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Date	15 January 2026	Email	havantdc@hants.gov.uk

For attention of Mr Eaves

Dear Sirs

Re: APP/24/01010 At Interbridges Site, New Brighton Road, Emsworth

**Proposed employment development, with associated access, parking, yards and landscaping
Classes B2 (General Industry), B8 (storage & distribution) and Class Ec-g.**

Thank you for the consultation on the additional information provided by the applicant on the 15 October 2025 seeking to address the outstanding points of concern for the Highway Authority.

The Highway Authority have reviewed this information and have the following comments.

Sustainable Access

The Highway Authority requested that consideration was given to the deficits in the surrounding infrastructure and whether opportunities were present to improve sustainable access to the site. The area north of the site including the interaction for pedestrians and cyclists around the New Brighton Road/Horndean Road junction was identified as an area where there are aspirations for improved integration arrangements for pedestrians and cyclists around the church and at the junction itself.

The Highway Authority note the option for an improvement to this junction through the provision of a continuous crossing and cycle access point for southbound cyclists (as shown on drawing 6096/013). The use of continuous footways and design details across the County is still evolving and given the volumes of traffic at this junction it would not be suitable at this time for a trial

Deputy Chief Executive and Director of Hampshire 2050
Gary Westbrook

arrangement. The Highway Authority welcome the principle of improvements to this junction for cycle integration and the recognition of the deficits and would welcome further discussions on an appropriate contribution towards pedestrian and cycle improvements within this area.

Site Access

It is noted that the applicant has amended the continuous footway provision within the design however with the relocation of the crossing and the current monitoring of continuous footway provision in high traffic areas the Highway Authority consider that a traditional bellmouth and crossing arrangement will be more appropriate. In order to provide a Copenhagen style crossing the flat level area of the continuous footway would need to be a minimum of 3.5m due to vehicles being required to straddle the raised surface as they try to pull away at the junction. This would further set back visibility splays exacerbating the existing concerns.

As stated above the use of continuous footways and the design within the County is under ongoing review and monitoring so whilst the Highway Authority requested the consideration of maintaining this priority on review of the detail and due to ongoing considerations around where these junction forms are appropriate we no longer consider this the right design arrangement due to the vehicular flows on New Brighton Road and the implications on the visibility splay requirements should they be shown correctly.

Given the above the bellmouth width should be confirmed as the crossing width may require support in the form of a refuge island for crossing.

Visibility at the proposed access remains a concern for the Highway Authority. The applicant is proposing that with an offset that visibility can be achieved however this alignment has a complex vertical and horizontal arrangement and therefore if the access arrangement is to progress it is required to be considered through the formal departure process. The amendments above should be made before the departure is re-submitted.

A Stage 1 Safety Audit has been undertaken for the application which has identified a number of matters. This includes:

1. Ponding of surface water could lead to loss of control collisions
2. Gully in the junction mouth could lead to loss of control collisions for cyclists or two-wheel riders.
3. Pedestrians crossing from a dark area could lead to sudden braking and shunt collisions, or vehicle to pedestrian collisions.

It is noted that visibility constraints have not been identified within the audit items. Of the Safety Audit items identified points 1 and 2 can be addressed through the detailed design stages. Point 3 is discussed separately within this response.

It is noted that the drawings audited do not reflect the design currently promoted by the applicant, notwithstanding they represent a standard junction

layout, the auditor should be asked to confirm that the final junction design does not give rise to any new matters, and this be provided with the departure submission.

The refuse vehicle tracking has been undertaken as per our standard refuse vehicle requirements. However, it is noted that this vehicle is higher than the height restriction of the bridge of 3.5m. This raises questions on how the site will be serviced which should be considered by the Planning Authority in consultation with the Refuse Authority. The applicant should provide tracking for an appropriately sized refuse vehicle. This point also stands for the 7.5t box van tracking which again has a height greater than the existing height restriction on the bridge structures. A vehicle which falls within the height restriction requirements should be tracked.

The revised tracking should remain to be undertaken 10mph, and it should be done as a continuous track with the vehicles solely remaining within its lane.

Pedestrian Crossing Amendments

The Safety Audit has identified the lighting and glare issue raised within the previous response. The applicant has agreed that this matter should be addressed through an appropriate lighting design at the detailed design stage. The Highway Authority however remain concerned regarding the suitability and in combination impacts of the bridge on forward visibility of any crossing users. The report by DFL has identified the need for additional lighting provision to address some matters identified and this should be secured appropriately to be delivered by the applicant as part of any S106.

With respect to the glare assessment however, the DFL report only looks at two fixed viewpoints, but it is considered that the main concern is the visibility of the crossing point as drivers heading southbound transition through the bridge moving from shade into the direct sun. It is requested that the application confirm that this transition would not cause the drivers to lose sight of the crossing point/people crossing whilst their vision adjusts to the brightness when they emerge into the sun.

Notwithstanding the above the Highway Authority have considered the information submitted in relation to the existing use of the station facilities and the demand for the crossing. A review has been undertaken of the crossing demand at the existing crossing location to ascertain if a controlled crossing facility is necessary in this vicinity given the level of movement on New Brighton Road by all users. The applicant has concluded this is not required; however, it is unclear on what reasons this judgement has been made. Utilising the highest vehicle flow data from 19 September 2023 and the crossing data from 9 September 2025 the site does meet the requirements for a controlled crossing facility (zebra style). However, due to the visibility washout effect from the sunlight for southbound drivers such a facility could only be accommodated north of the A27 bridge and the provision of the bellmouth does not change the ability to provide standalone infrastructure.

Notwithstanding that the signalised scheme previously agreed for previous applications on the site met this controlled crossing demand requirement and it is evident that level of demand to cross remains within a level that would trigger the consideration of controlled crossing facilities to enable active travel for all users.

The crossing provision requirements should be further considered. Given the evidence of use of the station facilities if the crossing is to be relocated this may be more appropriate to be provided through controlled provision north of the bridge as part of an improvement scheme from the New Brighton Road/Horndean Road junction to the Railway Station.

Trip Generation

The applicant has considered the revised trip rates for the site based on the agreed Downley Road trip generation and this was commented on previously, however an assessment of the different use class considerations has not been undertaken as previously required. This needs to be better understood to assess the risk considerations of the departure process and to determine the suitability of the proposed access arrangements.

Internal Road Network

The applicant has not responded on our concerns regarding the internal layout and the interaction of this layout with the highway access point. The Highway Authority previously raised points therefore still remain outstanding for the Planning Authority to consider, this includes details of the levels of the internal road as it approaches the access which again is a material consideration of the access design and departure considerations. Again this should be included within the departure process.

Travel Plan

The travel plan reference MT/RK/6096/FTP.4 has been agreed with the Highway Authority.

Recommendations

The Highway Authority remain concerned around the access arrangement and require this to be fully considered through the departure from standard process in relation to the visibility splays and junction design. The access should be amended and details provided as requested through a formal departure process submitted to the Highway Authority. This level of consideration is required to ensure that any consent to the access proposals is deliverable. The Highway Authority also request further discussion with the applicant on an appropriate sustainable transport contribution and further consideration of the implications of the relocation of the existing uncontrolled crossing provision.

Yours faithfully,

Holly Drury

Principal Transport Planner – Highways Development Planning
Hampshire 2050

Yours faithfully,

Holly Drury
Principal Transport Planner - Highway Development Planning
Hampshire 2050