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Enquiries To Chris Hirst

Direct Line

Date 17 April 2024

My reference 052341

Your reference APP/23/01078

Email havantdc@hants.gov.uk

Dear Madam,

Fowley Cottage, 46 Warblington Road, Emsworth, PO10 7HH

Demolition of existing dwelling and replacement with 4No. 2bed, 8No. 3bed and 3No. 4bed dwellings.

Thank you for consulting the Highway Authority on the above planning application.

The applicant has submitted a Transport Statement (TS) to address the highway implications of the proposed development. Following a review of this document, the Highway Authority wishes to make the following comments.

Planning History

The site has been subject to a number of planning applications, most recently an application in May 2021 (planning reference APP/20/00376) was refused for 9 dwellings featuring the same access arrangement. The Highway Authority raised no objection to the proposed development and no highways reason for refusal featured within the decision.

Personal Injury Accident (PIA) Data

Accident data has been gathered for a 5-year period up to February 2023. The accident data confirms that there have been no accidents near to the site access, and there are no accident trends on the local highway network which may be exacerbated by the proposed development.

Sustainable Transport Provision

Director of Hampshire 2050
Gary Westbrook

Walking and Cycling

The TS refers to the walking distances identified within a number of documents; however, the Highway Authority recognises the distances identified within the CIHT's 'Providing for Journeys on Foot' document. Notwithstanding the above, Appendix 3 confirms that there are a number of facilities located within a walkable distance from the site.

Bus

The nearest bus stops to the site are located approximately 600m away on the A259. Both eastbound and westbound stops provide a bus shelter and feature regular services to Portsmouth, Havant and Chichester.

Rail

Emsworth stations represents the nearest form of rail travel to the site, approximately 1.1km to the north of the proposed development. The station provides services to locations in the south of England and therefore represents a viable alternative mode of transport to the private car.

Development Proposal

The proposed development consists of 15 dwellings to the south of Warblington Road, representing an increase of 6 dwellings over the most recent application considered under reference APP/20/00376.

Site Accesses

Access to the site was originally proposed via two accesses onto Warblington Road; however, the Highway Authority understands that the proposed use of Curlew Close has now been removed from the proposal. Confirmation is sought on this point. As a result, the sole point of access to the site is taken via Fowley Cottage which will be relocated 1.5m south and widened, although it is unclear based on the latest drawing what width is to be provided. Tracking has been undertaken for a refuse vehicle entering and exiting the site via realigned access in drawing number 5970/204. The refuse vehicle utilised within the tracking is the smaller 9.6m long truck, rather than the super large refuse vehicle commonly used in the area. Confirmation is sought from the applicant as to whether a private bin collection company using a smaller refuse vehicle will collect from the site. If not, updated tracking for a refuse vehicle entering and leaving the site will be required. Notwithstanding this point, the tracking undertaken shows that access to and from the site is heavily restricted by the width of the access which is likely to be overrun as the vehicle enters the site. The applicant should confirm the vehicle speed used within the tracking and should also investigate whether there is any scope to widen the access to improve the track manoeuvre.

Director of Hampshire 2050
Gary Westbrook

Tracking for a fire tender accessing the site has also been shown in drawing number 5970/205. The tracking shows that the vehicle would need to overrun the kerb and footway to access the site and the limited width of the internal road could restrict access. The emergency services should be consulted for their views on the proposal.

An updated TS detailing the changes to access should be provided, along with the additional information requested above.

Internal Layout

The TS does not provide specific commentary regarding the internal layout of the site; however, the Highway Authority have concerns with the layout presented.

The width of the spine road is inconsistent, and it is unclear whether two vehicles will be able to pass. The likelihood of two vehicles meeting within the site has increased with the latest proposal for 15 dwellings. As a result, the applicant is required to provide tracking for two cars passing to demonstrate that these movements can be undertaken, or that there is sufficient space for a vehicle to wait with sufficient forward visibility whilst an approaching vehicle passes.

The location of vehicle parking bays and cycle stands within the carriageway places them at risk of side swipe instances by larger delivery vehicles and/or vehicles manoeuvring within the constrained turning head. Consideration should be given towards relocating these facilities and a Stage 1 Road Safety Audit undertaken to confirm whether an independent auditor considers whether there are any safety concerns with the revised access and internal arrangement.

Car and Cycle Parking

The Highway Authority have identified concerns with some of the locations of car and cycle parking facilities within the site above. In their capacity as local parking authority, Havant Borough Council should confirm whether they are satisfied with the proposed quantum of parking.

Recommendation

In light of the changes to the access strategy for the site, the applicant should produce an updated Transport Statement. The Highway Authority also requires the additional information noted within this response before a recommendation on the proposed development can be made.

Yours Sincerely,

Chris Hirst – Highways Development Planning, Hampshire 2050.

Director of Hampshire 2050
Gary Westbrook