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Enquiries To Sophie Osborne

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Date 22 February 2024

My reference 052431

Your reference APP/24/00025

Email havantdc@hants.gov.uk

Dear Ms Lacey,

Interbridges Site, New Brighton Road, Emsworth

Proposed dropped kerb.

Thank you for the consultation on the above application. The Highway Authority wish to make the following comments.

The planning history for this development as set out has been lengthy. Within the various iterations of the proposed uses of the site alternative access arrangements to the previously secured signal scheme have been proposed. This has included a standard bellmouth junction which was found to be unsuitable due to the restrictions on visibility splays as a result of the bridge structures.

The latest proposal for maintenance access only proposes a vehicle crossover arrangement which is met by the same visibility constraints. Whilst it is acknowledged that movements would be less frequent due to the current nature of the land, the applicant has provided no details on the level of movements required for the activities or the types of vehicles requiring access. The Highway Authority consider that given the nature of the highway network in this location including significant traffic volumes as confirmed by the ATC data submitted. The history of the site means that permitting a substandard maintenance access would create a concern with regard the safe operation of the highway.

Notwithstanding the submitted information included the following details in relation to tracking, visibility requirements and access arrangement which have been commented on below.

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Access

The access arrangement compromises of a 5.0m vehicle crossover as shown within drawing 5986/002.

Tracking:

Tracking has been provided for a small tipper as shown within drawing 5986/201. The Highway Authority have reviewed the submitted drawing and have the following comments to make. The tracking speeds have not been confirmed and therefore the Highway Authority are unclear as to what speed the movements have been undertaken. The centre line of North Street has also not been provided and therefore it is challenging to establish where the vehicle is positioned on the carriageway when undertaking turning movements.

Despite the above, upon turning left into the site from the north, the vehicle is shown to completely rely on the opposite side of the carriageway to undertake the manoeuvre. This is completely unacceptable on a classified road. All turning movements should be undertaken within the appropriate side of the carriageway. The same occurs with vehicles turning right out of the site to travel south. For all movements turning into the site, the small tipper relies on the full width of the access carriageway which may also cause conflicts with vehicles egressing. The access therefore does not appear to be designed appropriately to accommodate the required movements. This is only like to be exacerbated should the tracking be undertaken at a more appropriate speed.

Additionally, the tracking provided does not show the ability of a small tipper passing a car. Whilst it could be assumed that this is an unlikely movement in the absence of understanding the level of movements required the Highway Authority are not satisfied that the access can operate in a safe and suitable manner.

No commentary has been provided on the types of vehicles requiring access and therefore it is unclear if the small tipper is anticipated to be the largest vehicle to access the site. Considering the inability of the small tipper to access the site appropriately, larger vehicles would not be able to be accommodated based on the swept path analysis that has been provided.

Vehicle Speeds:

Speed surveys have been undertaken to inform the visibility requirements at the proposed site access. The highest recorded 85%ile speeds are as follows:

Location	85%ile speed (mph)	Visibility requirement
North of proposed access	33 mph	49.0m
South of proposed access	29.5 mph	42.0m

Visibility:

Visibility splays have been provided within drawing 5986/002 based on the 85%ile vehicle speeds as laid out above. The Highway Authority are content that the splays

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have been drawn in accordance with the recorded speeds and HCC TG3 guidance. However, as shown within the aforementioned drawing, the required visibility cannot be achieved due to being obstructed by the parapet for the railway bridge to the south.

Recommendation

The Highway Authority consider based on the information provided that an access in this location which is reliant on substandard visibility would give rise to Highway Safety concerns and therefore if you are minded to determine the application on the current evidence base the Highway Authority should be contacted for our reasons for refusal.

Yours sincerely,

Sophie Osborne
Transport Planner - Highways Development Planning
Hampshire 2050

Director of Hampshire 2050
Gary Westbrook