Transport Statement

April 2026

EAS

Land at Mill Rythe Lane

Hayling Island, Hampshire

PO11 0QQ

OMG Properties

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The content of this report is based on information available as of April 2026, the validity of the statements made may therefore vary over time as planning guidance/policies and the evidence base change.

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1 Introduction

1.1 This Transport Statement has been prepared by EAS on behalf of OMG Properties (hereafter referred to as 'the Applicant') in support of a planning application for the proposed redevelopment of land at Mill Rythe Lane, Hayling Island, PO11 0QQ (hereafter referred to as 'the Site').

The Site

1.2 The site is located broadly within the central part of Hayling Island, approximately 800m to the south-east of the village of Fleet. The full address of the Site is Mill Rythe Lane, Hayling Island, PO11 0QQ.

1.3 Havant Borough Council ('HBC') is therefore the Local Planning Authority ('LPA'), and Hampshire County Council ('HCC') is therefore the Local Highway Authority ('LHA').

1.4 A map showing the location of the site is contained at **Appendix A**.

The Scheme

1.5 The site extends to approximately 1,115sqm and comprises previously developed land located within an established marine and industrial complex. The site is enclosed by boundary fencing along its northern and western edges and is characterised by areas of hardstanding. Surrounding land uses include commercial and industrial operations to the north and west, boat storage uses to the east, and undeveloped land to the south.

1.6 The proposals comprise two land uses. The first relates to the construction of three covered, partially enclosed padel courts, together with 10 associated car parking spaces and eight cycle parking spaces, located within the north-eastern part of the site. In addition, it is proposed to construct a 10m x 15m industrial building to accommodate modern Class 4 and Class 7 MOT testing, alongside associated parking and ancillary works.

1.7 Vehicular access to the site will be retained via the existing internal road network within the wider industrial complex, which connects to Mill Rythe Lane to the north. The access arrangements are therefore unchanged from the existing situation.

1.8 The proposed Site Plan is contained at **Appendix B**.

Aims and Structure of this Report

1.9 This Transport Statement has been prepared with regard to the Department of Communities and Local Government ('DCLG') Guidance on Travel Plans, Transport Assessments and Statements in Decision Taking (issued in March 2014), as well as to guidance that the regional and local authorities have published on their website.

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1.10 The contents of this report are:

- Section 2 – sets the national, regional, and local policy context;
- Section 3 – describes the existing site conditions;
- Section 4 – describes the proposed development;
- Section 5 – identifies the trip generation and traffic impact; and
- Section 6 – concludes the statement.

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2 Policy Context

2.1 This section sets out the policy context. Development and growth through policy are encouraged at national, regional, and local level.

2.2 The policy documents reviewed include:

- National Planning Policy Framework (2024);
- Hampshire Local Transport Plan 4;
- Havant Local Plan Core Strategy (2011) and Allocations (2014);
- Havant Borough Council Parking SPD (2016);

National Planning Policy Framework

2.3 The revised National Planning Policy Framework ('NPPF') was published in December 2024. This document sets out the planning policies for England and how these are expected to be applied.

2.4 Planning law requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise. The National Planning Policy Framework must be considered in preparing the development plan and it is a material consideration in planning decisions. Planning policies and decisions must also reflect relevant international obligations and statutory requirements.

2.5 The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

2.6 In this regard, Paragraph 10 of the NPPF states:

> *"So that sustainable development is pursued in a positive way, at the heart of the Framework is a **presumption in favour of sustainable development** [original emphasis]."*

2.7 Section 9 of the NPPF on Promoting Sustainable Transport states, in paragraphs 109 and 110:

> *"Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:*
>
> *a) Making transport consideration an important part of early engagement with local communities;*
> *b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;*
> *c) understanding and addressing the potential impacts of development on transport networks;*

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d) *realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage- for example in relation to the scaler, location or density of development that can be accommodated;*
e) *identifying and pursuing opportunities to promote walking, cycling and public transport use; and*
f) *identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure- including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.*

The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."

2.8 Paragraph 112 states that the following should be considered when setting local parking standards:

a) *"the accessibility of the development;*
b) *the type, mix and use of development;*
c) *the availability of and opportunities for public transport;*
d) *local car ownership levels; and*
e) *the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles."*

2.9 Paragraph 113 adds that:

"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists."

2.10 Paragraphs 115 states:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

f) *sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
g) *safe and suitable access to the site can be achieved for all users;*

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h) *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*

i) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach."*

2.11 Paragraphs 116 states:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."

2.12 Within that context, paragraphs 117 states that applications for development should:

a) *"Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*

b) *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*

c) *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*

d) *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*

e) *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations. All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."*

2.13 Paragraph 118 states:

"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored."

Hampshire Local Transport Plan 4

2.14 The Hampshire LTP4 describes Hampshire's transport vision for 2050, the key transport outcomes they are seeking to achieve, and the principles that would guide future investment and decision making in relation to transport and travel

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2.15 The document sets out transport polices covering all aspects of transport planning, delivery, and operation (i.e. the 'rules' about how they would do things and how they want others to do things).

2.16 The LTP4 presents Hampshire's approach to delivering the Plan – 'making it happen', setting out a roadmap to 2050 and how they would prioritise, fund and deliver interventions, and monitor their
progress while supporting the County Council's wider strategies, plans and priorities

2.17 Key policies outlined in the LTP4 are contained below:

2.18 Policy C3 relates to transport strategies and schemes to be developed in accordance with consideration of all users (Road User Utility Framework). The policy states that Hampshire are committed to:

a. ensure that transport strategies and schemes give appropriate consideration (in the following order) to the following ***Road User Utility Framework:***

i. opportunities to reduce travel demand and the need to travel;

ii. vulnerable users, including people with disabilities or long-term mobility-related health conditions;

iii. people who walk

iv. people who cycle and ride horses;

v. people who use public transport (bus, coach, rail, taxi, community transport);

vi. delivery of goods; and vii. other motor vehicles.

2.19 Policy C6 aims to encourage sustainable travel behaviour within the county. The policy states that Hampshire are committed to:

a. raise awareness of the impacts of individual travel choices and encourage personal and community behaviour change;

b. work with local communities, educational establishments, businesses, local media and other organisations to deliver travel planning and safety advice, and other evidence based interventions to encourage people to walk, cycle, scoot and use public transport and car-sharing more, using innovative ways of reinforcing the messages about sustainable, healthy, and active travel;

c. deliver transport infrastructure which will provide affordable, safe, attractive and easy to use alternatives to the private car (with supporting behaviour change interventions where feasible);

d. ensure that sustainable travel options cater for all groups, including individuals living with disabilities, limited mobility or long-term limiting health conditions and those individuals within society who are disadvantaged;

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e. develop and implement a Hampshire-wide parking strategy which is aligned with the LTP4 outcomes (see also Section 7.4, Balancing Travel Demand, Policy BTD1); and

f. monitor the effectiveness of our approach and adapt it to changing transport needs.

Havant Local Plan Core Strategy (2011) and Allocations (2014)

2.20 The Havant Local Plan Allocation document outlines that the site is adopted in the Local Plan. It is therefore considered that given the scale of the development, its overall gross floor space increase and the adopted local plan status, that the site sits outside the current cumulative harm considerations of other speculative applications within the Hayling Island area.

2.21 It is therefore understood that consideration of this site within any Paramics work would have been accounted for within baseline assumptions and therefore additional modelling work is not considered to be required and it would not be reasonable to hold this development until the completion of any assessment work on the summertime impacts.

2.22 Policy CS20 related to transport and access strategy within the Local Plan outlines that:

Development will be permitted that:

1. *Is consistent with and contributes to the implementation of the 'Reduce, Manage and Invest' strategy.*
2. *Does not increase congestion and promotes better use of existing transport networks.*
3. *Improves accessibility to goods, services and employment and promotes equality in the transport system.*
4. *Provides transport management measures to ensure the safe and efficient operation of the strategic and local road network.*
5. *Ensures that highway design responds positively to the characteristics of the area and delivers a high quality public realm for all users.*
6. *Maintains or improves the range of transport modes accessible to the users of the development site with specific emphasis on public transport, especially high quality/frequency buses and includes walking and cycling where appropriate.*
7. *Improves highway, cycling and pedestrian links between the western built up area of the borough (Waterlooville) and the eastern area of the borough (centred on Havant) to create a strong east/west communication axis that passes through Dunsbury Hill Farm/Leigh Park.*

Havant Borough Council Parking SPD (2016)

2.23 This document sets out Havant Borough Council's off-street parking standards relating to new development in the Borough. It is understood that applications for planning permission will be assessed against the guidance set out in this document. It is noted that parking in proposed

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developments should not create undue impact on the built environment, street congestion, road safety issues or create tensions within a community.

2.24 The relevant car and cycle parking standards relating to this application are outlined in Table 1.1 below, it is noted that these are for tennis court, yet these are a close approximation of the actual content at the site.

Table 1.1 – Havant Borough Council Parking Standards

Land Use	Minimum Car Parking Requirement	Cycle standards (minimum)	
		Long Stay	Short Stay
Tennis Courts	3 spaces per court	1 space per 6 staff or 1 space per 5 courts/pitches	1 stand per pitches or courts
Car sales and garage forecourts workshop - staff	1 space per 45sqm GEA	1 space per 8 staff or 1 space per 250sqm GEA	1 stand/500sqm GEA

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3 Existing Site Assessment

Existing Site Context

3.1 The site is located broadly within the central part of Hayling Island, approximately 800m to the south-east of the village of Fleet. It forms part of an established marine, industrial and storage complex situated on previously developed land. The surrounding character is typical of this context, comprising steel portal-frame buildings, profiled metal cladding, extensive areas of hardstanding, boat storage, and associated industrial infrastructure.

3.2 In 2013, The Hayling Yacht Company Ltd acquired the site from a previous owner (Howards Scrap Yard) which operated a long-established vehicle recycling and dismantling business, with operations ceasing in 2012 when the use was no longer economically viable.

3.3 Following purchase in 2013, the lawful planning status of the land at that time was recorded as "Mixed storage with associated portacabin office and lighting." It is therefore important to note that the site has historically accommodated vehicle-related and general storage uses.

3.4 The site was most recently occupied by a vehicle accident management business owned by Kindertons, which ceased operation in November 2025. The site is therefore currently vacant.

3.5 A location plan is included at Appendix A.

Location and Vehicular Access

3.6 In the immediate vicinity, the site is bordered by existing hardstanding and commercial uses to the north and west, marine boat storage uses to the east, and undeveloped land to the south.

3.7 Vehicular access to the site is obtained via the internal road network within the wider industrial complex, which connects northwards to Mill Rythe Lane. Mill Rythe Lane is typically circa 5.8m in width along the majority of its extent, which is sufficient to accommodate two-way vehicular movement. Localised constraints occur where informal on-street parking or frontage activity is present; however, these features serve to moderate vehicle speeds, resulting in a low-speed environment.

3.8 To the west, Mill Rythe Lane connects with the A3023 Havant Road, which represents the principal route on and off Hayling Island. The A3023 provides direct connectivity to Havant town centre and the wider strategic highway network. To the north and south, Mill Rythe Lane also connects to a network of local roads serving residential areas, leisure facilities and coastal destinations.

3.9 Further afield, the A3023 provides access to the A27 and A259. These routes form key east–west corridors along the south coast, providing connectivity to a range of nearby settlements, including Southampton, Portsmouth, Chichester, Worthing, Emsworth and Bognor Regis.

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Walking and Cycling

3.10 The site is located within an established commercial area on Hayling Island where opportunities for walking and cycling are available, albeit influenced by the island's road layout and the industrial character of the immediate surroundings.

3.11 In the vicinity of the site, Mill Rythe Lane provides footway infrastructure along its southern side. Whilst sections of this route may be subject to intermittent obstruction from informal on-street parking, it nonetheless facilitates pedestrian movement within the local area and provides a connection towards the wider network.

3.12 Pedestrian provision continues beyond Mill Rythe Lane along the A3023 Havant Road, which benefits from a more consistent and unobstructed footway on the eastern side of the carriageway. Dropped kerbs are provided at crossing points, supporting accessibility for all users.

3.13 Dedicated cycling infrastructure in the immediate vicinity of the site is limited. Mill Rythe Lane operates as a shared carriageway environment, with cyclists travelling alongside vehicular traffic. However, traffic flows and vehicle speeds are generally moderate, and the road environment is considered capable of accommodating cycle movements in relative safety.

3.14 Within the wider network, the A3023 Havant Road accommodates on-carriageway cycling and provides the principal north-south route across the island. Whilst formal segregated cycle infrastructure is limited, the relatively flat topography of Hayling Island supports cycling as a realistic and attractive mode for local journeys.

Public Transport

Accessibility by Bus

3.15 The Maypole bus stops are located a circa 550m/5-minute walk (southbound stop) and 625m/6-minute walk (northbound stop) from the site.

3.16 These stops are served by local bus services which provide connections across Hayling Island and to Havant, where a wider range of services, including rail connections, are available. The routes provide access to key destinations including residential areas, retail centres and employment locations both on the island and within the surrounding area.

3.17 Service frequencies are consistent with the site's coastal and semi-rural context, with buses operating at regular intervals throughout the day, albeit not at the high-frequency levels typically associated with urban environments. Notwithstanding this, the level of provision is considered

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typical for Hayling Island and provides a reasonable alternative to private car travel, particularly for local journeys.

Accessibility by Rail

3.18 Havant railway station is located approximately 5.6km to the north of the Site and is accessible via local bus services or private vehicle. The station is situated on the Portsmouth Direct Line between London Waterloo and Portsmouth Harbour and serves as a key public transport hub for the wider area.

3.19 The station provides regular services to a range of strategic destinations, including London (Waterloo and Victoria), Brighton, Southampton, Chichester, Portsmouth (including Portsmouth & Southsea and Portsmouth Harbour). The station also facilitates interchange with the West Coastway Line, enhancing connectivity across the south coast.

Traffic Collisions

3.20 A review of personal injury collision data in the vicinity of the site has been undertaken using the CrashMap database for the most recent five-year period available (2020–2024 inclusive).

3.21 The review confirms that no recorded incidents have occurred along Mill Rythe Lane in the vicinity of the site. One 'serious' collision was identified at the Mill Rythe Lane / Havant Road junction, together with a single 'slight' collision located approximately 170m to the north of this junction. No further incidents were recorded within 200m of the junction.

3.22 The ''serious' incident involved two vehicles colliding head-on, resulting in one driver sustaining serious injuries. The precise circumstances leading to the collision are not recorded within the available dataset.

3.23 The 'slight' incident involved a collision between a moving vehicle and the open door of a stationary parked car, which subsequently resulted in minor involvement of additional vehicles. This type of incident is considered to be isolated in nature and not indicative of an inherent highway safety issue.

3.24 Notwithstanding the above, the limited number of recorded incidents over the five-year period, combined with the absence of any discernible pattern or cluster of collisions, indicates that there are no inherent highway safety concerns associated with the local road network. The nature of the incidents recorded is more likely attributable to isolated driver behaviour and site-specific circumstances, rather than any deficiency in the highway layout or operation.

3.25 A copy of all Crashmap reports is contained at Appendix C.

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4 Proposed Development

Proposed Development

4.1 The proposals comprise two land uses. The first relates to the construction of three covered, partially enclosed padel courts, together with 10 associated car parking spaces and eight cycle parking spaces, located within the north-eastern part of the site. In addition, it is proposed to construct a 10m x 15m industrial building to accommodate modern Class 4 and Class 7 MOT testing, alongside associated parking and ancillary works.

4.2 The development plans are contained in Appendix B.

Vehicular Access

4.3 Vehicular access into the site will remain in line with current arrangements, with vehicles entering from Mill Rythe Lane in the north and utilising the internal roads within the wider industrial complex to reach the site.

4.4 Once reaching the site boundary, an area of open hardstanding is accessed allowing each use on site to be reached, along with associated car parking.

Pedestrian and Cycle Access

4.5 The main pedestrian and cycle access into the site remains via existing arrangements, utilising Mill Rythe Lane and the associated internal roads.

Car Parking

4.6 Havant Borough Council's Parking SPD (July 2016) does not have specific parking standards for padel courts uses, instead parking requirements for tennis courts have been assumed, as this is the most comparable use. As such, the standards set out that a minimum requirement of 3 car parking spaces per tennis court must be provided.

4.7 Subsequently, the proposed padel use on site will provide 10 car parking spaces as a minimum, although there will be retained hardstanding space on site that could be used for additional parking, if needed.

4.8 The MOT garage use will provide 8 car parking spaces for staff and the occasional visitor, although there is unlikely to be any visitor trips to the site, as described in Section 5.

Cycle Parking

4.9 As per Havant Borough Council's Parking SPD, a total of 8 cycle parking spaces are proposed for the padel use, including at least 1 long-stay space.

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4.10 A policy compliant level of cycle parking is also proposed for the MOT garage use, with at least 1 long-stay and 1 short-stay spaces provided.

Deliveries and Servicing

4.11 Servicing of the site by fire tender and refuse vehicle will remain in line with current arrangements, with vehicles entering the site via existing internal roads of the wider industrial complex, once turning off Mill Rythe Lane in the north.

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5 Transport Impact

Existing Use Trip Generation

5.1 To understand the level of vehicle trip generation historically associated with the site, the applicant has provided details of vehicle movements relating to the previous vehicle accident management use.

5.2 Whilst this use ceased operation in November 2025, the site retains an extant commercial use and could theoretically be re-occupied by a similar operation without the need for further planning consent. As such, the trip generation associated with this use represents a robust and realistic baseline against which the proposed development can be assessed.

5.3 The applicant has advised that, during a typical weekday, approximately 20 staff were based at the site. This equates to approximately 40 two-way vehicle movements per day associated with staff arrivals and departures.

5.4 In addition, the site typically generated approximately 7 customer or visitor trips per day, associated with activities such as customer enquiries. This equates to approximately 14 two-way vehicle movements per day.

5.5 The site also received approximately 3 HGV car transporter deliveries per day, equating to 6 two-way vehicle movements. These deliveries typically involved the import of damaged vehicles for repair.

5.6 Furthermore, the site facilitated the daily movement of approximately 30 vehicles associated with the collection and return of repaired vehicles. These movements were undertaken by staff and were in addition to the HGV transporter trips. The applicant has advised that, at any one time, approximately 150 vehicles could be present on site, either awaiting repair or collection.

5.7 The previous operation ran at full capacity during weekdays (Monday to Friday), with reduced hours on Saturdays (typically operating until 13:00). The applicant has advised that Saturday operations typically occurred at approximately half the intensity of a standard weekday.

5.8 Based on the above, it is estimated that the site historically generated approximately 120 two-way vehicle movements per weekday and approximately 60 two-way vehicle movements on Saturdays.

5.9 On the basis of a typical operating week (5 full weekdays and 1 half-capacity Saturday), the site is estimated to have generated approximately 660 vehicle movements per week.

5.10 This equates to approximately 34,000 vehicle movements per annum, based on a 52-week year. This demonstrates that the site has historically accommodated a substantial level of vehicle activity, including regular HGV movements and frequent vehicle turnover associated with commercial operations.

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Proposed Use Vehicle Trip Generation – Padel Court Use

5.11 Given that Padel is a relatively new sport within the UK, the TRICS database does not currently contain suitable survey data relating to this land use. As such, a first principles approach has been adopted to estimate the likely level of vehicle trip generation associated with the proposed development.

5.12 The proposed padel courts will operate on a remote basis, with users booking courts via an online system. As such, no permanent staff will be based on site, and there will be no regular staff-related vehicle trips associated with the use.

5.13 It is proposed that the three padel courts will be available for booking for approximately 14 hours per day, typically between 08:00 and 22:00. Booking slots are anticipated to range between 1 hour and 2 hours in duration. For the purposes of this assessment, an average booking duration of 1.5 hours has been assumed.

5.14 On this basis, each court could theoretically accommodate approximately 9 (9.3) bookings per day (14hrs / 1.5hr session = 9.3 bookings), assuming that the court is booked out fully each day. This equates to a maximum of approximately 28 bookings per day across all three courts, assuming full utilisation.

5.15 Recognising that full utilisation is unlikely to occur consistently throughout the year, a realistic utilisation rate has been applied. It is assumed that the courts will operate at approximately 60% capacity during the summer months (May to September), when demand is expected to be higher, and approximately 40% capacity during the winter months (October to April).

5.16 Applying these utilisation rates, it is estimated that the 3 proposed padel courts will generate an average of 17 (16.8) booking per day in the summer months (28 x 60% = 16.8) and 11 (11.2) booking per day in the winter months (28 x 40% = 11.2).

5.17 In order to convert bookings into vehicle movements, it is necessary to consider likely travel behaviour. Padel is typically played in pairs (four players per court), and it is reasonable to assume a degree of vehicle sharing between participants. However, for robustness, it is assumed that each booking would generate two arrivals and two departures by vehicle, equating to 4 two-way vehicle movements per booking.

5.18 Noting the above, it is assumed that during the summer months the 3 padel courts are likely to generate 67 (67.2) vehicle trip per day (16.8 x 4 =67.2), whilst the courts would generate an average of 45 (44.8) vehicle trips in the winter months (11.2 x 4 = 44.8). This equates to an average vehicle trip generation of 56 per day throughout the year, or equivalent to circa 20,440 annual vehicle trips.

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Proposed Use Vehicle Trip Generation – MOT Use

5.19 To estimate the level of vehicle trip generation associated with the proposed MOT use, the applicant has provided details of the anticipated operation of the facility.

5.20 It is understood that the proposed MOT facility will operate as a satellite operation linked to an existing garage located elsewhere on Hayling Island. Vehicles requiring MOT testing will typically be dropped off by customers at the main garage and subsequently transported to the site by staff for testing.

5.21 The proposed facility will employ approximately 3 staff, equating to 6 two-way vehicle movements per day associated with staff arrivals and departures.

5.22 Based on the size of the proposed facility and the time required to complete an MOT test, it is estimated that a maximum of approximately 12 MOTs could be undertaken per day. This represents a robust, worst-case scenario, assuming full operational efficiency throughout the day.

5.23 Each MOT test would require a vehicle to be transported to the site and subsequently returned to the main garage. As such, each vehicle would generate one arrival and one departure, equating to 2 two-way vehicle movements per MOT. On this basis, the transfer of vehicles between the main garage and the site would generate up to approximately 24 two-way vehicle movements per day.

5.24 Combining staff movements and vehicle transfers, the proposed MOT use is therefore estimated to generate up to approximately 30 two-way vehicle movements per day. This equates to approximately 10,950 two-way vehicle movements per annum, based on a 365-day operation.

Net Trip Generation

5.25 Combining both the padel courts and MOT garage on site it is estimated that the proposed development would generate an average of 86 vehicle movements per day.

5.26 It is important to note that the trip profiles of the two uses are likely to differ. The MOT facility is expected to generate relatively steady movements throughout the working day, primarily associated with vehicle transfers between the main garage and the site. In contrast, the padel courts are likely to generate shorter-duration, booking-based trips which are spread across the day and into the early evening. As such, peak activity associated with each use is unlikely to fully coincide, reducing the potential for concentrated traffic demand.

5.27 When compared to the previous use of the site as a vehicle accident management facility, which is estimated to have generated approximately 120 two-way vehicle movements per day, the proposed development represents a significant reduction in overall trip generation.

5.28 Accordingly, even when both proposed uses are considered together on a robust basis, the development would not result in a material intensification of traffic on the local highway network. Instead, it would represent a reduction in daily vehicle movements, together with a change in

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traffic profile away from more intensive commercial vehicle activity toward a lower intensity mix of light vehicle trips.

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6 Summary and Conclusion

Summary

6.1 This Transport Statement has been prepared by EAS on behalf of OMG Properties in support of a planning application for the proposed redevelopment of land at Mill Rythe Lane, Hayling Island, PO11 0QQ. The site is located broadly within the central part of Hayling Island, approximately 800m to the south-east of the village of Fleet.

6.2 The proposals comprise two land uses. The first relates to the construction of three covered, partially enclosed padel courts, together with 10 associated car parking spaces and eight cycle parking spaces, located within the north-eastern part of the site. In addition, it is proposed to construct a 10m x 15m industrial building to accommodate modern Class 4 and Class 7 MOT testing, alongside associated parking and ancillary works.

6.3 Vehicular access to the site will be retained via the existing internal road network within the wider industrial complex, which connects to Mill Rythe Lane to the north. The access arrangements are therefore unchanged from the existing situation.

6.4 The site was most recently occupied by a vehicle accident management business owned by Kindertons, which ceased operation in November 2025. The site is therefore currently vacant.

6.5 The site is located within an established commercial area on Hayling Island where opportunities for walking and cycling are available, albeit influenced by the island's road layout and the industrial character of the immediate surroundings.

6.6 The site is well connected in terms of bus proivision, with The Maypole bus stops located a circa 550m/5-minute walk (southbound stop) and 625m/6-minute walk (northbound stop) from the site.

6.7 Havant railway station is located approximately 5.6km to the north of the Site and is accessible via local bus services or private vehicle. The station is situated on the Portsmouth Direct Line between London Waterloo and Portsmouth Harbour.

6.8 A Highway safety review was conducted using Crashmap. This search uncovered that two incidents were recorded within 200m of the Mill Rythe/Havant Road junction, although the nature of the incidents recorded is more likely attributable to isolated driver behaviour, rather than any deficiency in the highway layout or operation.

6.9 The proposed padel courts and MOT garage on site are estimated to generate an average of 86 vehicle movements per day. When compared to the previous use of the site as a vehicle accident management facility, which is estimated to have generated approximately 120 two-way vehicle movements per day, the proposed development represents a significant reduction in overall trip generation.

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6.10 Accordingly, even when both proposed uses are considered together on a robust basis, the development would not result in a material intensification of traffic on the local highway network. Instead, it would represent a reduction in daily vehicle movements, together with a change in traffic profile away from more intensive commercial vehicle activity toward a lower intensity mix of light vehicle trips.

Conclusion

6.11 The proposal is policy compliant and is expected to reduce vehicle trip generation during the peak hours, benefiting the safe and efficient functioning of the local highway network.

6.12 As such the proposals should be supported on highways grounds.

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Appendices

Appendix: A - Location Plan
Appendix: B – Proposed Site Plans
Appendix: C – Crashmap Reports

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Appendix: A - Location Plan

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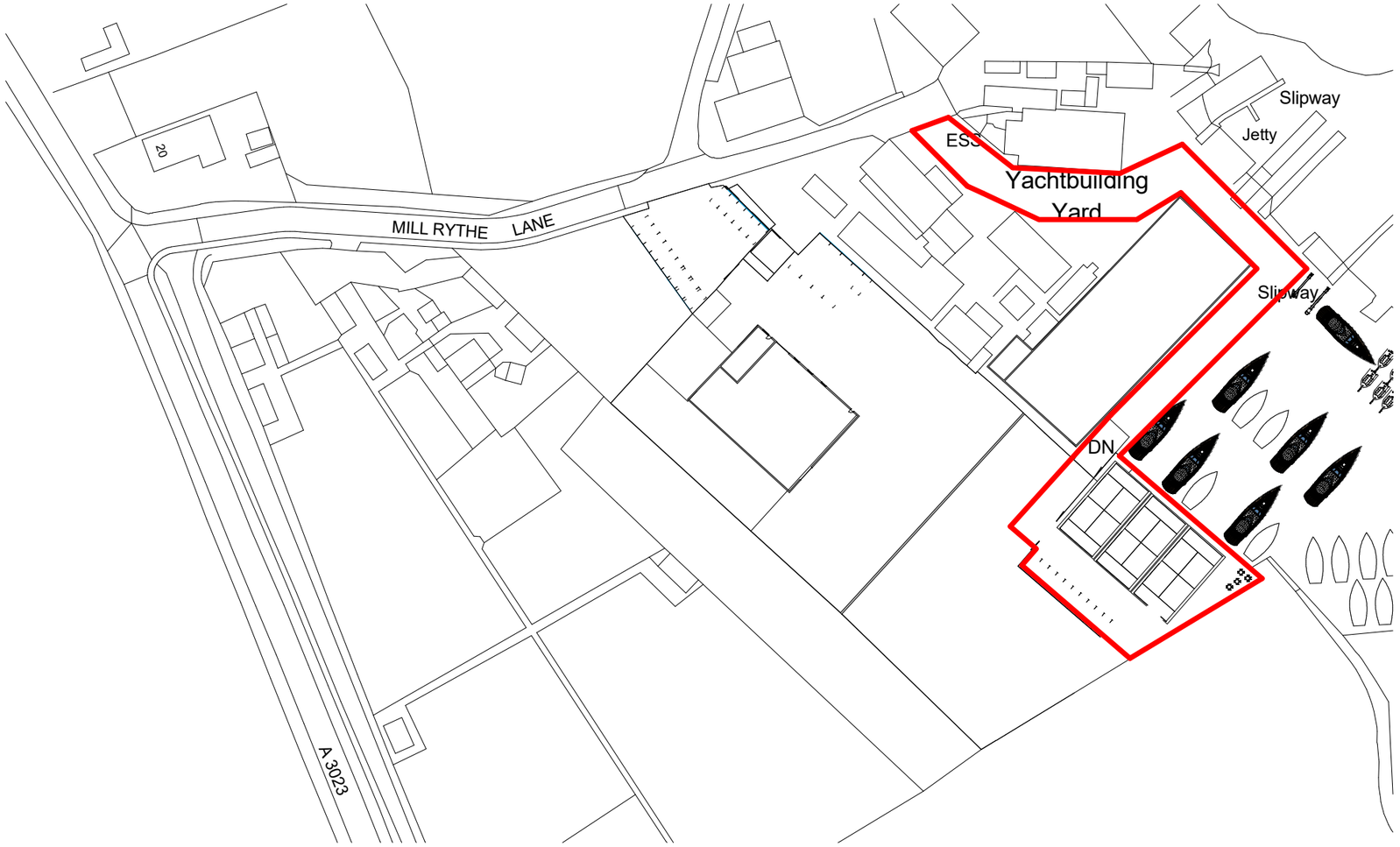

1 Location Plan

1 : 1250

0m 25m 50m 75m 100m 125m

VISUAL SCALE 1:1250 @ A3

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Mill Rythe Lane Padel
Proposed V4

Andrew Jameson

Location Plans

Project number	Project Number	A101	
Date	23.6.13		
Drawn by	Author		
Paper size	Checker	Scale	1 : 1250

17/03/2026 11:47:27

Appendix: B – Proposed Site Plans

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1 Main Site Plan

1 : 500

0m 10m 20m 30m 40m 50m

VISUAL SCALE 1:500 @ A3

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Mill Rythe Lane Padel Proposed V4

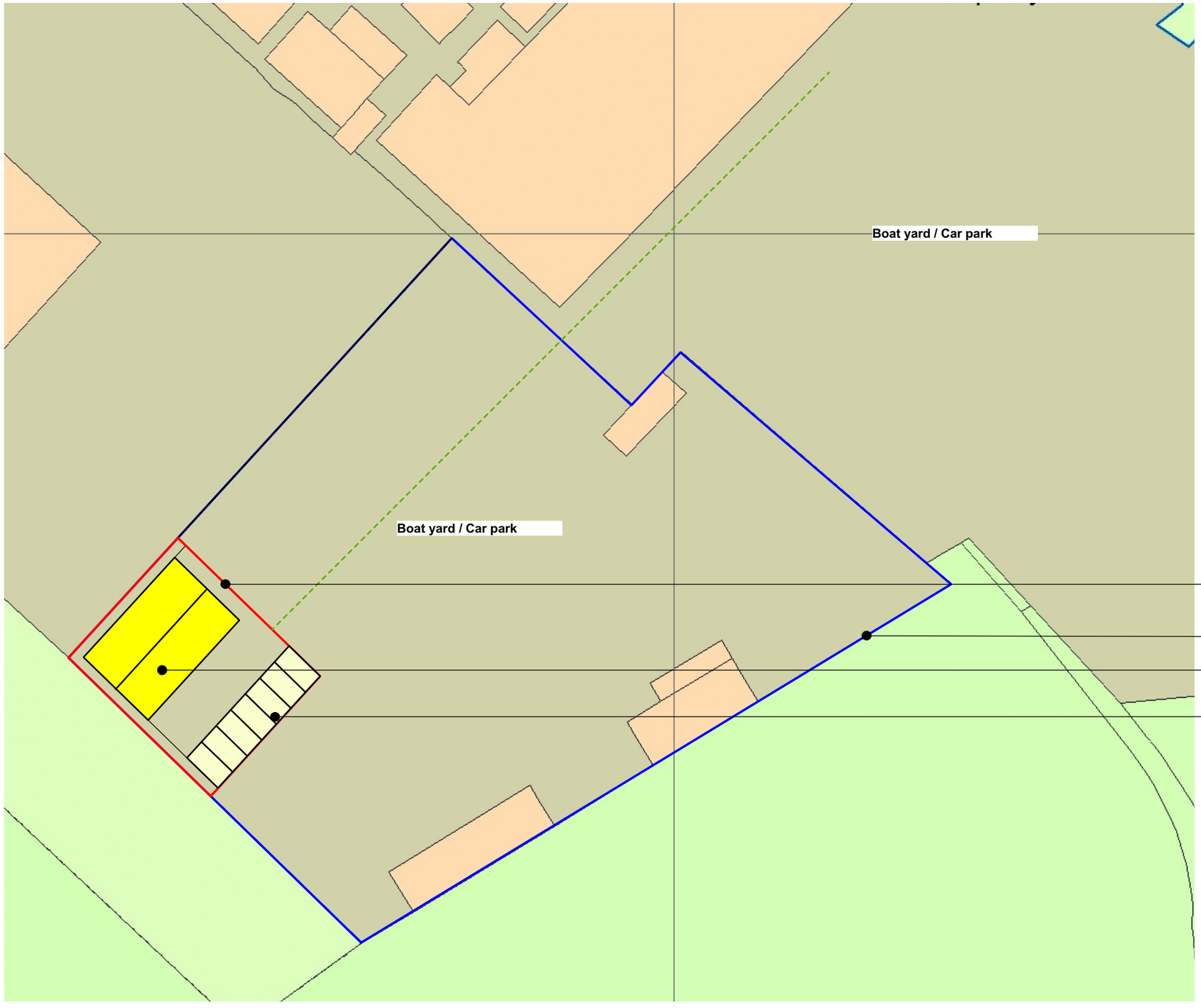
Andrew Jameson

Main Site Plan

Project number	Project Number	A102	
Date	23.6.13		
Drawn by	Author		
Paper size	Checker	Scale	1 : 500

17/03/2026 11:47:50

rev	description	date	by
A	Prelimanary for comments	21.10.25	LR



1. Proposed Block plan Scale 1 - 500 @A3

Project : Alterations & Improvements to :
Hayling Yacht Company, Mill Rythe Lane,
Hayling Island, Hampshire. PO11 OQG.

Client: Hayling Automotive Ltd.

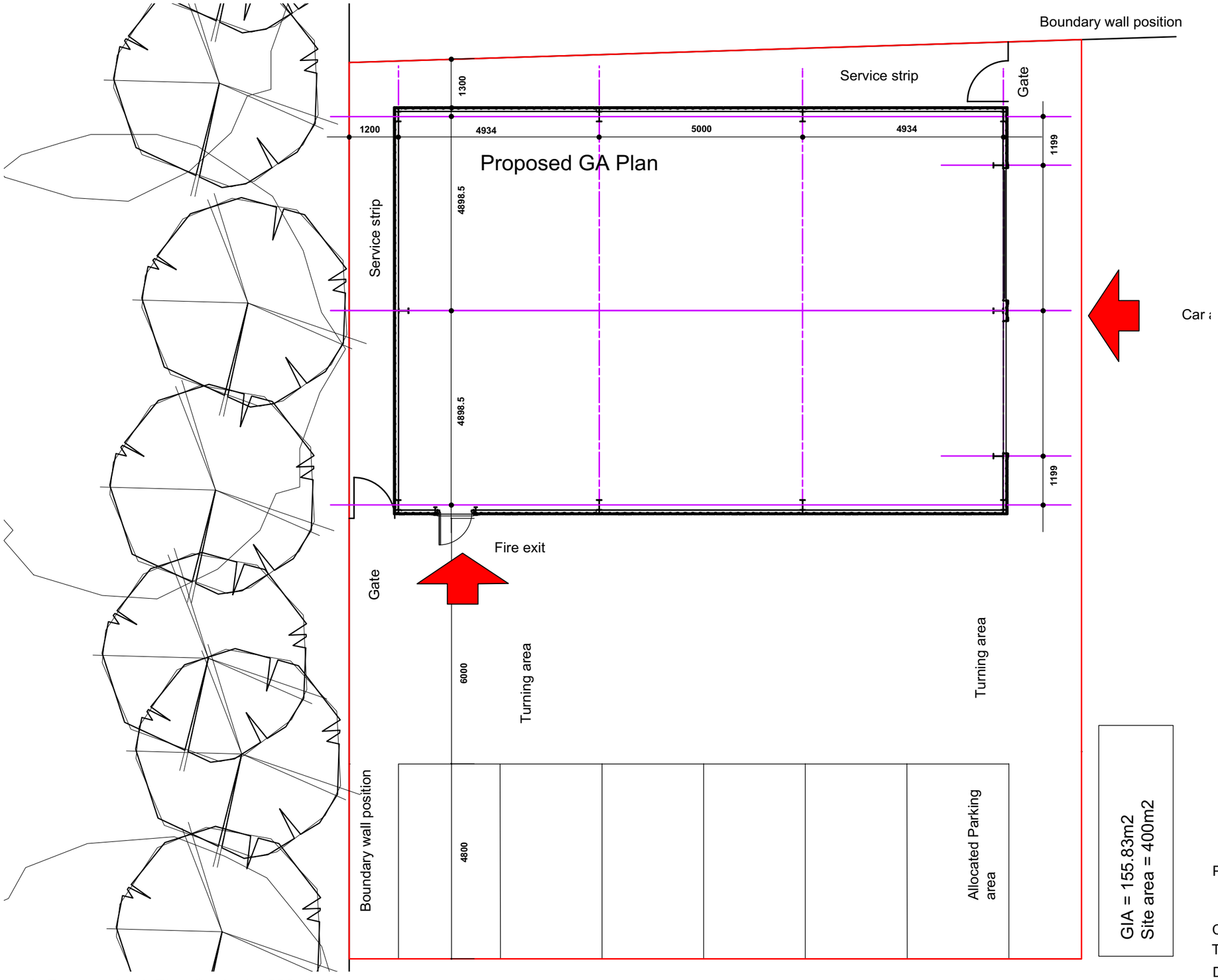
Title : Proposed Site Block plan

Drawing : Y9025_A1002 / Rev A

Planning

Architectural Planning Ltd.

Building Surveyors, Designers & Project managers.
1a Nutbourne Road, Sandy Point, Hayling Island, Hants . PO11 9RT .
Telephone : 02392 463994, mobile : 07795 633100



1. Proposed GA Plan Scale 1 - 200 @A3

rev	description	date	by
A	Prelimanary for comments	03.03.26	LR

GIA = 155.83m2
Site area = 400m2

Project : Alterations & Improvements to :
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Hayling Island, Hampshire. PO11 OQG.

Client: Hayling Automotive Ltd.

Title : Psd GA Plan

Drawing : Y9025_A1006 / Rev A

Planning

Architectural Planning Ltd.

Building Surveyors, Designers & Project managers.
1a Nutbourne Road, Sandy Point, Hayling Island, Hants . PO11 9RT .
Telephone : 02392 463994, mobile : 07795 633100

Appendix: C – Crashmap Reports

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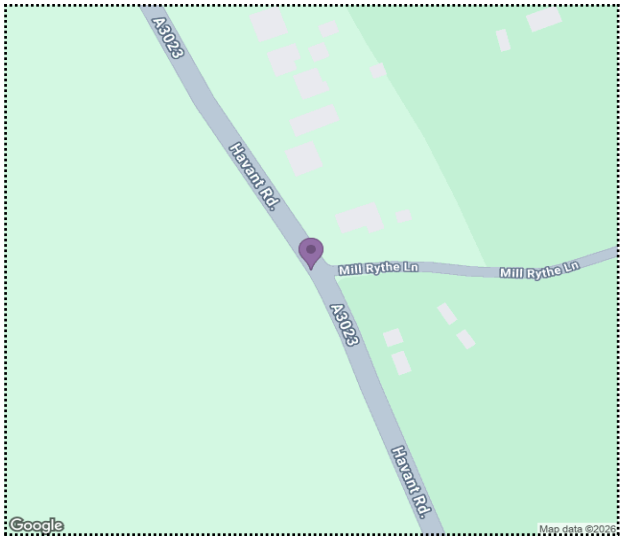
crashmap.co.uk

Validated Data

Crash Date:	Monday, February 19, 2024	**Time of Crash:**	15:38:00	**Crash Reference:**	2024440073513
Highest Injury Severity:	Serious	**Road Number:**	A3023	**Casualties:**	3
Highway Authority:	Hampshire			**Vehicles:**	2
Local Authority:	Havant			**OS Grid Reference:**	472363 101139
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Unknown				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

Validated Data

Crash Date: Monday, February 19, 2024 **Time of Crash:** 15:38:00 **Crash Reference:** 2024440073513

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	8	Female	Over 75	Unknown	Front	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	7	Female	26 - 35	Unknown	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Female	Over 75	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other
2	3	Slight	Vehicle or pillion passenger	Male	6 - 10	Unknown or other	Unknown or other

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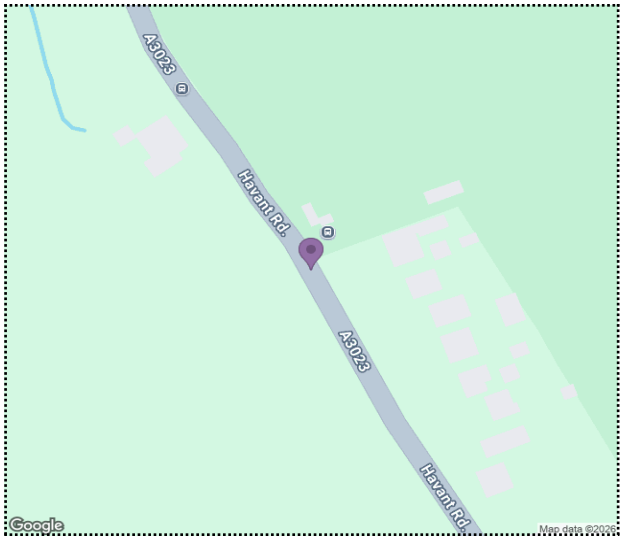
Validated Data

Crash Date:	Wednesday, March 1, 2023	**Time of Crash:**	16:44:00	**Crash Reference:**	2023440084256
Highest Injury Severity:	Slight	**Road Number:**	A3023	**Casualties:**	4
Highway Authority:	Hampshire			**Vehicles:**	4
Local Authority:	Havant			**OS Grid Reference:**	472286 101275
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Unknown				



Vehicles Involved

For more information about the data please visit: www.crashmap.co.uk/home/faq

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Crash Date: Wednesday, March 1, 2023 **Time of Crash:** 16:44:00 **Crash Reference:** 2023440084256

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire cars 2005 onwards)	8	Female	26 - 35	Vehicle is passing another moving vehicle on its offside	Nearside	Commuting to/from work	Open door of vehicle	None
4	Car (excluding private hire cars 2005 onwards)	10	Female	36 - 45	Vehicle is waiting to proceed normally but is held up	Front	Unknown	None	None
3	Car (excluding private hire cars 2005 onwards)	0	Male	36 - 45	Unknown	Front	Unknown	None	None

For more information about the data please visit: www.crashmap.co.uk/home/faq

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Crash Date: Wednesday, March 1, 2023 **Time of Crash:** 16:44:00 **Crash Reference:** 2023440084256

1	Car (excluding private hire cars 2005 onwards)	1	Male	46 - 55	Vehicle is parked in the carriageway	Offside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other
3	3	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other
3	4	Slight	Vehicle or pillion passenger	Female	6 - 10	Unknown or other	Unknown or other