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Date	5 December 2025	Email	havantdc@hants.gov.uk

For attention of Ms Wells

Dear Madam

Re: APP/25/00781 At 1 Sea Front, Hayling Island, PO11 0AG

Change of use from commercial fair site to residential site for 55 flats in 5No. 4 storey blocks with associated parking and landscaping

Thank you for your consultation on the above planning application. The development proposals include 55 flats in 5 no. blocks, and removal of part of the existing commercial fair use.

The application is supported with a Transport Statement and associated plans which the Highway Authority has reviewed and wish to make the following comments.

Site Location

The site is located southeast of the Sea Front adjacent the roundabout with Beach Road. It is currently occupied by an amusement arcade, theme park, car park, area of beach (also used for car parking) and accommodates a car boot sale every week.

Sustainable Access

Walking and Cycling:

The Transport Statement sets out an outline review of the walking and cycling infrastructure. A more detailed review should be undertaken to identify any limitations of the existing infrastructure provision. The scope of the assessment work should encompass the highway up to the Beach Road roundabout to ensure appropriate access to a level of service that supports the intended use, can be secured.

Deputy Chief Executive and Director of Hampshire 2050
Gary Westbrook

In terms of cycling, the applicant should review the LCWIP for Havant and identify which improvements between the Hayling Billy Trail and the seafront which are relevant to this site's considerations. It is also considered necessary for the provision adjacent the site to be enhanced.

Buses:

There is an existing bus stop immediately adjacent the site frontage and further bus stops located on Sea Front. The bus stops are served by approximately 4 buses per hour. As set out above, access to the bus stop is constrained by the existing layout. The shelter provision could also be updated to encourage more bus use. It is noted however that this infrastructure sits outside the adopted highway and the redline area of the application.

Rail:

The nearest rail station to the site is in Havant, although given the distance (5.8 miles) this would only be conducive to bus travel or access by private car.

Personal Injury Accidents (PIA)

PIA data has been obtained from CrashMap for a 5 year period up to 2023, identifying 4 slight and 1 serious PIA's at the Sea Front / A3023 Beach Road roundabout. The data is over 2 years out of date and the most recent data should be obtained from Hampshire Constabulary. This is required by the Highway Authority to establish if the proposals will lead to an exacerbation of any identified safety concerns.

Site Access

The existing access to the site is take from the eastern arm of the Seafront roundabout.

The application proposes to retain the existing arrangement onto Seafront Roundabout but then amends the internal carriageway circulatory. It is unclear from Drawing A102 how the internal carriageway will interface between the roundabout arms and the two internal links, or which link has priority. The Highway Authority are concerned that the arrangement as presented is unclear and unconventional which could lead to blocking back on the highway. Appropriately detailed site access and highway works plans should be provided to support an application requiring access amendments in. This should include visibility splays from the proposed access points in accordance with Hampshire County Councils TG3 and dimensions setting out carriageway and footway widths.

Servicing

The site would be serviced by delivery vehicles and all servicing vehicles from the western side of the site via the retained vehicle access. Swept path analysis has been undertaken, but tracking speeds for all vehicles should be provided in accordance with Hampshire County Councils Technical Guidance Notes 1 and 2.

No tracking for 4.6T Light Van has been provided. This is required by the Highway Authority.

Swept path analysis has been provided for the fire tender on Drawing 6187-SK01-RevB, but this needs to be demonstrated for the full site. It is unclear if the proposed layout can be accessed by a fire tender from the information presented.

Refuse Vehicle tracking is presented on Drawing 6187-SK02-RevB. The northern area of the site is shown to need multiple manoeuvres for a refuse vehicle to turn. This is not considered to be appropriate and access design should suitably accommodate vehicles access.

Parking Provision

The development proposals include 54 parking space within the site equating to approximately 1 space per dwelling, noting that the overall provision includes 9 visitor spaces and 6 disabled parking spaces. Swept path analysis is shown on Drawing 6187-SK03-RevA but it is unclear if the full layout is presented. Further clarity is required in this regard.

Whilst the Highway Authority do not consider that the site is suitably located for completely car free residential development., Havant Borough Council as the Parking Authority should confirm whether they support the proposed parking strategy for the site and whether parking provision for the site.

Cycle parking is proposed with 110 long stay and 22 short stay spaces. Again, Havant Borough Council as the Parking Authority should confirm that quantum of parking meets the required parking standards.

Trip Generation

The applicant has undertaken a first-principles approach to assess trip generation for the extant use and utilised the industry standard TRICS database for the proposed use. This methodology is considered acceptable to the Highway Authority.

Existing Trip Rates

The applicant has undertaken a first principles assessment for the existing trips associated with the amusement and fair landuse, and the car boot site. It is unclear why surveys cannot be obtained for the existing uses to inform the base scenario.

The first principles assessment is based on ticket sales and assumptions regarding vehicle occupancy. Whilst it is anticipated that a proportion of trips will be generated directly by the existing landuses, it is considered that a significant volume of trips will be pass-by or linked trips which will already be on the highway network. On this basis it is not considered appropriate to net off these vehicle trips, and this could also have bearing on the robustness of applying a 50% reduction in trips as a direct correlation to the reduced footprint.

The Highway Authority requires further justification regarding the existing trip generation, on the basis this is included as part of a net trips assessment.

Proposed Trip Rates

The TRICS database has been utilised to forecast multimodal trips associated to the proposed development. The parameter and selection criteria are considered appropriate to the Highway Authority and are consistent with recent trip rates agreed with a neighbouring planning application (APP/24/00968).

The proposed development is forecast to generate 13 vehicle trips in the AM peak and 17 vehicle trips in the PM peak. Daily vehicle trips are forecast at 154 movements between 07:00 and 19:00.

In terms of sustainable mode trips the proposed development is forecast to generate 16 pedestrian trips in the AM peak and 11 pedestrian trips in the PM peak. Daily pedestrian trips are forecast at 84 movements between 07:00 and 19:00. Cycling trips are forecast to be low at 5 per day.

Overall, the forecast trip generation assessment of the proposed development is considered appropriate to the Highway Authority

Summary

Based on the existing and proposed trip generation assessment, net trip generation forecasts have been provided, but as set out above these are not agreed. At this stage the Highway Authority have insufficient information to agree the trip rate assumptions presented. The additional information should be provided for review by the Highway Authority.

Traffic Distribution/Assignment

Given the peak hour assumed trip rates no assessment work has been undertaken on how trips are forecast to land on the network. However, given that multimodal trip rates should be considered these should also be distributed onto the network appropriately. This would inform however how the development can best direct its sustainable access provision considerations.

Travel Plan

A travel plan has not been submitted to support the development and it is agreed that given the scale of development the threshold for a travel plan has not been met.

Recommendations

The Highway Authority require additional information in relation to the suitability of the sustainable access and existing highway network to accommodate safe and suitable access to the site. There are also concerns around the suitability of the proposed access arrangement and internal layout.

If the Planning Authority are minded to determine the application please contact me for our formal recommendation.

Yours faithfully,

Stuart Morton
Consultant Transport Planner - Highway Development Planning
Hampshire 2050