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Date	7 July 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 your consultation on the above planning application. The Highway Authority previously responded on the 15 January 2026 requesting additional clarity on a number of matters. This included:

- Sustainable access provision
- Site Access form and design
- Trip Generation
- Junction Assessment work
- Parking Provision
- The internal road network
- The Travel Plan

The applicant has submitted a letter dated 17 February 2026 to seek to address the above matters. The Highway Authority have reviewed the information, and a departure board meeting has been held in relation to the site access form and design on the 23 April 2026. Additional information has also been provided informally, and the Planning Authority should ensure that the drawing referenced in this response have been submitted as part of the

Director of Universal Services
Patrick Blogg

application evidence base. In relation to this additional information the Highway Authority have the following further comments to make.

Sustainable Access

The Highway Authority welcome the opportunity to discuss the contribution requirements for offsite sustainable mitigation measures. It is considered that this should enable to provision of controlled crossing provision to the north of the A27 bridge and/or sustainable transport improvements around the New Brighton Road/Horndean Road junction as identified within the applicants WCHAR including but not limited to:

- Lack of tactile paving on the side road junctions along New Brighton Road
- Footpath obstruction by overgrown vegetation on New Brighton Road (southern end)
- Tactile paving at the New Brighton Road/Horndean Road junction
- Tactile paving at the Woodlands Avenue and the Cotton Drive junctions with Southleigh Road
- Hedgerow maintenance on Southleigh Road
- Tactile paving at the King's Terrace junction.

An assessment of the PV2 has been undertaken by both the Highway Authority and the applicant. The Highway Authority remain of the view that the threshold for provision of a zebra/tiger crossing provision is met by the data presented when additional allowance is made for vulnerable users. Therefore, consider a financial contribution costed on this infrastructure provision would be reasonable. The Highway Authority through their records of similar schemes estimate the cost of such infrastructure between £250,000 to £350,000 to deliver.

Subject to agreement of a suitable contribution towards improving crossing provision and sustainable access infrastructure in the vicinity of the site either at the New Brighton Road/Horndean Road junction or along the site frontage itself to improve access to Emsworth Railway Station, to mitigate the impact of the new access and desire to access the site the Highway Authority would not raise an objection on this matter. The Highway Authority welcome further discussion on this with the applicant ahead of determination of the application.

Site Access

The site access has been amended to form a traditional bellmouth arrangement with the inclusion of a pedestrian refuge island. The site access drawings are:

- 6096/001 Rev L Access and Visibility

- 6096/002 Rev I Pedestrian Visibility Splays
- 6096/011 Rev I Cyclist Visibility Splays
- 6096/015 Rev C Pedestrian Visibility at Site Access
- 6096/201 Rev J Refuse Access Tracking
- 6096/202 Rev I Refuse Internal Tracking
- 6096/204 Rev C 7.5t Delivery Vehicle Access Tracking
- 6096/205 Rev H 7.5t Delivery Vehicle Internal Tracking
- 6096/701 Rev A Levels Plan Access Tie-In

The Highway Authority have previously raised a number of concerns relating to the move away from the previously consented signal access arrangement towards a simple bellmouth access in terms of its operational safety. This has included consideration of a number of interacting matters, those being:

- the substandard visibility
- the impact of the bridge structures on differential lighting levels through the junction
- the interaction of the horizontal and vertical alignment
- the relocation of the crossing away from the desire line

The substandard visibility for the junction has been reviewed by the Highway Authority's Departure Board, and this has concluded that the departure from standards in respect of visibility is acceptable.

Visibility splays for the pedestrian/cycle crossing are also substandard as a 3m X distance cannot be achieved in accordance with TG3 due to the width of the provision. This will require a departure at detailed design stage, the Y distance can be achieved.

The applicant has provided a glare assessment by DFL and evidence that the differential lighting caused through the bridge structures and natural sunlight can be dealt with through improved lighting provision through the bridge itself. The Highway Authority are minded to accept this position, and a lighting scheme should be secured through conditions/obligations to suitably address the issue in alignment with the assessment provided. This would from the evidence provided address the safety audit issue raised on this matter.

Levels information has been presented and the missing visibility splay for the access crossing itself. The design details are insufficient to confirm that the levels into the site would not impact the visibility splays. It is considered that this can be addressed at detailed design stage and this should be secured by an appropriate condition.

Revised tracking has also been provided for a smaller refuse vehicle which is not impacted by the bridge height restrictions. This is considered acceptable.

The applicant has confirmed that all tracking has been undertaken at a 10mph design speed which is considered appropriate.

The applicant has provided surveys of users and demonstrate that those utilising the crossing would not be substantially inconvenienced by the crossing's relocation. The Highway Authority do not dispute this evidence base.

Whilst the Highway Authority remain of the view that the signal-controlled scheme offered a better access arrangement to the site, balancing the needs of all users, the design of the proposed junction and the evidence submitted does not substantiate a reason to object to the proposed access. The applicant should be aware that the works will be subject to the S278 process, and should any further Safety Audit matters or operational concerns arise through the detailed design or early operational phases the developer will be required to provide appropriate measures to address any issues to the satisfaction of the Highway Authority..

Internal Road Network and Parking Provision

The applicant sets out that the internal layout matters are a consideration for the Planning Authority and not a matter for the Highway Authority. This is not wholly agreed with as the Highway Authority have a role to ensure the safe and suitable design of new streets and therefore our advice remains relevant and appropriate to present to the Planning Authority.

The internal layout has not been altered to address any previous concerns. The pedestrian visibility for the site access pedestrian crossing is still shown to cross through parking spaces provided internally. This will give rise to design issues at the detailed design stage for the access and through the S278 process. The Highway Authority recommend that these spaces are relocated to avoid any obstruction of the visibility. However, if this is not possible a departure will be required for the visibility splay to be measured to an offset. It is likely that this would achieve an acceptable visibility arrangement given the likely speeds of vehicles approaching the junction due to the alignment of the access road, however this cannot be guaranteed. The Highway Authority consider that this matter could be dealt with through condition.

The internal access road crossing within the site itself has visibility obstructed by both parking and the proposed landscaping arrangements around the substation. A condition should be placed securing the detail of this arrangement to comply with suitable design standards either through the amendments to the landscaping proposals or relocation of the internal road crossing.

More generally the layout generally is poorly designed to cater for pedestrian movements within the layout. The Highway Authority remain of the view that there are opportunities to improve the internal arrangement for pedestrian and

cycle access, including the accessibility of parking provision. These design matters however do not constitute a standalone reason for refusal.

Trip Generation

Additional trip generation assessments have been undertaken to understand the different levels of movements dependent on the differing use classes. The development proposals are for a total of 3294.1sqm gross floor space. A suggested split has been presented resulting in an overall peak hour trip generation of 44 movements in the AM peak, 34 in the PM peak and 409 movements across the day. This is higher than previously proposed across the peak hours of 28 in the AM and 23 in the PM peak hours.

Hours	Agreed Trip Rate (per 100m ²)			Traffic Generation		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Light Industrial (1,824m²)						
Morning Peak 0800 – 0900	1.143	0.507	1.650	21	9	30
Evening Peak 1700 – 1800	0.275	0.902	1.177	5	17	21
Daily 0500 – 2100	7.991	7.970	15.961	146	145	291
Office (371.0m²)						
Morning Peak 0800 – 0900	1.854	0.259	2.113	7	1	8
Evening Peak 1700 – 1800	0.199	1.838	2.037	1	7	8
Daily 0000 – 0000	7.664	7.694	15.358	28	29	57
Commercial Storage (1,098.6m²)						
Morning Peak 0800 – 0900	0.366	0.136	0.502	4	2	6
Evening Peak 1700 – 1800	0.092	0.319	0.409	1	4	5
Daily 0000 – 0000	2.770	2.798	5.568	30	31	61

The site selection includes sites from Scotland and Ireland. If these sites are removed this generates slightly higher trip rates across the day however the differences would be considered to be within daily fluctuation and not change the conclusion of the Highway Authority's considerations.

The highest trip rate presented would be for light industrial use or employment. If this was used for all the proposed gross floor space this would generate an additional 10 movements in the AM peak, 5 movements in the PM peak and 117 movements across the day. For office use the increases are larger with an additional 26 movements in the AM peak, 33 in the PM peak and 97 across the day. Whilst the peak hour movements are not significant the use class split in this sensitive area could give rise to much larger total daily number of vehicle movements. The Planning Authority should therefore

consider including a condition on the application limiting the use split of the site as set within the applicant's assessment work.

Junction Assessments

The junction modelling work has been updated to reflect the above trip rate and demonstrates sufficient capacity in the junction to operate appropriately. Given the recommendation to limit the overall use of the higher trip generating uses the Highway Authority are minded to accept the modelling results. Should a condition not be utilised then additional modelling should be provided assuming the potential for occupation of the site fully by the higher trip generators.

Travel Plan

The travel plan for the site has been amended further as per revision MT/RK/6096/FTP.4 and is considered acceptable to the Highway Authority to be secured by suitable obligations, including the approval, monitoring fee and surety.

Recommendations

The Highway Authority raise no objection to the application subject to the following conditions and obligations.

Conditions

- Prior to commencement for the details on the final levels, drainage design and landscaping proposals within the internal layout to address the following matters:
 - Details and location of the soft landscaping within the site so as not to cause obstructions from the visibility splays as shown on drawing 6096-015 Rev C and for the internal pedestrian road crossing as shown on drawing 6096/007.
 - To ensure suitable drainage management so that no surface water from the development site enters the adopted highway.
 - To ensure that the landscape levels tie into the site access works and do not compromise the pedestrian crossing visibility splays at the site access or within the development.

The above matters should be implemented in accordance with the approved plans and be implemented prior to the occupation of any dwellings of which are reliant on such part of the network for access

Reason - In the interest of highway safety and safe and suitable street design

A condition limiting the total amount of light industrial use and employment use within the site so as not to give rise to increased trip generation from the development.

Reason - In the interest of highway safety and safe and suitable street design

- No development shall start on site until a construction method statement has been submitted to and approved in writing by the Planning Authority, which shall include:
 - a) A programme of and phasing of demolition (if any) and construction work
 - b) The provision of long-term facilities for contractor parking;
 - c) The arrangements for deliveries associated with all construction works;
 - d) Methods and phasing of construction works;
 - e) Access and egress for plant and machinery;
 - f) Protection of pedestrian routes including PRow users during construction;
 - g) Location of temporary site buildings, compounds, construction material, and plant storage areas;
 - h) Details of the methodology for ensuring dirt is not transferred onto the highway from the site (i.e. wheel washers), and onwards mitigation should this fail, such as the employment of mechanical road sweepers,

and the subsequent refresh of street lining (as and when required) should this be damaged during the process.

Demolition and construction work shall only take place in accordance with the approved method statement

Reason - In order that the Planning Authority can properly consider the effect of the works on the amenity of the locality and in the interest of Highway Safety

- In relation to all roads, footways and cycleways to be provided on site the following requirements shall be met:
 - a) All roads, footways and cycleways, whether to be adopted or otherwise, shall be built to national recognised design construction standards and completed prior to occupation
 - b) A verification report by a suitably qualified engineer confirming that all unadopted roads, footways and cycleways have been built to the nationally recognised design construction standards shall be provided to the Local Planning Authority on completion of the final road surface or prior to occupation. The report shall include the relevant construction details that the roads, footways and cycleways have been built to and details of the professional qualifications of the person providing the verification.
 - c) Reason: To ensure that the development is provided to an appropriate standard

Obligations

- For a sustainable transport contribution to be paid prior to occupation towards pedestrian and cycle improvements including crossing provision on New Brighton Road in the vicinity of the site facilitating access to Emsworth Station and/or improved pedestrian/cycle infrastructure at and around the New Brighton Road/Horndean Road junction.
- Prior to commencement to enter into a highway agreement for the site access works as shown indicatively within drawings:

- 6096/001 Rev L Access and Visibility
- 6096/002 Rev I Pedestrian Visibility Splays
- 6096/011 Rev I Cyclist Visibility Splays
- 6096/015 Rev C Pedestrian Visibility at Site Access
- 6096/701 Rev A Levels Plan Access Tie-In

And including the provision of appropriate street lighting amendments to address the glint and glare issues around the A27 bridge. For these works to be built in accordance with the approved plans prior to occupation.

- For the full travel plan to be submitted and approved with the Highway Authority prior to occupation.
- Prior to occupation payment (by developer) of HCC fees in respect of approval (£750) and monitoring (£5,000) of the full travel plan
- Prior to occupation, provision of a bond or cash deposit with respect to costed measures within the travel plan including a 10% surety

Informative

S278 Informative:

The applicant should be aware that as the proposals include the formation of a new or altered access onto the highway, which will include works within the highway, these works will be required to be undertaken in accordance with standards laid down by, and under a Section 278 license agreement with the Highway Authority. Full details of how to apply and the required documents to be submitted can be found via the following link: <https://www.hants.gov.uk/transport/developers/section-278>. The granting of planning permission is independent of the license application, and it is strongly recommended the applicant understands the criteria to be met in order for a license to be granted.

Yours faithfully,

Holly Drury
Principal Transport Planner - Highway Development Planning
Universal Services