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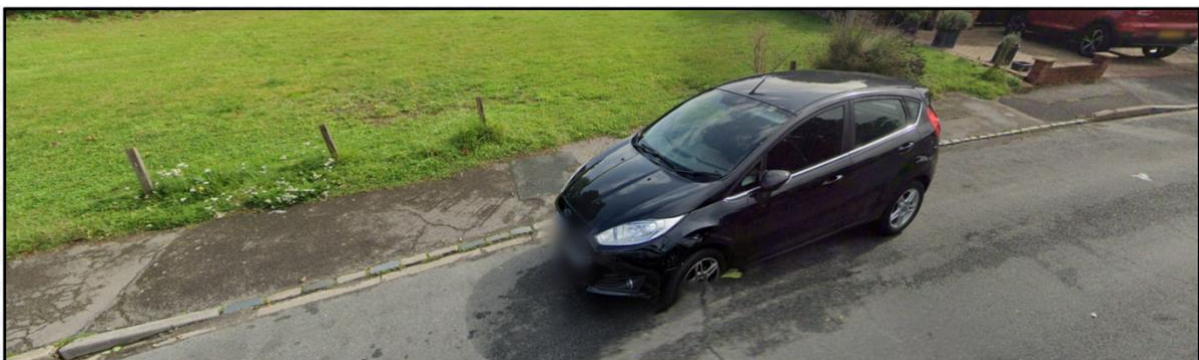
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**Planning Application Number APP/24/00232 & APP/24/00245
Emsworth House Close, Emsworth**

This Highway Technical Note has been produced in support of the above applications and as a result of comments made by the Planning Officer relating to existing parking arrangements. The Officer has said:

As you will be aware both applications have resulted in a high level of public comment with objections and a petition received. If the impacts on the tree prove able to be appropriately addressed the parking issues in Emsworth House Close continue to cause concern. Whilst it is not the applications role to seek to solve existing parking issues it is necessary to avoid making an existing issue worse and in this case the provision of on-site parking is impacting the level of roadside parking available, this is particularly important as many existing residents in the Close are elderly and unable to park further from their accommodation and visitors and health services also park within the Close. Both applications are very likely to be considered at a future Planning Committee in the event of a positive recommendation and I am aware of an interest in the development from local Ward Councillors who are well aware of local parking concerns. In my view it may well prove critical to the outcome of the applications to be able to demonstrate that any lost on-road parking is able to be re-located within the application site(s).

At present there is a long dropped crossing that serves the site which was previously used as a formal access and this is evident by a row of granite setts laid between two transition Kerbs. This is shown below.



As access to the site has only been used for occasional maintenance off the site, some local residents have taken to park across the existing access, which to date has not caused any issues. However, this does not give these residents an automatic right of obstruct access to the Applicant property.

A vehicle is considered to be committing a parking contravention where any part of the vehicle is blocking any part along the full length of the dropped kerb. This includes the sloped kerb stones (tapered kerbs). This is emphasised with the Highway Code Rule 243 which says:

DO NOT stop or park:

- near a school entrance
- anywhere you would prevent access for Emergency Services
- at or near a bus or tram stop or taxi rank
- on the approach to a level crossing/tramway crossing
- opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space
- near the brow of a hill or hump bridge
- opposite a traffic island or (if this would cause an obstruction) another parked vehicle
- where you would force other traffic to enter a tram lane
- where the kerb has been lowered to help wheelchair users and powered mobility vehicles
- **in front of an entrance to a property**
- on a bend
- where you would obstruct cyclists' use of cycle facilities

except when forced to do so by stationary traffic.

This current application seeks to utilise just a 5.0m width of the existing dropped footway crossing to gain access to the two dwellings proposed which both have a pair of tandem parking spaces between the two properties. In doing so, it actually formalises the situation and results in additional on-street parking, as the long existing dropped footway crossing will be removed and replaced with a reduced width access for the two proposed dwellings.

Given the above, the residents that have historically parked across the Applicants legal access have been in contravention of Rule 243 of the Highway Code, but to date this has not caused an issues. None the less, this does not give these residents an automatic right to cause an obstruction.

In this instance, the Applicant is utilising his legal access and is providing car parking to Havant Borough Councils adopted car parking standards, therefore there is no sustainable objection to these proposals, and this is a view that would be taken by an Appeal Inspector should such an objection be lodged.

Nick Culhane August 2024