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Date	10 th November 2017	Email	Holly.drury@hants.gov.uk

For the attention of L Oliver

Dear Sir,

Land South of Manor Road, Hayling Island: Erection of a discount foodstore with associated parking and landscaping and new vehicular and pedestrian access to Manor Road.

Thank you for the opportunity to comment on the revised information submitted in support of the above application.

The application is for a 2186sqm discount food retail store on Greenfield land to the south of Manor Road and west of Church Road, Hayling Island.

Traffic Data

Additional survey data has been submitted and the flows demonstrate that Manor Road has a greater balance of two way flow than the remainder of the A3023. However the survey data has also demonstrated that the network peak hours for a week day on Manor Road are 08:00 to 09:00 and 15:00 to 16:00. At the weekend the Sunday peak hour of 12:00-13:00 is shown to be greatest with 569 two way movements compared to 11:00-12:00 on the Saturday which saw 534 two way movements.

It has been confirmed within the review of the Transport Assessment that generation of the trips and assignment to the network has been based on the proportion of residents living in Hayling West, East and North wards. This methodology is agreed.

Trip Generation

The TA refers to a methodology for calculating trip rates which were agreed for a proposed store in Ringwood. However each individual application must

Director of Economy, Transport and Environment
Stuart Jarvis BSc DipTP FCIHT MRTPI

be assessed based on its specific location and therefore trip rates for this application have been calculated based on the specific characteristics of the development proposal.

Trip rates have been agreed using TRICS data for the gross floor area of the store utilising recent updated survey information of sites of this type. This has reflected what are considered to be robust trip rates for the proposed development for the weekday morning and school peak hours as well as the Saturday peak hours.

When applying the forecast trip rates given the greater demand on a Saturday peak hour it is agreed that the Saturday network peak can be assessed with the forecast peak period from the TRICS outputs as set out within the TA review in relation to the site access.

Trip Type

The TA review has confirmed that all trips forecast to be generated from the development have been treated as 'new' trips within the network assessment.

Staff Trips

It has been confirmed within the TA review that staff trips to and from the store in peak times will be negligible and given the robustness of the assumed trip rates it is not considered that this matter needs to be addressed in any more detail.

Background Traffic Growth

The TEMPRO background growth trip rate has been revised to reflect forecast growth to 2022 with an agreed rate of 1.089973.

An assessment has been undertaken to 2036 of the site access and Manor Road junctions to determine the impact on the A3023.

Trip Distribution

Confirmation has been provided with the TA review that the distribution of trips to the store has been based on the percentage of population within each area. This is agreed and includes 53% from the east, 12% from the north and 35% from the west.

All trips generated from the site have been assumed for the highway assessment work as new trips and therefore the distribution methodology is agreed.

Site Access

A revised site access proposal has been proposed to include the provision of a right turn lane and additional shared use facilities to provide direct connectivity to the site. This has been shown on drawing number JNY9067-06 and the principle of these works are agreed.

Tracking for delivery vehicles turning left out and right in is however still a concern. Given the likely routing of delivery vehicles it is considered that this

can be suitably covered by a planning obligation restricting the delivery vehicles routing through a Delivery Vehicle Management Plan.

Junction Assessments

Site Access

The site access modelling has been undertaken for the Saturday peak hour and demonstrates that the forecast maximum RFC is 0.29 in 2022 with development, rising to 0.3 in 2036. The junction is therefore forecast to work within design capacity and deemed acceptable in modelling terms.

Manor Road/Church Road Roundabout

The Manor Road roundabout has been assessed during the recorded AM peak (08:00 to 09:00), School peak (15:00 to 16:00) and Saturday peak (11:00 to 12:00) hours. On a Saturday peak the base year RFC values of a maximum 0.43 with queues of less than 1 vehicle. This increase to 0.53 on Church Road arm in the 2022 scenario with development and further 0.6 in the 2036 scenario with development. RFC's are similarly maintained below 0.85 in the weekday AM and school peak periods with maximum RFC's forecast in 2036 of 0.49.

The operation of the junction is therefore considered to remain within design capacity.

Sustainable Modes of Access

Train

The position regarding travel by train has been maintained by the applicant. Census journey to work data asks for the main mode of travel which for residents of Hayling results in 3% of journeys to work to be by train. To apply this assumption however to trips to the proposed store when there are no rail facilities in the vicinity of the proposed site is illogical. The journey from the station is not walkable and therefore would be undertaken by bus, cycle or car. The percentage of trips should therefore be reassigned to a more suitable mode.

This matter however does not impact on the forecast traffic generation from the site but has some impact on the assessment of the accessibility of the location.

Bus

This matter has been considered further and as the bus stops are within the recommended 400m walking distance it is concluded that the additional stops does suitably serve the development site.

Walking and Cycling

Additional cycle infrastructure in the form of a refuge crossing, a shared use path along the site frontage of Manor Road and cycle connectivity to Havant Road and Church Road at the roundabout has been agreed with the applicant. These works are shown on the site access drawing and shall be secured through the s106 agreement.

Personal Injury Accident Data

HCC have undertaken a review of personal injury accident data held and have concluded that there are no personal injury accidents in the latest 5 year period (1st September 2012 to 31st August 2017) within the vicinity of the site or proposed site access works.

School Drop Off Facilities

Whilst facilitating drop off and pick up within the site for the school could be beneficial, it is not considered a material matter that were it not provided would result in an objection being raised by the highway authority. It is considered that the planning authority is best placed to explore the possibility of this facility with the applicant.

Travel Plan

A revised travel plan has been submitted. The Travel Plan now meets the minimum standards set out in HCC's "A guide to development related travel plans." The issues raised previously have been addressed in the subsequent new revision of the Travel Plan and it is considered acceptable for submission in conjunction with the proposed commercial / employment site.

Construction Traffic Management

Given the sensitive nature of the A3023 a construction traffic management plan will be required to ensure that suitable measures are put in place to manage mud on the highway, construction traffic, form of access and contractor parking.

Recommendation

Further information has been provided by the applicant and this has addressed all outstanding matters. Therefore the Highway Authority has no objection to the proposed development subject to securing the following obligations and conditions.

Obligations

- Provision of a Full Travel plan with monitoring fees, approval fees and bond.
- Provision of the site access and sustainable travel improvements as shown in principle on drawing 14-018-016
- Submission of a delivery vehicle management plan regarding restriction of all delivery traffic from turning right in and left out of the site access.

Conditions

1. No development hereby permitted shall commence until a Construction Traffic Management Plan, to include details of provision to be made on site for contractor's parking, construction traffic access, the turning of delivery vehicles and lorry routeing as well as provisions for removing mud from vehicles and a programme of works has been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. The approved details shall be implemented

before the development hereby permitted is commenced and retained throughout the duration of construction

I trust that the above is clear but I would ask you not to hesitate to contact Holly Drury should you wish to discuss anything further.

Yours faithfully



Ben Clifton
Team Leader

CC Peter Marshall, Development Engineer, Havant Borough Council