

Highgate*Transportation*

Class Q Change of Use Application
Existing Agricultural Barns to Residential Dwelling
Gutner Lane, Hayling Island

Technical Note on Access
(HTp/25120/TN/02)

October 2025

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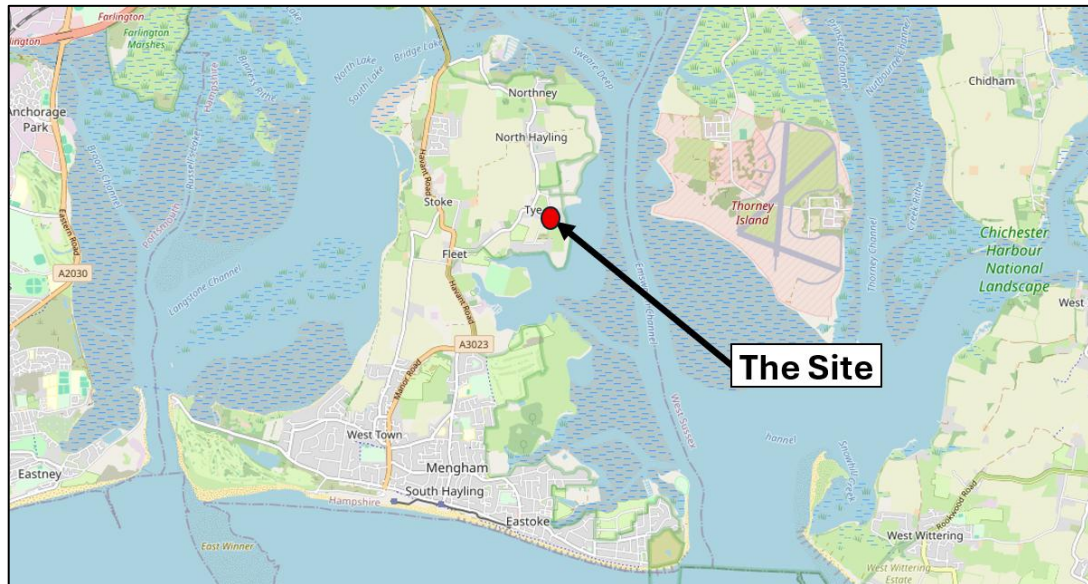
Appendices

Appendix 1	Existing Site Layout
Appendix 2	Personal Injury Collision Data
Appendix 3	Proposed Site Layout Plan
Appendix 4	Swept Path Analysis

1.0 Introduction

- 1.1 This Technical Note on Access has been prepared by Highgate Transportation Limited (HTp) to support a Class Q change of use planning application to Havant Borough Council for the conversion of an existing Barn at Gutner Lane, Hayling Island to a four-bedroom residential dwelling. The site location is shown in **Figure 1.1**.

Figure 1.1 – Site location



- 1.2 The site is currently accessed from Gutner Lane, which is an unadopted private road maintained by residents. The existing access arrangement will serve the proposed dwelling and is not proposed to be modified as part of the application proposals.
- 1.3 The proposed residential dwelling will have three off-street car parking spaces together with on-curtilage turning facilities.
- 1.4 In terms of the scope of this Technical Note, the following matters are considered:
- A review of the most recently available five-year Personal Injury Collision (PIC) data to confirm that there are no underlying road safety issues on the local highway network
 - The trip attraction associated with the existing agricultural use, and the proposed residential dwelling
 - Whether the existing access to the application site remains appropriate for all users
 - That the proposed car parking provision is appropriate
 - That the proposed cycle parking provision is appropriate in terms of the number of spaces and the type of provision
 - That an appropriate strategy for access by emergency service and delivery vehicles can be provided
 - The strategy for the storage and collection of refuse and recycling
- 1.5 It will be concluded that the proposed development is acceptable in highway terms.

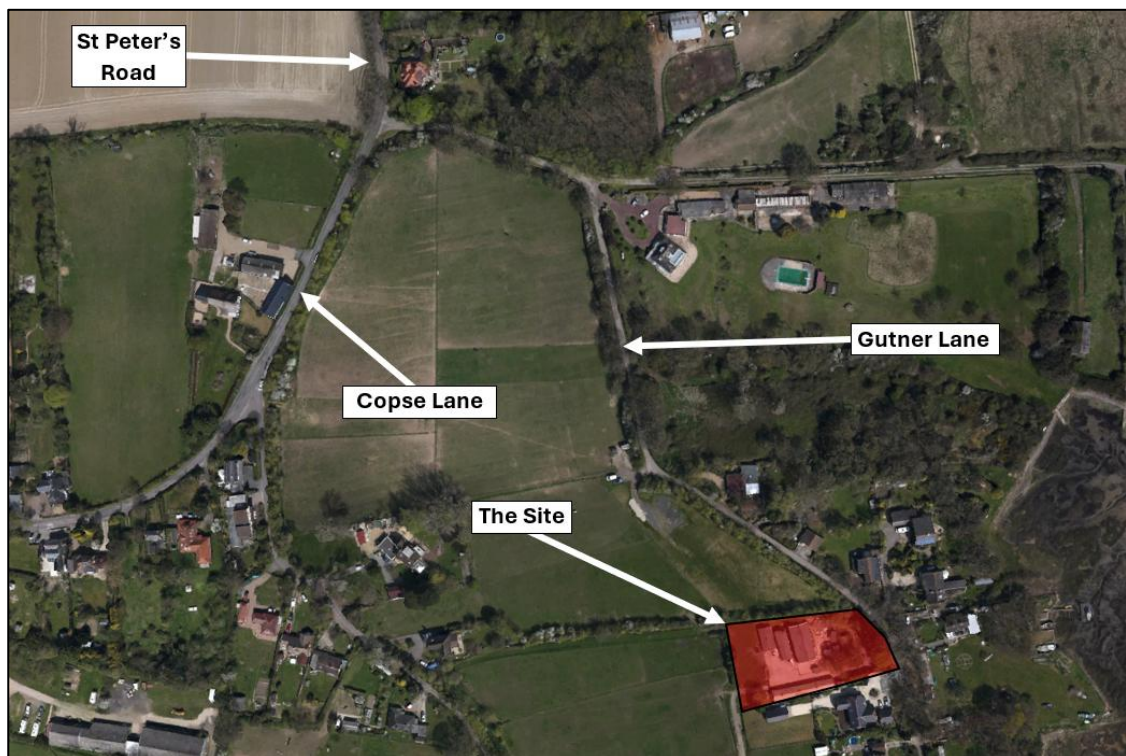
2.0 Existing Situation

- 2.1 The site is located on Gutner Lane, Hayling Island, Hampshire. Hayling Island is located to the south of Havant and is connected to the mainland via a road bridge on the A3023.
- 2.2 The site currently comprises four separate agricultural buildings and a number of other structures used for storage and agricultural purposes.

Local Highway Network

- 2.3 Gutner Lane is an unadopted private road maintained by residents, all of whom have rights of access over the lane. The lane serves a number of residential properties and provides access to agricultural land.
- 2.4 Gutner Lane connects to the adopted highway network at its junction with Copse Lane to the north and St Peter's Road to the south. This junction provides access to the wider highway network on Hayling Island. The site and local highway network is shown in Figure 2.1.

Figure 2.1 – Site and local highway network

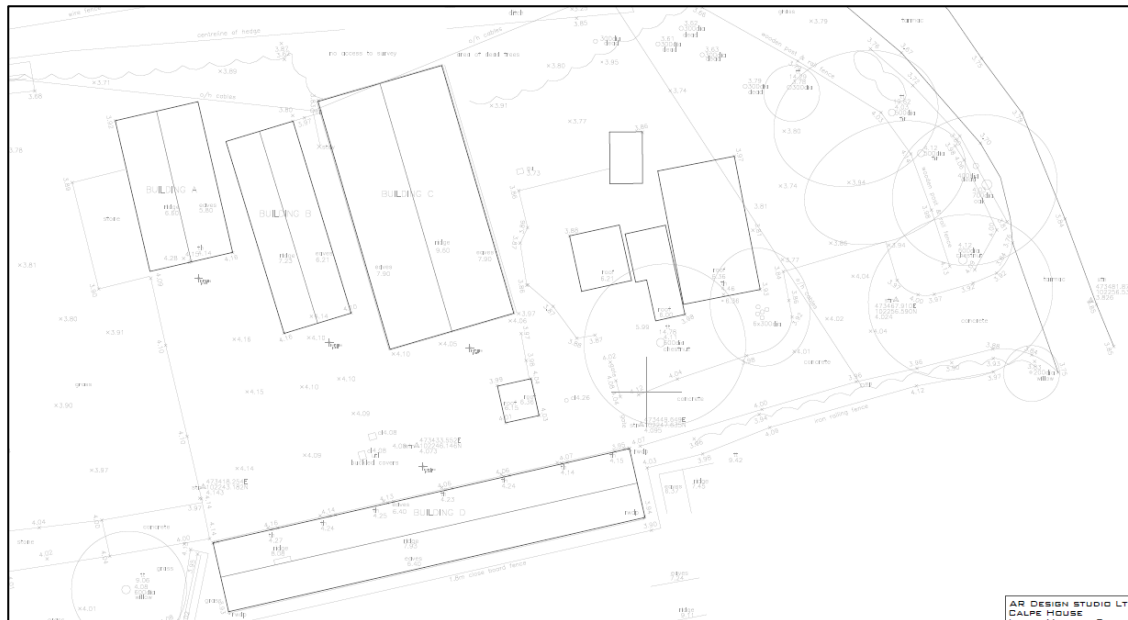


- 2.5 Copse Lane and St Peter's Road are subject to a 30mph speed restriction in the vicinity of the Gutner Lane junction.

Existing Site

- 2.6 The existing site plan is shown on plan reference 1003 – P002 contained in **Appendix 1**. An annotated extract is provided as **Figure 2.2**.

Figure 2.2 – Existing site



- 2.7 The site currently comprises four barns which are used as storerooms and a cattle shed/stable block, as well as five outbuildings which are also used for storage. Building C is to be converted to a single residential dwelling. The remaining buildings are to be retained due to potential bat roosting, and it is understood that these buildings will not be used once bat surveys have been completed.

Existing Access Arrangements

- 2.8 The site is currently accessed directly from Gutner Lane via an existing access point located on the western side of the lane. The existing access arrangement is shown in **Figure 2.3**.

Figure 2.3 – Existing access arrangement (looking south)

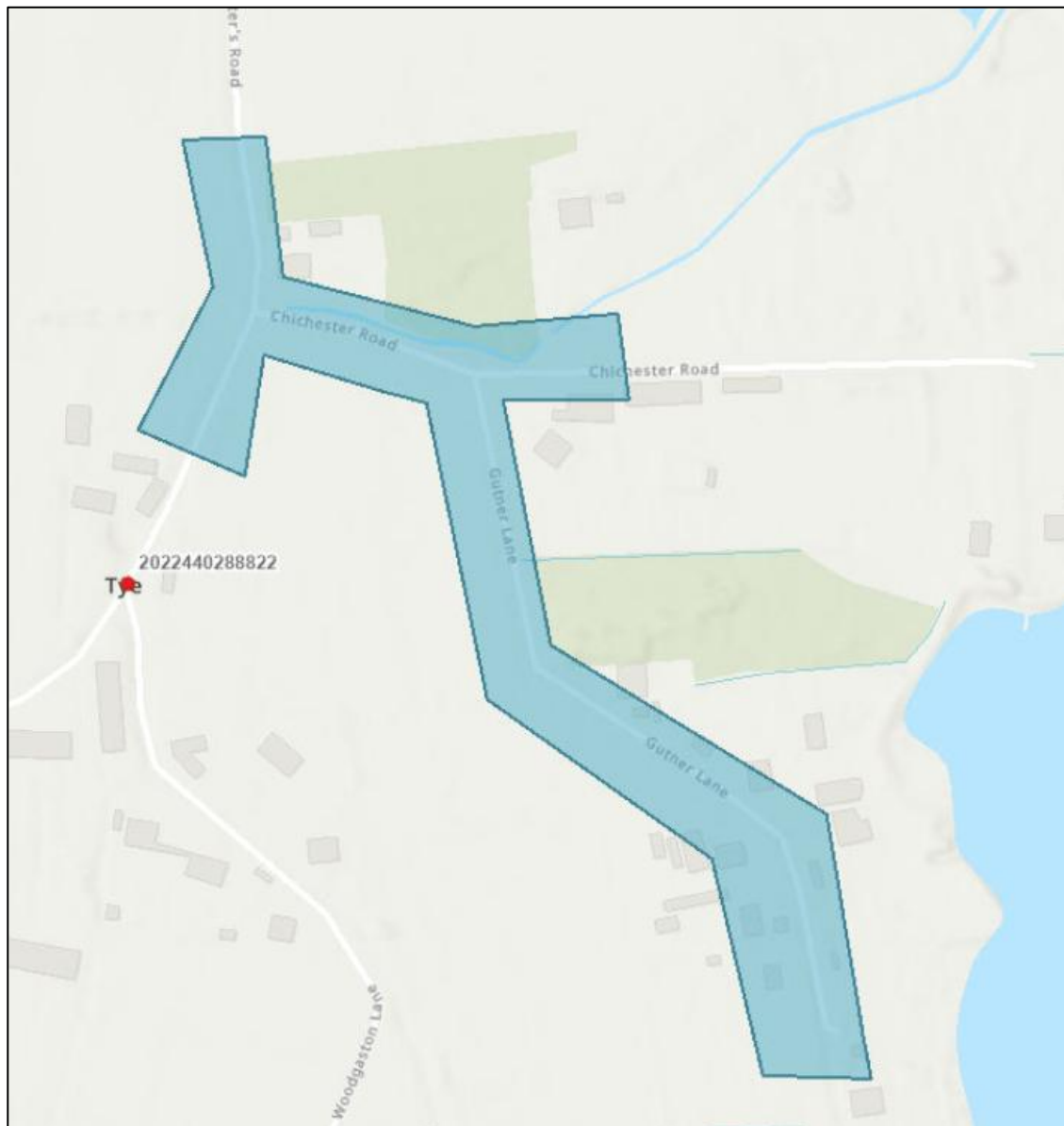


- 2.9 The existing access provides a simple driveway crossover arrangement with hardstanding access track serving the existing agricultural buildings. The access currently accommodates agricultural vehicles including tractors and agricultural machinery associated with the existing use of the site.

Personal Injury Collision Data

- 2.10 A review of (PIC) data for the most recently available five-year period (January 2019 to December 2023) has been undertaken using data sourced from Crashmap. The collision study area, which encompasses the junction of Gutner Lane with Copse Lane/St Peter's Road and the immediate surrounding highway network, is shown in **Figure 2.4**. The full output is contained in **Appendix 2**.

Figure 2.4 – Personal Injury Collision study area



- 2.11 The PIC data confirms that there have been no recorded injury collisions within the study area during the five-year study period.
- 2.12 The absence of recorded collisions confirms that there are no underlying road safety issues on the local highway network in the vicinity of the site.

Car Parking Provision

- 3.5 The proposed site layout plan confirms that three car parking spaces will be provided within the curtilage of the proposed dwelling, together with adequate space for vehicle turning to enable vehicles to enter and exit the site in forward gear.
- 3.6 The Havant Borough Council Parking Supplementary Planning Document (adopted July 2016, updated September 2019) sets out parking standards for residential development (Table 4A). For a four-bedroom dwelling, a minimum of three car parking spaces is required.
- 3.7 The provision of three car parking spaces meets the minimum policy requirement and is therefore considered appropriate.
- 3.8 Swept path analysis contained in **Appendix 4** confirms that all three parking spaces can be accessed and egressed safely, with vehicles able to manoeuvre within the site curtilage and enter/exit the site in forward gear.

Refuse and Recycling Strategy

- 3.9 Refuse and recycling bins will be stored within the curtilage of the dwelling and presented at the kerbside on Gutner Lane on collection days, in the same manner as other residential properties on Gutner Lane. This is consistent with Havant Borough Council's standard collection arrangements for properties accessed via private roads.

Emergency Service and Delivery Vehicle Access

- 3.10 The existing access currently accommodates agricultural vehicles including tractors and large agricultural machinery. The dimensions of the access are therefore appropriate to accommodate emergency service and delivery vehicles.

4.0 Development Trips

Existing Use

- 4.1 The existing site comprises agricultural buildings used for general storage purposes with a total floor area of 565 square metres. The level of trip attraction associated with the existing agricultural use is low and intermittent in nature, which does not occur regularly during the traditional peak hours.
- 4.2 Agricultural storage buildings typically attract vehicle movements associated with:
- i. Seasonal storage and retrieval of equipment and produce
 - ii. Occasional maintenance visits
 - iii. Infrequent delivery of agricultural supplies
 - iv. Agricultural machinery movements
 - v. Contractor and worker visits
- 4.3 Trip attraction from agricultural sites is more closely related to the type and intensity of activity carried out, rather than simply the size of buildings.
- 4.4 Based on first principles, and information provided by the landowner, the existing agricultural use of the buildings would be expected to generate around four to eight vehicle movements per day on average, with peaks during busy agricultural periods (such as harvest time) when movements could increase to 10 to 15 movements per day.

Proposed Use

- 4.5 The proposed residential dwelling will generate vehicle movements typical of a single four-bedroom family dwelling.
- 4.6 Based on first principles assessment, a four-bedroom dwelling would be expected to generate approximately:
- i. Six to eight two-way vehicle movements per day on average
 - ii. Peak hour movements of one to two vehicles during the traditional morning peak (08:00-09:00)
 - iii. Peak hour movements of one to two vehicles during the traditional evening peak (17:00-18:00)
- 4.7 These trip generation figures are consistent with typical residential trip rates for dwellings of this size in similar locations.

Trip Generation Comparison

- 4.8 It is understood that the remaining existing buildings will be demolished once bat surveys have been carried out or retained for bat roosts as necessary, and therefore will remove the trip attraction associated with the existing agricultural use. Therefore, the proposed residential development will result in a reduction of vehicle movements compared to the existing agricultural use.

- 4.9 Building D (154 square metres) will be retained for continued agricultural storage use. However, the overall reduction in agricultural building floor area represents a significant reduction in overall trip generation potential for the site. It is considered that the proposed development would result in no net increase in vehicle movements compared to the existing use of the site as a whole.
- 4.10 In any event, given that the vehicle movements associated with the retained agricultural use are low and intermittent in nature, with vehicle movements generally occurring outside of the traditional peak hours, it is not considered that trip generation associated with the proposed single residential development will result in a severe residual cumulative impact on the local highway network.
- 4.11 In summary, the number of vehicle movements associated with the proposed residential dwelling and the retained agricultural buildings are so low as to be inconsequential.

5.0 Summary and Conclusion

5.1 This Technical Note on Access has been prepared by to support a Class Q change of use planning application to Havant Borough Council for the conversion of an existing Barn at Gutner Lane, Hayling Island to a four-bedroom residential dwelling.

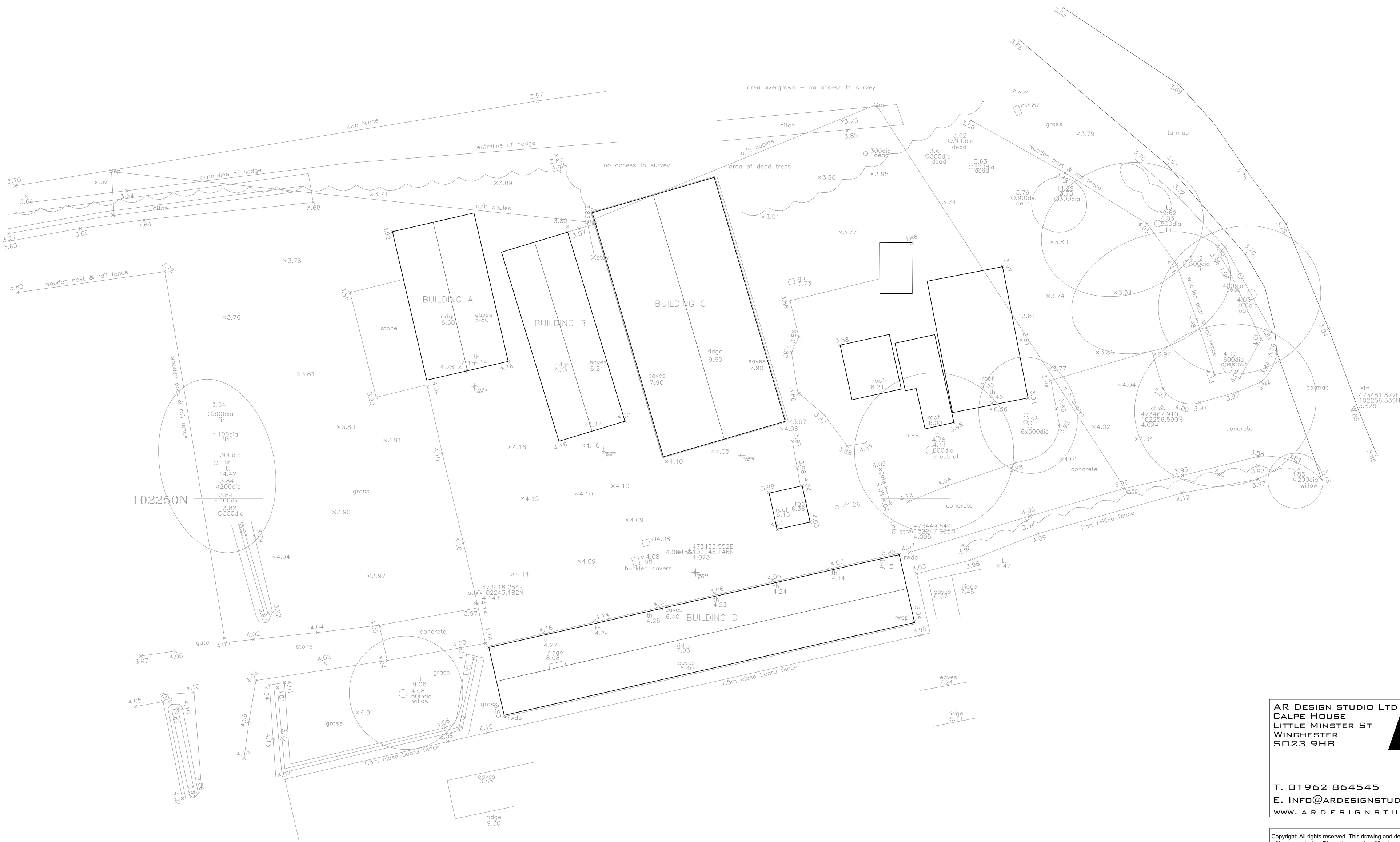
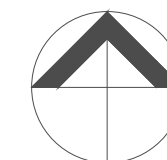
5.2 It is concluded that:

- i. There are no underlying road safety issues on the local highway network
- ii. The proposed dwelling will not result in an increase in vehicle movements, when compared to the existing use
- iii. The existing access to the application site, which is not proposed to be modified as part of the application proposals, remains appropriate for all users
- iv. The proposed car and cycle parking provision is appropriate and policy compliant
- v. An appropriate strategy for access by emergency service and delivery vehicles can be provided
- vi. The strategy for the storage and collection of refuse and recycling is appropriate

5.3 It is finally concluded that the proposed development is acceptable in highways terms.

Appendix 1

Existing Site Layout



For Planning Purposes only

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Job title				
Gutner Lane				
Drawing title				
Existing Site Plan				
Status				
Planning				
Drawn by	Checked by	Date	Scale at A3	Scale at A2
PS	--	Apr 2025	-	1:100
Job No.	Dwg No.		Revision	
1003	P002		-	

Appendix 2

Personal Injury Collision Data



Crash Report

Area of Interest (AOI) Information

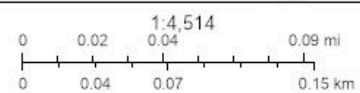
Area : 29,476.11 m²

Oct 9 2025 11:13:09 British Summer Time



Crashes

● Serious



Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community. Sources: Esri, Maxar, Airbus DS, USGS, NOAA, NASA, CGIAR, N. Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap, and the GIS user community.

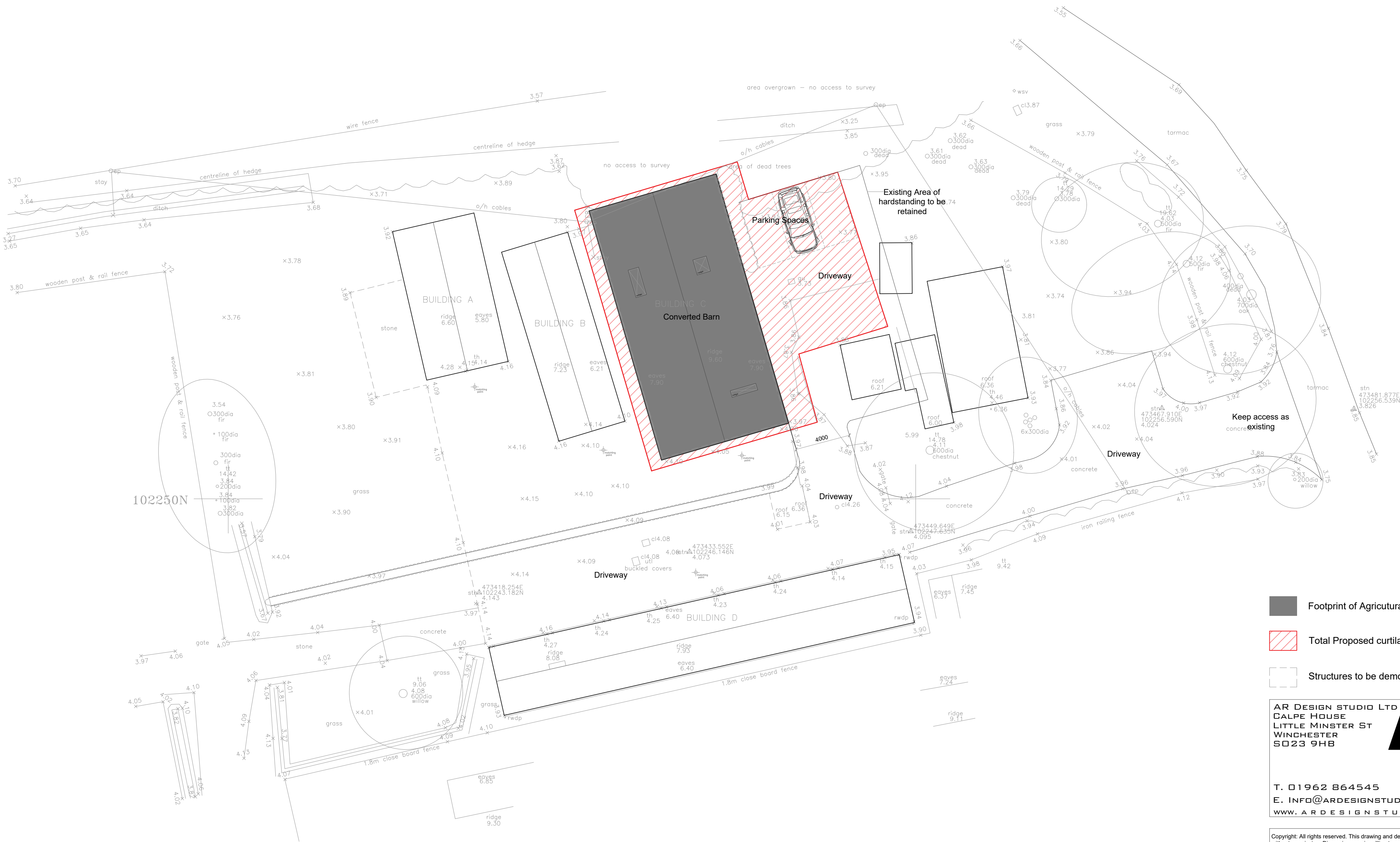
Summary

Name	Count	Area(m²)	Length(m)
Crashes	0	N/A	N/A

Report produced from CrashMap Pro

Appendix 3

Proposed Site Layout Plan



Footprint of Agricultural barn: 181 sqm

Total Proposed curtilage area: 181 sqm

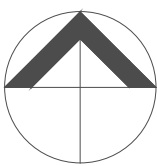
Structures to be demolished

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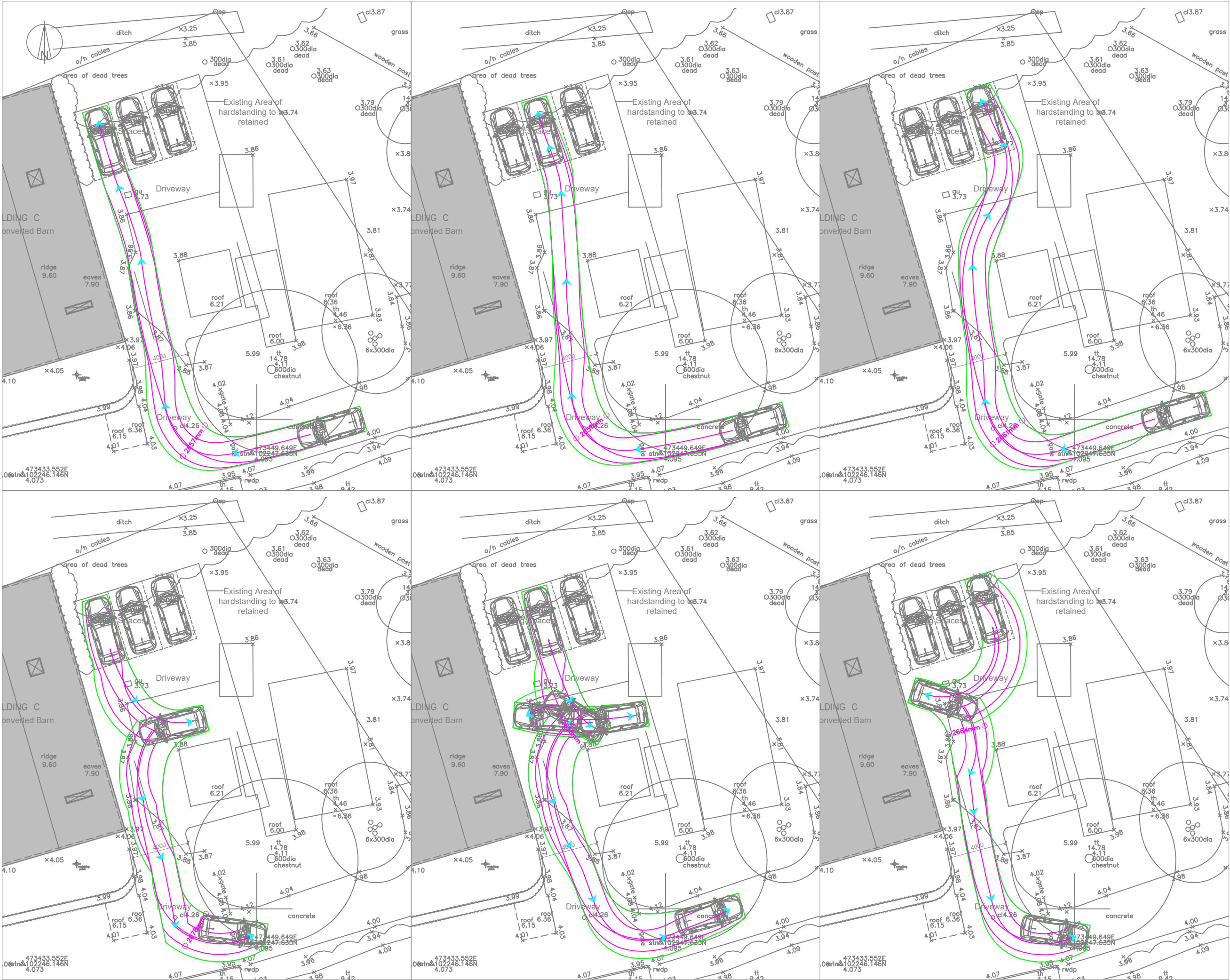
Job title				
Gutner Lane				
Drawing title				
Proposed Site Plan				
Status				
Planning				
Drawn by	Checked by	Date	Scale at A3	Scale at A2
CW	TF	Oct 2025	-	1:100
Job No.	Dwg No.		Revision	
1003	P102		-	



For Planning
Purposes Only

Appendix 4

Swept Path Analysis



NOTES:

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AC0000855217.

Drawing based on Gutner Lane Proposed Site Plan received
30/10/2025

B	Updated Proposed Layout	AH	30.10.25
A	Updated SPA	AH	29.10.25
ISSUE	REASON FOR REVISION	BY	DATE

SDV

Width

Track

Lock to Lock Time

Steering Angle

: 1800

: 1800

: 6.0

: 37.8

mm

PROJECT:

GUTNER LANE,
HAYLING ISLAND

CLIENT:

AR DESIGN STUDIO

PROJECT REF:	DRAWING NUMBER:	SCALE (AT A3):
25120	TR01	1:250

SHEET NUMBER:

SHEET NUMBER 1 OF 1

SCALE BAR:

0m

5m

10m

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TITLE:

CAR SWEEP PATH
ANALYSIS

DATE:	DRAWN BY:	CHECKED:
09.10.2025	JT	AH