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<i>Enquiries to</i>	Chris Hirst	<i>My reference</i>	6/3/13/185 (APP1883)
<i>Direct Line</i>	01962 846877	<i>Your reference</i>	APP/18/00724
<i>Date</i>	31 st January 2020	<i>Email</i>	Chris.Hirst@hants.gov.uk

For the attention of D Haywood

Dear Sirs,

Land at Sinah Lane, Hayling Island: Erection of 195no. dwellings, associated open space, pumping station, sub-station and formation of new vehicular access off Sinah Lane. Change of use of land from agricultural to a Wader and Brent Geese Refuge Area.

Thank you for consultation on the above planning application.

In response to the Highway Authority's previous letter dated 10th October 2018, an initial Transport Assessment Addendum was submitted for review. The Highway Authority raised a number of queries with the document, resulting in subsequent meetings to resolve the outstanding matters. To summarise the correspondence since the last Highways response, a Transport Position Summary Note has been submitted to the planning portal. The contents of this note are reviewed within this response.

Summary of Correspondence

Following the issue of the Highway Authority's response dated 10th October 2018, a Transport Assessment Addendum was submitted to address the points raised within the document. Further comments were raised and discussed at a follow up meeting. It was agreed that Havant Borough Council's work on the Hayling Island Transport Assessment needed to be developed further to understand how the proposed development allocation on Hayling Island (including the Sinah Line site) will be suitably mitigated.

Following updates to the Hayling Island TA, a follow up meeting was held between the aforementioned parties on 21st November 2019 to discuss the identified mitigation measures. These feature junction improvement schemes

Director of Economy, Transport and Environment
Stuart Jarvis BSc DipTP FCIHT MRTPI

at the following locations:

- Northney Road/A3023;
- Langstone Road/Woodbury Avenue/Technology Park;
- West Lane/A3023;
- Mill Rythe Roundabout; and
- 'Friction Reduction' Schemes along the A3023.

A summary of the matters agreed through the further rounds of discussion are included below.

PIA Data

Updated Personal Injury Accident (PIA) data was submitted by the applicant through the TAA for the agreed study area. The PIA data does not indicate an existing safety concern on the highway which could be exacerbated by the development. As a result, no further action is required.

Sustainable Transport

Walking and Cycling

The Highway Authority's previous response requested:

- Improvement on the walking route to West Town;
- Crossing point on Station Road on the desire line for pedestrians; and
- Contribution towards improvements to the Hayling Billy Trail.

Since the original Transport Assessment was submitted, further work has been undertaken to assess the walking routes from the site. HBC are in the process of developing a scheme to improve wayfinding through Hayling Park, which connects the development site to Station Road and onwards to the catchment infant and junior schools. As such, the Highway Authority requested a contribution towards this scheme and a crossing point on Station Road on the desire line along the northern edge of the park. It was agreed that a £35,000 contribution will be provided towards these improvements to provide a safe walking route to school.

Further conversations have been held regarding the provision of a link to the Hayling Billy Trail and potential upgrades to the route. The Countryside Services team at Hampshire County Council will request a separate contribution towards the Hayling Bill Trail and LNR woodland, including the provision of a link from the site.

Bus

A further review of the bus facilities in the nearby area has been undertaken. It is noted that the nearest bus stops have recently been improved as part of 'The Oysters' development and that there is little scope to provide any further improvements towards the bus stops in the vicinity. As such, a contribution is no longer sought. The Hayling Island TA has identified long term improvements for bus provision on Hayling Island, which could be funded through CIL funds from developments on the Island.

Agricultural Vehicle Movements

Confirmation has been provided that the land to the north will change from agricultural use to a Brent Geese mitigation area following the implementation of the development. While maintenance of the Brent Geese area will still be required, this will be carried out through infrequent visits by smaller maintenance vehicles, rather than the existing agricultural vehicles. As such, tracking of a draw bar trailer through the site is not required.

Site Access

Updated access drawings have been provided (drawing numbers 041.0031.003 Rev J and 041.0031.005) which now demonstrate a pedestrian crossing point in the form of dropped kerbs and tactile paving to the east of the vehicular site access. Tracking drawings have been provided and reviewed to demonstrate that the provision of the new crossing point will not restrict the movement of vehicles entering/egressing the existing driveways.

The revised access drawings and pedestrian provision have been reviewed and considered acceptable. The works should be delivered via a S278 agreement with the Highway Authority.

Internal Site Layout

It is understood that the roads and footways relating to this application are being put forward for adoption by the developer, a position which is strongly supported by the Highway Authority. As such, an assessment of the submitted drawings has been undertaken accordingly and the internal layout is now considered acceptable in principle.

The developer should be aware of the S38 process which will need to be undertaken in addition to any planning approval that may be granted by the Local Planning Authority, and the details of this process can be found via the following link -

<https://www.hants.gov.uk/transport/developers/constructionstandards>.

This process will require additional information to that submitted to date, and require formal engineering drawings for assessment which may result in updates to the layout being required. As such, it is recommended that the developer engage with the S38 team at their earliest convenience.

Developers should also be made aware of the Advanced Payment Code (APC) that will be required by the Highway Authority. Details of this can be found via the following link -

<http://documents.hants.gov.uk/transport/APCProcess-Guidancedocumentforwebsitev22018-04-02.pdf>

Junction Modelling

The Transport Assessment Addendum produced by the applicant provided updated junction modelling outputs for the junctions identified within the initial assessment. Whilst further questions were raised about the modelling undertaken for this specific application, it was acknowledged that the ongoing work associated with the Hayling Island TA identified which junctions would require mitigation as a result of development, as set out above. To ensure a holistic approach is adopted towards funding the identified mitigation measures on the island, a proportionate contribution sum of £679,000 has been secured towards the mitigation measures identified within the TA and is

considered adequate to mitigate the forecast traffic generated by this application. Please note that the contribution value is based on the proposed measures within the Hayling Island TA. The Highway Authority believes that the mitigation measures identified within the TA sufficiently mitigates vehicular traffic from the proposed allocation on Hayling Island.

Travel Plan

Following a review of the initial Travel Plan, comments were raised within the Highway Authority's initial response. An updated Travel Plan was submitted July 2019 which was subsequently reviewed and considered acceptable. Payment of the relevant TP fees will be secured through the S106 agreement.

Recommendation

The applicant has satisfactorily addressed the outstanding matters raised in the Highway Authority's previous response to this application. Whilst the Highway Authority has reviewed the mitigation measures identified within the emerging Hayling Island Transport Assessment and considered them sufficient to agree the mitigation required for this development, the planning authority should satisfy itself that the approach is in accordance with the local plan process. Subject to the LPA considering the above acceptable, the Highway Authority raises no objection the application, subject to the following conditions and obligations:

Obligations

- Contribution payment of £679,000 towards improvements along the A3023 corridor up to, and including, the A27 roundabout;
- Contribution payment of £35,000 towards improvements on the walking route from the development to Mengham Infant School and Mengham Junior School;
- Delivery of the site access works via a S278 agreement with the Highway Authority as detailed in drawing number 041.0031.003 Rev J;
- Payment (by developer) of HCC fees in respect of the approval (£3,000) and monitoring (£15,000) of the Framework Travel Plan prior to commencement; and
- Provision of a bond, or other form of financial surety, in respect of measures within the Travel Plan.

Conditions

- A Construction Traffic Management Plan shall be submitted to, and approved in writing, by the Local Planning Authority (in consultation with Hampshire County Council Highway Authority) before development commences. This should include construction traffic routes and their management and control, parking and turning provision to be made on site, measures to prevent mud being deposited on the highway, adequate provision for addressing any abnormal wear and tear to the highway, and a programme for construction.

Reason:

In the interest of highway safety

I trust the above is clear, but please do not hesitate to contact Chris Hirst on the number noted above should you wish to discuss anything further.

Yours Sincerely,

Ben Clifton
Transport Team Leader – Highways Development Planning