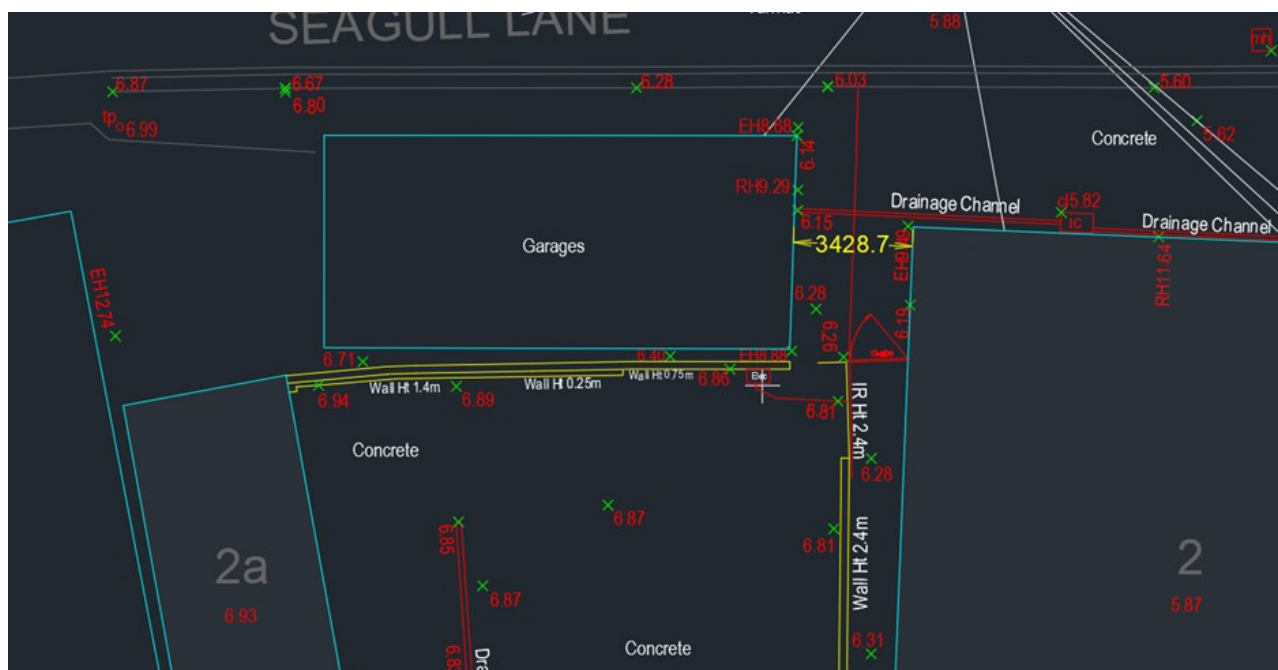


JOB NO: 5807

Location: Emsworth, Hampshire, PO10 7QH

- Clarity regarding the access point is existing or a new access is to be provided for unit 8.

The proposal effectively removes the boundary edging to reinstate and improve the access point for vehicles.



1

- Visibility splays to be provided in accordance with HCC TG3 with no obstructions within the splay.

As previously noted, this is effectively a reintroduction of access rather wholly new, however the visibility splay for vehicles leaving unit 8 is suitably in accordance with HCC TG3 figure 3.4 relating to vehicle crossovers with vehicles travelling at 20mph entering and leaving seagull lane. Even 20mph is probably a greater speed than most vehicles would ordinarily travel on this narrow access road.

3.7 Visibility Requirements at Vehicle Crossovers

3.7.1 For vehicle crossovers (ie dropped kerb accesses rather than full bellmouth construction), the x and y-distance(s) can either be based on the Design Speed or as detailed in the table below where speed data isn't required by the Highway Authority. See also Figure 3.4.

Speed Limit (mph)	20	30	40	50	60
X Distance	2.0m	2.0m	2.4m	2.4m	2.4m
Y Distance	25m	43m	96m	160m	215m

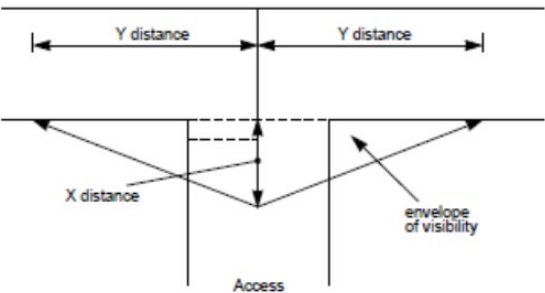
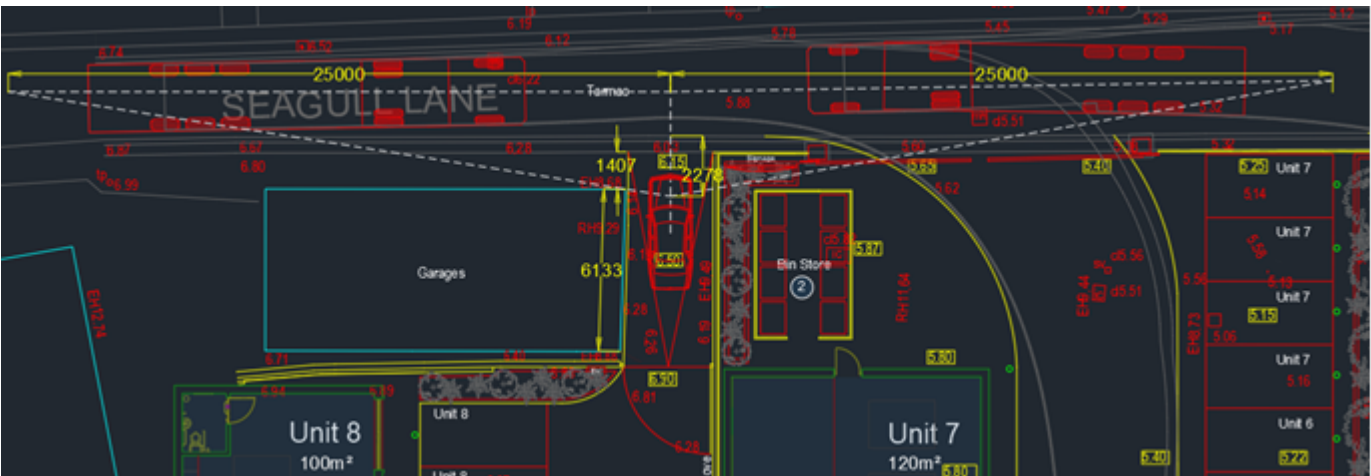


Figure 3.4 – Vehicle Crossover Visibility

Extract from HCC TG3

There is no possibility that vehicles can park in front the existing garage block due to the width (1407mm) between the garages and the double yellow lined carriageway.



Extract from proposed site plan

As this is proposed to be a ramped access the visibility is further increased due to the elevated nature of the vehicles leaving unit 8. The proposed vegetation at the front the site can either be reduced or maintained at a low level to ensure clear visibility to emerging traffic from the right-hand side.

- Visibility splays to be provided for the unit 8 access if this is a new access point.

Please refer to previous point.

- Revised tracking should be provided for the 16.5m articulated vehicle along with tracking speed for consideration.

In discussion with transport consultants Bright Plan Ltd their response to this comment is that 'the speed setting does not impact on the swept path (it is only used for the program's animation feature). The vehicle track is also already shown in a single movement'. We consider the articulated lorry to be an absolute worst-case scenario for the site and in reality, the types of small-scale light industry occupying the units will more often be making use of long wheel base vans and smaller type lorries.

- Drawing 2022-6442-006 should be updated using the correct dimensions for a large family car.

Please find revised drawing 2022-6442-006A on page 5 of this response. This includes a revised parking layout for unit 8 for 3 bays in accordance with HBC parking standards.

- Access for unit 8 should be widened to a minimum of 4.8m to allow two vehicles to pass and to allow vehicles to access the unit without conflicting with a wall and other boundary features.

Whilst we appreciate that technically the carriageway width to Unit 8 should be 4.8m, to widen the access for what are a very limited number of vehicles (only 4 spaces) not only feels unnecessary but would have serious implications for the scheme. With such few numbers of vehicles means the likelihood of passing traffic is at best negligible. Also, the limited width access is only for a distance of approximately 6m (slightly longer than a parking bay), for which we believe there is suitable visibility for both vehicles leaving the car park and those entering to see each other and wait the small amount of time to pass each other safely in the car park or on Seagull Lane.

We do not anticipate the occupier of unit 8 to make use of larger vehicles as this unit will be more akin to the office space in the centre of the main development in existing unit 6. Similarly, a management system of ensuring that any small requirement of deliveries to and from the unit can be achieved by ensuring that larger vehicles are directed to main site with its suitable vehicle tracking.

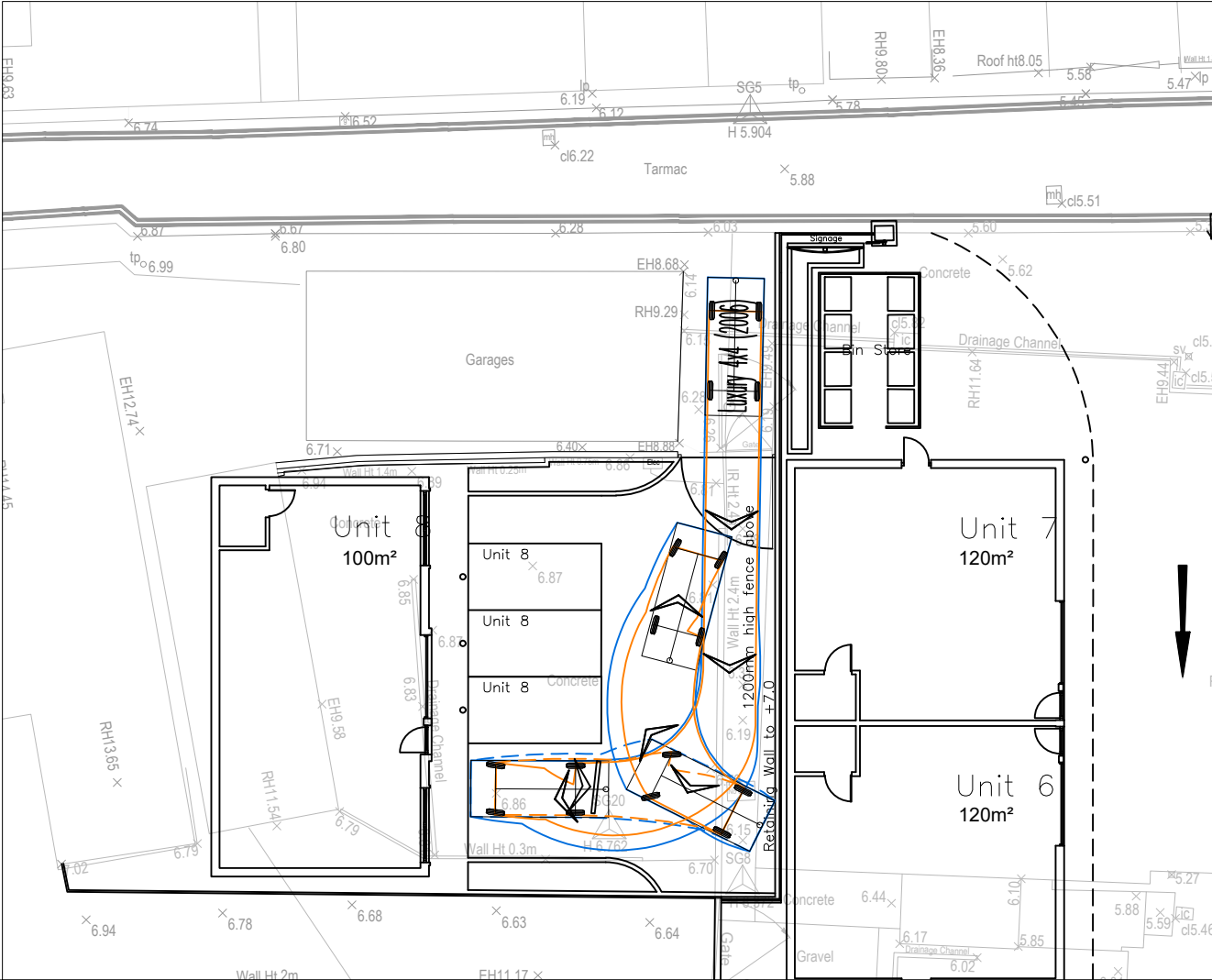
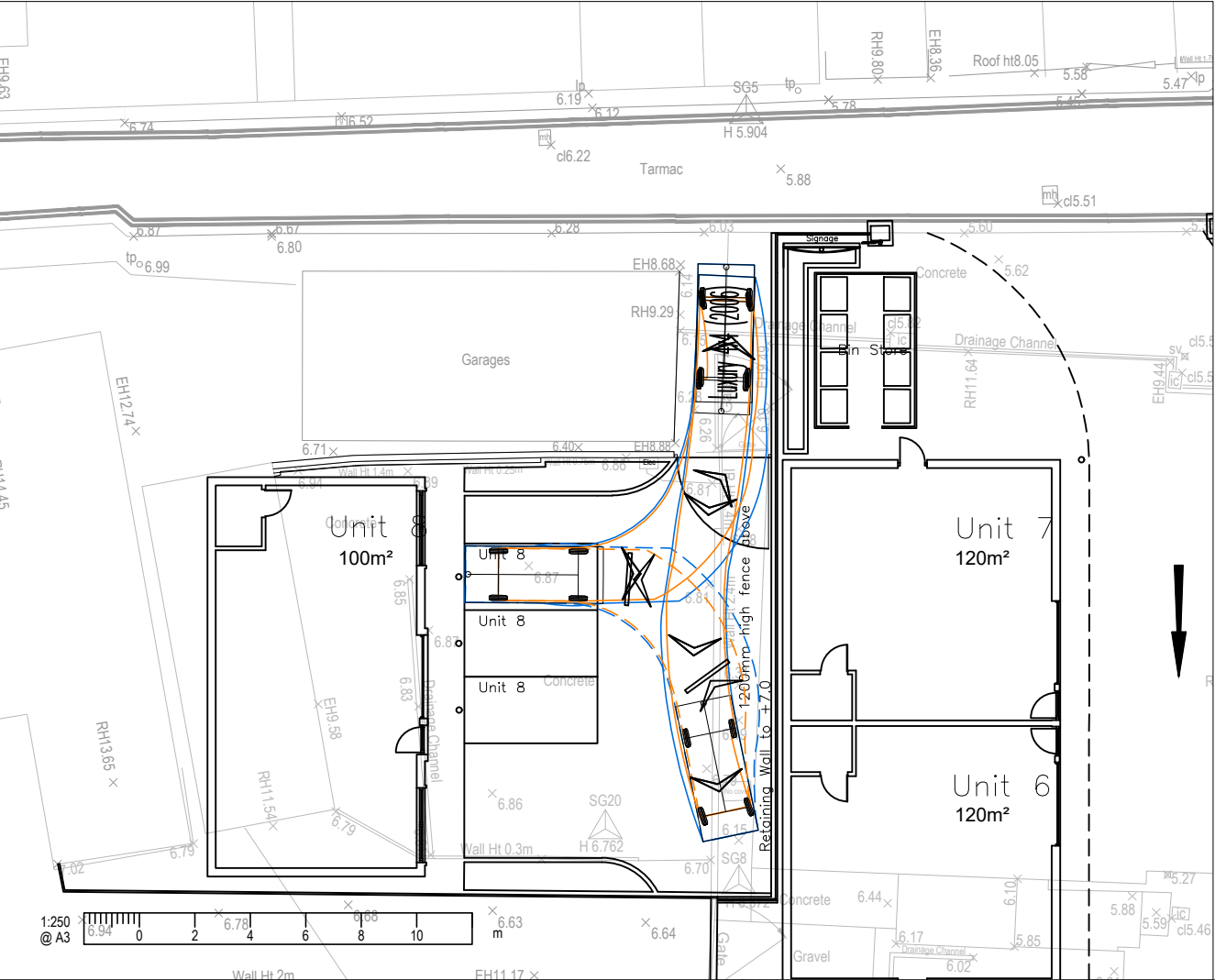
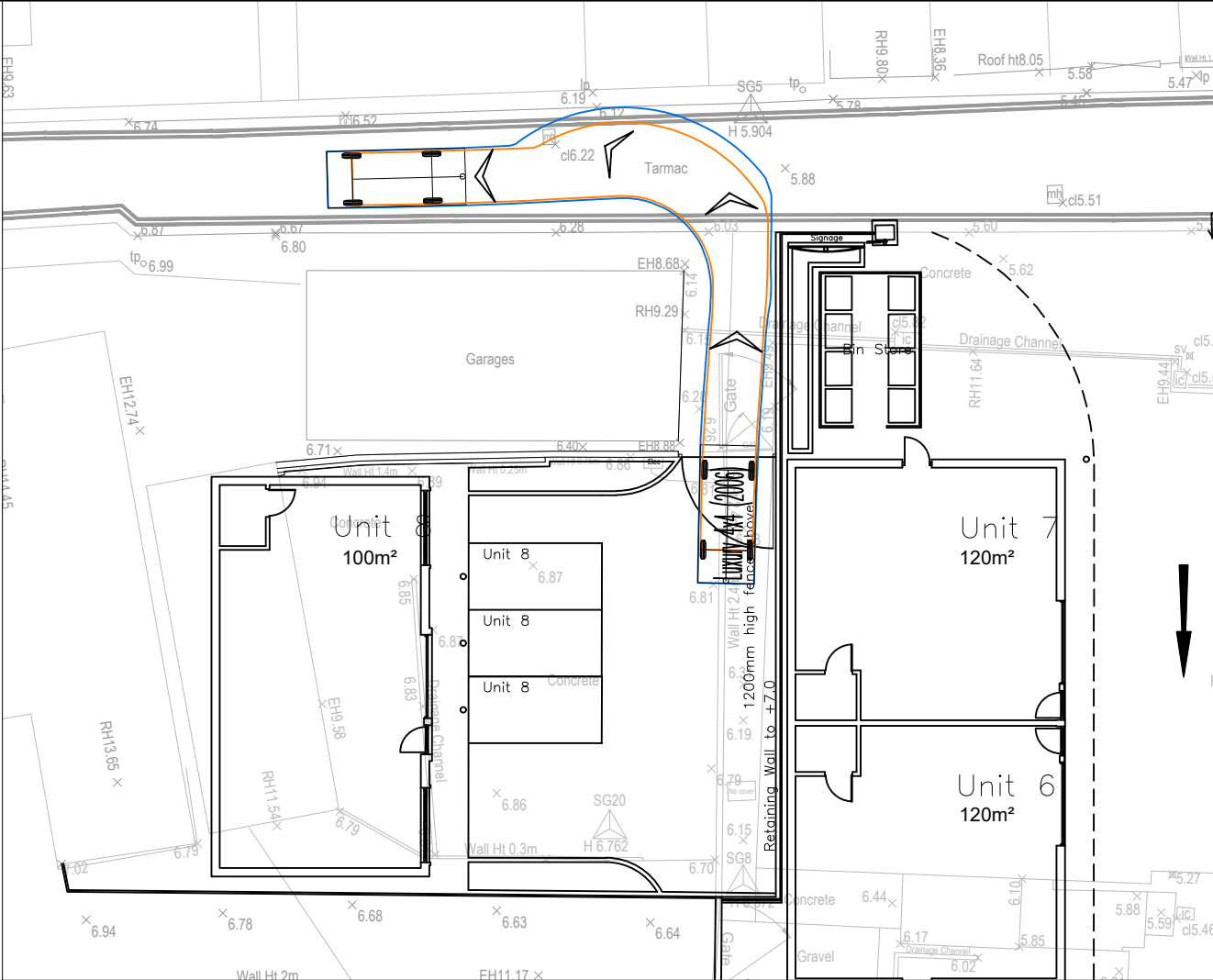
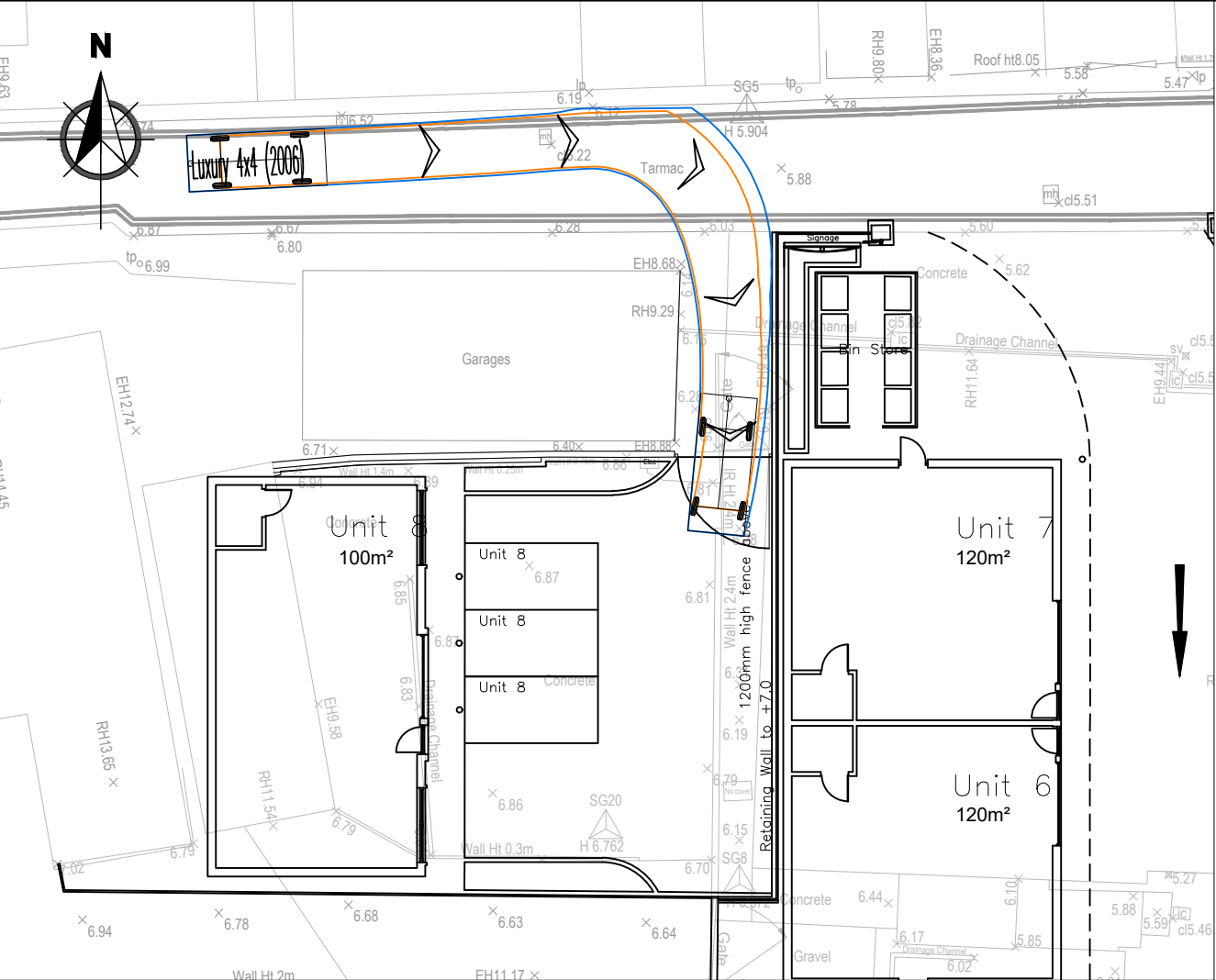
- Drawing 2022-6442-007 should also be revised using the correct dimensions for a large family car;

Please find revised drawing 2022-6442-007A on page 6 of this response. This includes a revised parking layout for unit 8 for 3 bays in accordance with HBC parking standards.

- Applicant should explore the scope to provided sheltered cycle parking to increase the attractiveness of a sustainable travel mode.

We are happy to provide covered cycle storage and would appreciate this measure being considered a condition of approval for which we can provide details.

Whilst we appreciate that the proposal for the development is not perfect in terms of transportation, it does drastically improve the situation on Seagull Lane and will remove vehicles from the highway which is the current scenario with large vehicles parking in front of the existing unit 2 in particular.



NOTES

A3

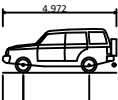
- This drawing is to be read in conjunction with all other Bright Plan drawings, and with all relevant Architect's and Engineer's drawings and specification. Any discrepancies found are to be reported immediately to the Engineer.
- Bright Plan accepts no responsibility for inaccuracies in data provided by third parties such as topographic surveys or Ordnance Survey mapping.
- Do not scale, work to figured dimensions only. All dimensions are in millimeters unless noted otherwise and all levels are in metres from the topographic survey datum.
- Any information given regarding existing underground services is given in good faith after consultation with the relevant authority, however accuracy is not certain.

-Legend-

Existing Road Markings

-Swept Path-

Wheel Track
Over Swing



Luxury 4x4 (2006)
Overall Length 4.972m
Overall Width 2.034m
Overall Body Height 1.905m
Min Body Ground Clearance 0.279m
Max Track Width 1.884m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.800m

A	Revised Layout	05/08/2022
-	Original Issue	17/05/2022
Rev.	Amendments	Date



BRIGHT PLAN
Transport Planning and Civil Engineering Consultants
2 West Barn, Norton Lane, Chichester, West Sussex PO20 3AF
Tel: 01243 210418 Email: enquiries@bpcivils.co.uk
www.bpcivils.co.uk

Drawing Status		Final	
Client			
M&M Hall Family Pension Trust			
Project		Seagull Lane, Emsworth	
Drawing Title			
Unit 8			
Vehicle Swept Path Analysis			
Scale	Date	Drawn By	Checked By
1:250	Aug 22	SMO	EJD
Drawing No.			Rev.
2022-6442-006			A



1:250
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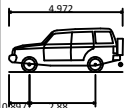
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-Legend-

Existing Road Markings

-Swept Path-

Wheel Track Over Swing



Luxury 4x4 (2006)	
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Overall Body Height	1.905m
Min Body Ground Clearance	0.279m
Max Track Width	1.884m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.800m

A	Revised Layout	06/08/2022
-	Original Issue	18/05/2022
Rev.	Amendments	Date



B R I G H T P L A N
Transport Planning and Civil Engineering Consultants
 2 West Barn, Norton Lane, Chichester, West Sussex PO20 3AF
 Tel: 01243 210418 Email: enquiries@bpcivils.co.uk
www.bpcivils.co.uk

Drawing Status		Final	
Client M&M Hall Family Pension Trust			
Project Seagull Lane, Emsworth			
Drawing Title Car Parking Vehicle Swept Path Analysis			
Scale 1:250	Date Aug 22	Drawn By SMO	Checked By EJD
Drawing No. 2022-6442-007			Rev. A