Project Name:	Coldharbour Farm Road, Emsworth
Document Reference:	187.0018/TN/1
Document Name:	Transport Note
Prepared By:	Mark Smith (May 2026)
Checked By:	Mark Smith (May 2026)
Approved By:	Mark Smith (May 2026)

Revision Record				
Rev	Date	By	Summary of Changes	Aprvd

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1. INTRODUCTION

1.1 This Transport Note has been prepared by Paul Basham Associates on behalf of Doswell Projects to support their application APP/25/00744 which seeks "*Variation of Condition 2 and Condition 17 of planning permission APP/19/01226 to regularise minor adjustments required by the S278 Technical Approval Process*".

1.2 For clarity, application APP/19/01226 secured consent in March 2024 for *"Construction of 44 dwellings with access, open space, landscaping and associated work, and diversion of Footpath no 71 to the west"*.

Through the Section 278 design process and construction of the site access, a number of issues have arisen which have required a variation of condition application to be made.

The purpose of this note is to support live application APP/25/00744 and agree the planning application level of detail to allow for such variation, which would then be progressed through the Section 278 process by incumbent civil engineers Ridge.

1.3 This TN seeks to clearly set out:

- The highway context against which the designs should be considered
- Identify where the latest proposals vary from the planning consented design
- Express the merits the latest design offers relative to the planning consented design
- Demonstrate that the latest proposals are compliant with the relevant design standards including HCC's TG guidance
- Demonstrate that the proposals are deliverable

2. HIGHWAY CONTEXT

2.1 Original application APP/19/01226 was supported by a Transport Assessment prepared by Bellamy Roberts.

2.2 This Transport Assessment identified peak period and daily traffic flow volumes as set out in their Table 3, which is recreated below:

Peak Hours	Trip Rate per Dwelling			Traffic Generation (44 units)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
0800-0900	0.127	0.325	0.452	6	14	20
1700-1800	0.303	0.161	0.464	13	7	20
Daily (0700-1900)	**2.171**	**2.210**	**4.381**	**96**	**97**	**193**

2.3 There was no speed survey data for the point of the site access as the point of connection for the new access onto Coldharbour Farm Road was at the termination point of the cul-de-sac. No pedestrian/cycle counts were conducted to quantify the volume of movements associated with Footpath 71 which was to be diverted from its current alignment as part of the proposals.

2.4 The decision notice for APP/19/01226 identified under Condition 2, approved access drawing 5314/1001 Rev B, whilst HCC highways comments in relation to the application identified drawing 5314/006 Rev D to be suitable in principle, subject to a Section 278 approval. These two plans are included as Appendix A for ease of reference.

2.5 It is clear that based on the above predicted traffic volumes, this new access road is anticipated to be a lightly trafficked road to serve a modest residential cul-de-sac development, and so Manual for Streets principles should be followed in design considerations. The internal roads have been designed as a narrow one-way system, as shown in drawing 5314/006 Rev D, with a raised table feature at the proposed Footpath 71 crossing point, which in combination with the angle of the access road into the site would promote a slow speed environment.

3. LATEST PROPOSALS VS THE APP/19/01226 CONSENTED DESIGN

3.1 Through the S278 design process, it became apparent to both HCC S278 Engineers and Ridge as the designer that the arrangement as shown on drawings 5314/1001 Rev B and 5314/006 Rev D were undeliverable. As a result, Ridge worked with HCC S278 Engineers through the Section 278 process to amend the design with the aim of securing a suitable design, which has led in turn to the variation of condition application 25/00744.

3.2 The latest general arrangement proposals prepared by Ridge are shown on drawing 23339-JUBB-XX-XX-DR-X-000100-C13, which is included as **Appendix B**. This drawing has been prepared to a greater level of detail than the planning stage drawings, as links to an ongoing Section 278 design. The key design components, relative to the consented drawings with APP/19/01226, are summarised within **Table 1**:

Design Feature	Consented Design	Latest Design
Footpath 71 Location	Relocated 18m west of current alignment (away from desire line)	Relocated 8m east of current alignment (on desire line)
Form of Crossing	Raised table with tactile paving	Raised table with tactile paving
Proximity to Turning Vehicles	Further (circa 25m) from vehicles manoeuvring into/out of retained existing private parking	Closer (circa 5m) to vehicles manoeuvring into/out of retained existing private parking
Visibility at Crossing	Not demonstrated by obstruction of parking layby to west	No obstructions to visibility splays
Connectivity West	Ties into FW/CW within development site	Ties into FW/CW within development site
Connectivity North	Ties into Footpath 71 north, 18m from current route/desire line	Ties into Footpath 71 north, on current route/desire line
Connectivity East	No connectivity east to Coldharbour Farm Road	Footway connection east to Coldharbour Farm Road
Priority at Site Access	Unclear, but assumed give way to enter Coldharbour Farm Road from site access	Continuation of Coldharbour Farm Road, priority over parking areas
Impact on Car Parking	4 x Existing Spaces relocated on site	6 x Existing Spaces relocated on site
Road Widths	Widened at bend to better accommodate tracking for vehicles	Widened at bend to better accommodate tracking for vehicles

Table 1: Latest Proposals vs the Consented Design

3.3 Although final technical approval will remain subject to the S278 process, the level of detail now available is materially greater than would normally be expected at the planning stage and is sufficient to allow HCC to assess the revised arrangement as acceptable from a highway safety perspective.

3.4 The key issue arising from the latest design is the closer relationship between the crossing point and the retained parking area. This has been specifically reviewed through the latest layout and tracking work. The number of spaces in the immediate area has been reduced, and the remaining spaces widened, the kerb and fencing arrangement provides physical separation, and the raised table assists in controlling vehicle speeds at the crossing point.

4. MERITS OF THE LATEST PROPOSALS

4.1 In reference to **Table 1** latest proposals offer multiple design benefits over the previously consented design, including:

- Footpath 71 remaining on desire line
- Unobstructed visibility splays at the location of the crossing point demonstrated
- Connectivity to the existing pedestrian network to the east on Coldharbour Farm Road
- Providing a logical vehicular priority on Coldharbour Farm Road
- Linked to the priority point, this arrangement removes the requirement for 8 existing parking bays to reverse into the new bellmouth junction to complete entry or exit from the parking bays
- Number of parked vehicles and traffic movement in area of site entrance reduced
- The retained spaces are widened to improve entry/exit manoeuvres

4.2 Since the previous iteration of the designs reviewed by HCC highways as part of APP/25/00744, further amendments and improvements have been made to the designs, including:

- Removal of the cyclist dismount signs/corduroy paving
- Review by Enerveo street lighting designers, who have confirmed that the road achieves the required lighting standard and that the crossing point, although located mid-spacing between adjacent columns, benefits from balanced illumination in both directions and provides adequate illumination for both pedestrians and cyclists
- Timber post and three rail fence to the rear of the Footpath 71 to ensure physical separation between the footpath and crossing area

- Confirmation that all land required for visibility splay purposes is either within public highway or Vivid ownership, as demonstrated in Appendix B with hatching for areas of adoption.
- Number of parked vehicles and traffic movements in area of site entrance reduced
- The retained spaces are widened to improve entry/exit manoeuvres
- Tracking has been undertaken and the potential points of conflict between vehicles, pedestrians and cyclists at the raised table have been removed
- Full-height kerbs/fencing/bollards physically discourage informal vehicle movements across the footway/crossing
- The crossing does not give pedestrians/cyclists priority over vehicles, but it provides a defined and visible crossing point which does not require cyclists to dismount.

4.3 The latest proposals would see the crossing point for Footpath 71 being located closer to parking bays. The revised arrangement changes the nature of the interaction between the crossing and the retained parking area when compared with the consented arrangement. However, the latest design includes additional mitigation, including reduced parking numbers, widened spaces, physical separation, improved visibility splays and a raised table such that the arrangement is considered safe and suitable for pedestrians and cyclists. Mitigation incorporated into the latest designs, which demonstrates:

- A reduction in the number of private parking bays located in the vicinity of the crossing, removing two bays and providing widened spaces to aid manoeuvrability into and out of these private spaces (see the tracking drawing included as Appendix C). This reduces conflict both in terms of number of vehicles and turning requirements.
- Physical separation of the crossing and the private parking bays through use of full height kerbing and post and rail fencing, which again reduces potential conflict
- The combination of low traffic volumes, constrained geometry, the raised table, the residential cul-de-sac context and the proximity of the pedestrian/cycle crossing all contribute to a low-speed environment in which drivers are expected to proceed cautiously.

4.4 The latest proposals have been reviewed by the independent Road Safety Auditor (Fenley), who has confirmed that the revised drawings address the raised table details, parking bay

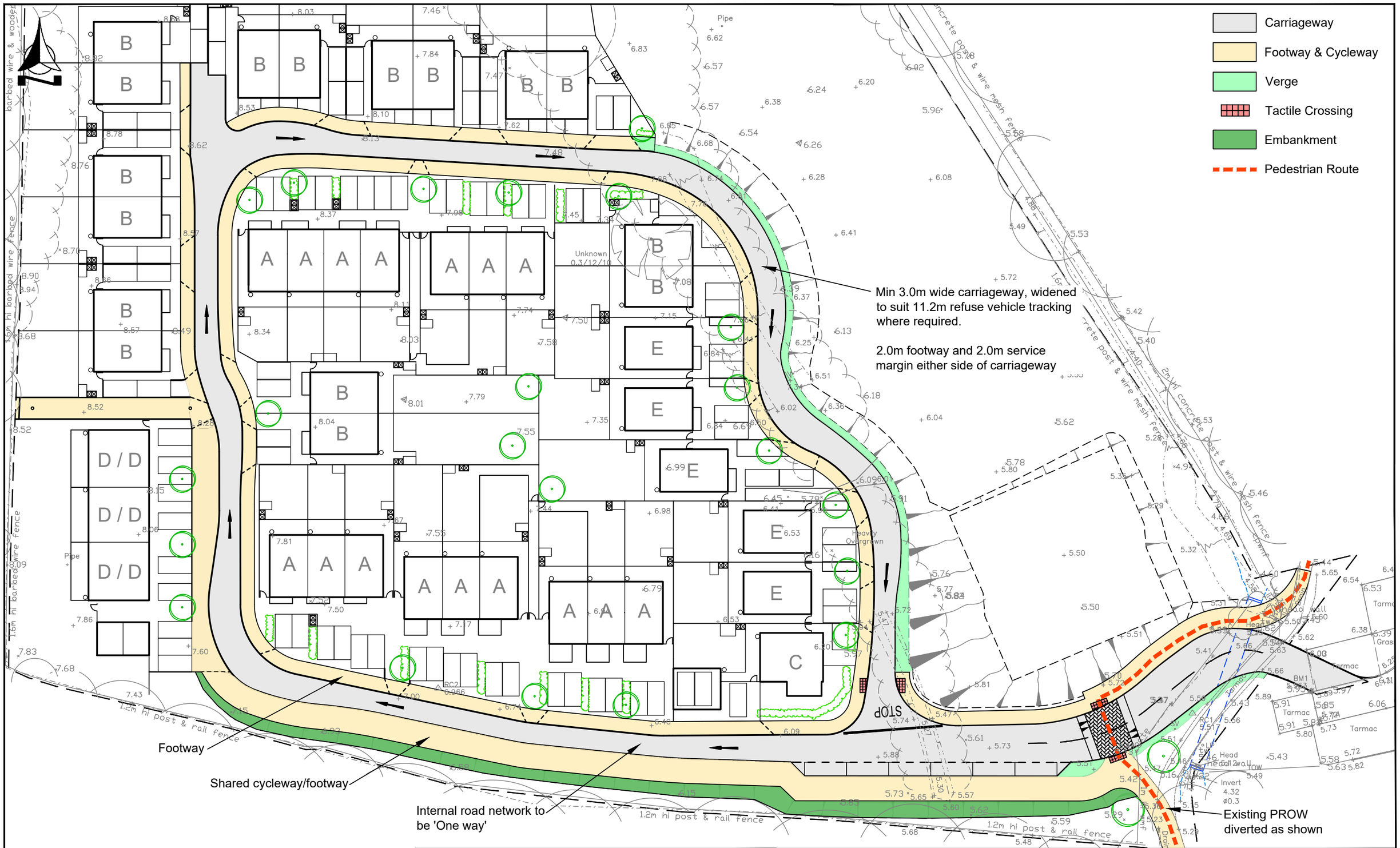
accessibility and crossing visibility comments (see **Appendix D** for the Audit and Ridge's Designers Response). The remaining technical matters, including confirmation of the access road swept path analysis and final visibility splay geometry, are addressed within the accompanying drawings prepared by Ridge included as **Appendix B and C**.

5. CONCLUSION

5.1 The latest design responds directly to the matters raised by HCC by removing the cycle dismount signage and corduroy paving, improving the parking arrangement, providing physical separation between the unadopted parking area and the footway/cycle route, confirming the raised table arrangement, maintaining appropriate lighting, and demonstrating visibility splays within land controlled by VIVID or the highway authority.

5.2 The revised arrangement remains proportionate to the low-speed, lightly trafficked residential cul-de-sac context and is considered safe and suitable for approval at planning stage. Further detailed design matters can then be finalised through the revised Section 278 technical approval process.

Appendix A

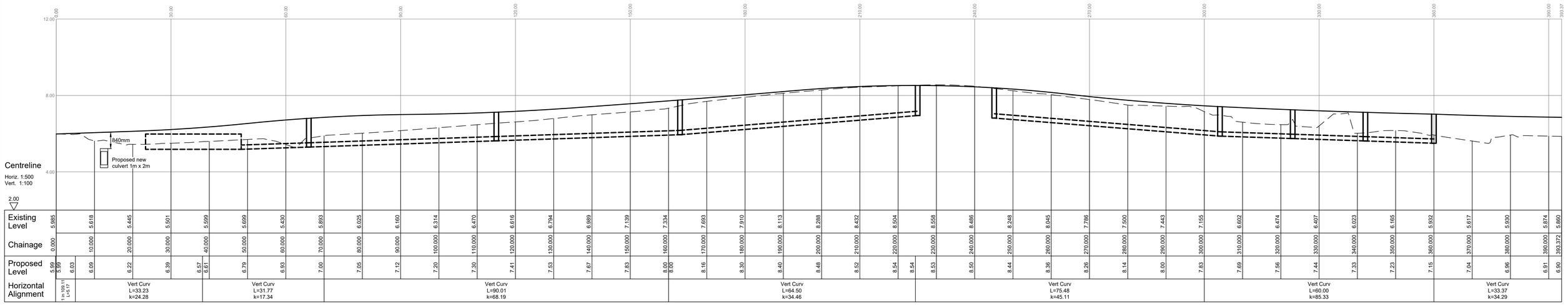


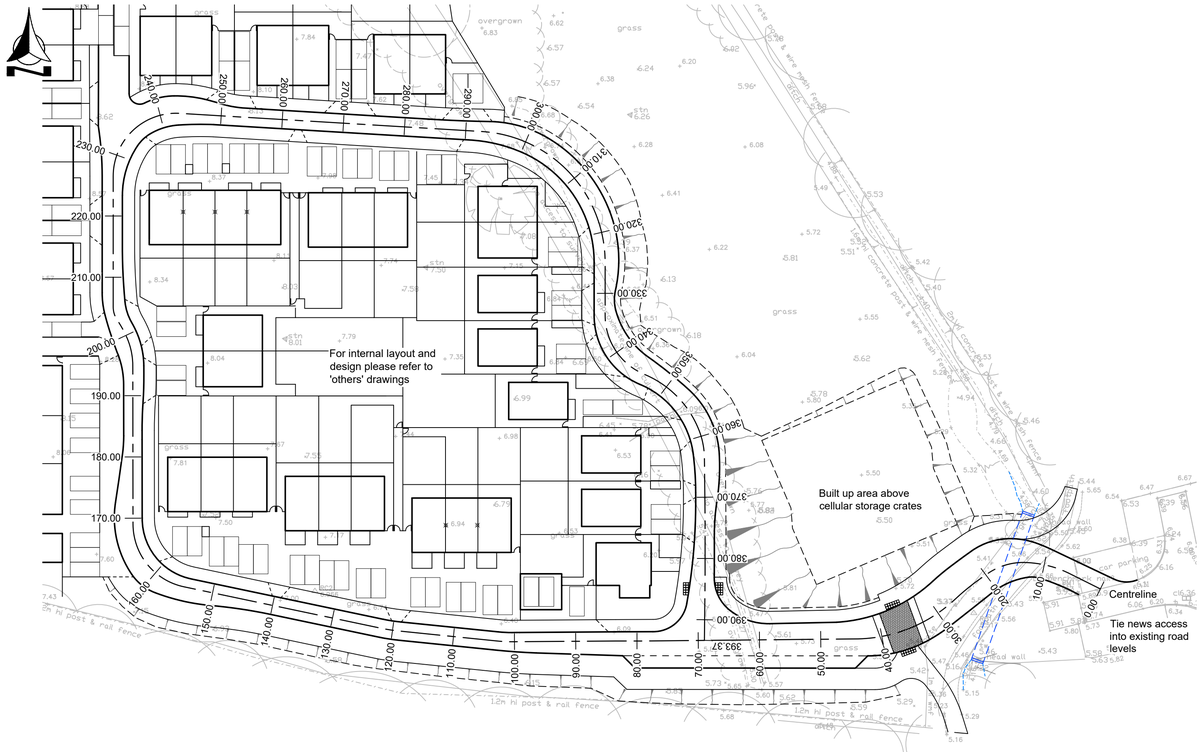
REVISION	AMENDMENT	DRAWN	DATE	CH'K
A	Internal layout revised	JCB	28/07/22	MT
B	Minor revisions	JCB	10/08/22	MT
C	Footway & Cycleway Amended	DE	10/10/22	MT
D	Footway Amended	DE	11/10/22	MT

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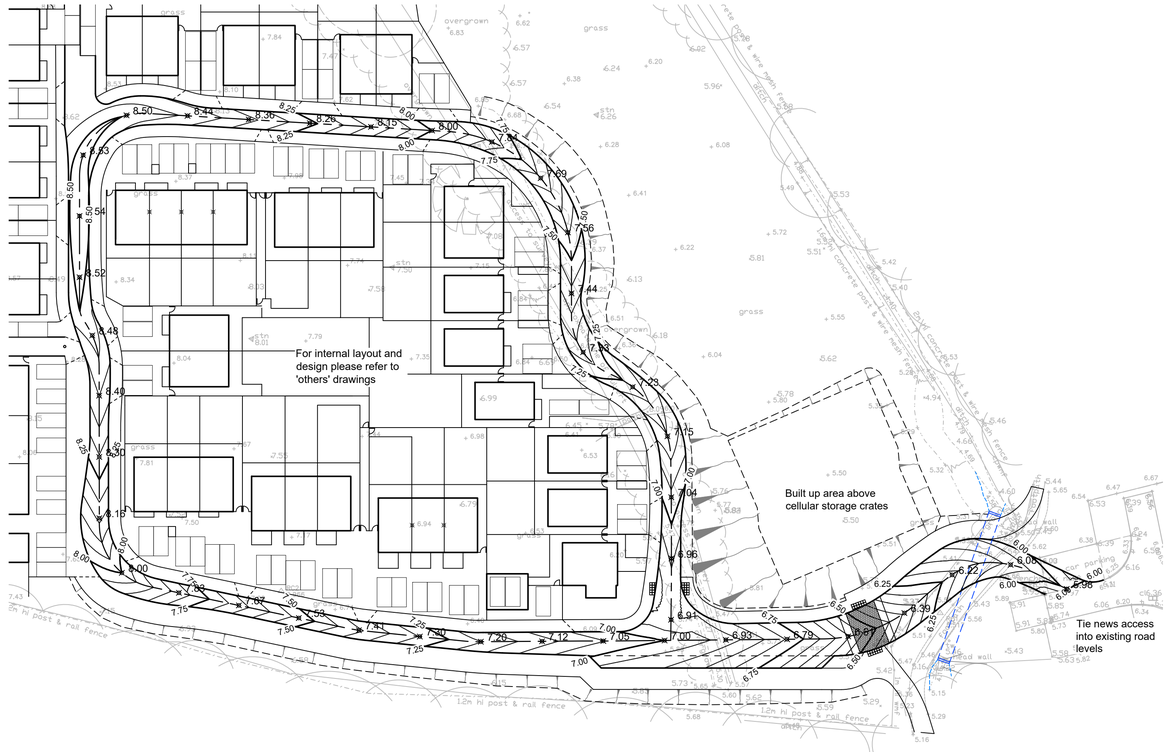
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PROJECT	Coldharbour Farm Road, Emsworth
TITLE	General Arrangement
DRAWING No.	5314 / 006
DATE	19/07/22
DESIGN BY	-
DRAWN BY	DE
CHECKED BY	MT
SCALE	1:500 @ A3
REV No.	D

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Chainage Centerline
Scale 1:500



Levels and Contours
Scale 1:500

Notes

Do not scale this drawing

This drawing shall be read in conjunction with all other relevant Engineering, Architectural, Landscaping details, drawings and specifications and all relevant Highway Authority Plans.

REVISION	AMENDMENT	DRN	DATE	CHK
B	Road design updated	JCB	14/12/22	MT
A	Road design updated	JCB	17/01/22	MT

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Western Lane
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Tel: 01256 703355
Email: info@bellamyroberts.co.uk

CLIENT: Telstar

PROJECT: Coldharbour Farm Road, Emsworth

TITLE: Access Design

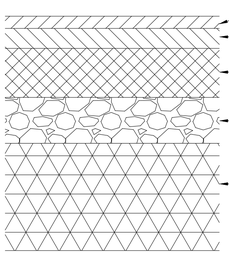
DRAWN BY	DESIGN BY	CHK BY
JCB	JCB	MT

DATE	DRAWING No.	REV No.
26/03/21	5314 / 1001	B

SCALE: 1:500 @ A1

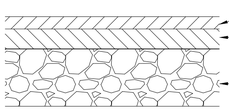
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Appendix B



Notes:
1. Build-up based on CBR values of 2%, TBC prior to construction. Depths calculated using CD 225. Foundation class 2. 30MPa modulus value used.
2. 40/60 penetration grade bitumen shall be used at all times.
3. Construction depth to be minimum 450mm depth of non-frost susceptible material

CARRIAGEWAY CONSTRUCTION DETAIL



Notes:
1. Build-up based on CBR values of 2%, TBC prior to construction. Depths calculated using CD 225. Foundation class 2. 30MPa modulus value used.
2. Construction depth to be minimum 450mm depth of non-frost susceptible material

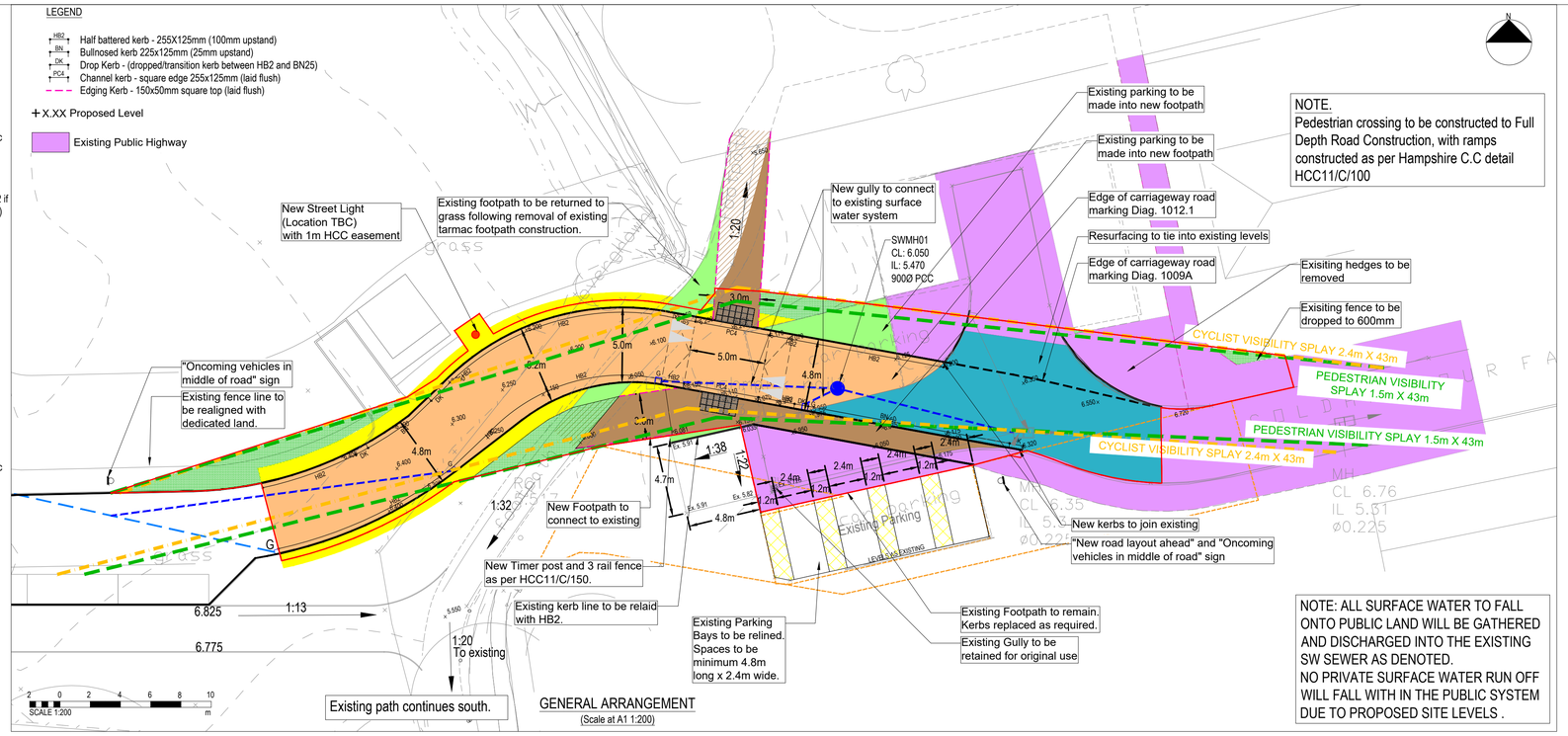
FOOTWAY CONSTRUCTION DETAIL



2 No. Oncoming vehicles in middle of road (Diag 513.4) Mounted on post



1 No. New Road Layout Ahead (Diag 7014) Mounted on post min 30m in advance from New Layout



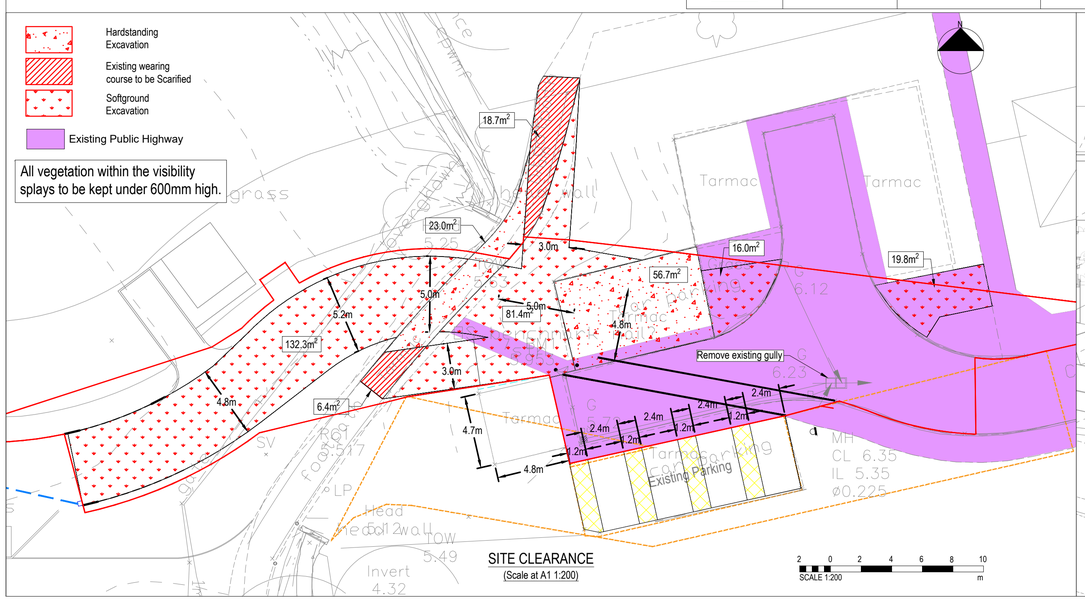
GENERAL ARRANGEMENT
(Scale at A1 1:200)

Key	Description	Surface Course	Binder	Base	Sub-Base	Capping
	Road - Full depth construction	40mm AC14 dense surf40/60 des in accordance with BS EN 13108	60mm AC20 dense bin 40/60 in accordance with BS EN 13108	160mm AC32 dense base 40/60 in accordance with BS EN 13108	250mm Type 1 sub-base to DTp Spec Clause 803	420mm thick capping type 6F1 or 6F2 if available - otherwise 6F5 will be used
	Footway - Full depth construction	20mm AC6 dense surf 100/150 in accordance with BS EN 13108	50mm thick AC14 Dense bin 100/150 in accordance with BS EN 13108	-	225mm Type 1 sub-base to DTp Spec Clause 803	-
	Footway - Plane and overlay	20mm AC6 dense surf 100/150 in accordance with BS EN 13108	-	-	-	-
	Road - Plane and overlay	Plane 100mm thick and replace with 40mm AC10 Dense Surf 40/60 in accordance with BS EN 13108. Min PSV 65	60mm AC20 dense bin 40/60 in accordance with BS EN 13108	-	-	-
	Tactile paving	400mm x 400mm x 50mm thick tactile paving - colour buff	-	-	185mm Type 1 sub-base to DTp Spec Clause 803	-
	Corduroy paving	400mm x 400mm x 50mm thick Corduroy paving - colour buff	-	-	185mm Type 1 sub-base to DTp Spec Clause 803	-
	1m HCC Easement	-	-	-	-	-
	Landscaping area	-	-	-	-	-

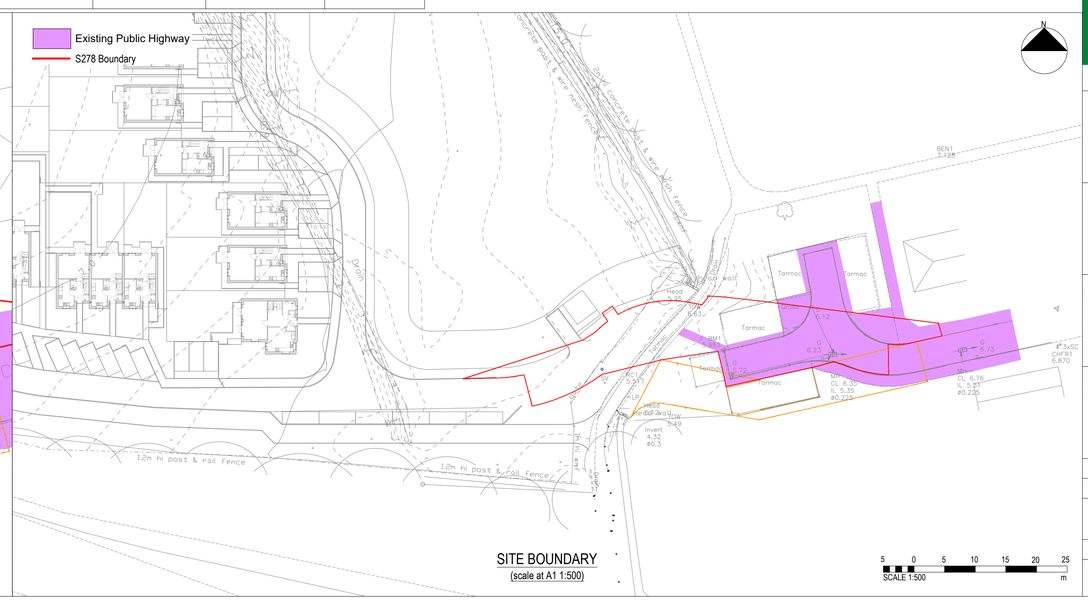
Hampshire County Council Standard Detail Reference
All works are to be done in accordance with the following HCC standard details

Item	Standard Detail
Precast concrete kerbs	HCC11/C/010
Footways Type 1A	HCC11/C/045
Uncontrolled pedestrian crossing in new works	HCC11/C/060
Kerb replacement (on new base)	HCC11/M/010
Kerb replacement (on existing base)	HCC11/M/025
Flat Topped Road Hump and Junction table Type 1	HCC11/C/100
Haunch detail - min 1m	HCC11/M/020
Concrete Bollard Detail	HCC11/C/135

Notes:
1. HCC11/M/025 to include geotextile layer between the base and binder layers



SITE CLEARANCE
(Scale at A1 1:200)



SITE BOUNDARY
(scale at A1 1:500)

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DRAWING NOTES:

NOTES
1. Do not Scale from this drawing
2. Print in colour
3. All dimensions in metres, unless stated otherwise
4. All proposed construction is within both HCC and developers ownership boundaries
5. Proposed adoptable footway and highway to tie in to existing levels
6. Site boundary drawing based on HCC Ordnance Survey
7. Tie in detail to avoid wheel track zone. For a 3.65m wide lane, the wheel track zones shall be taken to be between 0.5m and 1.1m and between 2.55m and 3.15m from the centre of the nearside lane markings for each traffic lane (or, in the absence of lane markings, lane edges)

REV	DESCRIPTION	DATE	BY	CHKD
C13	Landscaping & red line boundary updated	08.05.26	JF	TC
C12	Bollards removed from footpath	06.05.26	JF	TC
C11	Footpath/parking bays added to drawing	23.04.26	JF	TC
C10	Footpath to north of access incorporated	02.04.26	PJ	CL
C9	Updated following additional comments	19.03.26	PJ	TC
C8	Updated following RSA comments	02.01.26	PJ	PB
C7	HCC Easement added	15.12.25	PJ	PB
C6	Updated following comments, received 03.12.2025	08.12.25	PJ	PB
C5	Updated to Ridge Frame	25.11.25	PJ	PB
C4	Updates	04.09.25	RL	RL
C3	Updates to Resurfacing	12.05.25	AH	RL
C2	Construction Issue	09.05.25	AH	RL
C1	Construction Issue	28.03.25	AH	RL
P13	Updated To HCC comments	11.03.25	AH	RL
P12	Highway Boundary Updated	17.01.25	AH	RL
P11	Updated to HCC comments	26.11.24	AH	RL
P10	Street lighting added	07.011.24	RL	RL
P9	Updated to HCC comments	02.08.24	AH	RL
P8	Crossing location updated	25.07.24	AH	RL
P7	Updated to HCC comments	25.06.24	AH	RL
P6	Updated to Comments	03.06.24	AH	RL
P5	S278 submission	18.04.24	AH	RL
P4	Updated Widths and Splays	05.04.24	AH	RL
P3	Updated to suit amended access.	22.03.24	SH	RL
P2	Preliminary Issue	07.03.23	AH	RL
P1	Preliminary issue	15.11.23	AK	RL

ORIGINATOR: www.ridge.co.uk

RIDGE

PROJECT NUMBER: 23339

CLIENT:
DOSWELL PROJECT

IN ASSOCIATION WITH:

PROJECT:
COLDHARBOUR FARM ROAD
EMSWORTH

TITLE:
S278 COMBINED

DRAWN BY: AK CHECKED BY: Tom Clark Checked as an Accurate Record 06.05.2026 APPROVED BY: Tom Clark Checked as an Accurate Record 06.05.2026

SCALE: AS SHOWN @ A1 DATE: 15.11.2023

STATUS: DESCRIPTION:

DRAWING No: JUBB_XX_XX_DR_C_100

PROJECT:	ORG:	FUNCTION:	SPATIAL:	FORM:	DISCIPLINE:	NUMBER:	REV:
23339	JUBB	XX	XX	DR	X	000100	C13



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DRAWING NOTES:

LEGEND:

- S278 boundary
- CYCLIST VISIBILITY SPLAY 2.4m X 43m
- PEDESTRIAN VISIBILITY SPLAY 1.5m X 43m
- LAND INSIDE VIVID'S OWNERSHIP
- LAND OUTSIDE VIVID'S OWNERSHIP
- HIGHWAY BOUNDARY

REV	DESCRIPTION	DATE	BY	CHKD
C1	Preliminary issue	07.05.26	JF	TC

ORIGINATOR: www.ridge.co.uk

RIDGE

PROJECT NUMBER: 23339

CLIENT:
DOSWELL PROJECT

IN ASSOCIATION WITH:

PROJECT:
COLDHARBOUR FARM ROAD
EMSWORTH

TITLE:
LAND VIVID'S OWNERSHIP

DRAWN BY: JF CHECKED BY: Tom Clark Chartered Surveyor BSc (Hons) MRICS 07.05.2026 APPROVED BY: Trish Doyle Chartered Surveyor BSc (Hons) MRICS 07.05.2026

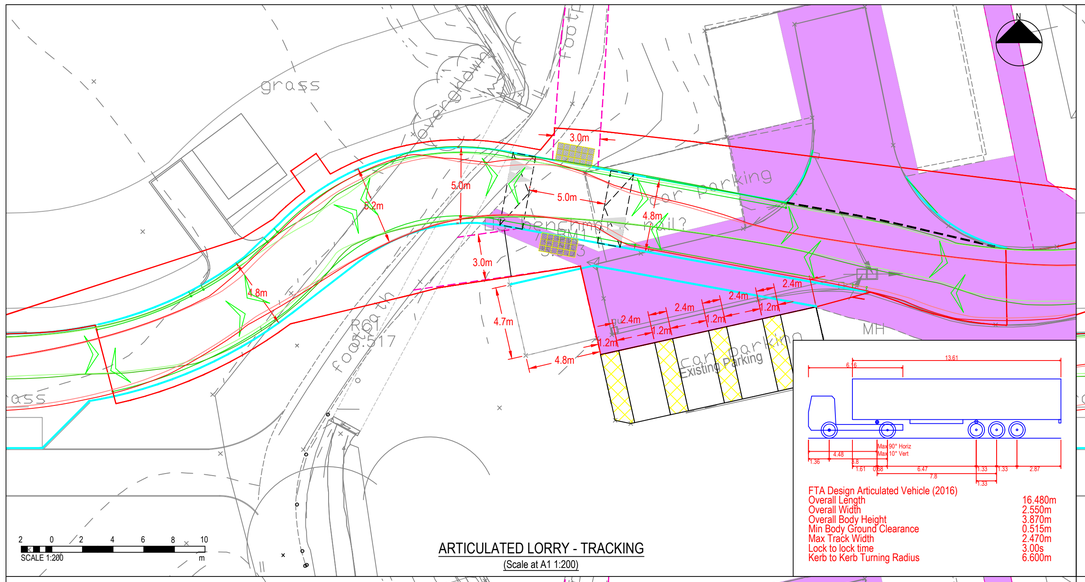
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STATUS: DESCRIPTION:

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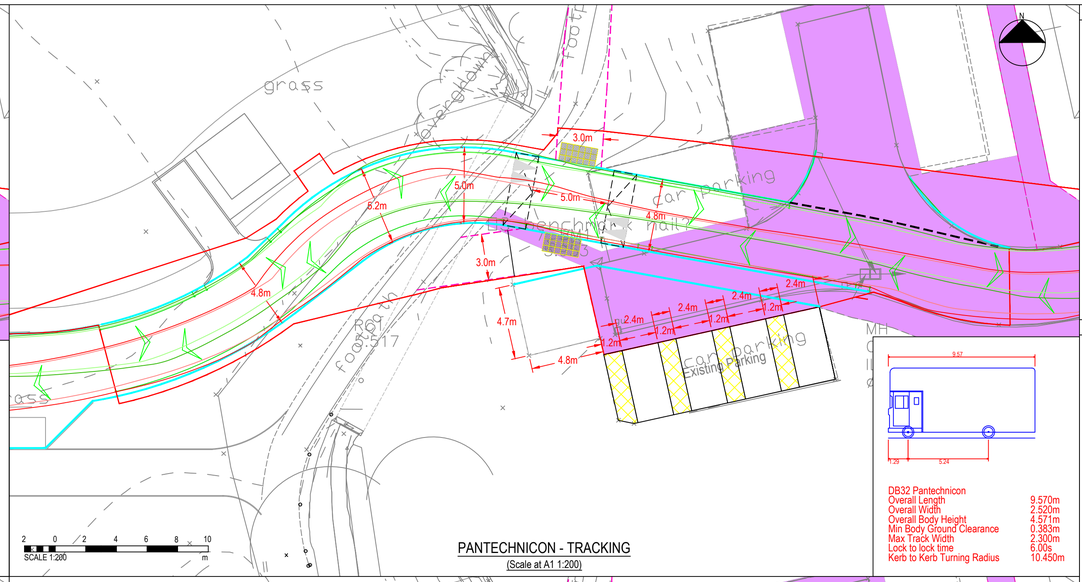
Appendix C



ARTICULATED LORRY - TRACKING
(Scale at A1 1:200)

FTA Design Articulated Vehicle (2016)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m



PANTECHNICON - TRACKING
(Scale at A1 1:200)

DB32 Pantechnicon

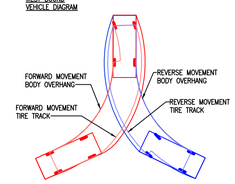
Overall Length	9.570m
Overall Width	2.520m
Overall Body Height	4.571m
Min Body Ground Clearance	0.383m
Max Track Width	2.300m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	10.450m

DISCLAIMER NOTES:

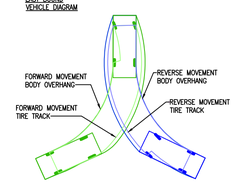
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DRAWING NOTES:

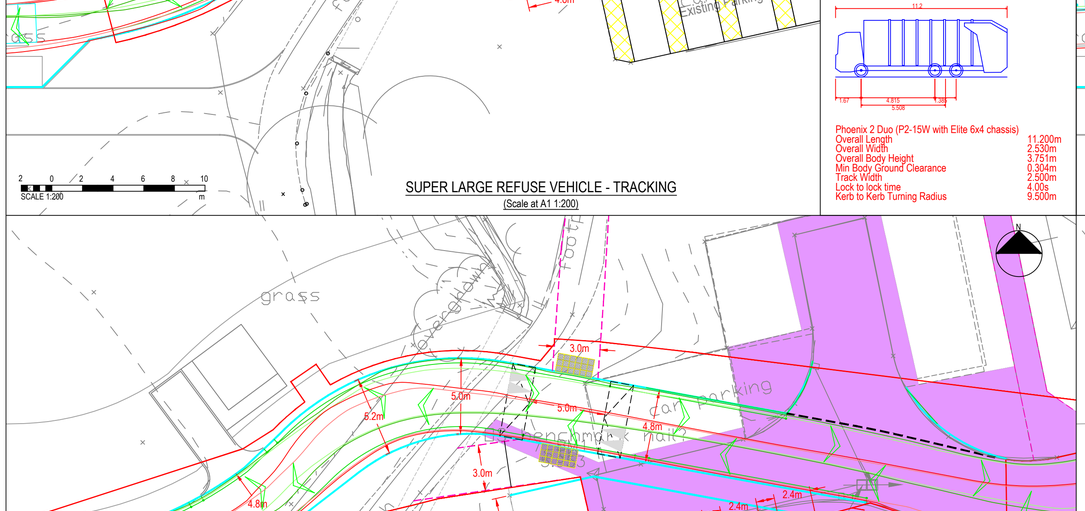
WEST BOUND VEHICLE DIAGRAM



EAST BOUND VEHICLE DIAGRAM



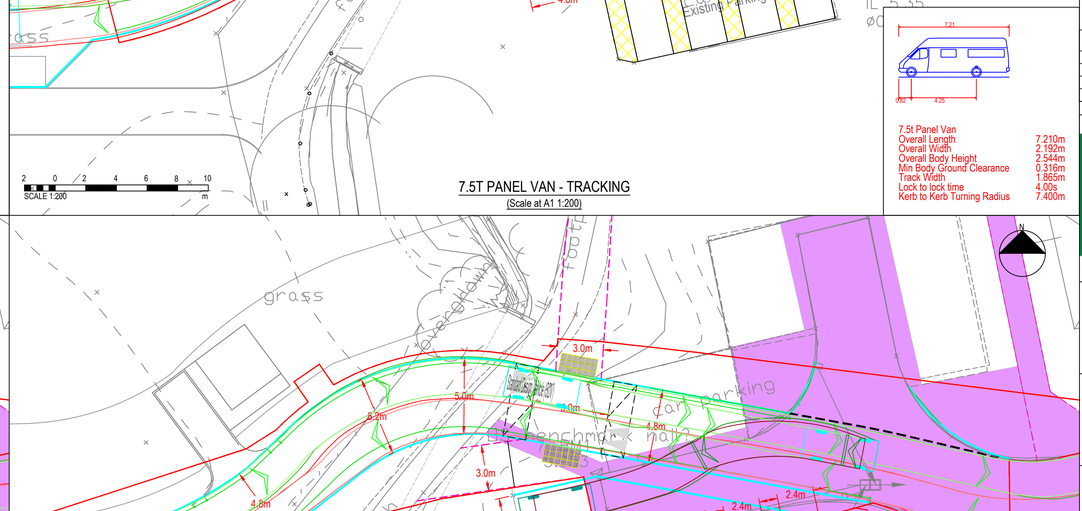
NOTE.
Vehicles have been tracked at 10mph in line with HCC TG2



SUPER LARGE REFUSE VEHICLE - TRACKING
(Scale at A1 1:200)

Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m



7.5T PANEL VAN - TRACKING
(Scale at A1 1:200)

7.5t Panel Van

Overall Length	7.210m
Overall Width	2.192m
Overall Body Height	2.544m
Min Body Ground Clearance	0.316m
Track Width	1.865m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m

HAMPSHIRE FIRE APPLIANCE - TRACKING
(Scale at A1 1:200)

Hampshire Fire Appliance

Overall Length	8.100m
Overall Width	2.550m
Overall Body Height	3.498m
Min Body Ground Clearance	0.383m
Max Track Width	2.400m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	7.750m

LARGE FAMILY CAR - TRACKING
(Scale at A1 1:200)

Standard Design Vehicle (SDV)

Overall Length	4.800m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

REV	DESCRIPTION	DATE	BY	CHKD
C4	Red line boundary amended & 10mph note added	08.05.26	JF	TC
C3	Latest layout updated	07.05.26	JF	TC
C2	Updated layout to suit tracking	19.03.26	PJ	TC
C1	Updated to Ridge border	02.01.26	PJ	PB
P1	Preliminary issue	03.11.23	AK	RL

ORIGINATOR: www.ridge.co.uk

RIDGE

PROJECT NUMBER: 23339

CLIENT:
DOSWELL PROJECT

IN ASSOCIATION WITH:

PROJECT:
COLDHARBOUR FARM ROAD
EMSWORTH

TITLE:
S278 TRACKING

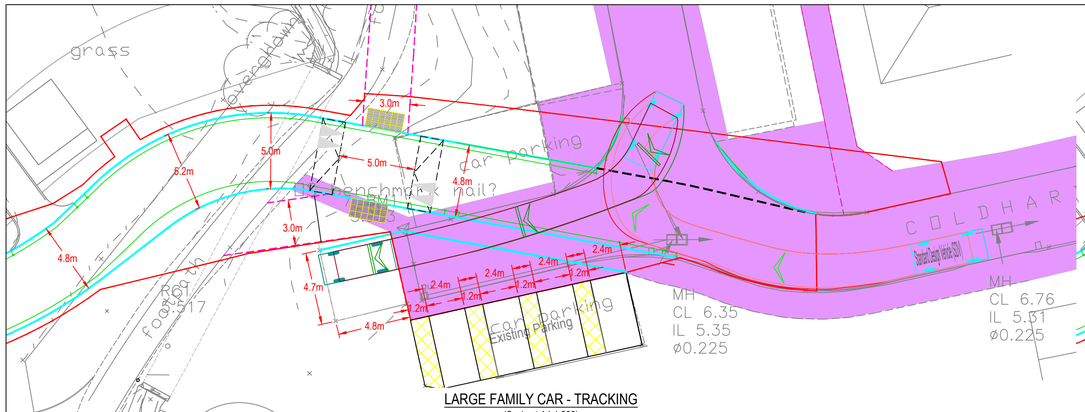
DRAWN BY: AK CHECKED BY: Tom Clark Chartered Engineer 08.05.2026 APPROVED BY: Tom Clark Chartered Engineer 08.05.2026

SCALE: AS SHOWN @ A1 DATE: 03.11.2023

STATUS: DESCRIPTION:

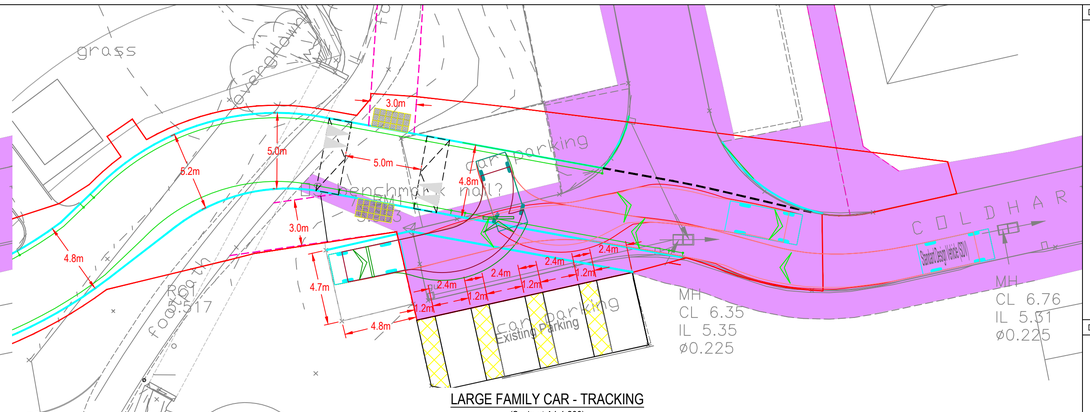
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PROJECT:	ORG:	FUNCTION:	SPATIAL:	FORM:	DISCIPLINE:	NUMBER:	REV:
23339	JUBB	XX	XX	DR	X	001200	C4



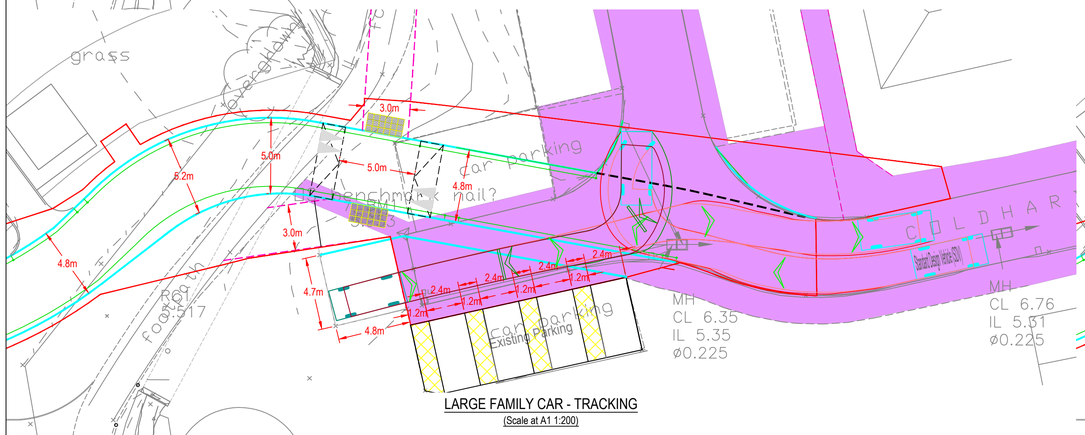
LARGE FAMILY CAR - TRACKING

(Scale at A1 1:200)



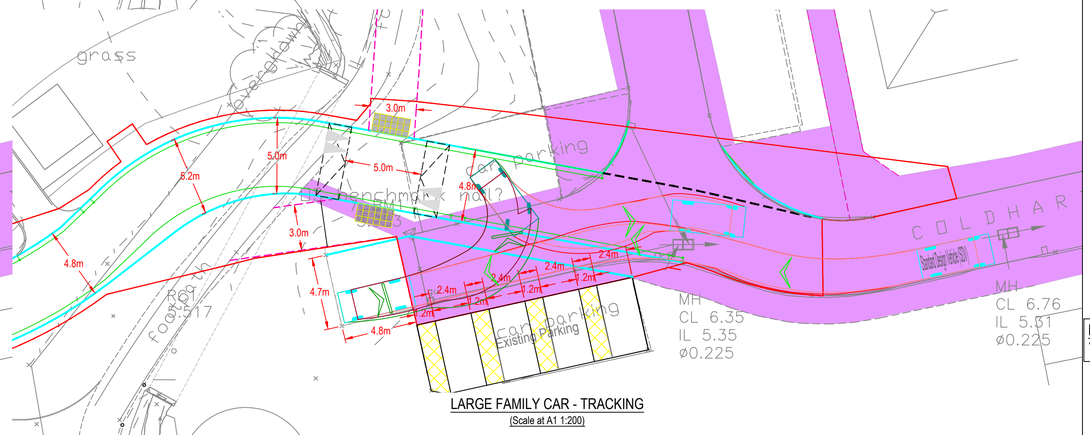
LARGE FAMILY CAR - TRACKING

(Scale at A1 1:200)



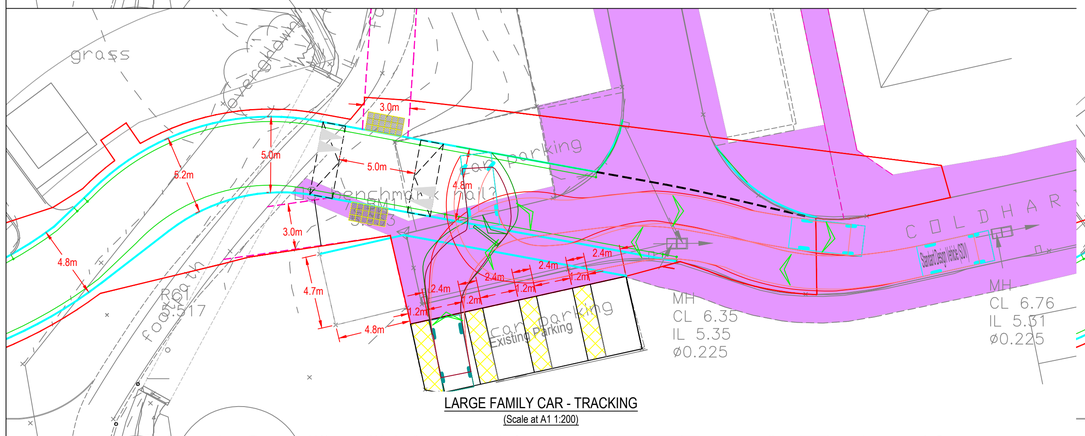
LARGE FAMILY CAR - TRACKING

(Scale at A1 1:200)



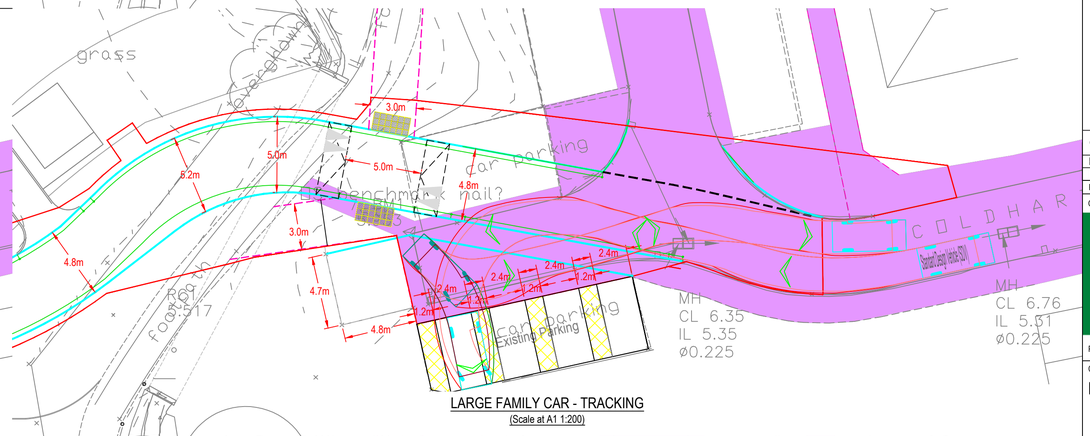
LARGE FAMILY CAR - TRACKING

(Scale at A1 1:200)



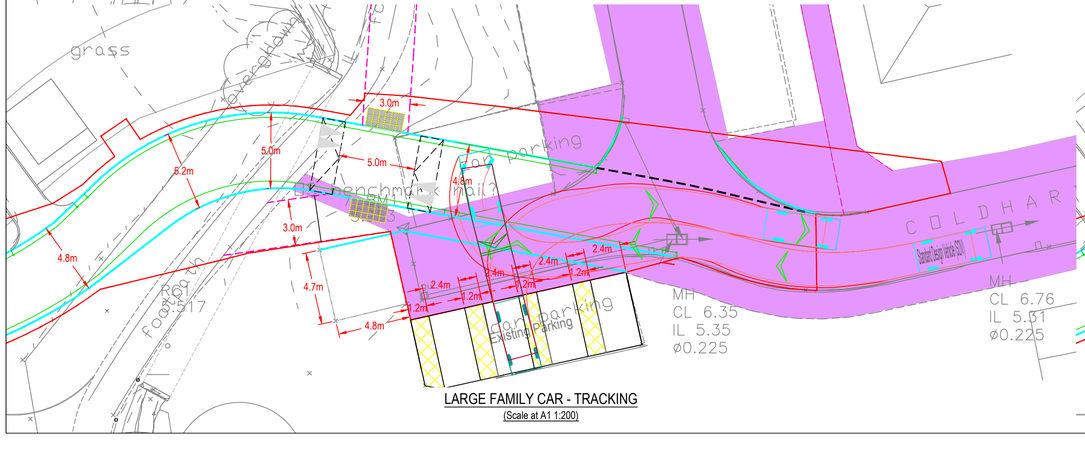
LARGE FAMILY CAR - TRACKING

(Scale at A1 1:200)



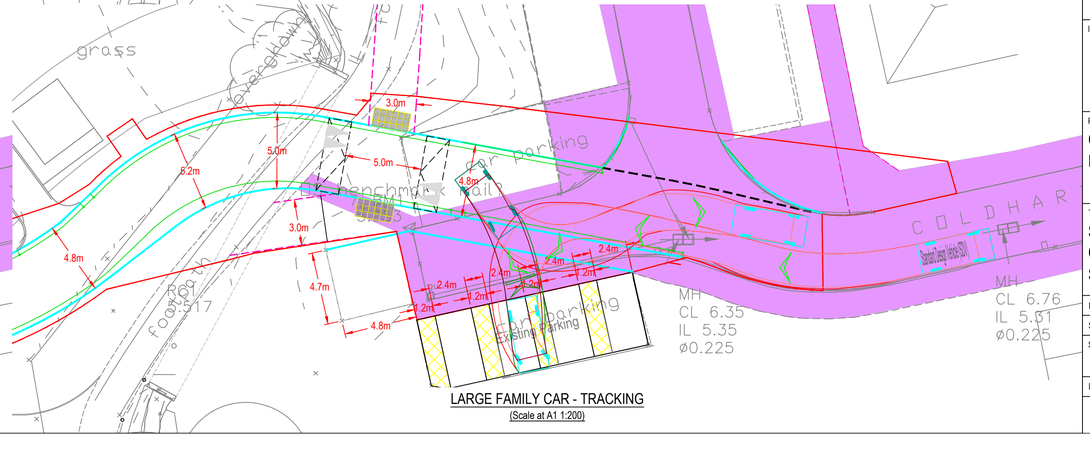
LARGE FAMILY CAR - TRACKING

(Scale at A1 1:200)



LARGE FAMILY CAR - TRACKING

(Scale at A1 1:200)



LARGE FAMILY CAR - TRACKING

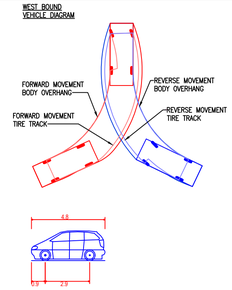
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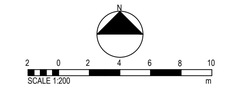
DRAWING NOTES:

WEST BOUND
VEHICLE DIAGRAM



Standard Design Vehicle (SDV)	
Overall Length	4.800m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

NOTE.
Vehicles have been tracked at 10mph in line with HCC TG2



REV	DESCRIPTION	DATE	BY	CHKD
C1	Red line boundary amended & 10mph note added	08/05/26	JF	TC
P2	Car Parking bays sizes increased	23/04/26	JF	TC
P1	Preliminary issue	24/03/26	PJ	TC

ORIGINATOR: www.ridge.co.uk

RIDGE

PROJECT NUMBER: 23339

CLIENT:
DOSWELL PROJECT

IN ASSOCIATION WITH:

PROJECT:
COLDHARBOUR FARM ROAD
EMSWORTH

TITLE:
S278 TRACKING
CAR PARKING
SHEET 1

DRAWN BY: PJ CHECKED BY: APPROVED BY:

SCALE: AS SHOWN @ A1 DATE: 24/03/2026

STATUS: DESCRIPTION:

DRAWING No: JUBB_XX_XX_DR_C_1203

PROJECT:	ORG:	FUNCTION:	SPATIAL:	FORM:	DISCIPLINE:	NUMBER:	REV:
23339	JUBB	XX	XX	DR	X	001203	C1

Appendix D

RIDGE

BUILT
ENVIRONMENT
CONSULTANCY

Designers Response Road Safety Audit
Coldharbour Farm

Doswell
May 2026

TECHNICAL RESPONSE TO HCC HIGHWAYS COMMENTS

1. INTRODUCTION

Ridge and Partners have been commissioned to respond to the Road Safety Audit undertaken by Fenley (March 2026) as part of the S278 Technical Approval Process.

The comments from RSA points have been itemised as below with responses to each section following on.

2. TECHNICAL RESPONSE

Stage One/Two Road Safety Audit (RSA1/2)

The RSA1/2 Audit raises 7 safety related concerns with the proposed access arrangement. The designer's response agrees and accepts all of the issues raised and confirms how the design has been updated to cater for each points.

Issue:

B.1.1 – Alignment may not be adequate for two-way car / LGV movements. It is recommended that the carriageway is adequate for cars and LGVs to pass one another.

Response:

We have provided updated tracking Drawing 23339-JUBB-XX-XX-DR-X-001200 REV C4 that shows in the bottom right that cars can pass each other.

Issue:

B2.1 No details of the proposed raised table have been provided. It is recommended that the proposed raised table includes adequate ramps that force traffic slow.

Response:

The raised table ramp length has been designed in accordance with HCC detail HCC11/C/105 Rev B.

Issue:

B2.2 Vehicles may not be able to access the existing parking bays. It is recommended that the bays are accessible.

Response:

The existing parking bays are proposed to be relined as shown on Drawing 23339-JUBB-XX-XX-DR-X-000100 REV C13 and the tracking is shown on Drawing 23339-JUBB-XX-XX-DR-X-001203 REV C1.

Issue:

B.4.1 - Cyclists are likely to continue without giving way to traffic. It is recommended that an appropriate level of visibility is achievable.

Response:

Suitable visibility splays for cyclists are as shown on Drawing 23339-JUBB-XX-XX-DR-X-000100 REV C13. In dashed orange. With regards to lighting, this has been confirmed as suitable by the lighting designer.

Issue:

B.4.2 - Non-motorised users at and on approach to the uncontrolled crossing may not be clearly visible during the hours of darkness. It is recommended that visibility is achievable to the tangent and that the proposed crossing point is illuminated adequately with a column provided immediately to the west of the crossing point as previously proposed.

Response:

Suitable visibility splays for pedestrians are as shown on Drawing 23339-JUBB-XX-XX-DR-X-000100 REV C13. In dashed yellow. With regards to lighting, this has been confirmed as suitable by the lighting designer.

APPENDIX A

Road Safety Audit

Road Safety Audit Report

Incorporating
Stage 1/2 Completion of Detail Design.

Proposed Continuation of Coldharbour Farm Road Emsworth

Client:
Doswell Projects

Client reference:
23339

Fenley
2 Blaenant
Emmer Green
READING
RG4 8PH

E: office@fenley.co.uk
www.fenley.co.uk

Report Status 1

Job no	RSA-25-242	**Issue no**	1	**Date**	March 2026
Prepared by	JJF	**Verified by**	ZB	**Approved by**	JJF
Filename and Path	Fenley/Road Safety Audits/RSA-25/RSA-25-242-1				

1.0 PROJECT DETAILS

Report Title:	Stage 1/2 Road Safety Audit
Date:	March 2026
Document reference and revision:	RSA-25-242-1
Prepared by:	Fenley Road Safety Limited
On behalf of the Overseeing Organisation:	Hampshire County Council
Design Organisation:	Ridge
Project Sponsor:	Doswell Projects

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
0	Stage 1/2 Road Safety Audit drafted for Audit Team discussions	JJF			20th March 2026
1	Stage 1/2 Road Safety Audit finalised and issued to the Design Organisation	JJF	ZB	JJF	26th March 2026

Contents:

1.0 Project Details 1

2.0 Introduction 2

3.0 Items Raised in any previous Road Safety Audits 3

4.0 Items Raised in this Stage 1/2 Road Safety Audit 4

B.1 Alignment

B.2 General

B.3 Junctions

B.4 Walking, Cycling and Horse Riding

B.5 Traffic Signs, Carriageway Markings and Lighting

5.0 Audit Team Statement 8

Appendices:

Stage 1/2 B1 Documents and Drawings provided for this Road Safety Audit

B2 Item Location Plan

2.0 INTRODUCTION

2.1 This report has been prepared by Fenley Road Safety Limited and results from a Stage 1/2 Road Safety Audit of a revised design to allow for the continuation of Coldharbour Farm Road to provide access to a development. Coldharbour Farm Road currently accommodates a bend in the road that follows a circa 15 metre road centreline radius and provides access to a number of parking spaces. The proposals continue the carriageway through a number of the former parking bays before following another bend with a road centreline radius of circa 15 metres which is again followed by a bend with a circa 22 metre road centreline radius. The access carriageway is to be 4.8 metres wide with widening on the bends to a maximum of 5.2 metres. The proposed access road severs a pre-existing public footpath cyclepath that forms a link between Emsworth Park to the north and Washington Road to the south, which is to be diverted to cross the proposed continuation at a raised table. The scheme is proposed to facilitate access to a residential development of circa 44 dwellings on a parcel of land to the west, whilst retaining all but three of the existing parking spaces in the vicinity.

2.2 The Audit Brief identifies that the proposals do not include any Departures from Standard, whether related to strategic decisions or otherwise.

2.3 The Road Safety Audit was undertaken during March 2026 in accordance with the Road Safety Audit Brief provided on the 20th March 2026 by the Project Sponsor, Doswell Projects. The Road Safety Audit comprised of a previous site visit as well as an examination of the documents provided which are identified in **Appendix B1**. The Audit Team were satisfied that the Audit Brief was sufficient for the purpose of the Audit instructed.

2.4 The Road Safety Audit has been undertaken by an Audit Team whose qualifications and experience accord with the requirements of GG119 and have been approved to undertake Road Safety Audits of all stages within Hampshire. The Audit Team consists of the following members:

Audit Team Leader
Jamie Fenning *BSc(Hons), MIHE, MCIHT, MSoRSA, National Highways RSA Certificate of Competency*
Road Safety / Highway Engineer

Audit Team Member
Zane Beswick *MCIHT, MSoRSA*
Road Safety / Highway Engineer

2.5 The site has been visited on two occasions; once as part of previous Road Safety Audits in May 2022 during school pick up between the hours of 14:35 and 15:15 and again with the latest being on associated with this Stage 2 Road Safety Audit was undertaken during the morning of Wednesday 2nd July 2025 between the hours of 11:00 and 11:30. The site visit involved walking and driving around the local highway network for a total period of 70-minutes

whilst observing the local infrastructure and current off-peak traffic conditions. The weather during the site visits was overcast, the road surface was dry and visibility was good. A number of pedestrians and cyclists as well as skateboarders and scooter riders were observed during the site visits. Vehicular traffic was also observed to include cars and light goods vehicles. The traffic flow was light and free flowing. It was noted during the first site visit, that the existing perpendicular parking spaces at the end of Coldharbour Farm Road, are utilised by parents / guardians to drop-off and pick-up pupils from local schools and that the shared footpath cyclepath to the west of Coldharbour Farm Road forms a link between the residential area of Emsworth to the south and Emsworth Park to the north which incorporates numerous sports facilities.

2.6 The terms of reference of this Road Safety Audit are as described in GG119. The scheme has been examined and this report compiled, only with regard to the safety implications for road users of the scheme as presented. It has not been examined or verified for compliance with any other standards or criteria. However, in order to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. All comments and recommendations are referenced to the design drawings supplied with the Audit Brief and the location of road safety concerns raised have been illustrated beneath the items along with relevant photographs for clarity, where appropriate, as well as on the Location Plan attached at **Appendix B2**.

3.0 ITEMS RAISED IN ANY PREVIOUS ROAD SAFETY AUDITS

3.1 Fenley Road Safety Limited have undertaken a number of road safety audits associated with the continuation of Coldharbour Farm Road. The latest assessed the realignment of the existing footpath cyclepath along an access road that was understood to have been approved. Since that Audit, the scheme has been amended and this Stage 1/2 Road Safety Audit reassesses all elements of the scheme and raises any road safety concerns that the Audit Team consider are present.

4.0 ITEMS RAISED AT THIS STAGE 2 ROAD SAFETY AUDIT

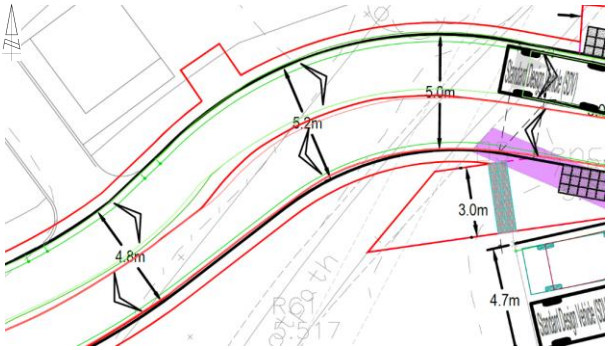
B.1	**LOCAL ALIGNMENT**
B.1.1	**PROBLEM**
Location:	Proposed continuation
Summary:	Alignment may not be adequate for two-way car / LGV movements
Acc Type:	Sideswipe type collisions

The scheme drawings provided with the Audit Brief, include a swept path analysis of various vehicles travelling along the proposed continuation to include large vehicles. It is noted that the large vehicles do encroach the entire carriageway and therefore opposing vehicles must stop and wait. This is common practice in residential estates where speeds are low and intervisibility is achievable. The scheme drawings illustrate that intervisibility is achievable between locations where the vehicles can pass. It is noted, however, that there is minimal margin for error where two cars passing one another around the bends in the road. It is noted that the vehicles utilised are the accord with the requirements of TG2, however, the swept paths encroaching the proposed kerbline in places with just 250mm separating the opposing vehicles. Motorists approaching a tight bend in the road will stop and proceed cautiously when a large vehicle is observed, however, the Audit Team have concerns that car drivers will be less cautious and will attempt to pass an opposing car which could lead to sideswipe type collisions.

RECOMMENDATION:

It is recommended that the carriageway is adequate for cars and LGVs to pass one another.

Location Plan:





B.2	**GENERAL**
B.2.1	**PROBLEM**
Location:	Proposed continuation
Summary:	No details of the proposed raised table have been provided
Acc Type:	Vehicle to non-motorised user, sideswipe type collisions

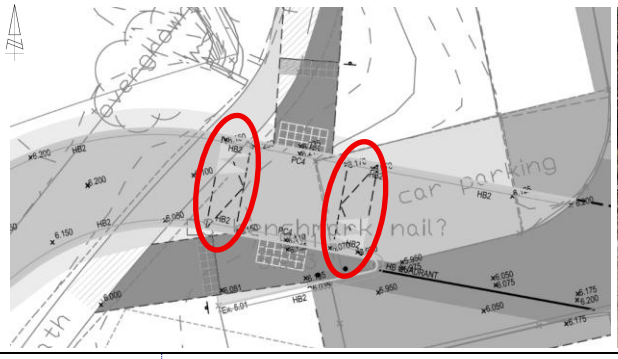
The proposals include the provision of an uncontrolled crossing over the proposed access road that is to be situated on a raised table. Whilst the provision of a raised table should ensure that motorists reduce their speed on approach, no details of the associated ramps have been provided. The Audit Team have concerns that the proposed raised table will be too shallow which will not

achieve the desired speed reduction which could lead to a vehicle to non-motorised user as well as sideswipe type collisions.

RECOMMENDATION:

It is recommended that the proposed raised table includes adequate ramps that force traffic slow.

Location Plan:





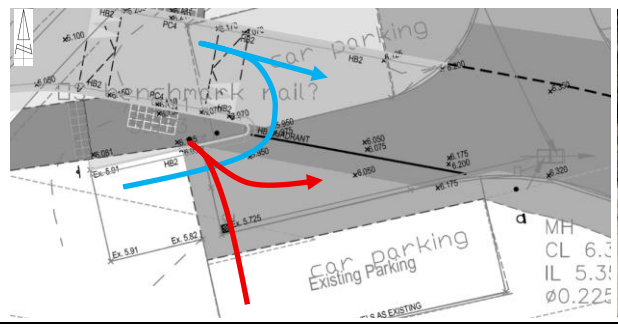
B.2.2	**PROBLEM**
Location:	Coldharbour Farm Road
Summary:	Vehicles may not be able to access the existing parking bays.
Acc Type:	Side impact type collision

The proposals include the continuation of Coldharbour Farm Road where a number of parking bays are provided both sides of the carriageway. The existing parking cul-de-sac off the northern side is to remain largely unchanged with a 6.0 metre aisle that allows for easy access to each bay and an edge of carriageway marking provided which will highlight priorities. It is noted, however, that the parking bays to the south of Coldharbour Farm Road do not benefit from an aisle that is of adequate width to allow a car to turn (6 metres). Motorists wishing to access the existing bays, will therefore be required to reverse off or onto the Coldharbour Farm Road carriageway. Speeds will be low and therefore motorists should become aware of one another and proceed accordingly. The Audit Team have concerns, however, that a vehicle will be required to encroach the proposed uncontrolled crossing or shared footway cycleway when manoeuvring into / out of the existing spaces which could lead to vehicle to non-motorised user type collisions.

RECOMMENDATION:

It is recommended that the bays are accessible.

Location Plan:





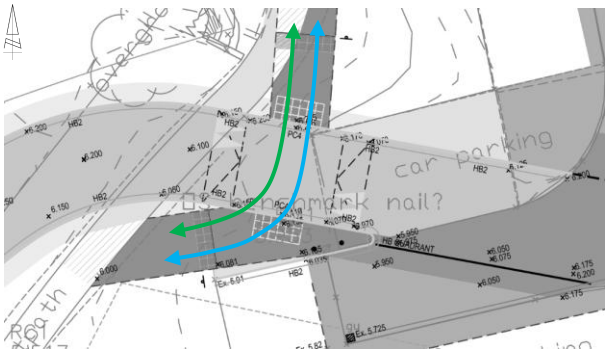
B.3	**JUNCTIONS**
	No Road Safety Concerns regarding JUNCTIONS have been raised at this stage
B.4	**WALKING, CYCLING AND HORSE RIDING**
B.4.1	**PROBLEM**
Location:	Proposed uncontrolled crossing
Summary:	Cyclists are likely to continue without giving way to traffic
Acc Type:	Vehicle to cyclist type collisions

To the west of Coldharbour Farm Road, an existing shared footpath (ref: 108/71/1) is present. This route provides access between the residential area of Emsworth to the south of the A27 and leisure facilities to the north to include Emsworth Park. This route is utilised by pupils and parents / guardians of the local primary school as well as pedestrians and cyclists with numerous cyclists observed during then site visits associated with the scheme. The proposals include the continuation of Coldharbour Farm Road to form a development access which severs the existing footpath. The scheme drawing details that an uncontrolled crossing is to be provided on a raised table. Whilst non-motorised users should stop at an uncontrolled crossing and not proceed until it is safe to do so, the Audit Team have concerns that cyclists as well as some pedestrians will proceed without stopping which could lead to vehicle to non-motorised user type collisions. It is understood that cyclists should not utilise the existing footpath, however, it is a fact that they do.

RECOMMENDATION:

It is recommended that an appropriate level of visibility is achievable.

Location Plan:





B.4.2	**PROBLEM**
Location:	Coldharbour Farm Road
Summary:	Non-motorised users at and on approach to the uncontrolled crossing may not be clearly visible during the hours of darkness
Acc Type:	Vehicle to pedestrian type collisions

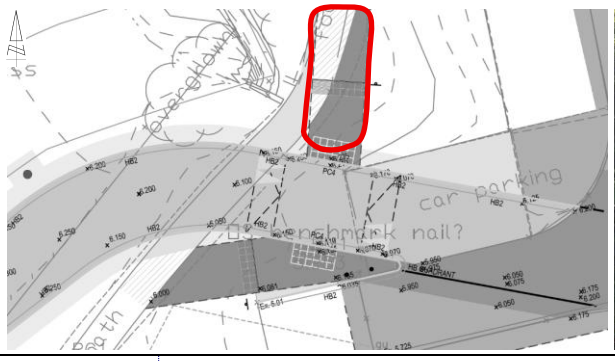
The public footpath 108/71/1 that is present to the west of the Coldharbour Farm Road cul-de-sac provides a link between the facilities available at Emsworth Park and the residential areas to the south. During the site visits associated with this scheme, numerous pedestrians to include joggers and cyclists have been observed. The proposals include the continuation of Coldharbour Farm

Road to the west severing the existing footpath. As part of the proposals, an uncontrolled crossing is to be provided on a raised table. This crossing is to benefit from tactile paving to a depth of 1200mm which should be sufficient to warn all pedestrians of the live carriageway. The scheme drawing illustrates that visibility splays of 2.4x43 metres are achievable from the uncontrolled crossing, however, they do not extend to the tangent and it is noted that the footpath is not illuminated. The Audit Team have concerns that visibility of a non-motorised users immediately approaching the proposed uncontrolled crossing is limited, particularly during the hours of darkness which could lead to a vehicle to pedestrian type collision.

RECOMMENDATION:

It is recommended that visibility is achievable to the tangent and that the proposed crossing point is illuminated adequately with a column provided immediately to the west of the crossing point as previously proposed.

Location Plan:





B.5	TRAFFIC SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING
	No Road Safety Concerns regarding TRAFFIC SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING have been raised at this stage

5.0 STAGE 1/2 ROAD SAFETY AUDIT TEAM STATEMENT

5.1 We certify that this Road Safety Audit has been carried out in accordance with GG119.

Audit Team Leader

Name: [redacted] *T, MSoRSA, HE RSA Certificate of Competency*

Signed: [redacted]

Position: Road Safety / Highway Engineer
Organisation: Fenley Road Safety Limited
Date: 26th March 2026

Audit Team Member

Name: **Zane Beswick** *MCIHT, MSoRSA*

Signed: [redacted]

Position: Road Safety / Highway Engineer
Organisation: Fenley Road Safety Limited
Date: 26th March 2026

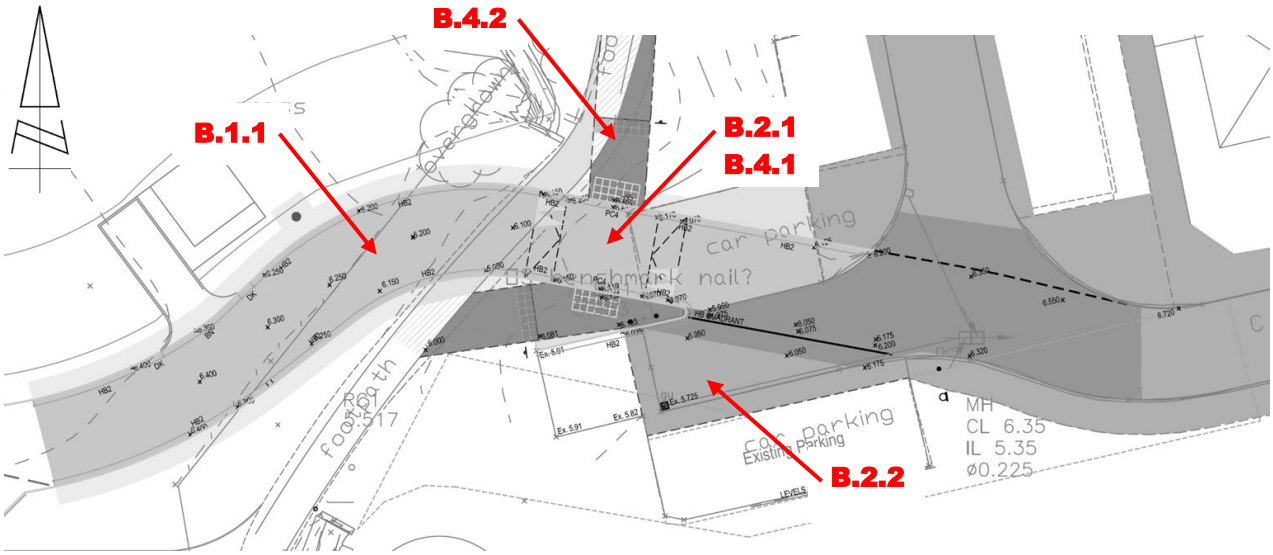
Appendix B1

Documents and Drawings provided for this Stage 1/2 Road Safety Audit

Audit Stage	Doc. No.	Rev	Title
Stage 1/2	Email dated 22nd June 2025		Stage 1/2 Road Safety Audit Brief
	Dwg No.	Rev	Title
	23339_JUBB_XX_XX_DR_C_100	C9	S278 Combined
	23339_JUBB_XX_XX_DR_C_1200	C2	S278 TRACKING
	23339_JUBB_XX_XX_DR_C_1201	C1	S278 TRACKING SHOWING FORWARD VISIBILITY SHEET 1
	23339_JUBB_XX_XX_DR_C_2102	C1	S278 TRACKING WITH FORWARD VISIBILITY SHEET 2

Appendix B2

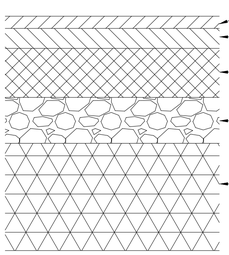
Item Location Plan


B.4.2
B.1.1
B.2.1
B.4.1
B.2.2
car parking
MH
CL 6.35
IL 5.35
ø0.225


fenley

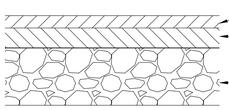
APPENDIX B

Drawing Pack



Notes:
1. Build-up based on CBR values of 2%, TBC prior to construction. Depths calculated using CD 225. Foundation class 2. 30MPa modulus value used.
2. 40/60 penetration grade bitumen shall be used at all times.
3. Construction depth to be minimum 450mm depth of non-frost susceptible material

CARRIAGEWAY CONSTRUCTION DETAIL



Notes:
1. Build-up based on CBR values of 2%, TBC prior to construction. Depths calculated using CD 225. Foundation class 2. 30MPa modulus value used.
2. Construction depth to be minimum 450mm depth of non-frost susceptible material

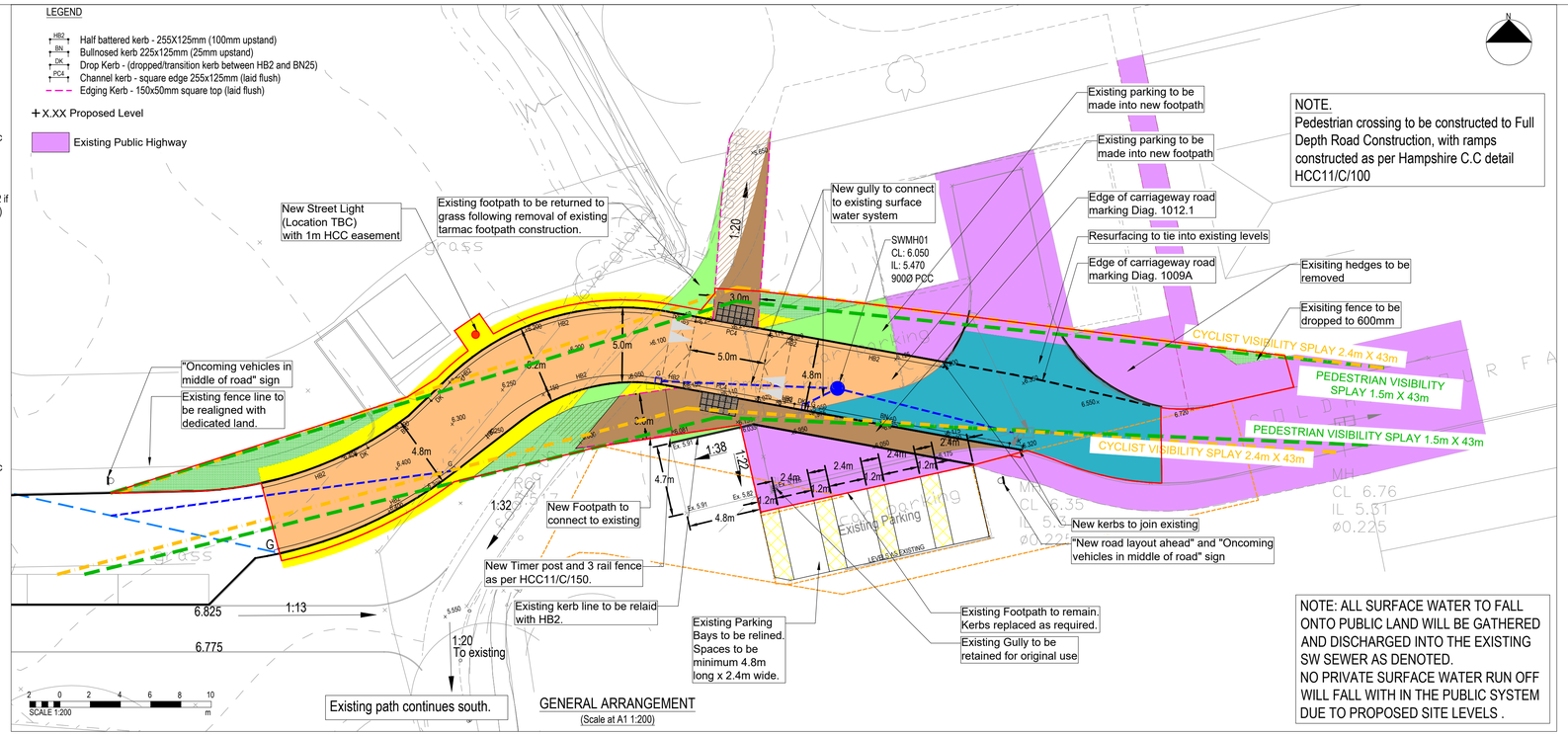
FOOTWAY CONSTRUCTION DETAIL



2 No. Oncoming vehicles in middle of road (Diag 513.4) Mounted on post



1 No. New Road Layout Ahead (Diag 7014) Mounted on post min 30m in advance from New Layout



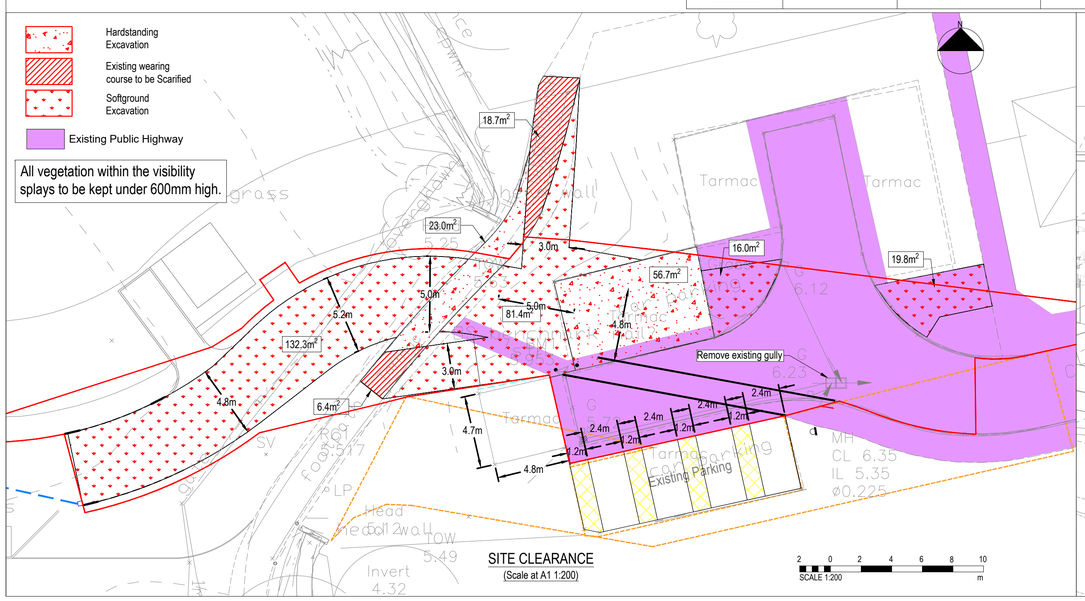
GENERAL ARRANGEMENT
(Scale at A1 1:200)

Key	Description	Surface Course	Binder	Base	Sub-Base	Capping
	Road - Full depth construction	40mm AC14 dense surf40/60 des in accordance with BS EN 13108	60mm AC20 dense bin 40/60 in accordance with BS EN 13108	160mm AC32 dense base 40/60 in accordance with BS EN 13108	250mm Type 1 sub-base to DTp Spec Clause 803	420mm thick capping type 6F1 or 6F2 if available - otherwise 6F5 will be used
	Footway - Full depth construction	20mm AC6 dense surf 100/150 in accordance with BS EN 13108	50mm thick AC14 Dense bin 100/150 in accordance with BS EN 13108	-	225mm Type 1 sub-base to DTp Spec Clause 803	-
	Footway - Plane and overlay	20mm AC6 dense surf 100/150 in accordance with BS EN 13108	-	-	-	-
	Road - Plane and overlay	Plane 100mm thick and replace with 40mm AC10 Dense Surf 40/60 in accordance with BS EN 13108. Min PSV 65	60mm AC20 dense bin 40/60 in accordance with BS EN 13108	-	-	-
	Tactile paving	400mm x 400mm x 50mm thick tactile paving - colour buff	-	-	185mm Type 1 sub-base to DTp Spec Clause 803	-
	Corduroy paving	400mm x 400mm x 50mm thick Corduroy paving - colour buff	-	-	185mm Type 1 sub-base to DTp Spec Clause 803	-
	1m HCC Easement	-	-	-	-	-
	Landscaping area	-	-	-	-	-

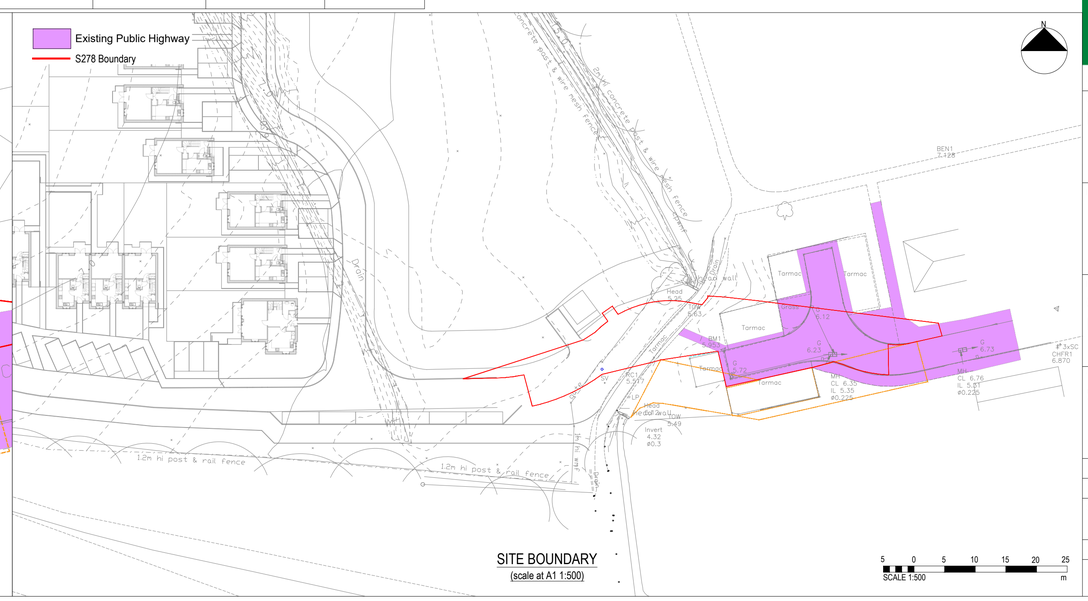
Hampshire County Council Standard Detail Reference
All works are to be done in accordance with the following HCC standard details

Item	Standard Detail
Precast concrete kerbs	HCC11/C/010
Footways Type 1A	HCC11/C/045
Uncontrolled pedestrian crossing in new works	HCC11/C/060
Kerb replacement (on new base)	HCC11/M/010
Kerb replacement (on existing base)	HCC11/M/025
Flat Topped Road Hump and Junction table Type 1	HCC11/C/100
Haunch detail - min 1m	HCC11/M/020
Concrete Bollard Detail	HCC11/C/135

Notes:
1. HCC11/M/025 to include geotextile layer between the base and binder layers



SITE CLEARANCE
(Scale at A1 1:200)



SITE BOUNDARY
(scale at A1 1:500)

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DRAWING NOTES:

NOTES
1. Do not Scale from this drawing
2. Print in colour
3. All dimensions in metres, unless stated otherwise
4. All proposed construction is within both HCC and developers ownership boundaries
5. Proposed adoptable footway and highway to tie in to existing levels
6. Site boundary drawing based on HCC Ordnance Survey
7. Tie in detail to avoid wheel track zone. For a 3.65m wide lane, the wheel track zones shall be taken to be between 0.5m and 1.1m and between 2.55m and 3.15m from the centre of the nearside lane markings for each traffic lane (or, in the absence of lane markings, lane edges)

REV	DESCRIPTION	DATE	BY	CHKD
C13	Landscaping & red line boundary updated	08.05.26	JF	TC
C12	Bollards removed from footpath	06.05.26	JF	TC
C11	Footpath/parking bays added to drawing	23.04.26	JF	TC
C10	Footpath to north of access incorporated	02.04.26	PJ	CL
C9	Updated following additional comments	19.03.26	PJ	TC
C8	Updated following RSA comments	02.01.26	PJ	PB
C7	HCC Easement added	15.12.25	PJ	PB
C6	Updated following comments, received 03.12.2025	08.12.25	PJ	PB
C5	Updated to Ridge Frame	25.11.25	PJ	PB
C4	Updates	04.09.25	RL	RL
C3	Updates to Resurfacing	12.05.25	AH	RL
C2	Construction Issue	09.05.25	AH	RL
C1	Construction Issue	28.03.25	AH	RL
P13	Updated To HCC comments	11.03.25	AH	RL
P12	Highway Boundary Updated	17.01.25	AH	RL
P11	Updated to HCC comments	26.11.24	AH	RL
P10	Street lighting added	07.011.24	RL	RL
P9	Updated to HCC comments	02.08.24	AH	RL
P8	Crossing location updated	25.07.24	AH	RL
P7	Updated to HCC comments	25.06.24	AH	RL
P6	Updated to Comments	03.06.24	AH	RL
P5	S278 submission	18.04.24	AH	RL
P4	Updated Widths and Splays	05.04.24	AH	RL
P3	Updated to suit amended access.	22.03.24	SH	RL
P2	Preliminary Issue	07.03.23	AH	RL
P1	Preliminary issue	15.11.23	AK	RL

ORIGINATOR: www.ridge.co.uk

RIDGE

PROJECT NUMBER: 23339

CLIENT:
DOSWELL PROJECT

IN ASSOCIATION WITH:

PROJECT:
COLDHARBOUR FARM ROAD
EMSWORTH

TITLE:
S278 COMBINED

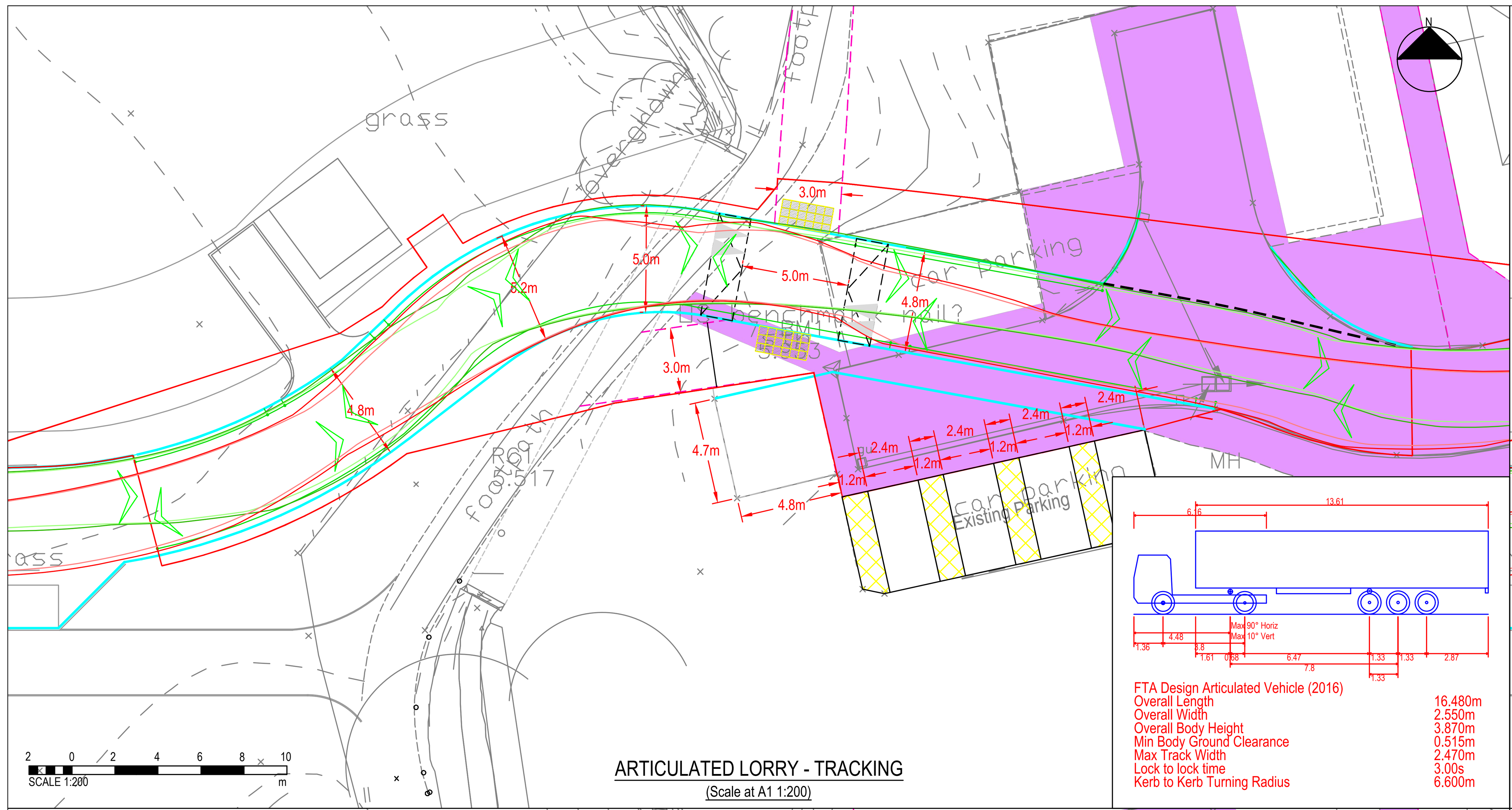
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SCALE: AS SHOWN @ A1 DATE: 15.11.2023

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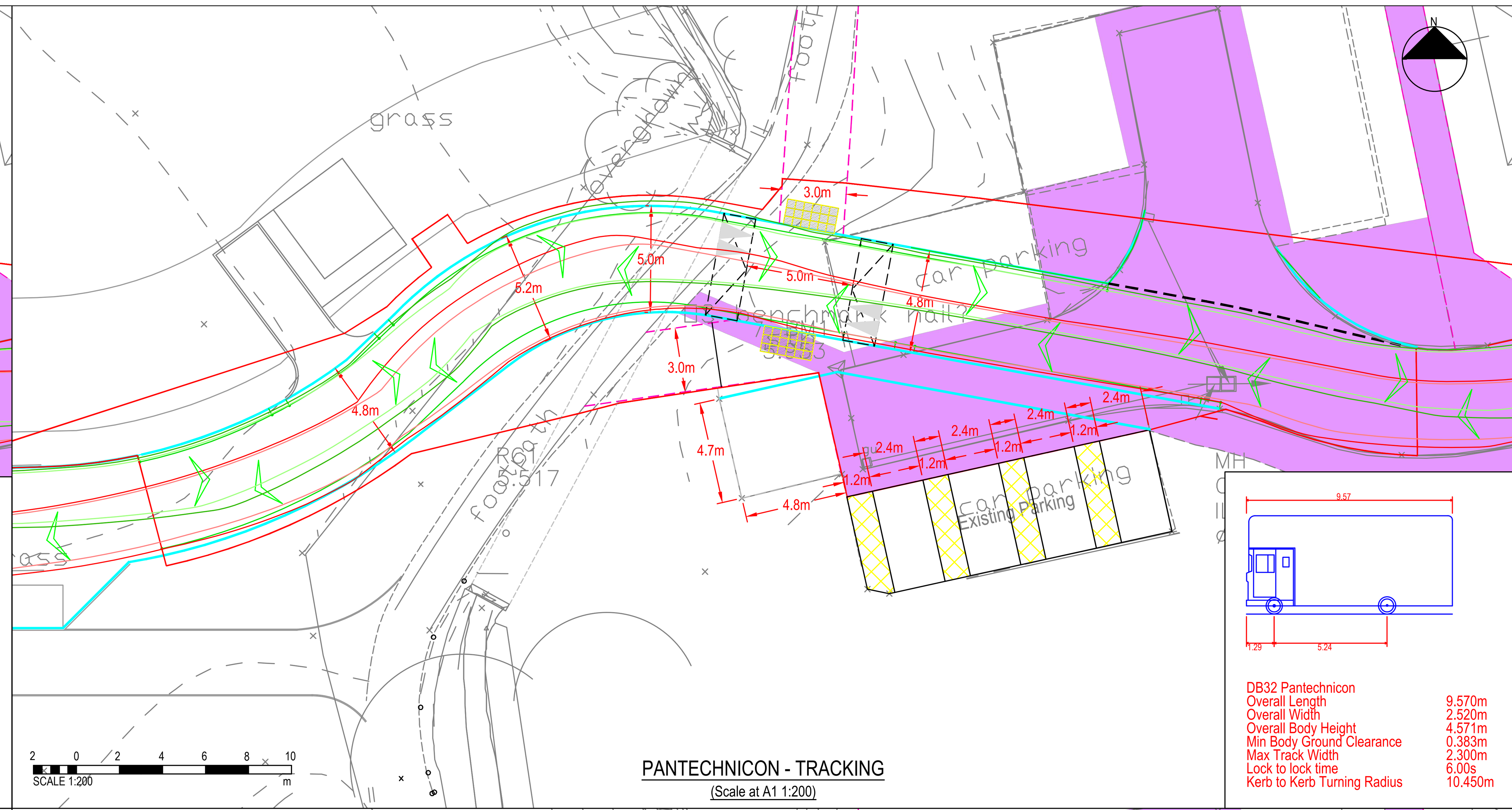
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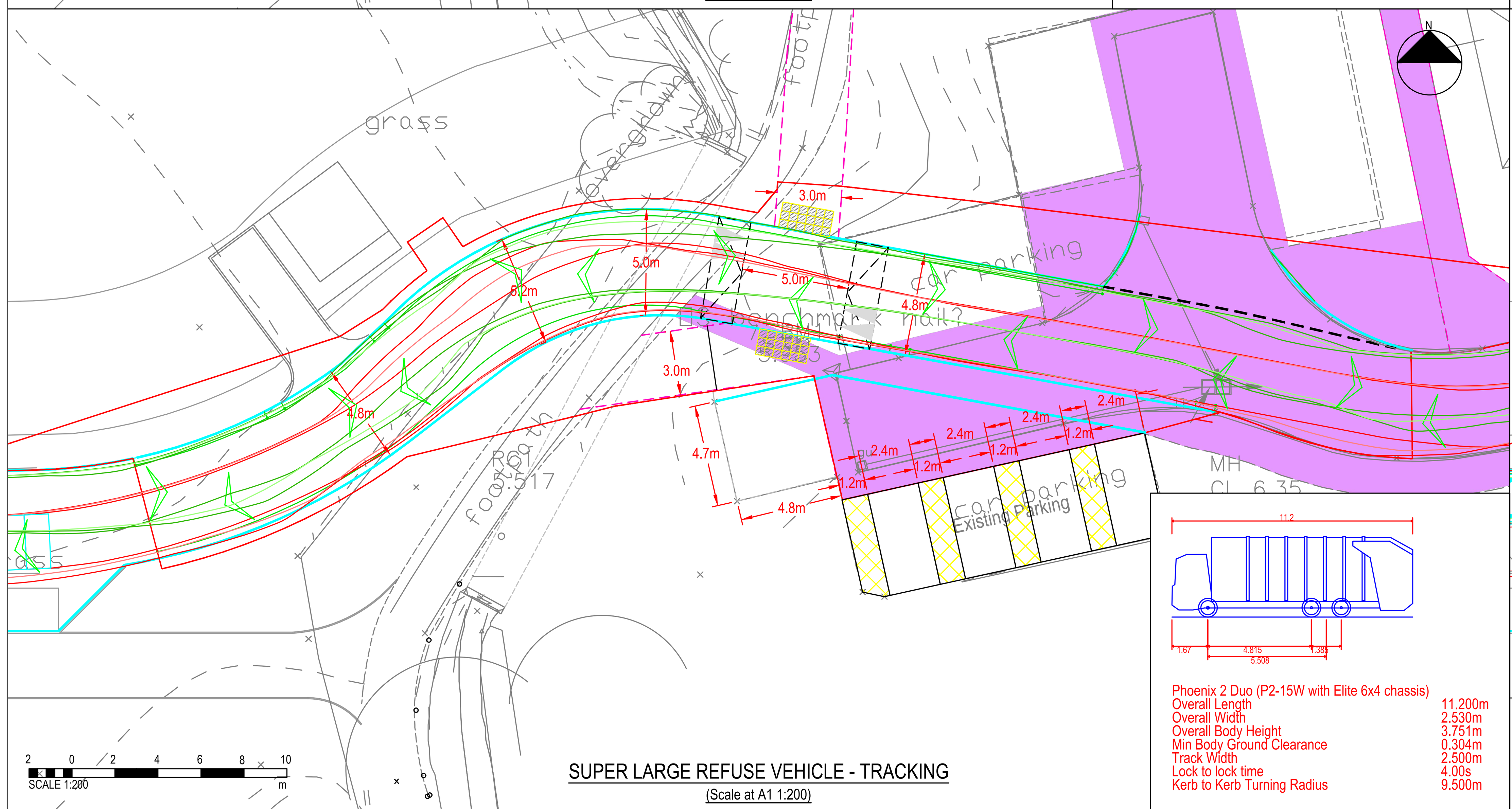
ARTICULATED LORRY - TRACKING
(Scale at A1 1:200)

FTA Design Articulated Vehicle (2016)	
Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m



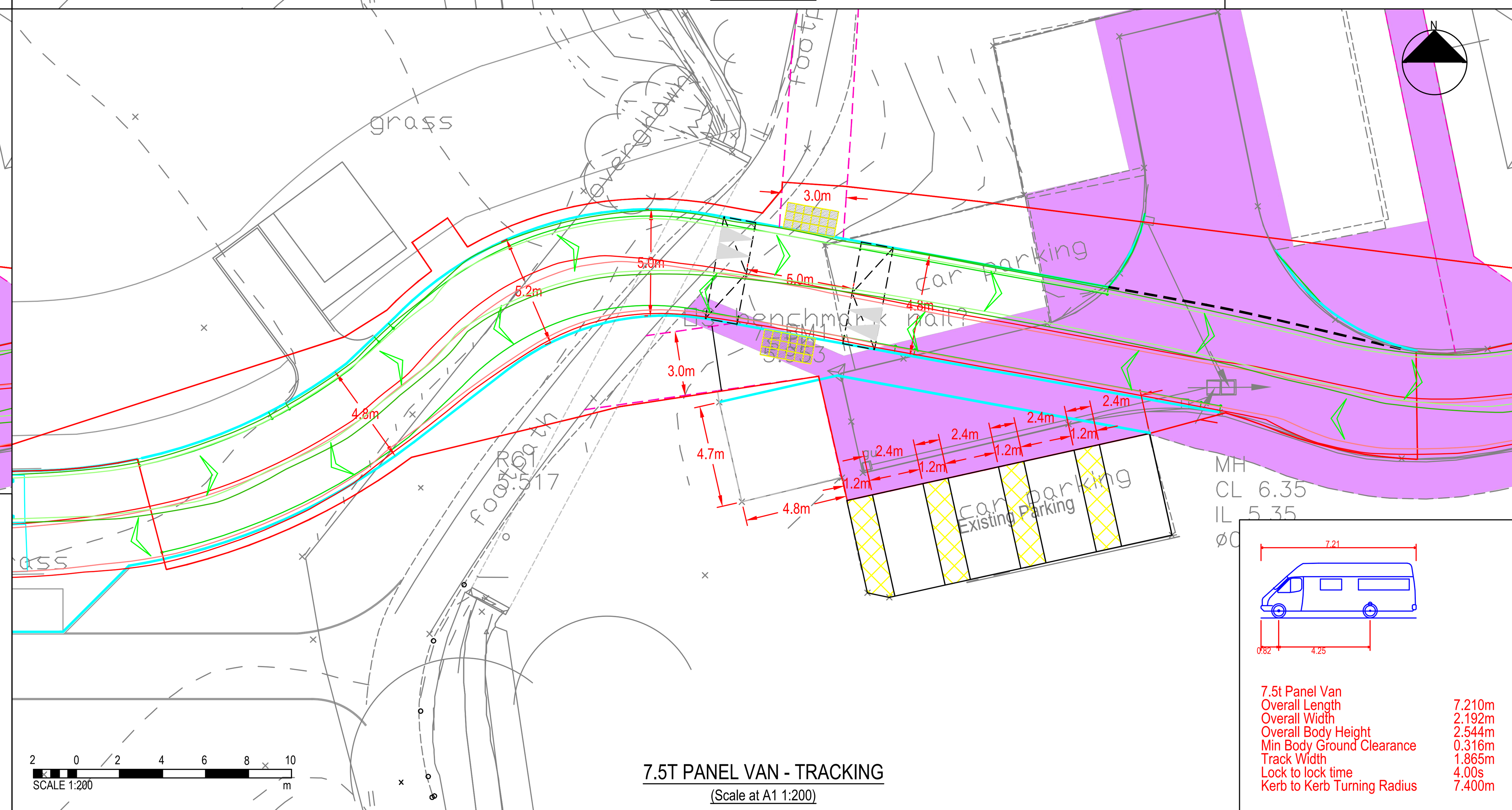
PANTECHNICON - TRACKING
(Scale at A1 1:200)

DB32 Pantechnicon	
Overall Length	9.570m
Overall Width	2.520m
Overall Body Height	4.571m
Min Body Ground Clearance	0.383m
Max Track Width	2.300m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	10.450m



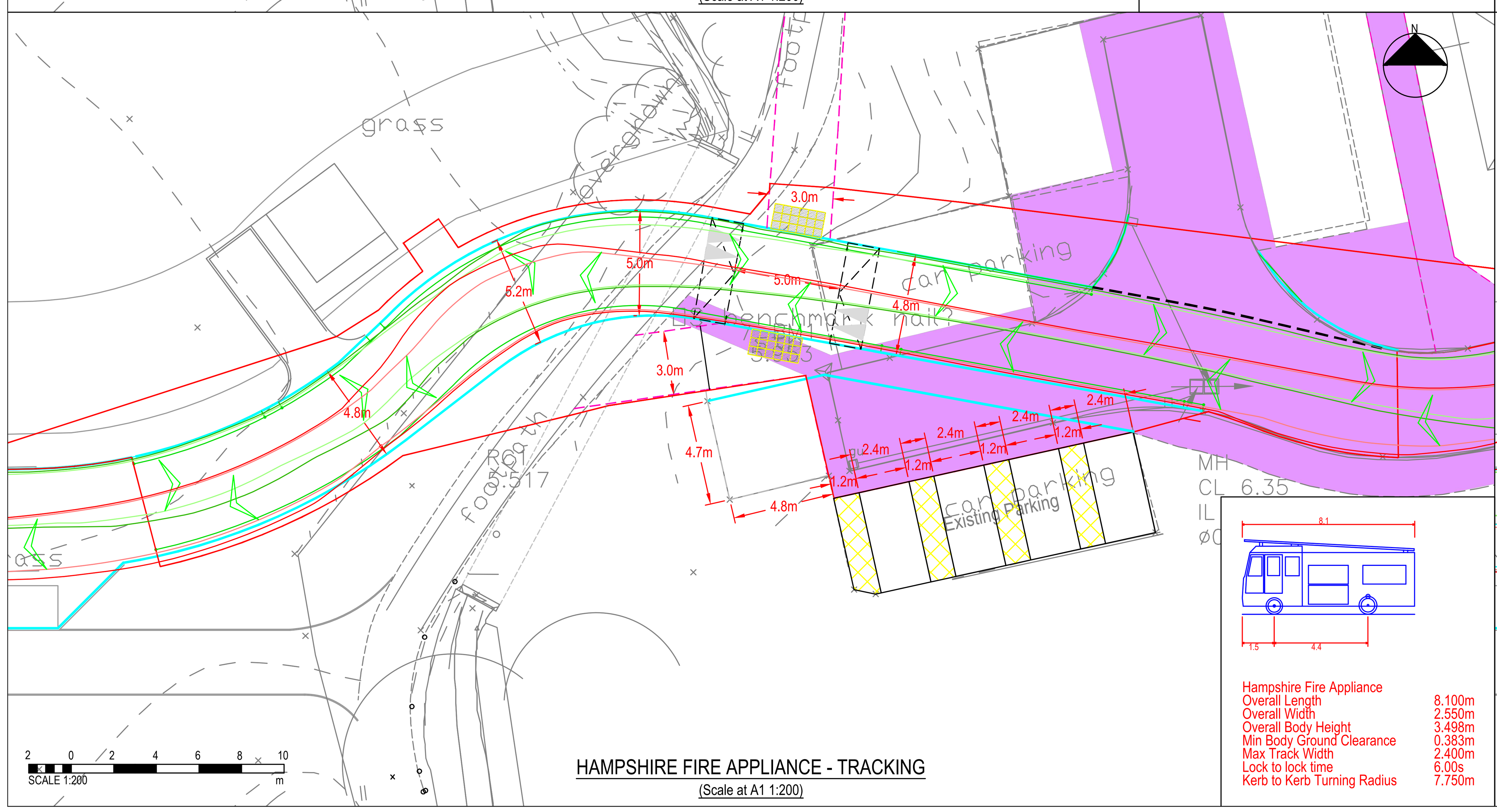
SUPER LARGE REFUSE VEHICLE - TRACKING
(Scale at A1 1:200)

Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)	
Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m



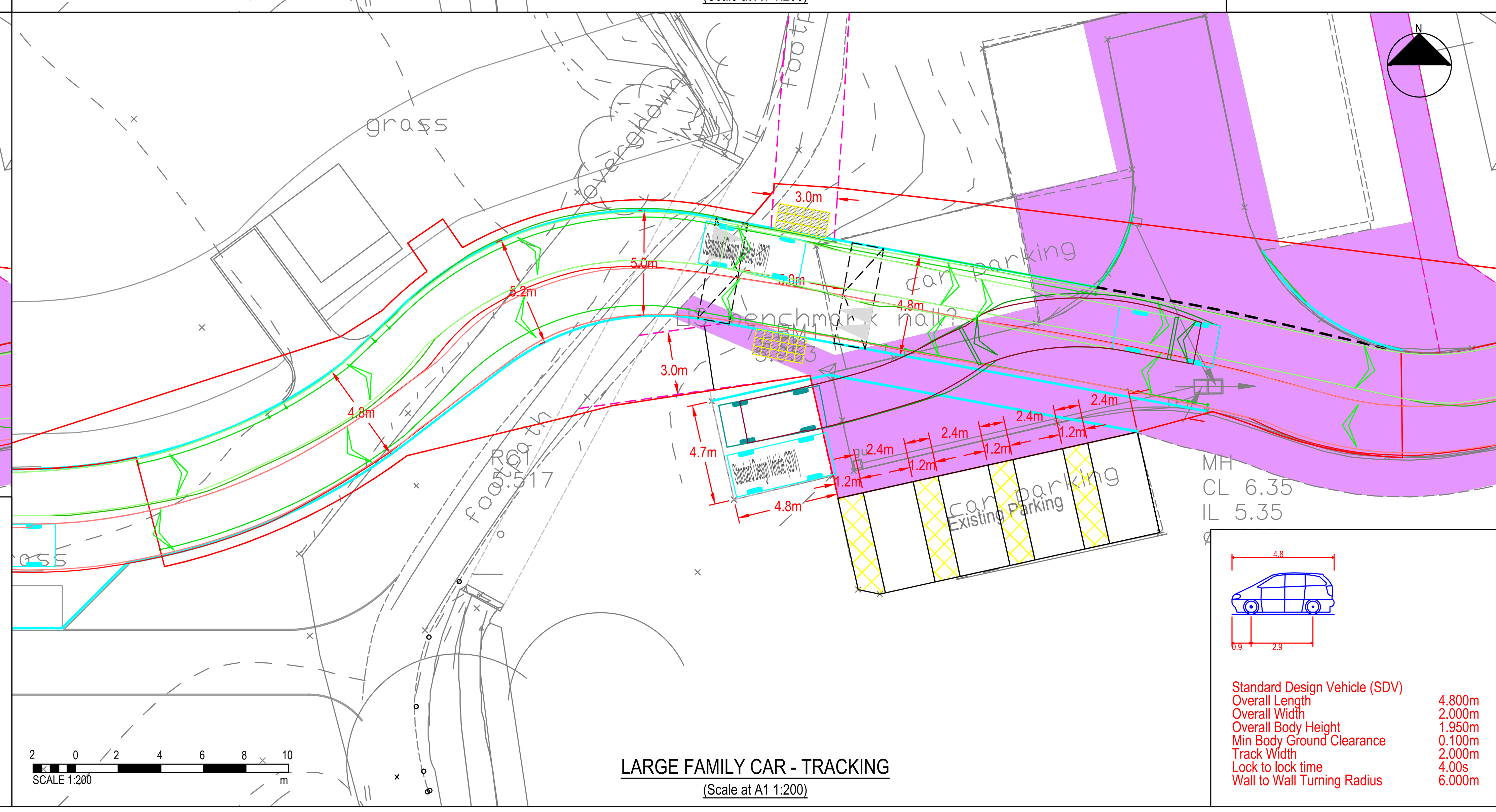
7.5T PANEL VAN - TRACKING
(Scale at A1 1:200)

7.5t Panel Van	
Overall Length	7.210m
Overall Width	2.192m
Overall Body Height	2.544m
Min Body Ground Clearance	0.316m
Track Width	1.865m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m



HAMPSHIRE FIRE APPLIANCE - TRACKING
(Scale at A1 1:200)

Hampshire Fire Appliance	
Overall Length	8.100m
Overall Width	2.550m
Overall Body Height	3.498m
Min Body Ground Clearance	0.383m
Max Track Width	2.400m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	7.750m



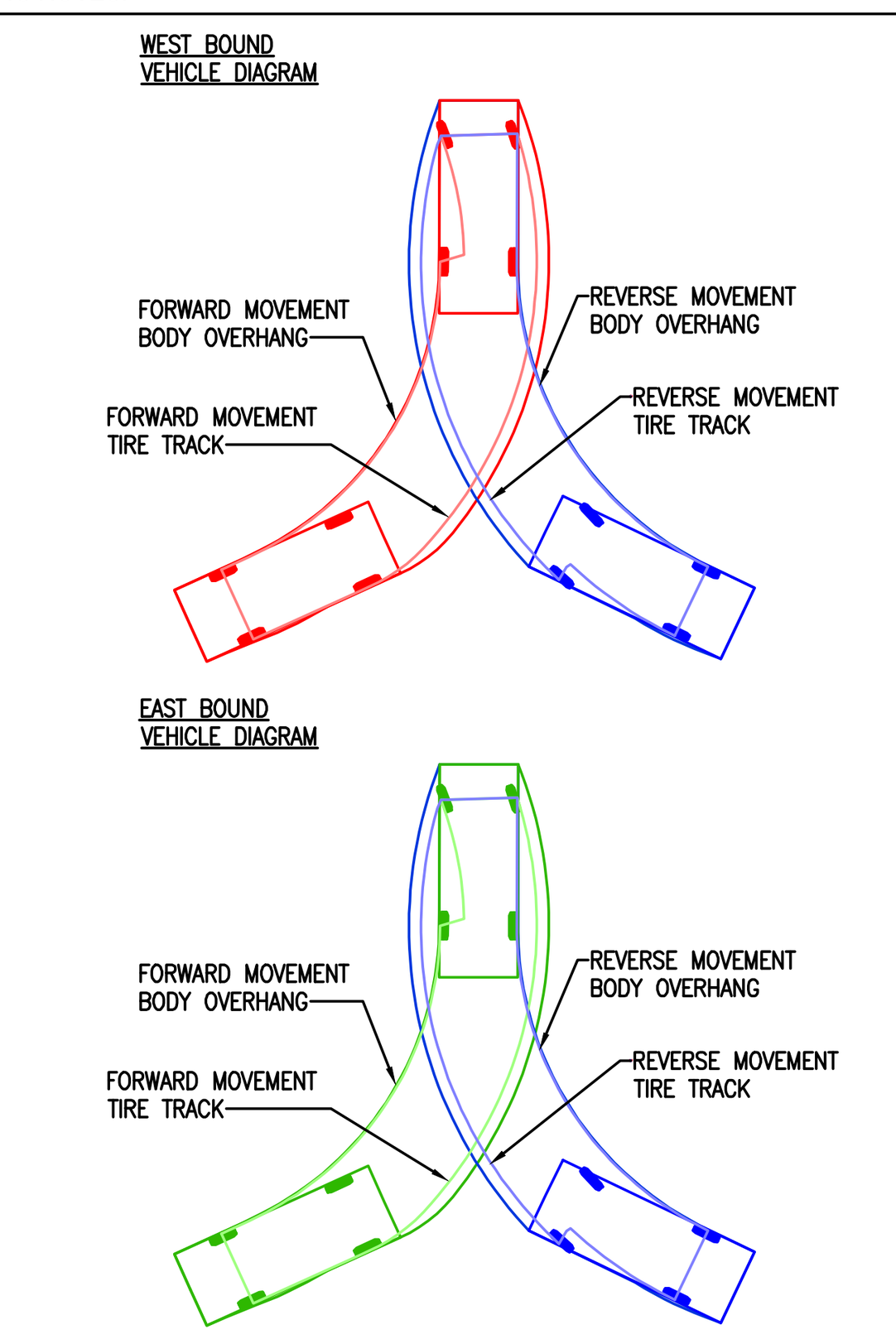
LARGE FAMILY CAR - TRACKING
(Scale at A1 1:200)

Standard Design Vehicle (SDV)	
Overall Length	4.800m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

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DRAWING NOTES:



NOTE.
Vehicles have been tracked at 10mph in line with HCC TG2

REV	DESCRIPTION	DATE	BY	CHKD
C4	Red line boundary amended & 10mph note added	08.05.26	JF	TC
C3	Latest layout updated	07.05.26	JF	TC
C2	Updated layout to suit tracking	19.03.26	PJ	TC
C1	Updated to Ridge border	02.01.26	PJ	PB
P1	Preliminary issue	03.11.23	AK	RL

ORIGINATOR: www.ridge.co.uk

RIDGE

PROJECT NUMBER: 23339

CLIENT:
DOSWELL PROJECT

IN ASSOCIATION WITH:

PROJECT:
COLDHARBOUR FARM ROAD
EMSWORTH

TITLE:
S278 TRACKING

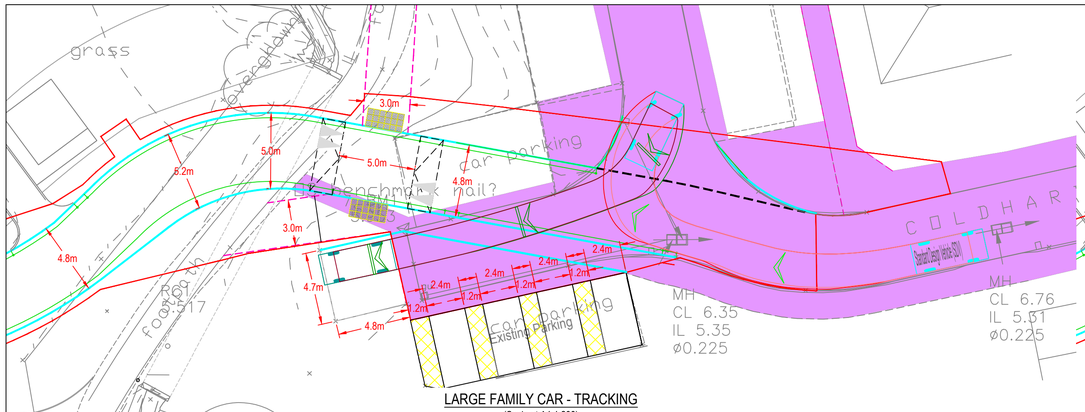
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SCALE: AS SHOWN @ A1 DATE: 03.11.2023

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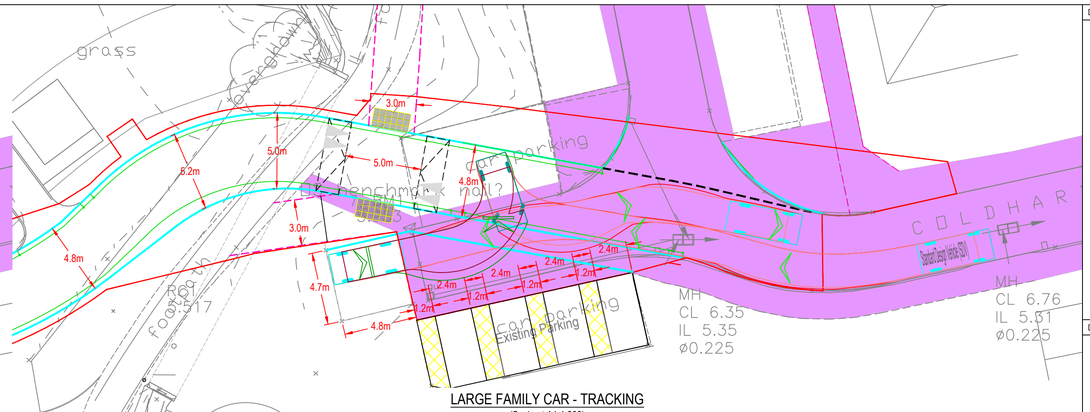
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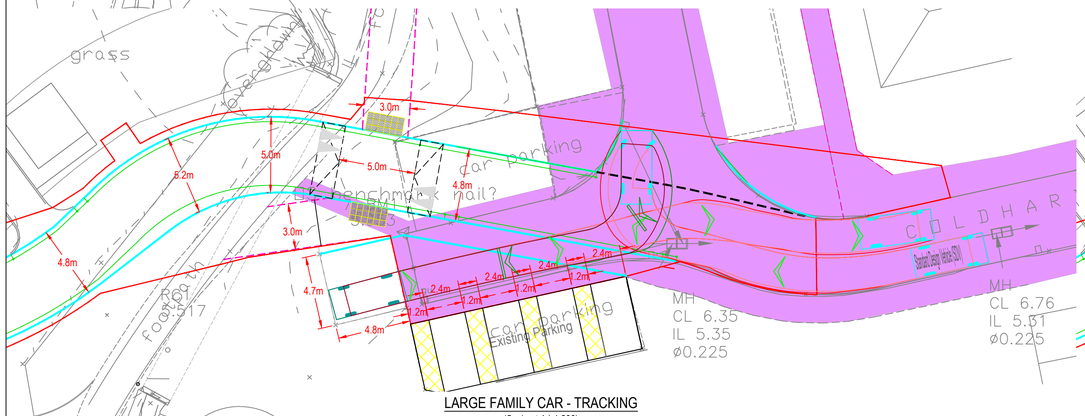
LARGE FAMILY CAR - TRACKING

(Scale at A1 1:200)



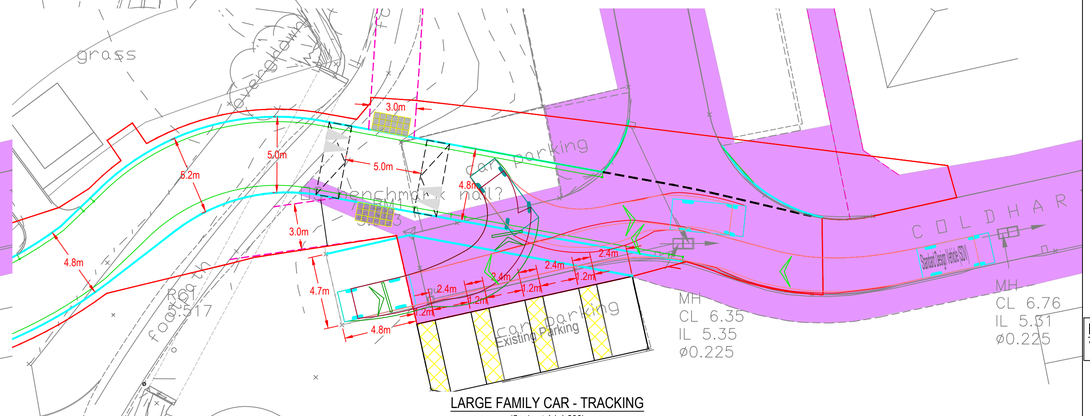
LARGE FAMILY CAR - TRACKING

(Scale at A1 1:200)



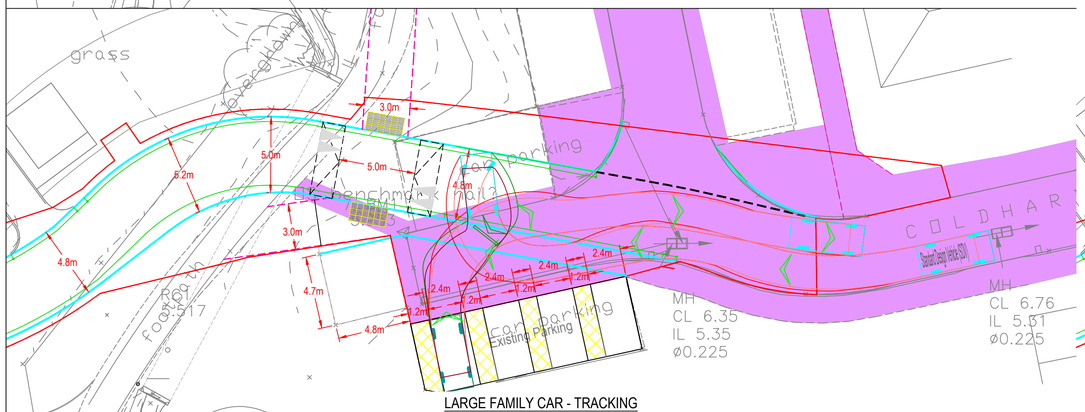
LARGE FAMILY CAR - TRACKING

(Scale at A1 1:200)



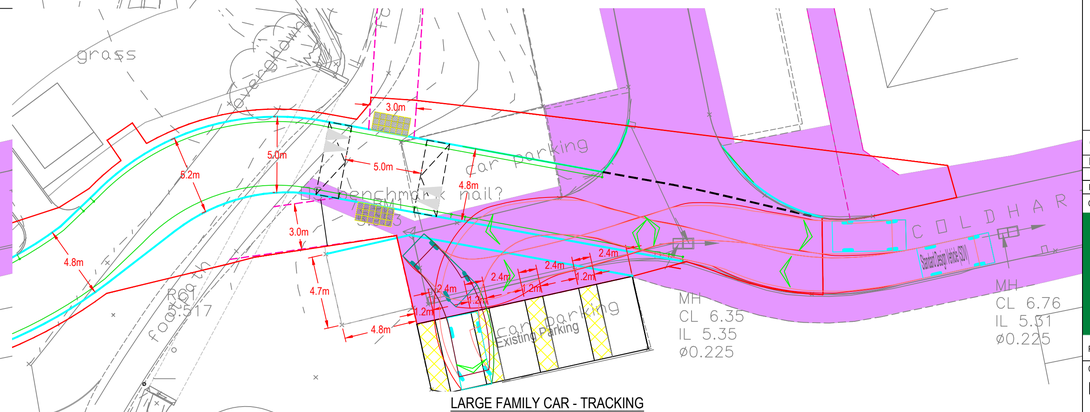
LARGE FAMILY CAR - TRACKING

(Scale at A1 1:200)



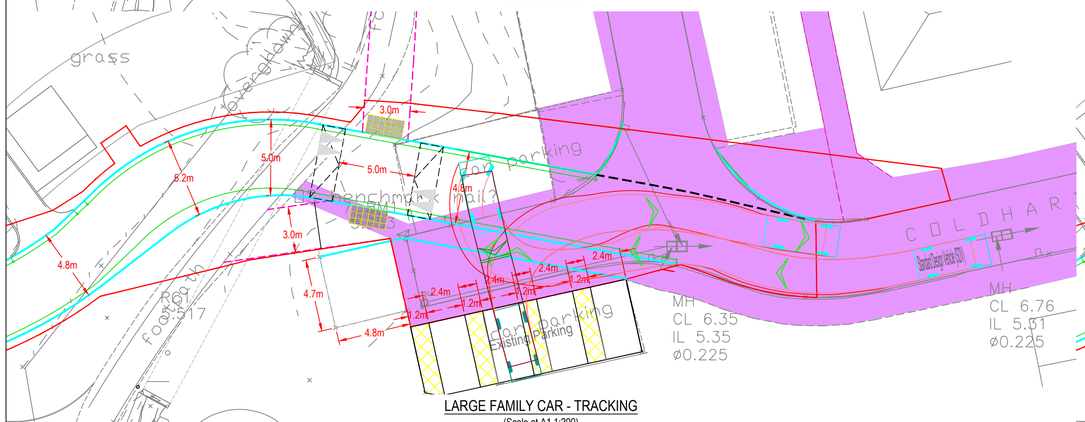
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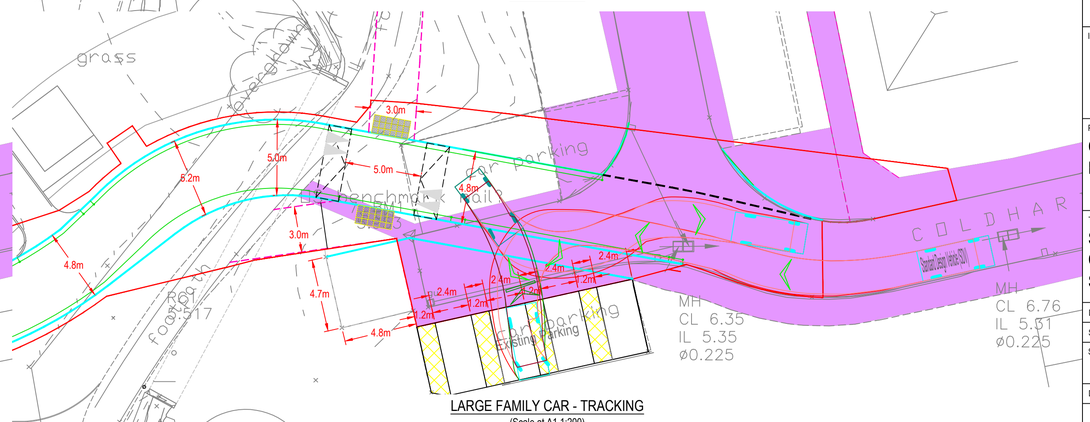
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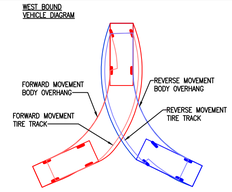
(Scale at A1 1:200)

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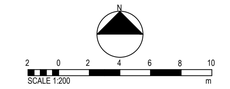
WEST BOUND
VEHICLE DIAGRAM



Standard Design Vehicle (SDV)

Overall Length	4.800m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

NOTE.
Vehicles have been tracked at 10mph in line with HCC TG2



REV	DESCRIPTION	DATE	BY	CHKD
C1	Red line boundary amended & 10mph note added	08/05/26	JF	TC
P2	Car Parking bays sizes increased	23/04/26	JF	TC
P1	Preliminary issue	24/03/26	PJ	TC

ORIGINATOR: www.ridge.co.uk

RIDGE

PROJECT NUMBER: 23339

CLIENT:
DOSWELL PROJECT

IN ASSOCIATION WITH:

PROJECT:
COLDHARBOUR FARM ROAD
EMSWORTH

TITLE:
S278 TRACKING
CAR PARKING
SHEET 1

DRAWN BY: PJ CHECKED BY: APPROVED BY:

SCALE: AS SHOWN @ A1 DATE: 24/03/2026

STATUS: DESCRIPTION:

DRAWING No: JUBB_XX_XX_DR_C_1203

PROJECT:	ORG:	FUNCTION:	SPATIAL:	FORM:	DISCIPLINE:	NUMBER:	REV:
23339	JUBB	XX	XX	DR	X	001203	C1