

Ms Laura Heather,
Amberley,
Petersfield Road,
Ropley
SO24 0EQ

12 February 2024
Our Ref: 24/7758

Dear Srs,

RE: AMBERLEY, PETERSFIELD ROAD, ROPLEY SO24 0EQ

This letter has been prepared by RGP to accompany a planning application at the above site which seeks to provide a new vehicle access to serve an existing dwelling.

The site is currently served via an existing driveway from Park Lane serving one dwelling, however due to flooding related issues the owner is seeking to provide a new access from Petersfield Road at the site's northern boundary. The existing access from Park Lane would be closed.

The proposal would address the owners flooding related issues and is similar to the access arrangement for most properties fronting Petersfield Road.

Drawing 2024/7758/001, attached hereto, demonstrates the proposed access arrangement and visibility splays. The attached drawing illustrates that visibility splays in excess of 43 metres can be achieved in both directions along Petersfield Road from a 2.0m set back distance, commensurate with a vehicle approach speed of 30 mph.

Paragraph 1.2 of HCC's *TG3 - Stopping Sight Distances and Visibility Splays* states that Manual for Streets criteria should apply where the design speed is up to and including 60kph (37.3 mph), and therefore based on the 30 mph posted speed limit it is considered that MfS visibility requirements should be applied. Hampshire County Council's (HCC) guidance also recognises that a 2.0m set back distance is acceptable for individual vehicle crossovers with a 30 mph speed limit. This is also recognised within Manual for Streets.

Visibility splays of at least 43 metres are achievable within the site boundary or within publicly maintainable highway land. All vegetation within the visibility splays would be retained to a maximum height of 0.6 metres to ensure the visibility splays are retained in perpetuity. RGP has obtained further confirmation from HCC that the extent of highway boundary is accurate in this location including the ditch along the site's eastern boundary.

The visibility splay to the left (west) would pass in front of an existing telegraph pole which does not affect the visibility envelope for an emerging driver. For example, Paragraph 10.7.2 of Manual for

Streets 2 recognises that occasional obstacles to visibility such as street furniture are not large enough to obscure the visibility envelope for drivers and do not have a significant impact on road safety in practice.

Personal Injury Accident (PIA) data for the most recent five-year period has also been reviewed using the Crash Map website (www.crashmap.co.uk) in order to identify any pattern or cluster of accidents on the local highway network in the vicinity of the site. The accident location plot below confirms that no accidents have been recorded along this stretch of highway outside the site frontage on Petersfield Road, indicating that vehicles are currently able to emerge safely from other existing driveways in the locality. The proposal would operate in a similar manner without highway safety issue.



Crash Map Location Plot

In light of the contents of this letter, Hampshire County Council as Highway Authority and East Hampshire District Council as Local Planning Authority are respectfully requested to confirm that the proposed access arrangement is acceptable on highway and transport planning grounds.

Yours faithfully,

A solid black rectangular box used to redact the signature of Will Taylor.

Will Taylor
RGP

