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Date	22 September 2025	Email	HAVANTDC@hants.gov.uk

For attention of Ms Miszewska

Dear Madam

**Re: APP/21/01351 At Land south of Saltmarsh Lane, Hayling Island,
PO11 0JT**

**Outline application for erection of up to 60 dwelling units with access;
associated landscape and highway works on land south of Saltmarsh
Lane, and all other matters reserved.**

Thank you for your re-consultation on the above outline planning application. In the Highway Authorities previous response dated 14 March 2023, further matters were raised for the applicant to address and further consider. This followed earlier comments provided on 5 May 2022.

In response to these further comments the applicant has submitted a Highway Response Note (HRN), reference (020.0660/HRN/2).

The Highway Authority have reviewed the HRN 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 the Hayling Billy Trail

The Highway Authority has previously requested that a 3.0m connection up to the site boundary is shown on future iterations of the masterplan layout. The applicant has presented a proposed 3.0m connection to the western boundary on Drawing 020.0660-0007-P01. The principle of the proposal is acceptable to the Highway Authority and the location should be secured within the Section 106. A financial contribution will also be secured within the Section 106 to complete the necessary connection to the Hayling Billy trail.

Pedestrian Improvements

A range of matters were raised with regards pedestrian provision within the 14 March 2023 Highway Authority response. The applicant has responded to these points and provided updated drawings where applicable.

Concerns raised regarding the width of the proposed footway along the eastern side of West Lane shown on Drawing 020.0660.002 have been addressed and confirmed to accord with requirements set out in HCC Technical Guidance Note 10.

The Highway Authority requested tactile paving across Glebe Close junction with West Lane. The HRN includes Drawing 020.0660-004-P01 which demonstrates this can be provided. This is acceptable to the Highway Authority. These works should be secured within the S106 to be delivered via a S278.

The applicant has also sought to address concerns raised about the width of footway on the northern side of the Saltmarsh Lane/West Lane junction. Drawing 020.0660-0005-P01 presented in the HRN shows an improvement scheme which widens the footway around the northern radii of the junction. This arrangement has been supported by swept-path analysis which demonstrates the junction can be safely and efficiently accessed. The principle of the proposed improvement scheme is acceptable to the Highway Authority. These works should be secured within the S106 to be delivered via a S278.

The Highway Authority requested further consideration of a potential refuge island across the A3023 adjacent Brights Lane. Drawing 020.0660-0006-P01 included in the submitted HRN shows a potential arrangement which widens the carriageway along the western kerb line and provides a pedestrian refuge. Whilst the Highway Authority consider the refuge and carriageway widths would need to be wider, it is noted there is additional available width and the principle of the works are considered acceptable to the Highway Authority to facilitate improved crossing provision. A financial contribution towards the delivery of improved crossing provision should be secured within the S106.

Junction Visibility Splays

The Highway Authority required clarification regarding the potential for a tree located adjacent the access visibility splays to block visibility at full maturity.

The applicant has confirmed the species of tree in order to address this comment, the trunk of the species tree has been confirmed as not exceeding 550mm and will not block the visibility splay. This is acceptable to the Highway Authority.

West Lane Traffic Calming Measures

In response to HCC's previous comments regarding potential traffic calming measures along the southern section of West Lane, the applicant has prepared an indicative scheme (Drawing 020.0660-0003-P02) aimed at reducing vehicle speeds and improving visibility for vehicles egressing Saltmarsh Lane.

The proposed measures include the removal of the existing centreline and the introduction of carriageway edge lining from the junction with Saltmarsh Lane southwards to Dover Court, encompassing a speed limit change north of Brights Lane. To further reinforce the speed reduction, the scheme incorporates surface treatments, speed roundel, and visual narrowing.

The principle of the works are considered acceptable to the Highway Authority and a financial contribution will be secured within the S106 towards the implementation of the scheme and associated necessary legal works.

Traffic Distribution

Clarification has been provided within the PATN regarding the 80/20 split along Brights Lane and West Lane for those vehicle users routing north. The split has been based following a review of the network and conditions of both routes. The Highway Authority consider this split should be based on turning movements but it is accepted that based on the overall trip generation this will not have any material bearing on the conclusion of the traffic impact.

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).

Travel Plan

This Framework Travel Plan (FTP) has been updated (April 2025) and is considered acceptable against HCC's evaluation criteria for the assessment of travel plans – "A guide to development related travel plans". The travel plan is therefore agreed and will be secured through the s106 agreement along with the associated monitoring and evaluation fees and cash deposit/bond. A full travel plan will be secured through the s106 to be provided prior to commencement.

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 Drawing 020.0660-0007-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 020.0660-0001, subject to approval and delivery via a Section 278 legal agreement;
- Implementation of highway works shown in principle on Drawing 020.0660-0002, Drawing 020.0660-0004, Drawing 020.0660-0002; subject to approval and delivery via a Section 278 legal agreement;
- Prior to occupation a transport contribution is made towards delivery of West Lane Traffic Calming Measure in line with the works shown in principle on Drawing 020.0660-0003;

- Prior to occupation a transport contribution is made towards delivery of potential pedestrian crossing facilities on the A3023 adjacent Brights Lane in line with the works shown in principle on Drawing 020.0660-006.
- The travel plan, along with associated fees and surety payment.
- Prior to occupation a transport 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