to be appropriately mitigated.

Overtopping

The overtopping report considers the impacts of such events along each frontage. On Frontage 2 and Frontage 5 the overtopping during storm events has been identified to be a potential "danger for pedestrians and animals behind the structure during storm events coinciding with high water levels". No mitigation has been proposed to address this safety risk and the Highway Authority are concerned that no management measures to protect users of the highway are proposed within the report. The applicant should confirm how this issue is proposed to be addressed, especially given that the Highway Authority have raised concerns in relation to Frontage 2 regarding the lack of protection of the Hayling Billy route due to the sea wall sitting behind the proposed path alignment.

Chapter 17 – Conclusions

The conclusions of the ES in the absence of additional information are not agreed by the Highway Authority at this time and the CTMP is not considered to be sufficient as an outline document to secure mitigation measures in a robust manner as set out further within this response.

Construction Details

The design life of the project is 50 years. It is usual for the design life of highway structures to be 120 years. It is accepted that the proposals whilst forming a structure on the highway are not in themselves a highway structure and therefore the reduced design life is agreeable subject to appropriate maintenance requirements being put in place for the non-highway asset. The Highway Authority welcome engagement with the project team on a suitable legal mechanism to secure such requirements.

Generally, across the drawing pack the details of the proposed works are unclear. There are discrepancies between the landscape proposals and the GA drawings and the applicant should ensure consistent information is provided across the drawing pack. Drawings do not show the highway boundary or land ownership boundaries, and this should be shown on the drawings as appropriate.

There are a number of measures across all frontages listed as 'potentially' required on the outline design drawings. Given the detailed nature of the planning consent confirmation is required on whether these measures are necessary or not. Some of these 'potential' features fall on land under the control of the Highway Authority (for example the potential additional wall at Langstone High Street).

The Highway Authority have provided initial comments on the frontages as noted from an initial review. It is key to note that due to the level of design detail a S278 design check submission has been agreed to progress to allow the appropriate level of engineering consideration of the proposals.

Frontage 1A and Frontage 2

There are alterations to the existing alignment of the Hayling Billy to accommodate ecological mitigation of the project. The Highway Authority are not averse to the principle of the changes however the stopping up and dedication requirements need to be refined as covered further within this response.

The provision of the sheet piled wall leaves a section of the Hayling Billy trail exposed to flooding and the Highway Authority through pre-application discussions requested details of works that could be implemented to protect this important cycle route more proactively. To date this information has not been provided and is considered necessary given the requirements of the scheme to protect access along this strategic corridor. No narrative has been set out within the ES documentation reviewed by the Highway Authority on why this design principle is considered acceptable. Concerns have only been set out in relation to the overtopping report covered above in this response, increasing the concerns of the Highway Authority that inappropriate mitigation exists to protect highway users during storm events.

The Landscape layout drawing for this frontage shows the provision of 'bee posts' in close proximity to the highway. The need and location of these given the proximity to the highway is questioned, whilst acknowledged to have ecological value there is concern that these may create a hazard to highway users.

Benches are shown to be provided along this frontage that will sit within the required extents of the adopted highway. It is a preference that these are removed from the highway extents and placed in areas under control of the Borough Council. In addition, they are not shown placed on level ground and therefore the current locations are not likely to be acceptable in terms of creating usable infrastructure.

The footway alterations around the bus stop show the extent of works being only the area behind the bus stop. It is likely that a greater area of reinstatement will be required, and the details of this requirement will come through the S278 design check considerations.

There have been concerns previously raised regarding the construction make up of the embankment and risk of erosion to these embankments which support the highway. The Highway Authority require clarity on how this matter is to be addressed.

Given that the embankment supports the highway there would be a requirement for the embankment to be included within the areas to be put forward for adoption. The extents of existing highway land and proposed dedication should be clearly shown to support the application alongside the stopping up order proposals.

Frontage 3

Land at this frontage falls under Hampshire County Council ownership for the benefit of the Highway Authority as its land necessary for the ongoing maintenance of the A3023 Hayling Island bridge. The following comments are therefore made in the interest of the operation of the highway and management of the asset.

There is reference in the works description to a sheet piled wall along the A3023. It is not clear where this is located and should be confirmed.

The proposed treatment to the existing white fencing differs depending on the drawing reviewed. The GA suggest that the fence will be extended to the car park access. It is unclear why this is necessary and whether it would impact the achievable visibility of the access. This should be shown more clearly on all drawings including an assessment of the impact on the visibility splays. On the Landscape drawing this detail is not shown and it is unclear which bollards are to be replaced. It would appear bollards are being put on the new bund detail. Clarity is needed in the area of the design.

The white fence also current has a gap formed around L/C number 35 and this is intended to serve the new King Charles III Coastal Path route. This gap should be formalised through the reinstatement as it has formed naturally. The bank here through the reinstatement should also be graded, if possible, to accommodate a more comfortable gradient for the Coastal Path users.

Reference is made to provision of wildflower turf being used for reinstatement. Given the current use of the car park provision of such areas are unlikely to be beneficial in that they are likely to be parked on given the high parking demand in the car park. It is also unlikely as the asset owner that this specification of planting would be maintained and therefore there is a preference that this is returned to its existing grass form. Planters are also proposed on the quay wall. Given the requirement for this car park as a highway asset is to provide compound facilities to maintain a significant highway asset the provision of additional street furniture is not supported on land owned by the Highway Authority.

A cycle rack has been proposed to be positioned on the highway owned land. It is unclear on its requirement or whether this is a suitable location for cycle parking. Confirmation is required on where the need for the cycle parking infrastructure arises from as a result of this project. Cycle parking required for the pub itself should be provided within their own curtilage and given the consideration of additional street furniture its provision in the proposed location is not supported.

The extent of the surfacing of the Ship Inn Car Park would appear to create a drainage issue for the existing car park under Hampshire County Council Ownership. The design should ensure that ponding within this area does not occur, and a further maintenance issue/burden is not placed on the County Council as landowner as a result of the scheme. It is noted that in the RSA the gradient of the ramp has been identified as a slips and trips hazard for those with mobility issues. The ramp design doesn't comply with Inclusive Mobility design standards as whilst the gradient is within the maximum acceptable the design requires this gradient over too long a distance. To address the matter, they have proposed disable parking bays within the northern area of the car park, however these are not shown on any of the drawings provided for the application. Notwithstanding this the issue remains as a liability risk to the County Council and this risk is not acceptable to the Highway Authority. The Planning Authority as their role as Parking Authority should determine if two disabled parking spaces are sufficient.

With regard to mobility impaired access the ramp details to provide access to the Ship Inn do not enable access from the southern area of the bund arrangement. With the gradients proposed access to this ramp location is not considered possible. From the northern side of the car park the ramp simply leads you to steps and therefore there is confusion over the purpose of this ramp and its interaction with the access provision from the land with County Councils highway land interest.

A new interpretation board is proposed again within the Hampshire County Council owned land to replace the existing. Details of the proposed board should be provided and whilst it's acknowledged that it is replacing an existing infrastructure provision, if possible, this should be placed outside the highway owned land.

Appendix A of the ES includes a 'General Arrangement Plan: Core Flood Defence Scheme' which includes reference at Frontage 3 to a Flip-Up Barrier within the car park arrangement. This is not included in any other drawings or the description of the scheme and is therefore considered to be an error and should be removed from the plan.

As part of the King Charles III Coastal Path there are planned works to provide additional waymarking which should be considered by this project as being committed. The applicant should engage directly with the Highway Authority to liaise on this matter. The signs should be shown on the site clearance drawings and be reinstated in agreed locations through the works. The locations may need to vary slightly on the reinstatement to fit with the revised layout.

Frontage 4

The proposals include the relocation of a lamp column at the Langstone High Street side of the structure. This creates a pinch point on the bend and the width of the footway here should be confirmed. A minimum width of 1.5m will need to be retained. It may be more appropriate to move the L/C away from the bend and further north where the footway provision is wider. This should be considered against the detailed engineering comments when received.

There is an interpretation board shown on Langstone High Street in the footway. This should be located away from the adopted highway. It would also appear to be located where the kerb arrangements lower to allow users of the PRow to continue. It is noted that there are no formal crossing facilities here in terms of dropped kerbs and tactile paving and given the amendments to the area this would be a beneficial aspect to include within the design. The relocation of the litter bin also creates a pinch point here. This should be relocated to the PRow and be maintained by the Borough Council.

Cycle stands are shown on this section which sit outside the highway. Confirmation is required on the landownership and intended use for these stands if they are for the benefit of the public and the need for the provision.

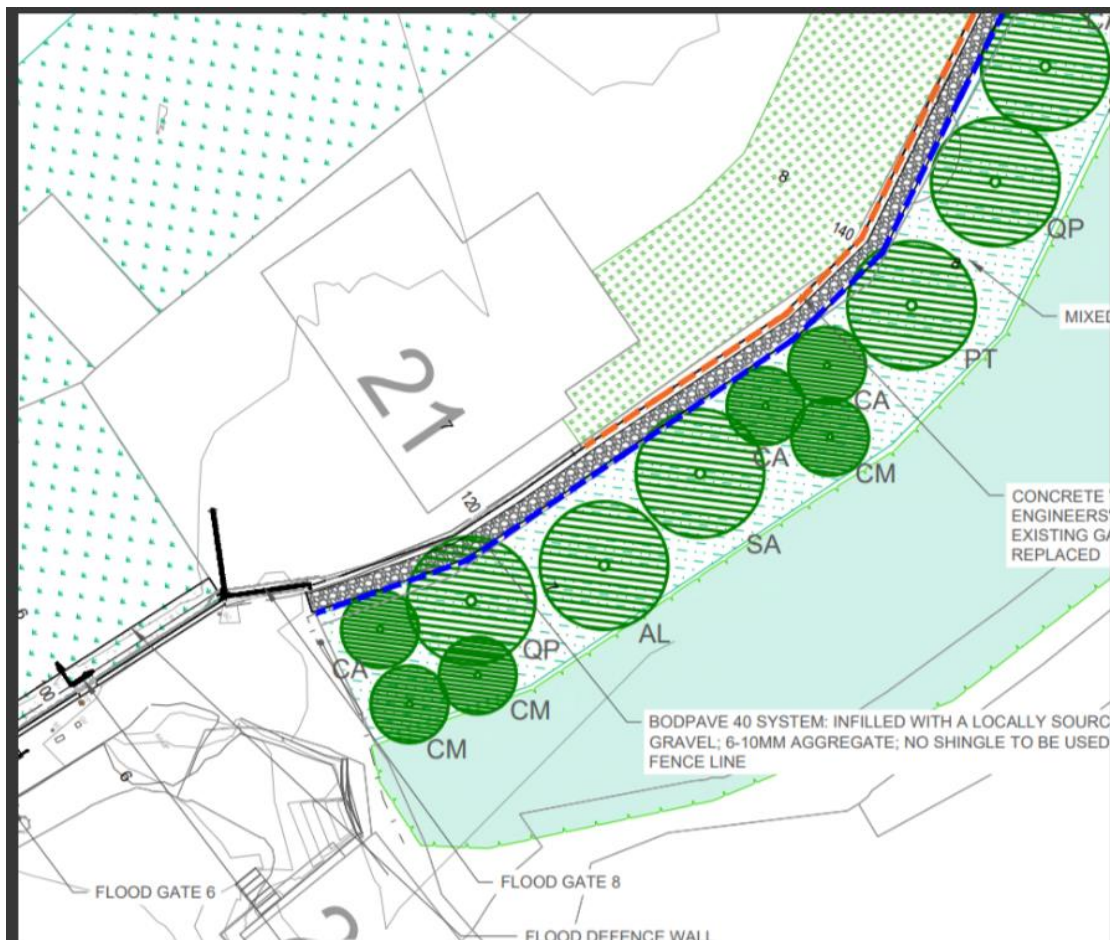
Frontage 5

The utilisation of the Bodpave 40 system has been agreed in principle on the PRow. However, it should be noted that it would provide betterment only for the length of time the system lasts and the Highway Authority cannot commit to maintain the level of provision over time. Notwithstanding this given the lifespan of the product the provision would provide some reasonable benefit for the PRow network and therefore there is no objection to its use.

It is unclear if the steps meet DDA compliance requirements. The Highway Authority will review this detail but consider that this is necessary given the location of the steps on the PRow network and the available use of the steps by the general public. The details shall be reviewed as part of the S278 engineering review with comments fed back to the applicant as soon as they are available.

Voids in the existing structure have been noted previously through the design work and the Highway Authority have raised concerns regarding the treatment of these voids given the reduced ability for these to be addressed post these works. The Highway Authority consider that these voids remain a risk to the stability of the PRow and in addressing the deficits of the existing sea wall that supports the PRow network should address these voids. This can be addressed through the S278 process.

Outside number 21 High Street the sea defence appears to be being constructed on the footpath reducing its available width. A cross section should be provided setting out the details here and the useable width of the footpath that will remain. This is already a constrained section of the PRow network, and the width of the PRow should be protected through the design.



In the previous iterations of the design proposals, there was private water from the land rear of the highway being taken through the highway drainage system. It is unclear whether this is the case from the application details and this matter should be clarified.

Legal Requirements

Public Rights of Way Management

It is assumed that the stopping up requirements are addressed in the comments below. In relation to the temporary closures these requests will need to be made to the County Council for the progression of these temporary closures and diversion arrangements. This should be done by applying through the below link:

[Apply for a temporary closure | Environment | Hampshire County Council](#)

The applicant should be aware that the lead in time for closures is 6-8 weeks. There are also separate requirements for diversions both temporary and permanent of the King Charles III Coastal Path route and these consents will also need to be applied for.

The Highway Authority would seek through the s106 for these consents to be applied for and in place prior to any works impacting the PRow or Coastal Path designated routes.

Maintenance and Management Responsibilities

As set out above as the structures sit on the highway and PRow network there are concerns that the default maintenance requirements of some aspects of the proposals would fall to the Highway Authority. As the structures are not a highway asset but located on land with highway rights or highway ownership, the Highway Authority require an appropriate agreement be put in place in relation to the maintenance responsibilities of the scheme in perpetuity.

The legal agreement should also set out inspection and management requirements of the sea defence features. There are a number of flood gates which will require closing during certain conditions and the responsibility of these flood gates which sit on the highway should be clearly set out and agreed between the respective parties.

Stopping Up Order

A stopping up and diversion plan has been provided for the proposed extents of stopping up at frontage 2. This does not accord with the PINs drawing requirements details of which can be found through the below link:

[How to apply to close or divert a highway - GOV.UK](#)

Without an appropriate plan it isn't possible for the Highway Authority to confirm whether the proposed stopping up and future adoption extents are agreeable. Revised plans in accordance with the above requirements should therefore be provided.

A stopping up plan has also been provided for Frontage 4 and as this is assumed to also be being progressed through the TCPA 1990 S247 route. In which case the plans associated here also require updating in accordance with the guidance.

To date the Highway Authority have not been consulted on the proposed stopping up order and the applicant is asked to confirm that this has been formally submitted to the Planning Inspectorate alongside this application process.

Works on the Highway

In order to undertake any works to the highway whether that be a PRoW or adopted highway the Highway Authority require appropriate S278 design checks to be undertaken. Any works on the highway will require a s278 agreement for those works and this includes those works to the PRoW.

Works to the Hampshire County Council owned land will be subject to landowner consent and separate landowner agreements, but the County Council would utilise the S278 design check process to approve the engineering details of those works.

Private Apparatus in the Highway

In regard to Frontage 2 there is a need to consider the appropriate legal framework to be put in place to enable the sheet piled wall to sit within the highway. The applicant's solicitor details have been requested to enable discussions to progress. In the absence of a suitable legal framework to enable this apparatus the Highway Authority are not able to confirm that they are satisfied with the design and the implications to the Highway Authority for ongoing maintenance and liability of the structure.

Outline Construction Traffic Management Plan

An Outline Construction Traffic Management Plan (Outline CTMP) has been provided to support the application.

The main compound area is proposed in the field north of the Royal Oak and is to provide parking for up to 30 vehicles and 5 bikes.

Two satellite compounds are also proposed, one at the southern extent of Frontage 2 with potential access via the Sailing Club and the second at the Ship Inn Carpark.

The satellite compounds will be for welfare and material storage with workers parking and starting work from the main compound area. They would travel to the satellite compound on foot or through vehicle sharing/minibus provision. The main compound is to be accessed via an existing field gate off Langstone Avenue. The access track is proposed to be made from stone, however for the first 20m a tarmac surfacing should be provided to reduce mud and debris being taken out onto the highway.

In order to facilitate construction access to the main compound, alternations are required to create a dropped kerb vehicle access onto the A3023 and amendments to the route of the designated Hayling Billy route. The new island arrangements are noted to be of temporary construction and the existing island reinstated on the completion of the works, however this conflicts with the ES description of the works stating these are permanent changes. The compound access changes are discussed further within this response.

For the satellite compounds no access arrangements have been shown in the Outline CTMP and neither are there plans of the compounds. Given that this is a full application compound details would be beneficial. However, at a minimum in order to agree the scope of the compounds proposed access arrangements and tracking to accommodate the required vehicles should be shown.

Parking provision at the satellite compounds should also be confirmed. No reference is made for parking however it is anticipated that some vehicles will be required to park at these sites, and this should be appropriately provided for. Access to Frontage 5 is anticipated to be achieved via Langstone High Street and a newly created access track. No details of this track and the temporary access arrangement to the highway have been provided and this is required before the principle of this access can be supported. This access is suggested to take material deliveries, and the suitability of this route and available carriageway widths are a concern given the extensive on carriageway parking. The need for this access should be more explicitly set out along with a drawing of the proposed arrangement.

Estimated vehicle movements are provided to each compound in table 1.1. For the main compound reference is made to temporary resident parking within the compound, however no details of this requirement have been provided on where the parking is to be displaced from or how this is to be controlled (TTRO/Parking Suspension).

No HGV delivery movements are shown to the satellite compounds. Confirmation should be provided on the size of vehicles that are required to deliver materials to these locations.

The Outline CTMP sets out the need for closures for access to pedestrians and cyclists. Where these are on the Public Right of Way these have been covered within the above response. Closures are shown on the Hayling Billy line, but the proposed diversion route is unclear and this links to what the appropriate design solution will be for the construction access arrangements. Access can be achieved to the Hayling Billy from the northern end of Langstone Avenue

however this is not shown on the diversions for any Hayling Billy closures. Closures are stated to be for up to 16 months. Whilst this is acknowledged to likely to be necessary for the frontages subject to works, timescales for any closures to the Hayling Billy cycle route north of the A3023 should be set out more clearly with defined timeframes.

A pre-condition survey is noted to be required however no scope of this survey has been provided and should be included in the outline document.

No details have been provided on how the main compound access will be managed during operation to protect users of the footway/cycle path.

Delivery restrictions have been set out to avoid peak hours, however given the location and the sensitive area of the network this should be set out more clearly, with time restrictions in place for both the weekdays and Saturdays. It is likely to be appropriate to have varying time restrictions depending on the time of year as the summertime peak periods vary from those in the winter months.

A mobile jet wash is to be provided. The location of this should be shown on the compound drawing for each compound area. Given the scale and with direct access onto an A road, a drive through wheel wash may be more appropriate and should be considered by the project team.

Parking restrictions are referred to being necessary at the end of Langstone Avenue. Confirmation of these temporary parking restrictions should be confirmed. Langstone Avenue is subject to a double yellow line system at the turning head, and it may be a need to refresh these markings and ensure appropriate enforcement is undertaken should illegal parking occur.

Additional traffic management requirements are set out in the Outline CTMP to be needed in the following locations:

1. Ship Inn car park access for 31 weeks
2. Sailing club access for 25 weeks
3. Parking restrictions on Langstone High Street

The details of the type of traffic management required at locations 1 and 2 should be set out and as requested parking restrictions on Langstone High Street should be shown on a drawing to be secured and agreed at the planning stage.

There is no provision regarding measures to manage or mitigate the displacement of parking during the occupation of the Ship Inn car park land and this should be set out clearly in the CTMP.

Appropriate construction management impacts the considerations of the wider EIA impacts and therefore appropriate detail should be provided at this time to both ensure safe and suitable access can be achieved throughout the project and that appropriate mitigation measures are secured to reduce the impact of the development in EIA terms.

Outline Traffic Management Plan

An Outline Traffic Management Plan has been submitted that highlights no need for operational traffic management. Whilst this may be agreed within the Outline CTMP a number of positive traffic management measures were identified as being necessary to deliver access works during construction. The detail of these should be set out in the Outline Traffic Management plan so the implications of these works can be understood and mitigated appropriately.

Construction Access

The proposed alterations to the highway in order to facilitate construction access to the proposed compound location is shown on drawing HBC-2024_22-PL-00012 Rev B and a signage drawing has also been provided.

The principle of the works shown needs further joint discussion with the Highway Authority to ensure that the changes meet the construction needs and where possible limit works being undertaken twice. The proposals at present require users of the Hayling Bill route to engage with construction traffic and do not seem to align with any diversions that might be put in place using the northern end of Langstone Avenue when the route needs to be closed.

It is understood that initially just the relocated island further south was proposed and at the RSA stage the concern regarding the move away from the desire line without alternative provision was considered to be a safety issue. Alternations were therefore made to slightly relocate the existing island further north in addition to the proposed southern island upgrade. However as set out above this does not suitably address the conflicts that arise from the construction traffic as users will still be required to utilise all the areas of the turning head, conflicting with construction movements. The revised island location also negates the need for the southern island provision given the proximity of the two crossings.

The Highway Authority consider there are two options that should be considered moving forward:

1. Remove the southern island provision as shown, maintain the proposed relocated island as a permanent arrangement and include alterations to the linkages from the end of the Hayling Billy link across Langstone Avenue to divert across the verge. This would remove interactions with the construction access and provide greater opportunity for the route to remain open during construction. It would however have impacts on highway trees and available parking provision on Langstone Avenue.
2. Maintain the southern island upgrade and associate design and also upgrade an island further north of the Langstone Avenue junction with the A3023 including a link to join Langstone Avenue across the green space. This would allow route choice for users in perpetuity utilising the connection onto the Hayling Billy route at the northern end whilst also providing crossing provision to cater for all route needs. This would less likely impact on trees and existing parking. It would also have the benefit of creating a catered for diversion route for the Hayling Billy allowing it to

be acceptable for it to be closed for longer periods as construction may require (during periods of larger numbers of construction movements).

It is noted that in order to facilitate construction access there is the proposed loss of two highway trees. This loss will be agreed through the S278 process and if considered necessary through that process to facilitate safe and suitable access a CAVAT payment will be required in accordance with technical guidance.

Further comments on the access will be provided on review through the S278 process however the Highway Authority request further engagement on the principles of the scheme in order to agree an arrangement which will operate effectively with the proposed construction works.

Recommendation

The Highway Authority are supportive of the sea defence proposals and recognise the benefits of the project. Additional information however is required to address detailed matters of the application to ensure that the project is of safe and suitable design and is placed under a system of good maintenance to protect the interests of the users of the highway.

The Highway Authority welcome further engagement with the project team in resolving these matters.

Yours faithfully,

Ben Clifton
Strategic Transport Manager – Hampshire 2050