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Enquiries to	Thomas Willcox	My reference	061624
Direct Line	N/A	Your reference	APP/26/00367
Date	21 September 2026	Email	havantdc@hants.gov.uk

For attention of Ms Winch

Dear Sirs

Re: APP/26/00367 At Hayling Yacht Company, Mill Rythe Lane, Hayling Island, PO11 0QQ

Construction of MOT Testing Centre with Proposed B2 Use.

Thank you for the re-consultation on the above application, the Highway Authority have reviewed the submitted information and would like to make the following comments.

The applicant has provided additional information relating to trip generation, car parking, personal injury collision data, and amendments to the Construction Environmental Management Plan (CEMP).

Trip generation

Trip generation has been derived from the TRICS database and allowing for rounding indicates 3 two-way vehicle movements during both the AM and PM peak hours, totalling 35 daily vehicle movements. As noted, this forms a robust assessment of the trip generation, coming out higher than the applicants' preliminary estimates.

The forecast trip generation is accepted, as it would not be anticipated to result in a material impact on the operation of the local highway network.

Combined trip generation

The proposed development comprises three separate uses: MOT testing centre, padel courts, and a self-storage facility. Trip generation data has also been provided for the latter two uses.

The padel courts are forecast to generate 112 daily vehicle movements, including 11 two-way vehicle movements during both the AM and PM peak hours. The self-storage facility is anticipated to generate a further 38 daily vehicle movements, also including 3 two-way vehicle movements during both peak hours.

Combined, the overall site is proposed to generate approximately 150 daily vehicle movements, comprising 8 two-way vehicle movements during the AM peak hour and 17 during the PM peak hour. When compared with the existing use of the site, which is estimated to generate 244 daily vehicle movements, the proposed development would result in an overall reduction in vehicular traffic.

Collision data

Personal Injury Accident (PIA) data has now been provided using information obtained directly from Hampshire Constabulary. The data covers the five-year period between 1 February 2021 and 31 January 2026 and identifies only three personal injury collisions within the study area, comprising two slight and one serious injury collision. No fatal collisions were recorded, and no incidents involved pedestrians, cyclists, or motorcyclists.

Whilst two of the collisions occurred at the A3023/Mill Rythe Lane junction, both resulted from isolated driver actions rather than any recurring highway safety issue or geometric deficiency.

Overall, there is no evidence to suggest that the proposed development would result in, or materially worsen, highway safety conditions.

CEMP

A revised Construction Environmental Management Plan (CEMP) has been submitted. Whilst this is not intended to be the final version of the document, the Highway Authority makes the following observations:

- A specific construction traffic route has been identified and is accepted in principle. However, a plan illustrating this route should be included.
- No details have been provided regarding the protection of pedestrians during the construction period. Such measures should be incorporated within the CEMP.
- Provision for wheel-washing facilities has been identified. In addition, a commitment to use a road sweeper, where necessary, should be included.

- Construction hours have been specified. The CEMP should also include measures to prevent construction vehicles from entering or leaving the site during peak traffic periods (08:00-09:00 and 17:00-18:00).

Parking

As mentioned previously, Parking is a matter for Havant Borough Council, as the Local Planning Authority, to consider in order to ensure that the proposed parking provision accords with its adopted standards. However, the Highway Authority note that increased parking provision has been provided, and is considered to reduce the risk of overspill onto the highway.

Conclusion

In light of the above, the Highway Authority raise no objections to the proposals, subject to the following condition:

Conditions:

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 work;

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) wheel washing facilities or prevention method to prevent mud on the highway

Demolition and construction work shall only take place in accordance with the approved method statement.

Yours faithfully,

Thomas Willcox
Assistant Transport Planner - Highway Development Planning
Universal Services