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Enquiries To Chris Hirst

Direct Line

Date 10 June 2024

My reference 053499

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 reconsulting the Highway Authority on the above application.

Following the Highway Authority's previous response dated 17th April 2024, the applicant has submitted a revised Transport Statement (TS). The Highway Authority wishes to make the following comments.

Access

The applicant has now clarified that the site will be served solely from the revised access near to Fowley Cottage, with the previously proposed access from Curlew Close no longer featuring within the development proposals.

Revised tracking has been undertaken for an 11.2m long refuse vehicle, fire tender and van entering and egressing via the site access. Tracking has also been undertaken for two family cars passing within the site.

The refuse tracking shown in drawing number 5970/206 Rev A shows that the overhang of the refuse vehicle will run very close to the back of the parking bay on the western side of the access road when entering the site. The tracking is already constrained by the radii of the proposed junction, meaning there is little margin for error in the tracking, particularly if a car is overhanging the back of the bay. The Highway Authority requires sight of the Stage 1 Road Safety Audit to confirm whether an auditor has concerns with

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the proposed access. The refuse authority should also be consulted on the proposed development to confirm that they are satisfied with the access arrangements.

Internal Layout

Tracking for two family cars passing within the site is shown in drawing number 5970/203 Rev C. The drawing demonstrates that there is insufficient space for two vehicles to initially pass when entering the site and passing the first few properties, albeit there are passing places available. Forward visibility splays have not been provided; however, the Highway Authority is satisfied that there are passing opportunities available within the site.

The TS states that a Stage 1 Road Safety Audit will not be undertaken for the internal site layout because it is to remain private. The design should still be safe and suitable for future occupants and whilst the audit has not been undertaken, the Highway Authority are satisfied that there are no significant safety concerns arising from the proposed layout of the site. However, the tracking for a refuse vehicle attempting to manoeuvre within the turning head remains tight and results in the vehicle tracking close to cycle and vehicle parking bays. These facilities should be relocated to provide an appropriate buffer between the manoeuvring vehicle.

Recommendation

The Highway Authority requires sight of the Stage 1 Road Safety Audit for the site access before a recommendation can be made on the proposed development.

Yours sincerely,

Chris Hirst

Director of Hampshire 2050
Gary Westbrook