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Date	21 January 2025	Email	havantdc@hants.gov.uk

For attention of Ms Miszewska

Dear Madam,

Re: Demolition of existing dwelling and the construction of 5 new dwellings with associated external works and landscaping | Oklahoma, 4 Long Copse Lane, Emsworth, PO10 7UL

Thank you for your consultation on the above planning application. To support this planning application, the applicant has submitted a Technical Note (TN) reference 143.0034/TN/1 dated November 2024 which the Highway Authority have reviewed and have the following comments to make.

The quantum of development proposed falls within Hampshire County Council's Standing Advice, however given that alterations are proposed to the access arrangements the Highway Authority are required to comment on this planning application. Whilst general commentary is made on other aspects within the TN, ultimately the Planning Authority should consider whether the proposals are acceptable.

Pre-application engagement

The applicant engaged in pre-application discussions with the Highway Authority in July 2024. The TN provides a summary of the matters needing to be addressed ahead of any formal planning application however does not include the concerns raised by the Highway Authority with the achievable visibility at the access point. This is a key consideration of this planning application.

The Highway Authority also requested that consideration towards the future arrangements on Long Copse Lane given the live planning application to the north was requested to ensure the development is not impeded by the proposals for the adjacent site. This is discussed where appropriate throughout this response.

Deputy Chief Executive and Director of Hampshire 2050
Gary Westbrook

Planning History

The TN refers to the live planning application for c. 260 dwellings on Land North of Long Copse Lane (planning reference APP/21/00893).

As identified within the TN several improvement schemes have been secured should this site receive any future planning consent. Specifically relevant to the Highway Authority's considerations of this application is the improvements increasing the carriageway width of Long Copse Lane to 5.5m and widening of the bend on the approach to Hollybank Lane to allow two vehicles to pass and improve the forward visibility along with footway and crossing provision on the bend with Hollybank Lane. Despite conflicting wording within the TN, the Long Copse Lane improvement works scheme is not being re-designed and will be delivered as per the Figure 2 and 3 should any planning consent be granted.

It is worth noting that this development would benefit from the active transport infrastructure secured through the wider planning application if granted consent but given its current status the benefits cannot be relied upon for this application.

Site Location

The existing site is currently occupied by 1 residential dwelling with access taken from Long Copse Lane. The site is bound to the east, south and west by residential dwellings and Long Copse Lane to the north.

Personal Injury Accidents (PIA)

The applicant has obtained PIA data using Hampshire Constabulary records for a 5-year study period from 01 April 2019-31 March 2024. It is noted that the data obtained is nearly a year out of date. The study area is set out within Figure 4 of the TN and has been agreed with the Highway Authority through pre-application discussions.

The Highway Authority have undertaken their own internal review of accident data for a more recent 5-year period of (01 July 2024-30 June 2024) which identifies an additional PIA along Southleigh Road within the vicinity of the Hollybank Lane junction.

Within the study area for the updated time period, 2 'slight' PIAs have been recorded within the study area within the vicinity of the Southleigh Road/Hollybank Lane junction. No accidents have occurred within the vicinity of the site access or along Long Copse Lane itself. The Highway Authority are content that this is an isolated accident that is unlikely to be exacerbated by this quantum of development. The applicant is therefore not required to obtain any further datasets.

Stage One Road Safety Audit (RSA1)

As requested at the pre-application stage the applicant has undertaken a Stage One Road Safety Audit (RSA1) supported by a designer's response. In total the audit raised 1 item (3.3.1) which relates to concerns with visibility at the site access arrangement. Whilst the audit specifically raises the need for confirmation that the visibility splays have been based on recorded speeds, it

ultimately raises concern with the achievable visibility at the proposed site access arrangement. This is discussed further below.

Site Access

Existing Access:

Visibility at the existing access arrangement was demonstrated at the pre-application stage and it is noted that these visibility splays have not been submitted to support this planning application. Irrespective of this, it was demonstrated that visibility was not achievable to the required design standards. The existing access is therefore proposed to be stopped up and relocated further to the west by c. 5.0m.

Proposed Access

The applicant outlines that the proposed access has been designed in accordance with HCC TG1 and TG2. A 5.0m access is proposed in the form of a vehicle crossover arrangement. This form of access was considered acceptable for the quantum of development and was agreed at the pre-application stage.

As requested at the pre-application stage the applicant has extended the 2.0m footway proposed via the adjacent application to run along boundary of this site to tie into the site access arrangements. The applicant has provided drawings showing the proposed access including footway arrangement and visibility splays based on the existing Long Copse Lane arrangement (drawing 143.0034-0002 Rev P04) and the future arrangement with the improvements secured by the wider Long Copse Lane application (drawing 143.0034-0009 Rev P02) should the site receive future planning consent. The Highway Authority have reviewed both drawings and have the following comments to make.

The applicant has undertaken a 7-day ATC survey between the 24-30 April 2024 with the location placed c.20m east and west of the existing site access. The ATC's have been undertaken to inform visibility splays at the site access.

The associated visibility requirements within paragraph 3.4 of the TN are not agreed as they have not been based on the highest 85%ile recorded speeds for robustness. Additionally, the 2.5mph wet weather factor has not been applied following confirmation that speeds were recorded during periods of wet weather on the 27-28 April 2024. This would equate to wet weather speeds of 26.2mph eastbound and 20mph westbound. Inclusion of the wet weather factor increases the visibility requirement to 36.0m and 25.0m respectively. The applicant has not updated the site access drawings to account for this.

Additionally, based on the future widening works proposed for Long Copse Lane, it would be considered appropriate for splays to be based on a design speed of 30mph (the current speed limit) given that the proposed widening to 5.7m, footway provision and removal of vegetation is likely to encourage higher vehicular speeds than those recorded. Visibility for the proposed

access with the future works in mind would be required to demonstrate splays of 2.0m x 43.0m.

Whilst the relocated access reduces the obstruction of the trees to the east, the visibility remains reliant on 3rd party tree canopy maintenance being undertaken to create the access and for this to be maintained in perpetuity. The new alignment of Long Copse Lane does not improve the visibility in the primary direction in this instance, which would become further constrained with the need to provide splays for a 30mph design speed as set out above.

The Highway Authority would consider that removal of the trees would be necessary to ensure appropriate visibility could be guaranteed and to deliver safe and suitable access to the site, however the applicant nor the Highway Authority have this within their gift to deliver. The trees whilst on the highway boundary fall within the historic property boundary and therefore legally fall under the ownership of property owners that are not party to this application or any consent.

To the west, visibility cannot be achieved without extensive vegetation maintenance. Unlike the primary direction, it is understood that the tree coverage requiring removal for the achievable visibility splays falls under the jurisdiction of the applicant. To remove the maintenance risks and in order to construct the proposed footway, it would be considered necessary for the 3 trees within the vicinity of the splay to be removed. This isn't set out as being necessary within the submitted documentation as being necessary.

The Highway Authority are not satisfied that the lack of visibility at the access is suitable for an intensification of use and would lead to highway safety issues. This is a particular concern when considered against the positive recommendation for the live application north of Long Copse Lane (which would substantially increase the daily two-way traffic flows recorded of 209) and the associated improvements required to provide safe and suitable access to that site. The RSA supports the safety concerns of the Highway Authority in relation to the achievable visibility from the proposed access and the designer's response does not suitably address the issue.

The applicant could update the visibility splays to account for the wet weather speeds and a 30mph design speed to account for the future Long Copse Lane works. However regardless, the appropriate visibility cannot be achieved based on the reduced distances demonstrated therefore further consideration to these points would only increase the reliance of 3rd party land in the eastern direction and may even rely on 3rd party land in the western direction.

Other points of consideration:

It was requested at the pre-application stage that given the proximity of the site access to the Hollybank Road bend, forward visibility splays should also be provided in accordance with HCC TG2/TG3 based on the record speeds obtained. This has not been demonstrated.

There appear to be some discrepancies with the indicative highway boundary shown on the above drawings and the actual highway boundary upon

reviewing historic records. Regardless, this would not change the concerns relating the visibility splays which is discussed further below.

Whilst the footway appears to be deliverable in the land controlled by the applicant and subject to highway rights in this location it is likely to require the removal of 3 existing trees given the proximity of the tree trunks and the footway. The trees in question fall under the ownership of the applicant. The need for tree removal to facilitate this footway extension has not been fully identified on the drawing. It is acknowledged that this has significant arboriculture implications, and the tree officer should be consulted for comment on this matter.

Swept Path Analysis:

Swept Path Analysis has been provided for two standard size cars and a delivery vehicle passing a car at the site access at 10mph (drawings 143.0034-0004 Rev P04 and 143.0034-0003 Rev P04 respectively) in accordance with HCC TG2 for a tertiary street. The Highway Authority consider this development to be accessed off a private driveway however tracking provided based on tertiary requirements are considered to be robust.

The drawings confirm that whilst most movements can be undertaken simultaneously there are movements where two cars and the car and delivery vehicle are unable to pass directly at the site access, albeit there are sufficient passing places further within the access road. The TN incorrectly suggests that the Highway Authority considered the swept path analysis to be acceptable given the low flow access arrangement. Whilst it was agreed this is a low flow access arrangement, the interaction with the substandard visibility provides a cause for concern with the safe and suitable operation of the access.

Swept path analysis is shown for a fire tender at 10mph within drawing 143.0034-0005 Rev P04 in accordance with HCC TG2. The Highway Authority are satisfied that the fire tender is able to access the site appropriately.

The applicant raises that any swept path analysis provided will be improved once the works to widen Long Copse Lane are undertaken. No drawing has also been provided to confirm this position. Whilst the access arrangement needs to be designed with the future development in mind to not prejudice secured works coming forward, this cannot be wholly reliant as planning consent is not guaranteed. It was requested that the operation of the access needed to be evidenced both for the current situation on the ground in the absence of the works coming forward as well as with the proposed improvements. This has not been evidenced; however, the wider road would likely ease the movements into the development site with additional width to manoeuvre.

Refuse Arrangements

The TN suggests that the refuse strategy was agreed with the Highway Authority at the pre-application stage. This not the case. The Highway Authority raised that whilst due to the quantum of development, kerbside

collection is considered an acceptable approach, appropriate forward visibility needed to be demonstrated for vehicles approaching Hollybank Lane from the left in the absence of the improvement works coming forward. This has not been demonstrated. Additionally, it was requested that appropriate passing places should be identified for a car to pass a refuse vehicle whilst servicing is being undertaken in the absence of the widening along Long Copse Lane being implemented given the proximity of the site access to the Hollybank Road bend. This has also not been demonstrated.

Whilst the principles of kerbside collection are accepted, the lack of evidence base provided raises questions on the safe and suitable nature of kerbside collection for an increased quantum of development.

Other matters relating to drag and carry distances and the suitability of the refuse collection requirements should be confirmed by the Planning Authority given the scale of the development falling within the Highway Authorities standing advice.

Recommendations

Irrespective of any outstanding matters as set out with the response, the Highway Authority remain concerned with the achievable visibility at the proposed site access given the 3rd party land constraints in the primary direction. It is unclear how appropriate visibility can be achieved within land that falls within the highway boundary or under the ownership of the applicant.

Having regard to the above, the Highway Authority therefore recommend refusal for this planning application for the following reasons:

- Inadequate Visibility:
Inadequate visibility splays are proposed at the junction of the access with the highway. This would cause danger and inconvenience to users of the adjoining highway and the development site and is contrary to the National Planning Policy Framework paragraph 116.

Yours faithfully,

Sophie Osborne
Senior Transport Planner – Highways Development Planning
Hampshire 2050