



National Highways Planning Response (NHPR 25-01) Formal Recommendation to an Application for Planning Permission

From: Michelle Berrington (Head of Planning & Development)
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To: Havant Borough Council FAO: David Eaves

CC: transportplanning@dft.gov.uk
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Council's Reference: APP/21/01434

Location: Rook Farm, land off St Marys Road, Hayling Island

Proposal: Outline application for development of up to 300 dwellings (including affordable housing). The proposal includes provision for structural planting and landscaping; informal public open space; children's play areas; sustainable drainage system (SuDS); a new vehicular access from St Mary's Road; and associated ancillary works. All matters reserved except for means of vehicular access. Accompanied by an Environmental Statement.

National Highways Ref: NH/24/04760 (prev. ref: 93774)

Referring to the consultation on a planning application dated 25 January 2022 referenced above, in the vicinity of the A27 that forms part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is that we:

a) offer no objection (see reasons at Annex A);

~~b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – National Highways recommended Planning Conditions & reasons);~~

~~c) recommend that planning permission not be granted for a specified period (see reasons at Annex A);~~

~~d) recommend that the application be refused (see reasons at Annex A)~~

Highways Act 1980 Section 175B is not relevant to this application.¹

This represents National Highways' formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should the Local Planning Authority propose not to determine the application in accordance with this recommendation they are required to consult the Secretary of State for Transport, as set out in the [Town and Country Planning \(Development Affecting Trunk Roads\) Direction 2018](#), via transportplanning@dft.gov.uk and may not determine the application until the consultation process is complete.

The Local Planning Authority must also copy any consultation under the 2018 Direction to Planningse@nationalhighways.co.uk.

This response and all comments outlined herein are made in respect of planning matters only in National Highways' position as a statutory planning consultee, and does not confer any proprietary rights nor amount to the giving or refusal of consent, assent, approval, or awareness of or by National Highways in or of any other aspects or matters (including, but not limited to, the use of property belonging to National Highways). If anyone wishes for National Highways to consider any aspects which do not relate to planning submissions, they should call our contact centre on 0300 123 5000.

Si [REDACTED]

Date: 03/09/2025

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¹ Where relevant, further information will be provided within Annex A.

Annex A **National Highways' assessment of the proposed development**

National Highways has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

In case of this development proposal, our interest is in the A27, in particular the A27/Langstone Road/Park Road South junction.

National Highways was consulted on the Hayling island Applications throughout 2022 and into 2023. Following discussions with Havant Borough Council (HBC) and Hampshire Highways (HCC) throughout 2024, we requested information from the applicant regarding the traffic impact at the A27 Langstone Interchange alongside the identification of potential impacts on the local road network. In addition, HCC requested that a peak summer month scenario be included in any modelling assessment.

Following a review of the scoping exercise and other information we confirmed on 26 March 2025 that we were content with the Paramics base model and its use for forecasting, despite some identified limitations (e.g., MOVA not simulated at A27/Langstone Rd.). Strategic model runs (using Paramics) were undertaken to assess the impact of the four Hayling Island Applications cumulatively on both the SRN and local road network. Linsig models were also provided of the Langstone Interchange for NH's review, these used flows extracted from the strategic modelling.

We have reviewed both the Paramics and Linsig files and we are satisfied that the presented models demonstrate there will be no adverse impacts on the SRN or on the LRN that could impact on the safe and efficient operation of the SRN. Scenario 4 of the modelling contained all the live Hayling Island Apps cumulatively. Therefore, on this basis, National Highways offer 'No Objection to application APP/21/01434.

However, our position is based on information submitted to date to support the planning application. If proposals change from what is currently presented (such as additional mitigation on the LRN), we request further consultation, so we can determine if this changes our position.

Standing advice to the local planning authority

The Climate Change Committee's [2022 Report to Parliament](#) notes that for the UK to achieve net zero carbon status by 2050, action is needed to support a modal shift away from car travel. The NPPF supports this position, with paragraphs 77 and 110 prescribing that significant development should offer a genuine choice of transport modes, while paragraphs 109 and 115 advise that appropriate opportunities to promote walking, cycling and public transport should be taken up as part of a vision-led approach.

Moreover, the carbon reduction hierarchy (avoid-switch-improve) as set out in clause 4.3 of PAS2080:2023 promotes approaches and measures to minimise resource consumption and thereby reduce carbon emissions.

These considerations should be weighed alongside any relevant Local Plan policies to ensure that planning decisions are in line with the necessary transition to net zero carbon.