

Havant Borough Council
Civic Offices
Civic Centre Road
Havant
PO9 2AX

*Economy, Transport and Environment Department
Elizabeth II Court West, The Castle
Winchester, Hampshire SO23 8UD*

Tel: 0300 555 1375 (General Enquiries)
0300 555 1388 (Roads and Transport)
0300 555 1389 (Recycling Waste & Planning)
Textphone 0300 555 1390
Fax 01962 847055
www.hants.gov.uk

Enquiries To Sophie Osborne
Direct Line 0370 779 5232
Date 7 October 2022

My reference 047431
Your reference APP/22/00155
Email havantdc@hants.gov.uk

Dear Sirs,

2, 2A, 4 and 6 Seagull Lane, Emsworth, PO10 7QH

Demolition of 2 & 2a Seagull Lane and warehouses 1, 2 and 4. Existing unit 6 Seagull Lane retained with external amendments including cladding and utility enclosure. Construction of 3No light industrial buildings split into 8No units

Thank you for your reconsultation on the above planning application. The Highway Authority previously requested the following further information in the response dated 31st May 2022:

- Clarity regarding the access point is existing or a new access is to be provided for unit 8;
- Visibility splays to be provided in accordance with HCC TG3 with no obstructions within the splay;
- Visibility splays to be provided for the unit 8 access if this is a new access point;
- Revised tracking should be provided for the 16.5m articulated vehicle along with tracking speed for consideration;
- Drawing 2022-6442-006 should be updated using the correct dimensions for a large family car;

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- 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;
- Drawing 2022-6442-007 should also be revised using the correct dimensions for a large family car; and
- Applicant should explore the scope to provide sheltered cycle parking to increase the attractiveness of a sustainable travel mode

The Highway Authority have reviewed the additional information submitted and have the following comments to make.

Unit 8 Access

The commentary provided regarding the access suggests this is to be reconfigured to a vehicular access. Before the Highway Authority can comment on whether an access less than 4.85m in width will be accepted, appropriate visibility will need to be demonstrated. This is further noted within this response.

Considering the lightly trafficked nature of the access, the Highway Authority are willing to accept the access as shown if appropriate visibility can be achieved and a suitable planning condition is applied to ensure no lorries or articulated vehicles are to access unit 8 given the constrained width of the access and the tight tracking for a vehicle attempting to enter and leave the car park.

It is now agreed that the correct size vehicle has been tracked upon accessing unit 8. The proposed tracking is tight, as noted above, however considering the access serves a limited number of parking bays and is therefore likely to be lightly trafficked, this is considered acceptable, subject to the application of the condition noted above.

Visibility

The comment regarding visibility splays was relating to the egress of the site and not for the unit 8 access point. The visibility splays submitted initially had not been drawn correctly and was obstructed. Revised visibility splays should be submitted in accordance with HCC Technical Guidance TG3 for a 20mph design speed before comments can be provided on the suitability of the splays.

However, it is noted that as a reconfigured access, adequate visibility splays are also required for unit 8 and, as such, commentary is provided on the submitted visibility splays.

The visibility splays provided for the unit 8 access are not clear and should be resubmitted. It is unclear whether there is a boundary feature obstructing the visibility

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splay to the right and it appears to be partially obstructed by the garages to the left. It is noted that the applicant states this is a ramped access increasing visibility. If this is the case, a levels plan along with the visibility splays for the Highway Authority to consider how clearance will be provided to achieve the splays.

Articulated Vehicle

Revised tracking has now been submitted for a 16.5m articulated vehicle in one single movement. It is however noted that tracking speeds have not been provided for consideration and no dimensions have been provided for the tracked vehicle.

Whilst the movement appears achievable in principle, it is not agreed that tracking speeds do not impact the tracking provided. Vehicle dimensions and tracking speeds must be provided before the tracking can be considered acceptable. Revised tracking will be required if a suitable design speed has not been applied.

Cycle Parking

It is agreed that the provision and location of covered cycle storage can be secured through an appropriate planning condition.

Car Parking

Drawing 2022-6442-007 has been updated with the correct dimensions for a large family car. Tracking into the car parking spaces is acceptable.

Site Access Reconfiguration

Further details are requested from the applicant regarding the reconfiguration of the existing accesses into a separate ingress and egress to ascertain under which license these should be constructed under.

Recommendation

Having regard to the above the Highway Authority require the following further information before a formal recommendation can be made:

- Visibility splays for the egress of the main site in accordance with HCC TG3;
- Clear visibility splays for the unit 8 access in accordance with HCC TG3 along with a levels plan; and
- Tracking speeds for the 16.5m articulated vehicle should be provided

Yours faithfully,

Sophie Osborne
Transport Planner – Highways Development Planning

Director of Economy, Transport and Environment
Stuart Jarvis BSc DipTP FCIHT MRTPI