

HIGHWAYS STATEMENT



FOREST END, WATERLOOVILLE RESIDENTIAL DEVELOPMENT

Client: Peter Ernest Homes
Reference: 6548

Date: July 2023

Author: SMO **Date:** 05/07/2023
Checked by: EJD **Date:** 10/07/2023
Approved by: ALB **Date:** 11/07/2023

Issue	Status	Date
01	Draft	11/07/2023
02	Final	13/07/2023
03	Revision 01	25/07/2023

1 INTRODUCTION

- 1.1.1 This Highways Statement (HS) has been prepared by Bright Plan on behalf of Peter Ernest Homes to support a planning application for 2 residential dwellings served from a new vehicle crossover adjoining Forest End.
- 1.1.2 The application site is situated on the northern side of Forest End c.550m to the south of Waterlooville town centre. The application site location is shown in **Figure 1.1**.



Figure 1.1: Site Location

- 1.1.3 This HS addresses matters pertaining to the site's transport planning and highway design. The access design has been prepared in accordance with the Design Manual for Roads and Bridges (DMRB) and Manual for Streets (MfS) 1 and 2.

2 BASELINE CONDITIONS

2.1 Existing Site and Access

2.1.1 The existing site encompasses an area of c.400sqm comprised of land associated with No. 31 Forest End, which includes a driveway, garage, and garden area. The existing site is served via a vehicle crossover adjoining the corner of the Forest End junction. The site is bordered by Forest Road to the south / west, and residential properties to the north / east. The existing site context and access are shown in **Figure 2.1** and **Figure 2.2** respectively.



Figure 2.1: Site Context



Figure 2.2: Existing Site Access

2.1.2 The existing site access adjoins the northern side of the Forest End junction at the southwest corner of the site. The access position is not optimal and requires drivers to look in multiple directions when egressing the site.

2.2 Forest End

2.2.1 Forest End is a residential cul-de-sac consisting of a loop road and multiple side roads. Forest End is a two-way single carriageway with a c.5.5m width within the vicinity of the site access. The carriageway is subject to a 30mph speed limit; however, the character / layout of the road means speeds would likely be significantly slower. The road has unrestricted parking and kerbside parking is commonplace. The extent of Forest End and its associated highway features within the vicinity of the site are shown in **Figures 2.3 and 2.4.**



Figure 2.3: Forest End



Figure 2.4: Forest End Highways Features

2.3 PIA Data

- 2.3.1 To determine highway safety on the local road network an assessment of Personal Injury Accidents (PIAs) has been undertaken for a 5-year period from January 2017 to December 2021 using the Crash Map online data portal. The study area comprises Forest End, Norton Close, Evergreen Close and Windrush Gardens.
- 2.3.2 Patterns displayed in the data can be assessed with regards to their proximity, frequency, severity and cause of incident to establish if there are any underlying highways design issues that require a more detailed investigation. Collisions are classified as 'slight', 'serious' or 'fatal', depending on the severity of the injuries sustained. The study area is demonstrated in **Figure 2.5**.

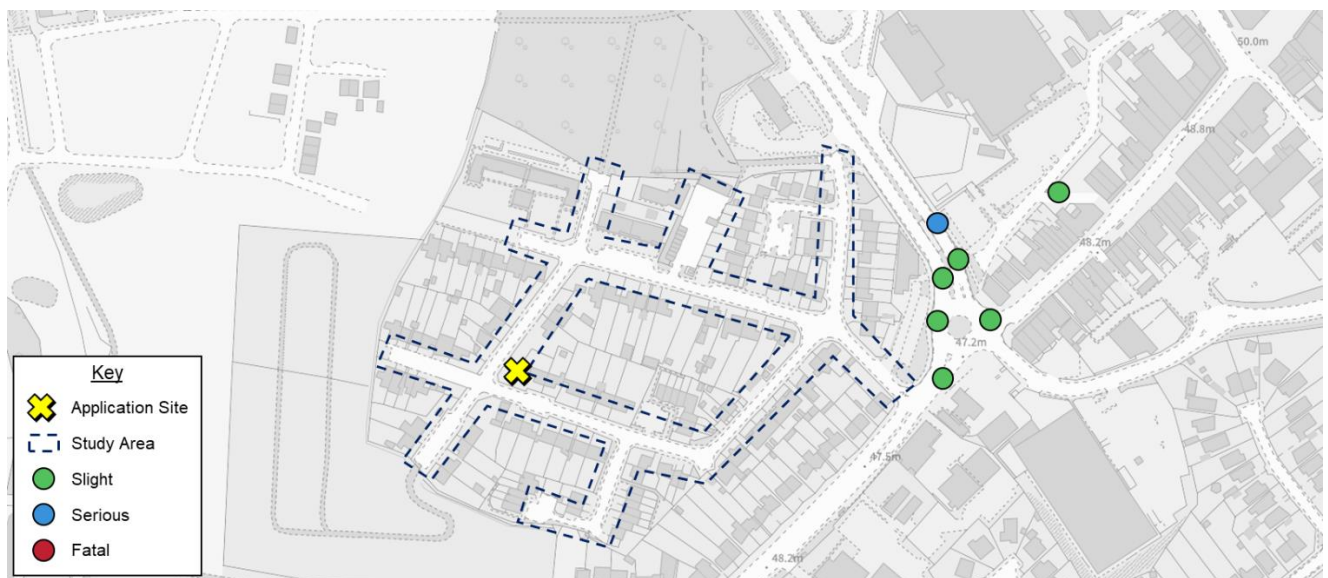


Figure 2.5: Personal Injury Accident Data

- 2.3.3 No incidents were recorded within the study area during the 5-year period and as such, it is considered that there are no underlying highway safety issues on the local road network that could be exacerbated by the development.

3 PROPOSED DEVELOPMENT

3.1 Overview

3.1.1 The proposed development would involve the construction of 2 x 3-bed residential dwellings with private driveways adjoining Forest End. The proposed site layout is shown in **Appendix A**, and **Figure 3.1**.



Figure 3.1: Site Layout

3.1.2 The dwellings would be served via a vehicle crossover adjoining Forest End constructed under a Section 184 licence. The position of the crossover represents a betterment compared to the existing access location on the corner of the Forest End junction, improving highway safety. The proposed access arrangement is shown in **Drawing 2023-6548-001**.

3.2 Vehicle Swept Path Analysis

3.2.1 A vehicle swept path analysis has been undertaken reviewing the operation of the development. The vehicle swept path analysis demonstrates the following vehicle manoeuvres: -

- i. Access and egress by a large estate car in **Drawing 2023-6548-002**.
- ii. Servicing by a fire tender (the largest emergency vehicle) in **Drawing 2023-6548-003**.
- iii. Servicing by a refuse freighter in **Drawing 2023-6548-004**.



3.3 Emergency Access

3.3.1 Emergency access to the site would be served from Forest End as per the existing servicing arrangement for the site. The following design compliances are met: -

- i. Fire tender would be able to access within 45.0m of both units.
- ii. Fire tenders could achieve an appropriate level of access without requiring reversing distance greater than 20.0m.

3.3.2 A vehicle swept path analysis has been undertaken demonstrating fire tenders servicing the dwellings within 45.0m in **Drawing 2023-6548-003**.

3.4 Servicing Arrangements

3.4.1 Refuse collection would be undertaken from Forest End in line with the existing servicing arrangements for No. 31 Forest End, with refuse collection undertaken from Forest End. Bins would be transported from each dwelling to a collection point at the front of each dwelling for collection. A demonstration of the refuse servicing arrangement is shown in **Drawing 2023-6548-004**.

3.5 Car Parking Provision

3.5.1 Car parking provided in line with Havant Borough Council Parking Supplementary Planning Document ((July 2016) (Partially updated September 2019)). The proposed parking provision and HBC's standards are set out in **Figure 3.2**.

Unit Type	HBC Car Parking Standard	HBC Car Parking Requirement	Proposed Car Parking
2 x 3 Bed Dwelling	2 Spaces per Dwelling	4 spaces	5 spaces
Total	-	4 spaces	5 spaces

Figure 3.2 HBC Parking Standards

3.5.2 Car parking would take place within driveways within the dwelling curtilage.

3.5.3 The existing car parking for No.31 Forest End would be displaced onto the local road network. Forest End has unrestricted parking for the full extent of the cul-de-sac and kerbside parking is commonplace. There is ample provision for parking in the vicinity of the site, and as such parking associated with No.31 could be comfortably accommodated.



3.6 Cycle Parking Provision

- 3.6.1 Cycle parking provision would be provided in line with Havant Borough Council's Havant Borough Council Parking Supplementary Planning Document ((July 2016) (Partially updated September 2019)). The proposed cycle parking provision and HBC's standards are set out in **Figure 3.4**.

Unit Type	HBC Cycle Parking Standard	HBC Cycle Parking Requirement	Proposed Cycle Parking
2 x 3 Bed Dwelling	2 spaces per dwelling	4 spaces	4 spaces
Total	-	4 spaces	4 spaces

Figure 3.2 HBC Cycle Parking Standards

- 3.6.2 Cycle parking would be provided within the secure cycle stores provided within the curtilage of each dwelling.



4 TRIP GENERATION

4.1 Vehicle Trip Generation

- 4.1.1 To assess the traffic impact of the proposed development, the TRICS database (7.10.2) has been interrogated to assess the likely traffic volumes generated by the proposal. It is robustly considered that all trips generated by the development will be new to the local road network.
- 4.1.2 To establish the number of trips that could be generated by the proposed residential dwellings, the parameters identified in **Figure 4.1** have been used to filter the TRICS database.

TRICS Version 7.10.2	
Filtering Parameter	Criteria Selected
i. Land Use	Residential, Houses Privately Owned
ii. Selected Regions	England (Excluding Greater London)
iii. No of Dwellings	Range Selected: 8 to 50
iv. Date Range	01/01/15 to 09/11/22
v. Selected Days	Weekdays
vi. Selected Locations	1. Suburban Area – 9 Survey Days 2. Edge of Town – 23 Survey Days 3. Neighbourhood Centre – 18 Survey Days
vii. Sub-categories:	Residential Zone – 34 Survey Days Village – 15 Survey Days No Subcategory – 1 Survey Day

Figure 4.1: TRICS Filtering Parameters

- 4.1.3 The TRICS output is provided in **Appendix B**, whilst a summary of the weekday peak hour and daily trip rates and vehicle movements associated with the 2 dwellings are provided in **Figure 4.2**.

Trip Rate per Dwelling			
	Arrivals	Departures	Two-way Total
AM Peak Hour	0.159	0.336	0.495
PM Peak Hour	0.303	0.175	0.478
Daily Traffic	2.315	2.352	4.667
TRICS Vehicle Trip Generation (2 Dwellings)			
AM Peak Hour	0	1	1
PM Peak Hour	1	0	1
Daily Traffic	5	5	9

Figure 4.2: Proposed Trip Generation



- 4.1.4 The TRICS assessment suggests that the site would generate 9 daily 2-way vehicle movements of which 1 would occur during the network's AM peak traffic hour, and 1 would occur in the network's PM peak traffic hour.
- 4.1.5 The additional daily vehicle trips resulting from the proposed development would have a negligible impact upon the local road network in terms of highway capacity and safety.



5 SUMMARY AND CONCLUSIONS

5.1.1 This HS has been prepared by Bright Plan on behalf of Peter Ernest Homes to support a planning application for 2 residential dwellings served from a new vehicular access adjoining Forest End. The findings from this report are as follows:

- i. An assessment of PIA data showed no pattern of incidents in terms of distribution, frequency or severity that would be of concern in terms of highway safety.
- ii. The proposed access would take the form of a vehicle crossover adjoining Forest End. The access arrangement represents a betterment over the existing no standard arrangement.
- iii. A vehicle swept path analysis has been undertaken demonstrating the negotiation of the driveways by private cars.
- iv. The site would provide car parking in line with HBC's residential car parking standards. Cycle parking would be provided in line with HBC's residential cycle parking standards.
- v. A TRICS assessment has been undertaken suggesting that the development would generate 9 daily 2-way vehicle movements, of which 1 would occur in the AM peak hour, and 1 would occur in the PM peak hour.
- vi. The number of daily vehicle trips generated by the proposed development would have a negligible impact upon the local road network in terms of highway capacity and safety.



DRAWINGS

2023-6548-001	Site Overview
2023-6548-002	Estate Car Swept Path Analysis
2023-6548-003	Emergency Servicing
2023-6548-004	Refuse Servicing



- 1. This drawing is to be read in conjunction with all other Bright Plan drawings, and with all relevant Architect's and Engineer's drawings and specification. Any discrepancies found are to be reported immediately to the Engineer.
- 2. Bright Plan accepts no responsibility for inaccuracies in data provided by third parties such as topographic surveys or Ordnance Survey mapping.
- 3. Do not scale, work to figured dimensions only. All dimensions are in millimeters unless noted otherwise and all levels are in metres from the topographic survey datum.
- 4. Any information given regarding existing underground services is given in good faith after consultation with the relevant authority, however accuracy is not certain.

-Legend-

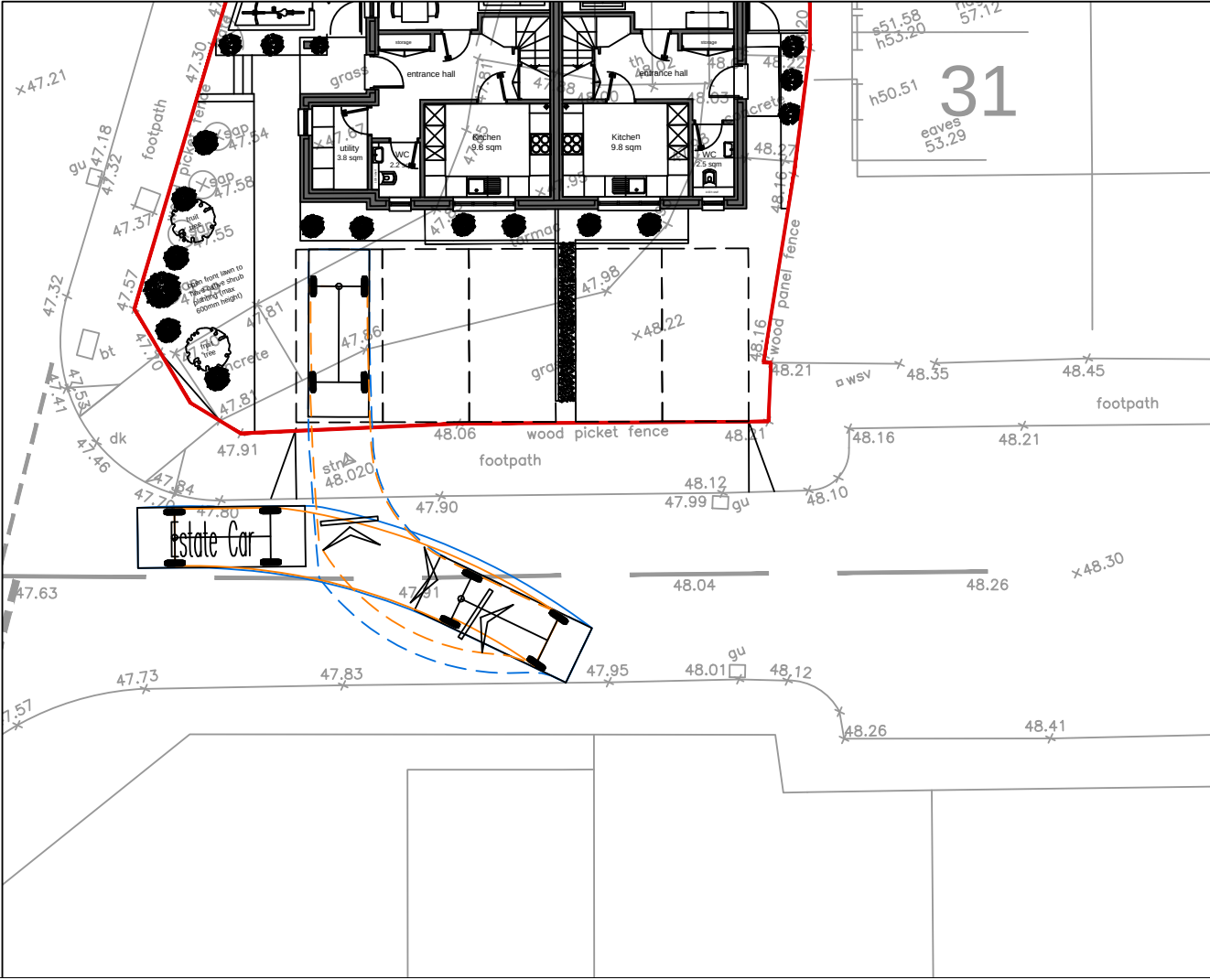
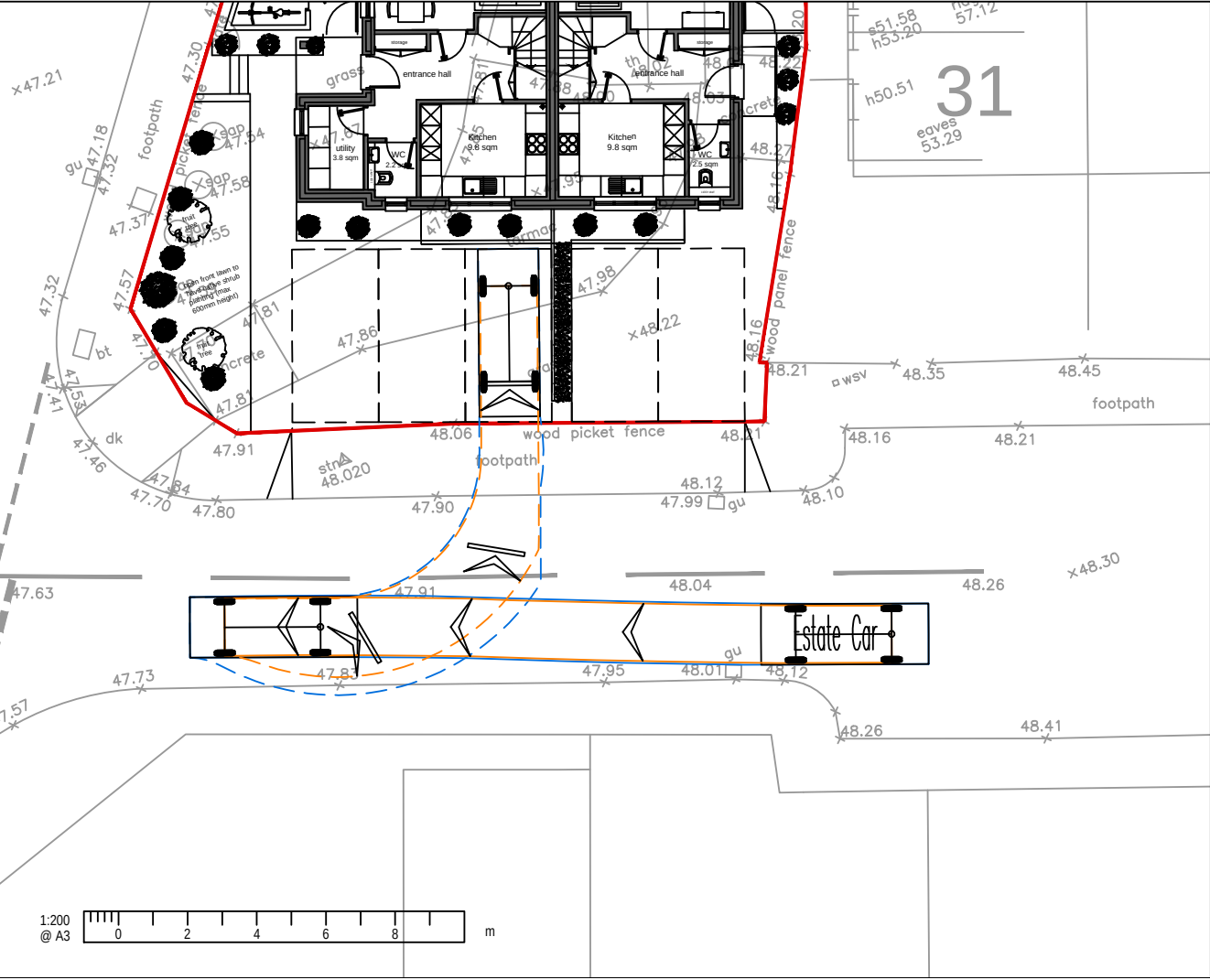
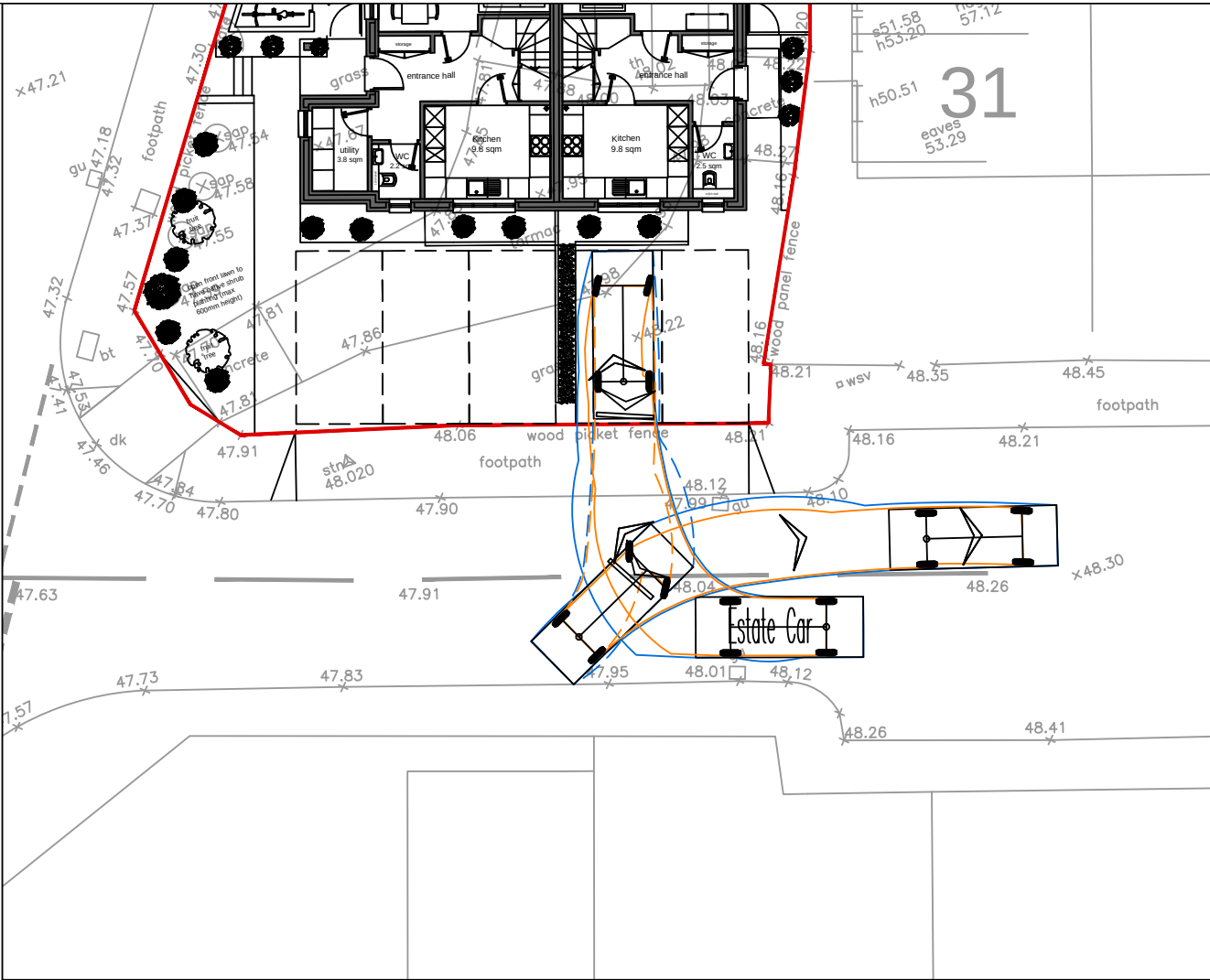
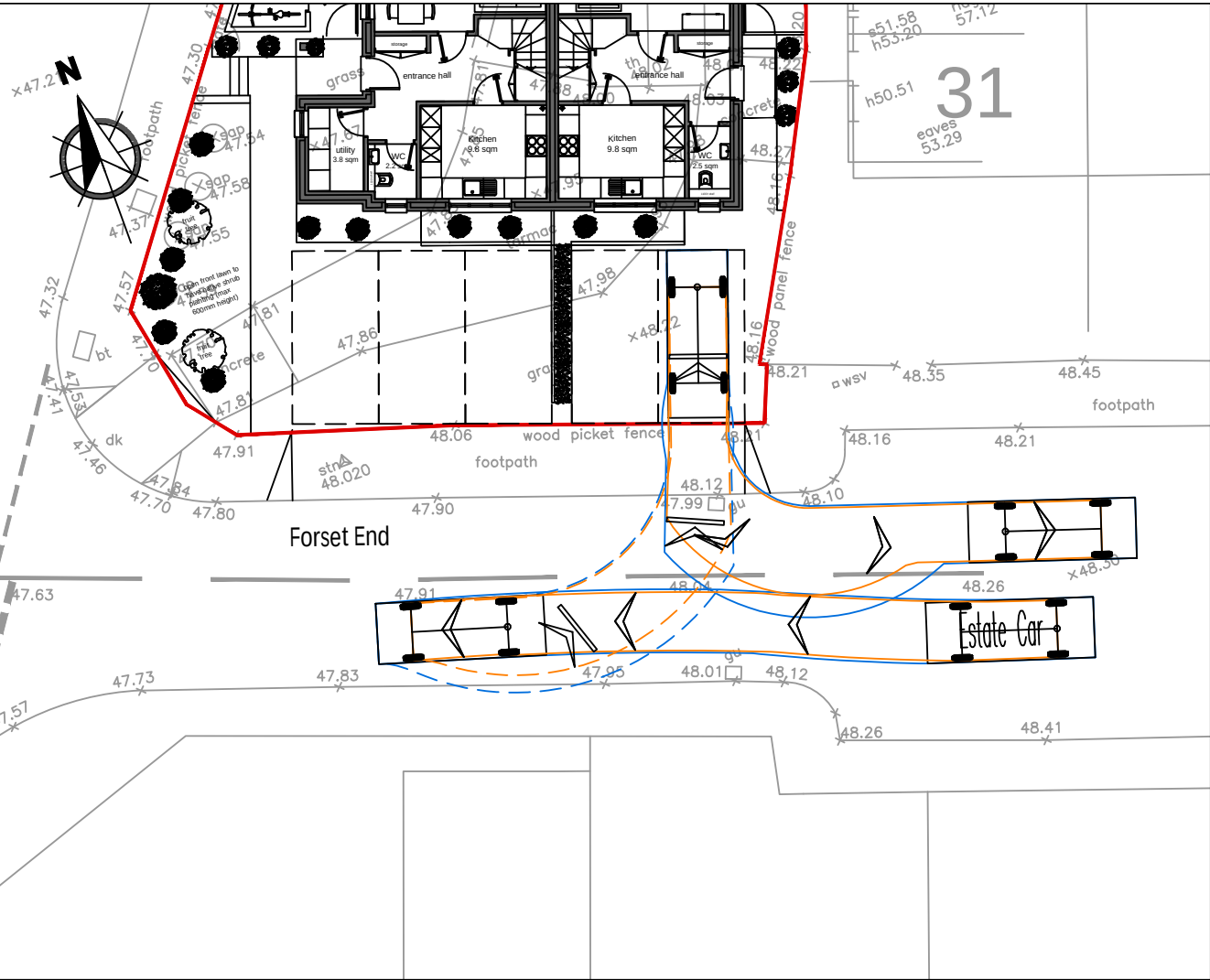
- Application Boundary
- Existing Road Markings

B	Revised Layout	25/07/2023
A	Revised Layout	13/07/2023
-	Original Issue	05/07/2023
Rev.	Amendments	Date



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Drawing Status		Final	
Client			
Peter Ernest Homes			
Project			
31 Forest End, Waterloooville			
Drawing Title			
Site Overview			
Scale	Date	Drawn By	Checked By
1:200	July 23	SMO	ALB
Drawing No.			Rev.
2023-6548-001			B



NOTES

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Existing Road Markings

Swept Path

Wheel Track

Over Swing

4.845

2.77

Estate Car

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Max Track Width

Lock to lock time

Kerb to Kerb Turning Radius

4.845m

1.750m

1.424m

0.189m

1.655m

4.00s

4.950m

B

Revised Layout

25/07/2023

A

Revised Layout

13/07/2023

-

Original Issue

04/07/2023

Rev.

Amendments

Date

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Drawing Status

Final

Client

Peter Ernest Homes

Project

31 Forest End, Waterloooville

Drawing Title

Estate Car Swept Path Analysis

Scale

1:200

Date

July 23

Drawn By

SMO

Checked By

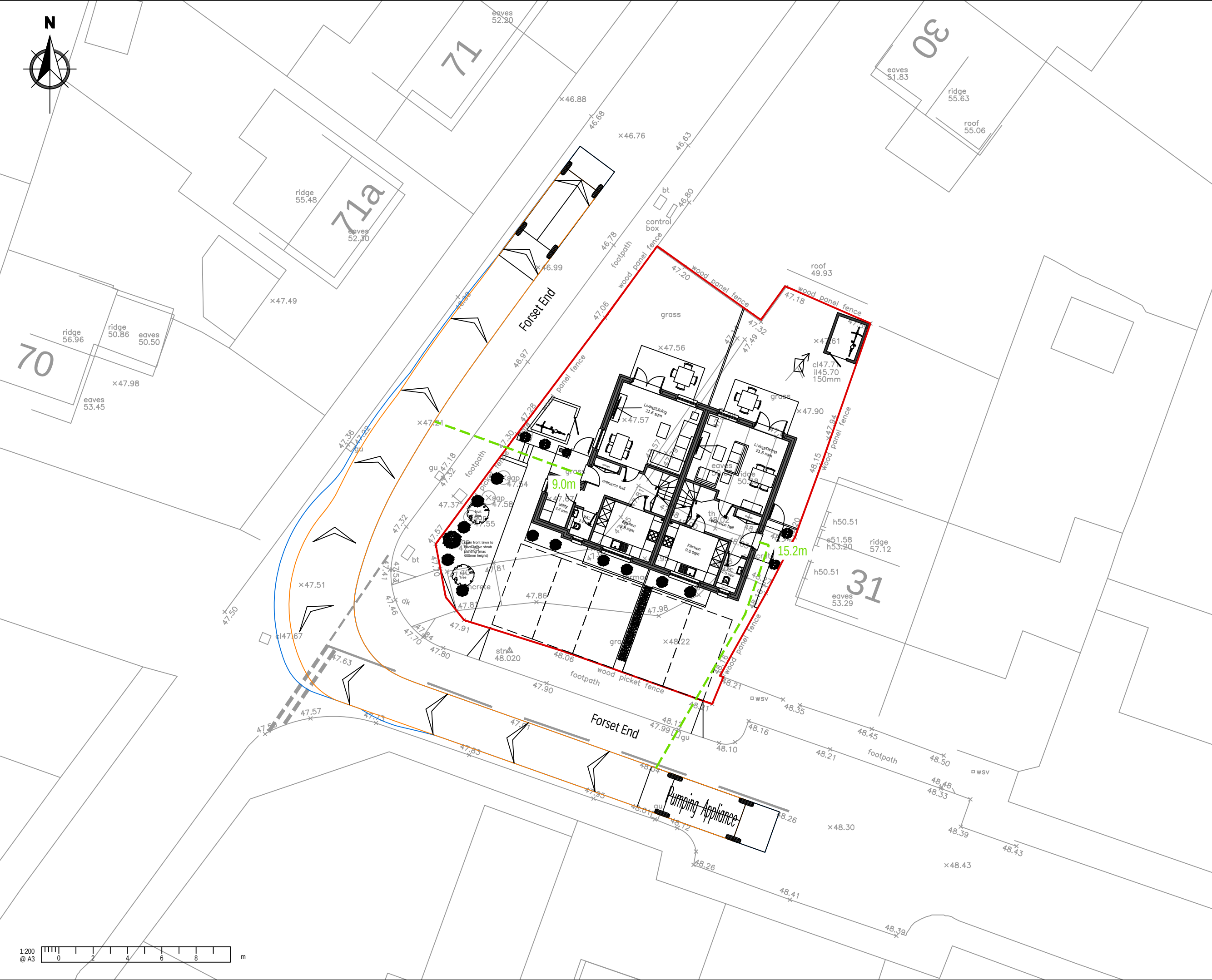
ALB

Drawing No.

2023-6548-002

Rev.

B



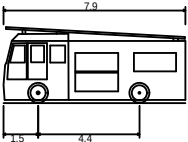
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A3

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-Legend-

- Application Boundary
- Existing Road Markings
- Distance to Building Entrance
- Swept Path-
 - Wheel Track
 - Over Swing



Pumping Appliance	7.900m
Overall Length	2.500m
Overall Width	3.300m
Overall Body Height	0.140m
Min Body Ground Clearance	2.500m
Track Width	4.00s
Lock to lock time	7.750m
Kerb to Kerb Turning Radius	

B	Revised Layout	25/07/2023
A	Revised Layout	13/07/2023
-	Original Issue	05/07/2023
Rev.	Amendments	Date



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Drawing Status	Final
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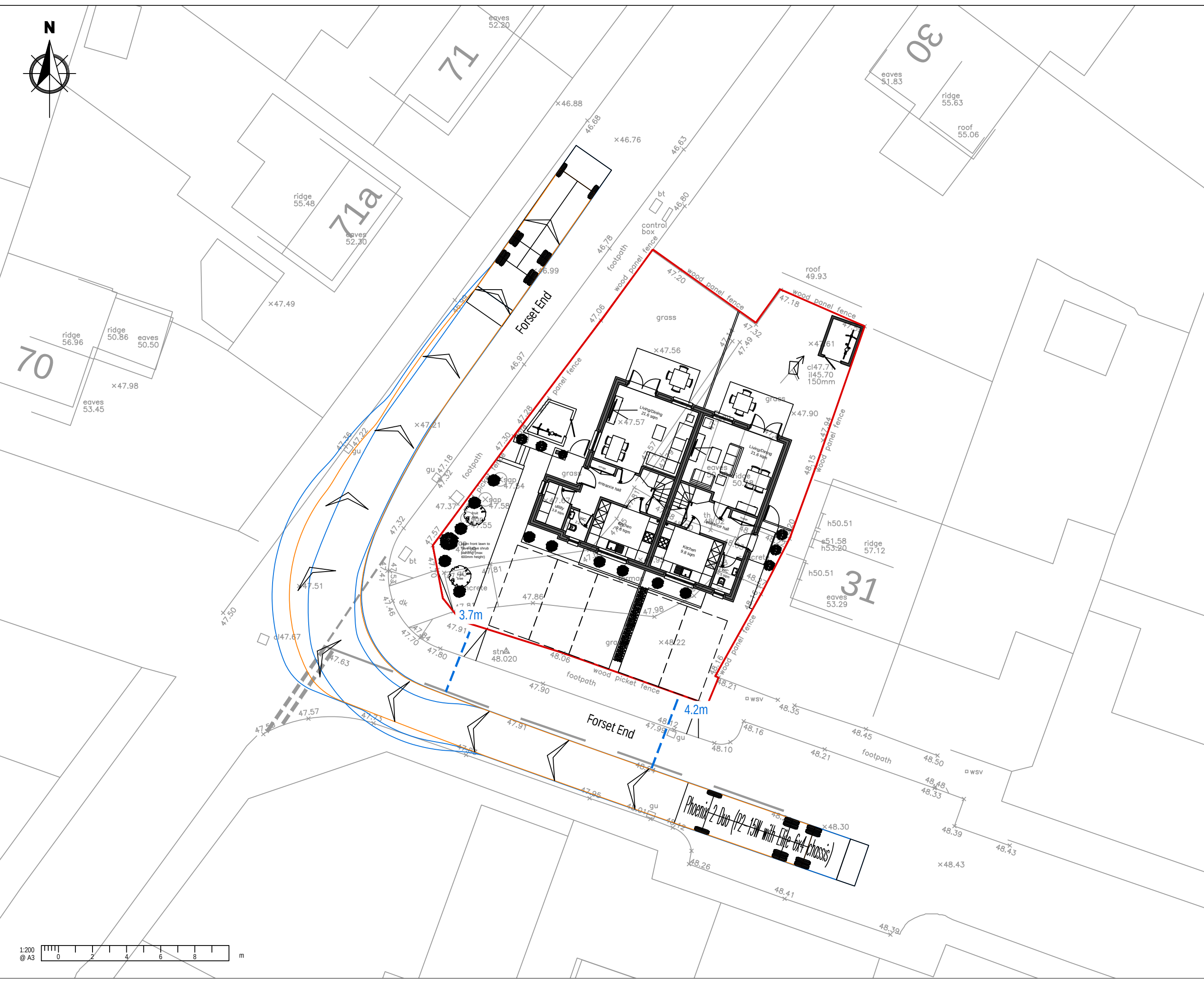
Client	Peter Ernest Homes
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Project	31 Forest End, Waterlooville
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Drawing Title	Emergency Servicing
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Scale	1:200	Date	July 23	Drawn By	SMO	Checked By	ALB
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Drawing No.	2023-6548-003	Rev.	B
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A3

NOTES

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-Legend-

Application Boundary

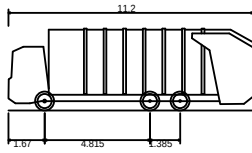
Existing Road Markings

Bin Drag Distance

-Swept Path-

Wheel Track

Over Swing



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

B	Revised Layout	25/07/2023
A	Revised Layout	13/07/2023
-	Original Issue	05/07/2023
Rev.	Amendments	Date



B R I G H T P L A N

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Drawing Status	Final		
Client			
Peter Ernest Homes			
Project			
31 Forest End, Waterlooville			
Drawing Title			
Refuse Servicing			
Scale	Date	Drawn By	Checked By
1:200	July 23	SMO	ALB
Drawing No.			Rev.
2023-6548-004			B



APPENDICES



Appendix A Site Layout



SITE PLAN AS PROPOSED

NOTES:
This drawing has been prepared for the purposes of Planning Application and is not to be used for any other purpose. Dimensions are indicative and should be referenced against measured surveys only.
This drawing is the property of LUNDI ARCHITECTS and must not be reproduced, in part or whole, or deviated from, without their permission.

PROPOSAL
Two new semi detached 3 bed, 5 person houses on a corner plot
Bike & garden sheds in rear garden with parking for both properties at front.
Generous planting to include shrubs and perennials to soften the corner plot.

AMENDMENTS		DATE
D	PLANNING APPLICATION	24.07.23
C	Landscape updated	13.07.23
B	Plan updated	11.07.23
A	Updated with Topo Survey	27.06.23

CLIENT
PETER ERNEST HOMES

PROJECT
REDEVELOPMENT OF
31 FOREST END
WATERLOOVILLE

DRAWING TITLE
SITE PLAN
AS PROPOSED

DATE
MAY 2023

SCALE
1:200 @ A3

DRAWING No. LA2268 05	REVISION D
---------------------------------	----------------------



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Appendix B

Residential TRICS

Calculation Reference: AUDIT-305901-230707-0708

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL

Category : A - HOUSES PRIVATELY OWNED

TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BO BEDFORD	1 days
	CT CENTRAL BEDFORDSHIRE	1 days
	ES EAST SUSSEX	1 days
	HC HAMPSHIRE	4 days
	HF HERTFORDSHIRE	1 days
	KC KENT	1 days
	MW MEDWAY	2 days
	SC SURREY	2 days
03	SOUTH WEST	
	DC DORSET	2 days
	GS GLOUCESTERSHIRE	1 days
	SD SWINDON	1 days
	SM SOMERSET	3 days
	TB TORBAY	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	5 days
	PB PETERBOROUGH	1 days
	SF SUFFOLK	3 days
05	EAST MIDLANDS	
	NM WEST NORTHAMPTONSHIRE	1 days
	NN NORTH NORTHAMPTONSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	2 days
	WM WEST MIDLANDS	1 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	BY BARNSLEY	1 days
	LS LEEDS	1 days
	NY NORTH YORKSHIRE	2 days
	SE SHEFFIELD	1 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	2 days
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	1 days
09	NORTH	
	DH DURHAM	1 days
	TW TYNE & WEAR	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Bright Plan 2 West Barn Chichester

Licence No: 305901

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
 Actual Range: 8 to 50 (units:)
 Range Selected by User: 6 to 50 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 09/11/22

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	5 days
Tuesday	9 days
Wednesday	18 days
Thursday	9 days
Friday	9 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	49 days
Directional ATC Count	1 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	9
Edge of Town	23
Neighbourhood Centre (PPS6 Local Centre)	18

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	34
Village	15
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	11 days - Selected
Servicing vehicles Excluded	40 days - Selected

Secondary Filtering selection:**Use Class:**

C3 50 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	2 days
1,001 to 5,000	12 days
5,001 to 10,000	12 days
10,001 to 15,000	11 days
15,001 to 20,000	3 days
20,001 to 25,000	4 days
25,001 to 50,000	5 days
50,001 to 100,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	3 days
25,001 to 50,000	9 days
50,001 to 75,000	7 days
75,001 to 100,000	5 days
100,001 to 125,000	2 days
125,001 to 250,000	18 days
250,001 to 500,000	4 days
500,001 or More	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	18 days
1.1 to 1.5	29 days
1.6 to 2.0	3 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	18 days
No	32 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	50 days
-----------------	---------

This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	50	33	0.078	50	33	0.248	50	33	0.326
08:00 - 09:00	50	33	0.159	50	33	0.336	50	33	0.495
09:00 - 10:00	50	33	0.153	50	33	0.208	50	33	0.361
10:00 - 11:00	50	33	0.154	50	33	0.166	50	33	0.320
11:00 - 12:00	50	33	0.178	50	33	0.167	50	33	0.345
12:00 - 13:00	50	33	0.171	50	33	0.181	50	33	0.352
13:00 - 14:00	50	33	0.177	50	33	0.172	50	33	0.349
14:00 - 15:00	50	33	0.169	50	33	0.199	50	33	0.368
15:00 - 16:00	50	33	0.271	50	33	0.202	50	33	0.473
16:00 - 17:00	50	33	0.265	50	33	0.164	50	33	0.429
17:00 - 18:00	50	33	0.303	50	33	0.175	50	33	0.478
18:00 - 19:00	50	33	0.237	50	33	0.134	50	33	0.371
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.315			2.352			4.667

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	8 - 50 (units:)
Survey date range:	01/01/15 - 09/11/22
Number of weekdays (Monday-Friday):	50
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.