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Date	19 March 2026	Email	EASTDC@hants.gov.uk

For attention of Mr Eaves

Dear Sirs

Re: APP/21/01434 At Rook Farm, land off St Marys Road, Hayling Island

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; and the demolition of an existing agricultural building. All matters reserved except for means of vehicular access. Accompanied by an Environmental Statement.

Thank you for your consultation on the above outline planning application. The Highway Authority's last comments on this Planning Application were provided on 8 August 2023. Prior to that comments were provided on 6 September 2022 and 27 April 2022, all setting out further matters for the applicant to address and further consider.

Since the previous consultation responses, the applicant has submitted an updated Transport Assessment (November 2025) with associated Drawings. The Highway Authority have reviewed the updated Transport Assessment and have the following comments to make.

Current Policy Position

Havant Borough Council have published and consulted on their latest proposals for their emerging Local Plan. It is noted that no greenfield development is proposed on Hayling Island due to flood risk concerns. 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

Director of Universal Services
Patrick Blogg

and against the National Planning Policy Framework (NPPF) and other relevant local policies.

Site Access

The development is proposed to be served by a single priority-controlled vehicular access taken from St Mary's Road, designed with a 6.5m-wide carriageway, 8m radii, and adjacent pedestrian and cycle facilities as shown in Drawing P21033-001 Rev I.

Visibility splays of 2.4m x 40m to the right and 2.4m x 34m to the left have been demonstrated in accordance with Manual for Streets guidance, based on recorded 85th percentile vehicle speeds.

The access design has been informed by swept-path analysis for refuse vehicles, construction vehicles and large vans, and has undergone a Stage 1 Road Safety Audit. Footway and shared cycleway improvements are included on both sides of St Mary's Road, together with dropped kerb crossings, and the applicant also proposes an emergency access connection via Rook Farm Way, for which they hold rights of access. Additional pedestrian connections to nearby Public Rights of Way are also proposed to support sustainable travel.

Consideration has been given to the access to the adjoining business unit and the Highway Authority are satisfied that safe and suitable access remains for this site along with servicing provision.

The Highway Authority have reviewed the access proposals and are satisfied they are acceptable in principle. The works should be secured within a S106 agreement to be delivered via S278.

Sustainable Mode Access

The Highway Authority previously raised concern that the overall walking and cycling strategy was insufficient. Whilst a WCHAR had been undertaken it was considered necessary to expand the area of consideration to cover the Church Road/Elm Grove corridor and key destinations such as Mill Rythe School.

There are no dedicated cycle facilities serving the site, the adjacent footpaths were unsuitable for cycling, and the suitability of St Mary's Road for on-carriageway cycling had not been assessed. Further work was therefore required, including LTN 1/20 cycling assessments and a Healthy Streets audit. Overall the Highway Authority did not consider that the development provided adequate integration for pedestrians and cyclists.

The Applicant has subsequently explored opportunities to further enhance active travel provision through on-going engagement with the Highway Authority. The suitability of the proposed improvements are set out below but overall are considered necessary to facilitate walking and cycling trips from the development and reduce reliance on the private car. In the absence of the measures proposed by the applicant the Highway Authority consider the

development proposals do not prioritise opportunities for travel via sustainable transport modes or ensure safe and suitable access for all users.

Manor Road to Church Road (via Hayling Island Holiday Park and PROW 108/89/1)

The applicant proposes an improved active travel route connecting Manor Road to Church Road via Higworth Lane, through Hayling Island Holiday Park, along PROW Footpath 108/89/1, as shown on Drawing P21033-AT-001A. Footpath 108/89/1 will need be widened in parts with rights upgraded to allow cycling where possible.

At the Manor Road/Brights Lane/Higworth Lane junction improved crossing provision will be implemented to improve pedestrian and cycle connectivity across to the Hayling Billy Trail. The applicant has presented a parallel crossing located to the south of Higworth Lane which has been reviewed by the Highway Authority.

As shown the proposed scheme has substandard visibility splays for cyclists crossing from the eastern side. The posted speed limit at this location is also 40mph and it is yet to be demonstrated that measured speeds would be below 35mph. This could in part be addressed through a reduction of the posted speed limit to 30mph subject to a separate TRO process.

Notwithstanding the above the Highway Authority is satisfied that an improvement scheme can be implemented at this location to provide improved provision for both cyclists and pedestrians. On the basis of the above the applicant will be required to provide a financial contribution to the Highway Authority to deliver an improvement scheme which meets the principles of the proposed necessary improvement presented by the Applicant on Drawing P21033-AT-001A. The Highway Authority is awaiting cost estimates from the applicant, and the position will be updated once received.

Church Road from Manor Road to St Mary's Road

An improved active travel scheme is proposed from the site access north to A3023 Havant Road / Manor Road / Church Road roundabout, adjacent Church Road, shown on Drawing P21033-AT-002A.

Improved pedestrian and cycling provision is proposed from the northern side of the proposed site access on St Mary Road, extending north as a 3.0m shared footway/cycleway on the western side of Church Road up to the existing pedestrian crossing adjacent The Hayling College. The existing crossing is proposed to be upgraded to a Toucan crossing, facilitating both pedestrians and cyclists.

Shared footway/cycleway then continues on the eastern side of Church Road from the crossing to Peppers Close. From Peppers Close to A3023 Havant Road / Manor Road / Church Road roundabout a segregated cycleway is

proposed on the eastern site of Church Road with footway adjacent the eastern edge. To facilitate the proposed improvements which includes some pinchpoints, the existing carriageway is reduced to 6.2m and existing substandard right-turn lanes are removed. These have been supported with junction specific traffic modelling which demonstrates the traffic impacts are minimal.

The Highway Authority have reviewed the proposed improvements and are satisfied they are acceptable in principle. The works should be secured within a S106 agreement to be delivered via S278.

St Mary's Road from Church Road to Beach Road

The applicant proposes a package of traffic-calming and active-travel improvements along St Mary's Road between Church Road and Beach Road, presented on Drawing P21033-AT-003A. This includes the introduction of a 20mph speed limit supported by pinch points narrowing the carriageway to 5m.

At the junction of Manor Road/St Mary's Road a shared footway/cycleway is proposed adjacent the southeastern junction radii linking to the existing crossing. The crossing is to be upgraded to a parallel crossing necessitating a shortening of the western layby. To allow direct cycle crossing from St Marys Road to the western side of Manor Road a short section of segregated cycleway will be implemented immediately opposite St Mary's Road.

The Highway Authority have reviewed the proposed improvements and are satisfied they are acceptable in principle. The works should be secured within a S106 agreement to be delivered via S278.

Elm Grove from St Mary's Road to Cherrywood Gardens

Drawing P21033-AT-004A presents active-travel improvements along Elm Grove. The proposed works include minor carriageway narrowing to 6.2m and introduction of pinchpoints.

The Highway Authority have reviewed the proposed improvements and are satisfied they are acceptable in principle. The works should be secured within a S106 agreement to be delivered via S278.

Accident History

The Transport Assessment includes a review of Personal Injury Accident (PIA) data obtained from Hampshire Constabulary for the five-year period between 1st September 2019 and 31st August 2024. The scope of the assessment extends from Langstone Roundabout along the A3023, Manor Road, Church Road, St Mary's Road, Hollow Lane, Elm Grove and Sea Front.

A total of 86 recorded incidents were identified within the presented study area.

Based on a review of the accident history the Highway Authority is satisfied that the proposed development will not adversely impact highway safety subject to delivery of the proposed wider improvements.

Strategic Highway Modelling

The 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 4 proposed 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, the Highway Authority confirmed that the updated neutral month Paramics base model remained fit for purpose, with the summer model prioritised to capture peak seasonal conditions. It was 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.

Following a review of the presented outputs, the 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). The Highway Authority is awaiting cost estimates for the improvement schemes being delivered by the applicant which are required for the Highway Authority to consider the necessary financial contribution value.

Travel Plan

The submitted Travel Plan (November 2025) has been reviewed against HCC's evaluation criteria for the assessment of travel plans – "A guide to development related travel plans".

The submitted Travel Plan is considered acceptable in principle, subject to minor amendments to ensure it fully meets the County Council's expectations. These include updating the title page to confirm its status as a Framework Travel Plan, providing a site boundary plan, revising the mode share targets (including removal of the work-from-home element), strengthening the Action Plan with updated costings. These will be secured and finalised through the S106 agreement,

Recommendation

The Highway Authority raises no objection subject to a requirement for the following conditions and obligations;

Conditions

- At reserved matters stage for the details of the connection points from within the site layout to PROW Footpath 108/93/1 be provided in accordance with the principles shown on drawing Drawing P21033-AT-001A 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 P21033-001 Rev I, subject to approval and delivery via a Section 278 legal agreement;
- Implementation of highway works shown in principle on Drawing P21033-AT-002A, P21033-AT-003A and P21033-AT-004A, subject to approval and delivery via a Section 278 legal agreement;
- Prior to occupation a transport contribution is made towards delivery of an improved active travel route connecting Manor Road to Church Road via Higworth Lane, through Hayling Island Holiday Park, along PRoW Footpath 108/89/1, as shown on Drawing shown in principle on Drawing P21033-AT-001A:
- The travel plan, along with associated fees and surety payment.
- Prior to commencement a transport contribution towards the cumulative harm of the development to mitigate its impact on the A3023 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,

Ben Clifton
Strategic Transport Manager - Highway Development Planning
Universal Services