

Subject: RE: Response To Application Number APP/24/00711 at Former Gas Manager's House, 69 North Street, Emsworth

Hi Kayleigh,

We've engaged with Astute Transport and our client, VHE, to provide the below response to the recent highways comment.

Having consulted with VHE, the table below provides a summary of the construction vehicles which are expected to visit the site, together with the approximate frequency of these movements.

Vehicle Type	Length	Width	Frequency	
Low Loader	17.9m	3.3m	4	2 movements at the start of the project to b
Large 8-wheel tipper Lorry	10.2m	2.5m	2/ week	Over 10
Small Skip Lorry	6.2m	2.4m	6	Total
Welfare Unit	5.2m	2.3m	2	1 movement to bring Unit on site and 1 to itself. The unit is tow

The submitted AutoTRACK assessment has been undertaken using a 17.9m low loader. The tracking assessment, reattached for convenience, illustrates that the 3.3m wide vehicle is able to safely pass parked vehicles on Palmers Road when entering and exiting the site. It is confirmed that the vehicle will turn within the site.

It is outlined that the tracking assessment is considered robust given:

- The vehicle used for the tracking is slightly longer than the largest vehicle that would be required.
- The existing marked bay on Palmers Road is circa 2m in width, and Google images suggest vehicles are fully parked within this. However, the assessment allowed for a total off-set from the kerb of 2.2m for robustness.

It has been confirmed that the low loader vehicle will only be required 4 times during the works period. Twice at the beginning of the project to transport the excavator and dumper/roller onto the site, and twice at the end of the project to remove the same equipment. The vehicle will therefore be used very infrequently. It is also important to note that a similar vehicle was used during the demolition phase of the project, and that this occurred without issue.

The table above also provides information on the other large vehicles which are expected to require access to the site during the construction phase, along with the frequency of movements. It is notable from this table that large vehicle movements will be infrequent, with the maximum number of trips undertaken by the large 8-wheel tipper lorry, although even in this instance only circa 2 trips per week are expected over the construction programme.

In terms of vehicle dimensions the table confirms that all other vehicles are significantly shorter than the low loader used in the tracking assessment. Critically the other vehicles are also between 0.8m and 1m narrow than the low loader used during the assessment; this is this most important vehicle characteristic when considering the clearance of the vehicle to parked cars, given the vehicle travelling on Palmers Road in this location is moving in a straight line. This means that the clearance between the other construction vehicles and the cars parked on Palmers Road will be materially greater than the AutoTRACK suggests for the low loader.

Given the AutoTRACK assessment robustly confirms that a 3.3m wide vehicle can enter and exit the site without conflict, there is no reason to conclude that the other large vehicles employed on the site will cause any issue, or that a TTRO should be necessary. This conclusion can reasonably be drawn without the need for additional AutoTRACK assessments to be undertaken.

Hopefully this addresses the highways officer outstanding concerns and we look forward to hearing further from you to confirm as such.

Thanks,

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