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<i>Date</i>	22 September 2025	<i>Email</i>	havantdc@hants.gov.uk

For attention of Ms Miszewska

Dear Madam

Re: APP/21/01350 At Land north of Oysters, Station Road, Hayling Island

Outline application for erection of up to 29 dwelling units and associated highway works with all other matters reserved.

Thank you for your re-consultation on the above outline planning application. In the Highway Authorities previous response dated 23 May 2022, further matters were raised for the applicant to address and further consider.

In response the applicant has Walking, Cycling and Horse-Riding Assessment and Review (WCHAR) (reference 020.0659/ WCHAR/1).

The Highway Authority have reviewed the submitted material and have the following comments to make.

Current Policy Position

Havant Borough Council have published and consulted on their latest proposals for their Local Plan. It is noted that no greenfield development is proposed on Hayling Island due to flood risk concerns as set out within the Leaders foreword to the plan. The Highway Authority is aware of this position, however is required under its statutory duties to assess applications in highway terms on their own merit and against the National Planning Policy Framework (NPPF) and other relevant local policies.

Sustainable Access

Connection to Charleston Close and Hayling Billy Trail

The Highway Authority has previously requested that a pedestrian/cycle connection up to the site boundary is shown between the eastern corner of the

Deputy Chief Executive and Director of Hampshire 2050
Gary Westbrook

site and Charleston Close and on the western boundary towards the Hayling Billy on future iterations of the masterplan layout. The applicant has presented indicative connections to both the eastern and western boundary, shown on Drawing 020.0659-0001-P01 with the details to be confirmed at the reserved matters stage. The principle of the proposal is acceptable to the Highway Authority and the locations should be secured within a suitable condition. A financial contribution will also be secured within in the Section 106 to fully fund any required onward connections between the site boundary and the made up path of the Hayling Billy.

Walking, Cycling and Horse-Riding Assessment and Review

A range of matters were raised with regards pedestrian provision within the 23 May 2022 Highway Authority response, concluding that a WCHAR was necessary. The applicant has now undertaken this assessment to address the concerns raised.

The WCHAR assessment has been provided in accordance with Hampshire County Council requirements and has identified minor constraints such as a narrow section of footway, noting that alternative wider routes are available. The review concludes that existing infrastructure is sufficient to support sustainable travel for future residents and whilst no improvements are proposed, the applicant has identified a requirement to contribute proportionately to improved crossing facilities and pedestrian access to the Hayling Billy Trail at Station Road including at the junction of Staunton Avenue.

This is considered acceptable to the Highway Authority and a financial contribution towards the delivery of improved crossing provision and pedestrian access to the Hayling Billy Trail should be secured within the S106.

Personal Injury Accidents (PIA)

Within the WCHAR the applicant has provided PIA data for an updated 5-year period from 2019-2023. Based on the reviewed accident history the Highway Authority is satisfied that the proposed development will not adversely impact highway safety.

Strategic Highway Modelling

HCC as the Local Highway Authority, has been actively engaged in the assessment of the Hayling Island planning applications throughout 2022 and 2023, in collaboration with Havant Borough Council (HBC) and National Highways.

To assess the cumulative traffic impact of the 4 developments (Rook Farm, Oysters, Saltmarsh and Fathoms Reach sites), a microsimulation model update was commissioned by the applicants utilising the Hayling Island Paramics model, originally developed for the 2019 Hayling Island Transport Assessment (HITA). This model was previously used to support the withdrawn Havant Local Plan and has since been updated with more recent traffic data and account of the summer peak period.

Following discussions in 2023 and 2024, HCC confirmed that the updated neutral month Paramics base model remained fit for purpose, with the summer model prioritised to capture peak seasonal conditions. HCC also recommended that the microsimulation modelling be supplemented with standalone junction capacity assessments at key locations, including A3023 Havant Road/Church Road (Mill Rythe Roundabout), A3023 Langstone Road/Northney Lane, A27/Langstone Road/Park Road South (Langstone Roundabout) and site-specific junctions such as St Mary's Road/Church Road/Tournerbury Lane for Rook Farm.

The Paramics and standalone junction modelling outputs have been provided directly to the local highway authority. The Planning Authority will need to satisfy themselves that all relevant information for this application has been submitted to them.

Following a review of the presented outputs, the local highway authority notes that overall the traffic modelling for this proposed development does not indicate a severe impact in terms of overall network performance, however there are material impacts when considered cumulatively under future scenarios, particularly Scenario 4 and the Scenario 4 Sensitivity Test. This includes increased journey times during peak periods and summer months on the A3023 Havant Road and material impact at the A27 Langstone Roundabout, principally on the Park Road approach and the circulatory. The Highway Authority considers these significant and therefore trigger the requirement for mitigation. The cumulative harm of the developments also adds further strain and delay to sections of the A3023 Havant Road, at particular key junctions.

In light of these significant impacts, mitigation is required and the principles of measures that reduce journey time delay by promoting and enabling active travel provides an appropriate position for the mitigation of these future development on Hayling Island. Key priorities are improvements to Langstone Roundabout and the Hayling Billy improvement scheme, which aligns with the principles of sustainable transport and network resilience . Financial contributions towards these schemes will support modal shift, reduce car dependency, improve connectivity and network resilience.

On this basis and to address the identified cumulative impacts, a financial contribution will be required from the applicant towards the delivery of reasonable and necessary transport improvements based on a similar approach to the contribution secured at Sinah Lane (APP/18/00724).

Recommendation

Subject to the securing of appropriate mitigation contributions and the implementation of transport improvements, HCC raises no objection with a requirement for the following conditions and obligations;

Conditions

- At reserved matters stage for the details of the connection points to the Hayling Billy to be provided in accordance with the principles shown on drawing 020.0659-0001-P01 with these connection points being well connected to the core movement strategy for the development.
- No development shall start on site until a construction method statement has been submitted to and approved in writing by the Planning Authority, which shall include:
 - a. A programme of and phasing of demolition (if any) and construction work;
 - b. The provision of long-term facilities for contractor parking;
 - c. The arrangements for deliveries associated with all construction works;
 - d. Methods and phasing of construction works;
 - e. Access and egress for plant and machinery;
 - f. Protection of pedestrian routes during construction; g. Location of temporary site buildings, compounds, construction material, and plant storage areas;
 - h. Details of the methodology for ensuring dirt is not transferred onto the highway from the site (i.e. wheel washers), and onwards mitigation should this fail, such as the employment of mechanical road sweepers, and the subsequent refresh of street lining (as and when required) should this be damaged during the process. Demolition and construction work shall only take place in accordance with the approved method statement.
- Reason - In order that the Planning Authority can properly consider the effect of the works on the amenity of the locality and in the interest of Highway Safety

S106 Obligations

- Implementation of site access works shown in principle on Drawing 020-059-001, subject to approval and delivery via a Section 278 legal agreement;
- Prior to occupation a contribution is made to deliver onward connection outside the site boundary to the existing Hayling Billy pedestrian and cycle provision.
- Prior to commencement a transport contribution towards the cumulative harm of the development to mitigate its impact on the A3023 with the monies secured towards:
 - Delivery of the Hayling Billy Improvement Study Work
 - Measures at Langstone Roundabout to reduce delay
 - Other measures along the A3023 corridor which seek to reduce car dependence and manage journey time reliability along the corridor.

• Yours faithfully,

Holly Drury

Principal Transport Planner - Highway Development Planning

Hampshire 2050