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Enquiries To Alistair McMurray

Direct Line

Date 17 February 2020

My reference 027497

Your reference APP/19/01226

Email havantdc@hants.gov.uk

Dear ,

Land west of Coldharbour Farm Road, Emsworth

Construction of 44 dwellings with access, open space, landscaping and associated works

The application is supported by a Transport Statement (Bellamy Roberts – July 2019).

In order to inform the assessment a full PIA study has been undertaken and Highways Development Planning are satisfied that there are no existing accidents trends within the vicinity of the site that this proposal would likely exacerbate.

HBC will need to determine in their capacity as Local Parking Authority that the level of parking provision proposed falls in line with HBC adopted Standards.

Access to the application site is proposed from the western end of Coldharbour Lane via a continuation of the existing turning head arrangement.

Vehicle tracking has been provided for a refuse vehicle in order to demonstrate the suitability of the proposed access and internal site layout, this however is considered unacceptable.

The vehicle utilised within the tracking is of some 9.6m in length. HCC requires refuse tracking for a refuse vehicle of 11.2m in length. As such the proposal is considered unacceptable in this regard.

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

In order to determine likely traffic generation and interrogation of the TRICS database has been undertaken. The TRICS data outputs have been provided and the dataset utilised is considered to be fully representative.

The assessment confirms the development would likely generate in the region of circa 20 two-way movements during the network peak hours.

In order to assess any impact, junction assessments have been undertaken for the junction of Coldharbour Farm Road and Horndean Road and traffic has been distributed upon the network as per existing turning movements obtained from the traffic surveys undertaken to inform the assessment in June 2019. This approach is considered acceptable.

A base + development scenario within PICADY (Priority Intersection Capacity and Delay) has been utilised and the results demonstrate a maximum ratio of flow to capacity (RFC) of 0.10 (10%) with an associated maximum queue length (MaxQ) of 0.1 vehicles occurring on the Coldharbour Farm Road exit of the junction during the AM peak hour. These results would demonstrate that the junction would operate well within its theoretical capacity limit post development.

In regard to the proposed site access and internal site layout the proposed linkage between the site and Coldharbour Farm Road has not been provided in any detail and whilst no objections on principle are raised in this regard the applicant is advised to engage with the Council's S.278 and S.38 teams at their earliest convenience with regards to proposed works design.

In line with the above, Highways Development Planning raises no in-principle objections to this proposal, however a standing objection is currently raised in regard to insufficient vehicle tracking. This should be submitted by the applicant for review in order to overcome the objection.

Suitable conditions will be required in regard to a Construction Logistics Plan for an y future planning permission that may be granted.

Yours sincerely,

Alistair McMurray

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