



TRANSPORT AND TRAFFIC CONSULTANCY

Tel: 020 8579 4385

Fax: 020 8840 6280

Email info@transport-traffic.co.uk

48 Church Gardens

Ealing

London W5 4HH

PROPOSED DEVELOPMENT OF FOUR NEW HOUSES ADJACENT TO NO 8 NEW BRIGHTON ROAD, EMSWORTH, WEST SUSSEX

TRANSPORT STATEMENT

BY

C M VEASEY BSc DipTransP CMILT MCIHT

May 2015

**PROPOSED DEVELOPMENT OF FOUR NEW HOUSES
ADJACENT TO
NO 8 NEW BRIGHTON ROAD, EMSWORTH, WEST SUSSEX

TRANSPORT STATEMENT**

CONTENTS

	Page
1 Introduction	1
2 Site and Surroundings	1
3 Proposed Development	2
4 Assessment	2
4 Conclusions	4

Figure 1 Site and Surroundings

Figure 2 Highway Access Visibility Splays

Figure 3 Furniture Lorry Left Turn Manoeuvre in at Existing Highway Access Junction

Figure 4 Furniture Lorry Left Turn Manoeuvre out at Existing Highway Access Junction

Figure 5 Furniture Lorry Turning Manoeuvre in Existing Turning Head in Site

Figure 6 Proposed Access Improvements

**PROPOSED DEVELOPMENT OF FOUR NEW HOUSES
ADJACENT TO
NO 8 NEW BRIGHTON ROAD, EMSWORTH, WEST SUSSEX**

TRANSPORT STATEMENT

1 INTRODUCTION

- 1.1 This statement gives an assessment of the highway access and other transport impacts of the proposed development of 4 new houses on land adjacent to no 8 New Brighton Road, Emsworth, West Sussex.

2 SITE AND SURROUNDINGS

- 2.1 The site is shown on the plan at Figure 1 and consists of two parcels of currently undeveloped land in the southern part of a small gated private residential estate lying east of New Brighton Road, to which it is connected by an ungated private access road approximately 75 metres long which also serves as the vehicle access to two older houses, nos 14 and 16 New Brighton Road.
- 2.2 This access road has a kerbed footway approximately 1 metre wide along its south side, which however stops approximately 20 metres from the access junction on New Brighton Road which is in the form of a splayed crossover rather than a conventional bellmouth junction with radiused corner kerbs.
- 2.3 Within the security gate the private estate a well-constructed cul de sac access road with surface water drainage and low level lighting runs east, north then northwest in a curve to serve 4 existing houses numbered as nos 4, 6, 6a and 8 New Brighton Road, no 8 including a small guesthouse as well as being the home of the Applicant for this development.
- 2.4 This access road includes a substantial turning area adjacent to no 8, large enough to provide for turning by dustcarts and other large servicing vehicles. The road has a paved footway approximately 1.5 metres wide along its north side along the frontages of the three houses (Nos 4, 6, 6a), and along the opposite (west) side between there and the security gate, where dropped kerbs allow for pedestrians including with prams or mobility scooters/ wheelchairs to cross to the south side of the road where a pedestrian gateway connects with the south side footway mentioned in paragraph 2.2 above to New Brighton Road.
- 2.5 Between the dropped kerb crossing by the security gateway and the turning head the access road has no kerbing or paved footway but a margin strip approximately 1.5 metres wide surfaced with gravel.
- 2.6 New Brighton Road is a single carriageway road which serves as the main road north out of Emsworth. The carriageway is approximately 7 metres wide in this locality has footways 2.5 metres wide or wider, and is aligned on a

shallow horizontal curve convex to the east, and a gentle dip downwards to the south to pass under the A27 Trunk Road which is on low embankment at this location. Approximately 45 metres north of the site access road junction Horndean Road joins New Brighton Road at a priority T junction which is currently proposed for enlargement and conversion to a mini roundabout.

- 2.7 Sightlines are excellent in both directions at the highway access, with 2.5m 'y' distance within the existing footway width and 'x' distances of more than 120m in both directions (which is more than adequate for this urban 30mph situation) as shown in Figure 2, aided by the location on the convex side of a shallow curve. The gentle vertical curvature of the main road does not impair these sightlines.
- 2.8 The site is within a few minutes walk of bus stops on Horndean Road served by local bus services to/from Emsworth town centre, and of the well-served Emsworth railway station on the Sussex coast line.

3 PROPOSED DEVELOPMENT

- 3.1 The development would entail constructing one detached and two semi-detached 3-bed houses on the western parcel of land and one detached 3-bed house on the eastern parcel. Each house will have off-street parking for 2 cars, accessed by crossovers from the access road.

4 ASSESSMENT

Traffic Generation and Impact

- 4.1 It is a well-established fact that such residential development generates less than 1 vehicle movement per dwelling outbound during the AM peak hour and inbound during the PM peak hour, and a fraction of a vehicle per dwelling in the contrary direction during the peak hours. The traffic generated by the proposed 4 houses will thus be absolutely insignificant amounting to less than 4 vehicle movements outbound and 1 movement inbound during the am peak hour, opposite flows of the same small magnitude during the pm peak period, and only very occasional movements at other, off-peak times.
- 4.2 This will have a correspondingly insignificant impact on traffic flows and conditions on New Brighton Road locally, and still less on the wider road network. Traffic generation of this development is thus not, or should not be a serious issue.

Highway Access

- 4.3 The existing highway access junction functions perfectly satisfactorily in catering for the similarly small traffic movement generated by the existing 6 houses it serves, including refuse collection and other, occasional servicing by large vehicles, and would continue to do so with the addition of the proposed 4 new houses. Typical turning manoeuvre swept paths for a large

furniture lorry, which is larger than a dustcart, entering and leaving the access are shown in Figures 3 and 4.

- 4.4 The geometry of the available land at the access point is not well suited to the provision of a conventional junction with full radiused corner kerbing, and in any case we consider such a layout would be detrimental to the comfort, convenience and safety of passing pedestrians and of cyclists if the proposed cycle track in New Brighton Road is implemented in future.
- 4.5 We consider instead that at most the side road surfacing at the junction could be upgraded by applying coloured or other distinctive surfacing to form a side road entry treatment, as shown in Figure 6 – this would be far more pedestrian-friendly and cyclist-friendly, making it clear to all road users that pedestrians and cyclists on the new cycleway (if/when implemented) should be given due consideration if not formal priority over vehicle movement in and out of the side road.
- 4.6 This would accord with the design ethos in MfS and MfS2, which rightly counsels against over-engineered and vehicle-dominated road access systems for small residential developments.
- 4.7 As pointed out in paragraph 2.7 above, sightlines in both directions on New Brighton Road at the access junction are excellent and require no improvement.

Access Road

- 4.8 Additional pedestrian and vehicle movement generated by the proposed 4 houses will be minimal, and the total pedestrian and vehicle movement along this access road with this new development traffic added will be minimal. 2m footways either side of the road would be impractical and would also be unnecessary to cater for this very low level of movement.
- 4.9 We propose only the limited widening by approximately 1m of the northern side of the access drive at the entry from main road at No 16 New Brighton Road, to bring the carriageway width up to 4.2m. The dropped kerb of the public footpath at the northern side of the entry to the access drive requires to be dropped 2 m back, so the vehicle turning coming from north is more convenient. These proposed improvements are shown in Figure 6.
- 4.10 East of (ie within) the existing private access gate the access road has an adequate 1.5 metre wide footway on its north/west side. We consider that a basic 1.5m gravel margin strip on the south/east side will suffice in the circumstances, as shown in Figure 6.
- 4.11 This road also has a fully adequate turning head to cater for refuse vehicle and other servicing vehicle access, as shown in Figure 5, and also has satisfactory and environmentally appropriate low level lighting, and a surface water drainage system, so no improvements are needed. The proposal includes provision of lighting on the section of access road between the main road and the private access gate though we consider that the proposed additional 4 houses would not necessitate such improvement

- 4.12 The only effect of the proposed mini roundabout at the Horndean Road junction in relation to this development and access would be a positive one of reducing main road traffic speeds at this location.

Parking

- 4.12 The proposed provision for 2 cars to park off-street at each of the 4 new houses would be adequate provision, according with the provision for the 4 existing houses within this estate.
- 4.13 Secure cycle parking/ storage will be provided for each house in accordance with the Council's standards.

5 CONCLUSIONS

- 5.1 The proposed development would have an absolutely insignificant impact on traffic flows and conditions on the highway network.
- 5.2 The development would require only modest improvements to the existing access road and its junction with New Brighton Road, to improve pedestrian access, no improvement being necessary for vehicle access.
- 5.3 The development will include satisfactory provision for car parking and cycle parking/ storage.
- 5.4 There is therefore no transport reason why the development should not be permitted.

8 New Brighton Road, Emsworth, Hants, PO10 7PS

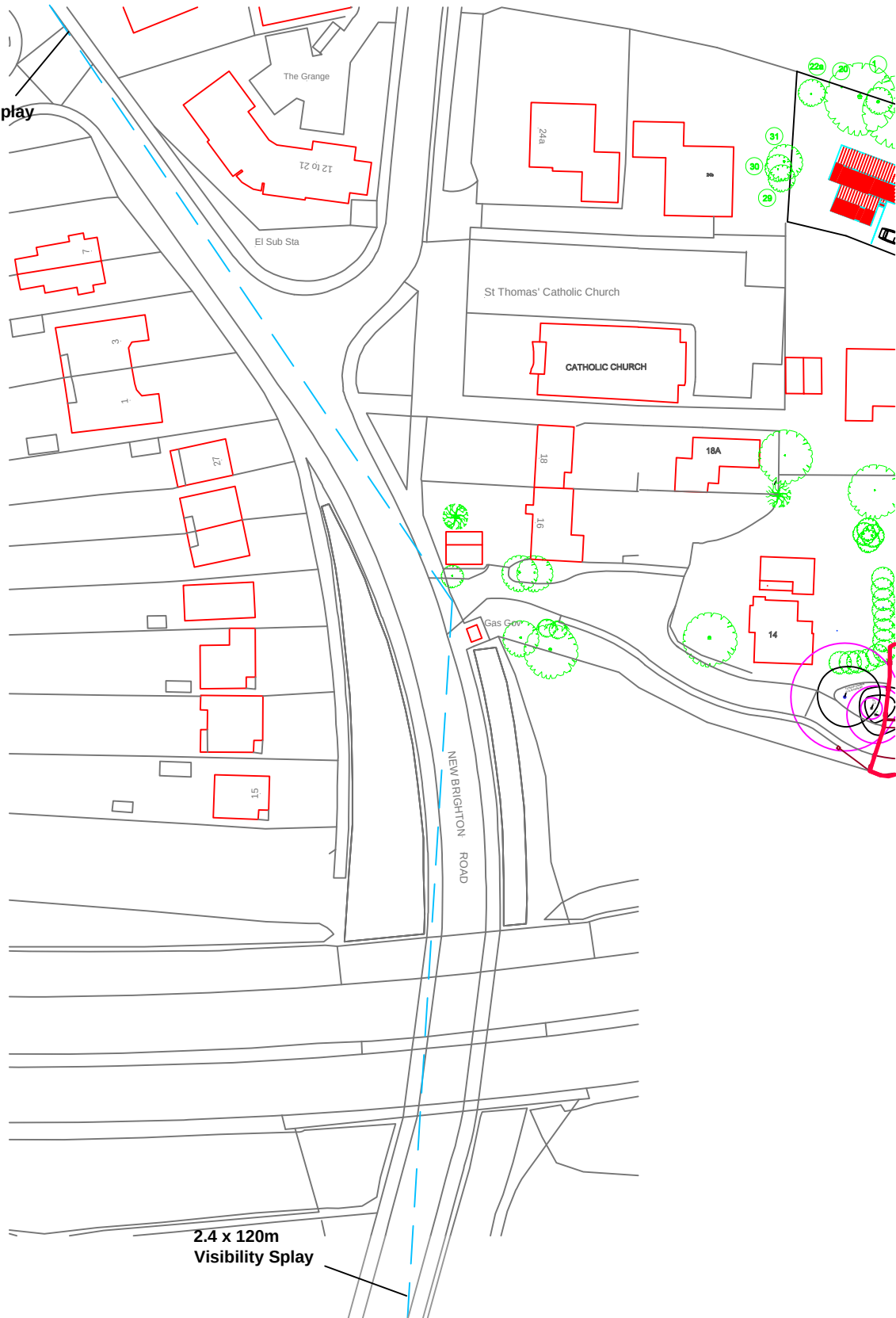


This Plan includes the following Licensed Data: OS MasterMap Colour PDF Site Plan by the Ordnance Survey National Geographic Database and incorporating surveyed revision available at the date of production. Reproduction in whole or in part is prohibited without the prior permission of Ordnance Survey. The representation of a road, track or path is no evidence of a right of way. The representation of features as lines is no evidence of a property boundary. © Crown copyright, All rights reserved 2012. Licence number 0100031673

Scale: 1:1250, paper size: A4

Site and Surroundings
FIGURE 1

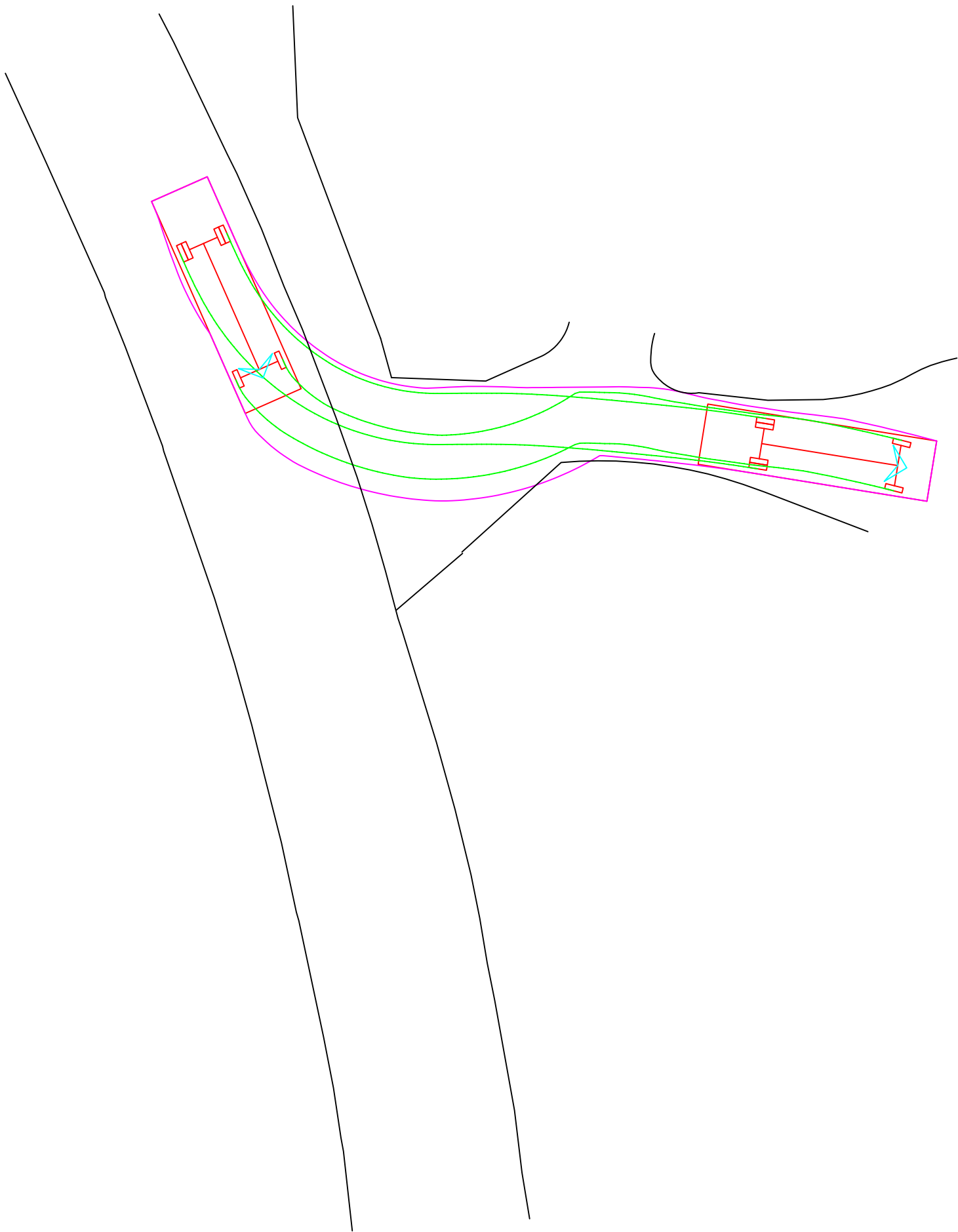
2.4 x 120m
Visibility Splay



Highway Access Visibility Splays

Scale 1:1000 @ A4

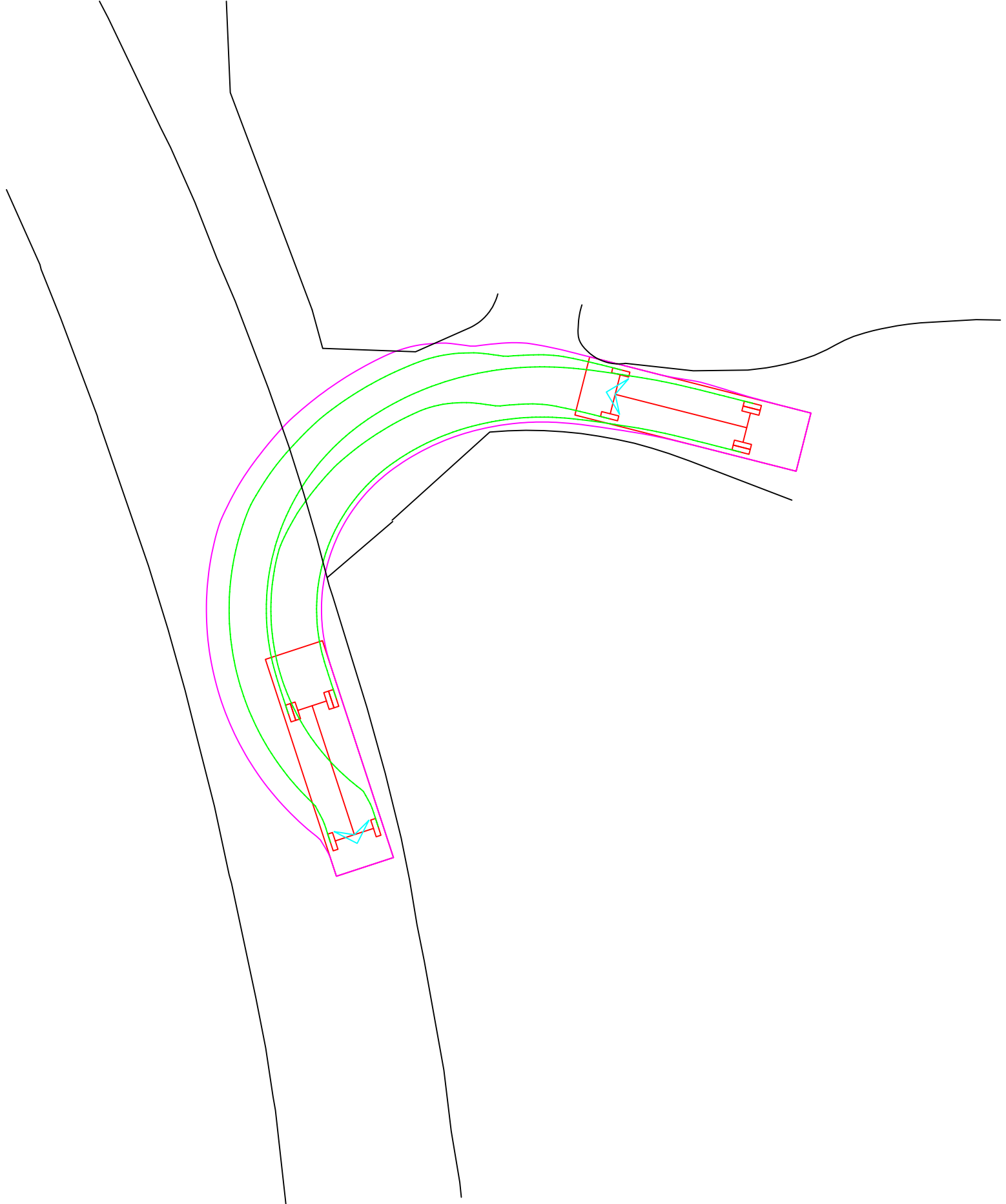
FIGURE 2



**Furniture Lorry Left Turn Manoeuvre
in at Existing Highway Access Junction**

Scale 1:200 @ A4

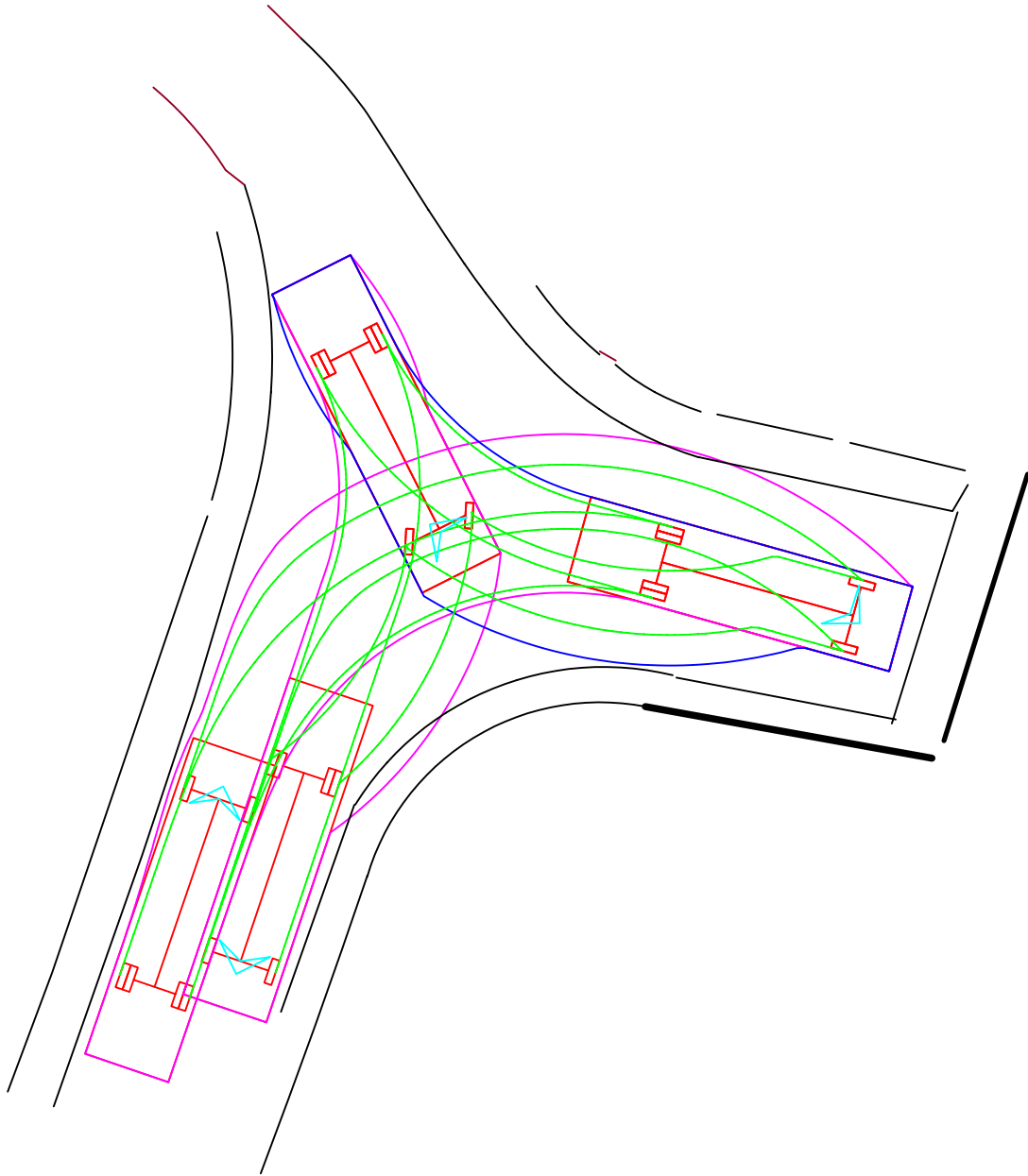
FIGURE 3



**Furniture Lorry Left Turn Manoeuvre
out at Existing Highway Access Junction**

Scale 1:200 @ A4

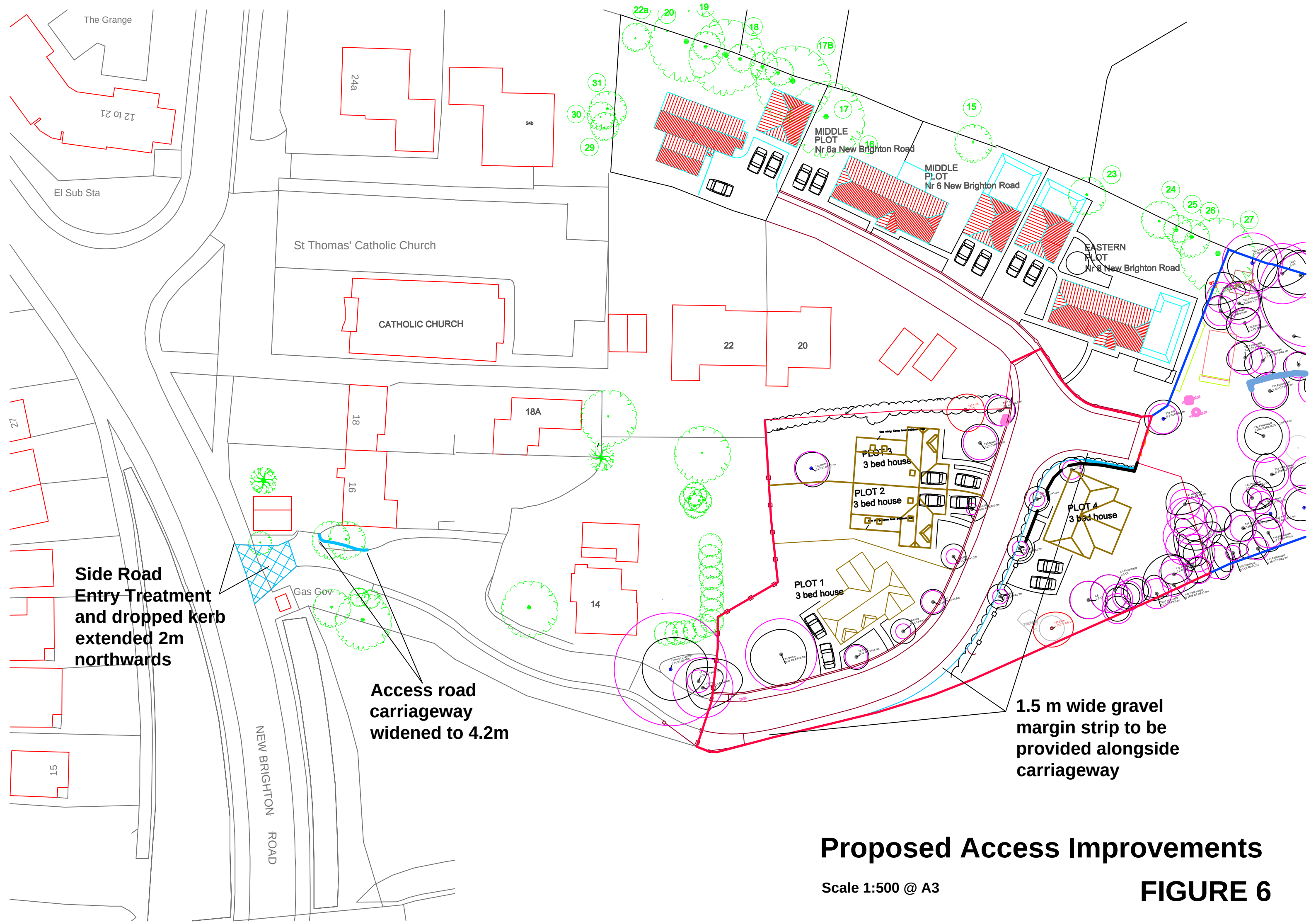
FIGURE 4



**Furniture Lorry Turning Manoeuvre
in Existing Turning Head in Site**

Scale 1:200 @ A4

FIGURE 5



Proposed Access Improvements

Scale 1:500 @ A3

FIGURE 6