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Approval of Condition 18 relating to Application APP/19/00542
Outline application for backland development of 4 No. One bedroom cottages.
Land rear of 70-76 West Street, Havant, PO9 1LN

Introduction

This Highway Technical Note has been commissioned in support of a planning submission to Havant Borough Council for the approval of Condition 18 imposed on the above planning application which was granted consent on 13th November 2020.

The wording of Conditions 18 is:

The development hereby permitted shall not be occupied prior to the submission of details to and their approval in writing by the Local Planning Authority in relation to traffic control measures with regard to the 'tunnel' through the existing building. The traffic control system shall thereafter be carried out prior to occupation and maintained in accordance with the approved details thereafter.

Reason: *To ensure safe access to the site having due regard to policy DM13 of the Havant Borough Local Plan (Core Strategy) 2011, Havant Borough Council Parking SPD July 2016 and the National Planning Policy Framework.*

This followed a previous application submitted under reference APP/18/00713 for the erection of 2 number two-bed dwellings on the same site. In commenting on this application the Highway Officer said:

"The Highway Authority have no adverse comment to the principle of this application. However the access to this development is by means of an existing narrow access tunnel which does not allow two vehicles to pass. The submitted plan shows a traffic light control to ensure a car turning right from West Street will not encounter a vehicle within the tunnel and then try to reverse out.

Details of this technical solution will need to be submitted for approved. either within the application or as a condition on any future planning approval."

This Highway Technical Note therefore addresses this issue and concludes that the installation of a simple traffic light system is a suitable solution.

Site Location

The site is located on the north side of West Street, which has a wide two-lane carriageway with pedestrian footways on both sides. It serves a mixture of residential and commercial development and connects Park Road to the east with New Road to the west.

The site has an existing access onto West Street in the form of a dropped footway crossing, which serves a narrow access tunnel via a flying freehold between 72 and 74 West Street. This is shown below.



Traffic Impact

The permission granted is for 4 number one-bed dwellings, which given the town centre location will not generate a great deal of traffic. Nevertheless, some concern was expressed about the possibility of two cars potentially meeting, resulting in one having to reverse out onto West Street. In order to establish the likely traffic generation that the site could generate, the TRICS Database has been interrogated. Small developments of privately owned flats were selected in edge of town, edge of town centre and local centre areas.

The development consists of 1 bed room dwellings, therefore the trips based on the number of beds have been used. The TRICS data and likely traffic generation is given in the table below.

Residential - Private Flats			
	Arrivals	Departures	Total Two-way
AM Peak	0.046	0.115	0.161
PM Peak	0.128	0.055	0.183
Daily	0.624	0.623	1.247

Vehicle Trips Based on 4 Bedrooms			
AM Peak	0.184 (0)	0.46 (0)	0
PM Peak	0.512 (1)	0.22 (0)	1
Daily	2.496(2)	2.492 (2)	4

From the above it can be seen that in the AM peak, there are likely to be no additional traffic movements, whilst in the PM peak there is likely to be just 1 movement. Over the course of a day, there is likely to be some 4 to 5 additional traffic movements. The TRICS data is included as [Appendix 1](#) to this Note.

Drawing numbered 17023 – 151 Rev C is included as [Appendix 2](#) to this note which shows the proposed site layout. It is noted that in addition to the proposed flats, car parking is also provided for numbers 70, 72a and 72b West Street. Number 70 has 3 bedrooms whilst 72a and 72b have a bedroom each. The above table can therefore be amended to include these units.

Residential - Private Flats			
	Arrivals	Departures	Total Two-way
AM Peak	0.046	0.115	0.161
PM Peak	0.128	0.055	0.183
Daily	0.624	0.623	1.247
Vehicle Trips Based on 9 Bedrooms			
AM Peak	0.414 (0)	1.04 (1)	1
PM Peak	1.15 (1)	0.50 (1)	1
Daily	5.62(6)	5.61 (6)	12

Even when the existing dwellings are factored into the equation, the development is not likely to cause a situation where two cars will meet during the peak time periods, and over all the development is likely to generate just 6 cars in and 6 cars out during a 12-hour day.

Access Solution

Notwithstanding the above, it is proposed to install a simple set of traffic signals at the front of the building onto West Street and a second set within the internal courtyard. The lights will take the form of a red light and green light, where the green light will be permanently showing green at the West Street end whilst the red light will be displayed within the courtyard. This will enable vehicles to turn freely into the access without any hold up to traffic travelling on West Street.

In the event that a car wishes to depart the courtyard, a motion sensor will detect a vehicle approaching and as long as no vehicles are already in the tunnel, will switch the West Street signal to red and the internal signal to green to allow egress from the site to the public highway.

The signals will be powered by mains electricity, but in the event of a power failure, will be backed up by a battery.

The proposed flats will be leasehold, and a Property Management Company will be employed to manage the communal areas, the Management Company will therefore be responsible for the daily management and maintenance of the signal scheme in perpetuity.

Summary and Conclusion

This Highway Technical Note has been commissioned to address Condition 18 imposed on permission granted under application reference APP/19/00542.

In order to address the requirements of the Condition, it is proposed to install simple red and green traffic signals at each end of the access tunnel, operated by mains electricity and a motion sensor.

Such a simple solution will effectively ensure that no two cars will meet in the tunnel access resulting in a driver having to reverse back out into the highway. Given the amount of traffic that TRICS data has identified to be generated by the existing and proposed dwellings, such a scenario is unlikely to occur in any event.

Appendix 1

TRICS Data

Calculation Reference: AUDIT-405201-221201-1207

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	SS SOUTHEAST ON SEA	1 days
03	SOUTH WEST	
	DV DEVON	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	RI EAST RIDING OF YORKSHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days
10	WALES	
	DB DENBIGHSHIRE	1 days

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

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: 6 to 35 (units:)
Range Selected by User: 6 to 35 (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: 01/01/11 to 10/07/17

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	1 days
Tuesday	2 days
Wednesday	1 days
Friday	1 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 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:

Edge of Town Centre	2
Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	1

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	4
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.

Secondary Filtering selection:

Use Class:
C3 5 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included
Population within 1 mile:
1,001 to 5,000 1 days
10,001 to 15,000 2 days
25,001 to 50,000 2 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 1 days
50,001 to 75,000 2 days
125,001 to 250,000 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 2 days
1.1 to 1.5 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:
No 5 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 5 days

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

LIST OF SITES relevant to selection parameters

The 'browse and select' feature in TRICS was used to choose the sites to be included in this selected set. The TRICS user browsed the full list of sites for this land use category and selected directly from this list.

1	CB-03-C-02 BRIDGE LANE PENRITH	BLOCK OF FLATS	CUMBRIA
	Edge of Town No Sub Category Total No of Dwellings:	35	
	Survey date: WEDNESDAY	11/06/14	Survey Type: MANUAL
2	DB-03-C-01 RHYL ROAD RHUDDLAN	FLATS IN HOUSES	DENBIGHSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings:	16	
	Survey date: FRIDAY	07/10/11	Survey Type: MANUAL
3	DV-03-C-01 BONHAY ROAD EXETER	BLOCK OF FLATS	DEVON
	Edge of Town Centre Residential Zone Total No of Dwellings:	27	
	Survey date: MONDAY	10/07/17	Survey Type: MANUAL
4	RI-03-C-01 465 PRIORY ROAD HULL	FLATS	EAST RIDING OF YORKSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	20	
	Survey date: TUESDAY	13/05/14	Survey Type: MANUAL
5	SS-03-C-01 WESTCLIFF PARADE SOUTHEND-ON-SEA WESTCLIFF	FLATS	SOUTHEND ON SEA
	Edge of Town Centre Residential Zone Total No of Dwellings:	6	
	Survey date: TUESDAY	22/10/13	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS 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	5	21	0.048	5	21	0.202	5	21	0.250
08:00 - 09:00	5	21	0.096	5	21	0.240	5	21	0.336
09:00 - 10:00	5	21	0.125	5	21	0.115	5	21	0.240
10:00 - 11:00	5	21	0.029	5	21	0.067	5	21	0.096
11:00 - 12:00	5	21	0.067	5	21	0.038	5	21	0.105
12:00 - 13:00	5	21	0.087	5	21	0.087	5	21	0.174
13:00 - 14:00	5	21	0.067	5	21	0.135	5	21	0.202
14:00 - 15:00	5	21	0.058	5	21	0.048	5	21	0.106
15:00 - 16:00	5	21	0.115	5	21	0.096	5	21	0.211
16:00 - 17:00	5	21	0.144	5	21	0.029	5	21	0.173
17:00 - 18:00	5	21	0.269	5	21	0.115	5	21	0.384
18:00 - 19:00	5	21	0.202	5	21	0.135	5	21	0.337
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.307			1.307			2.614

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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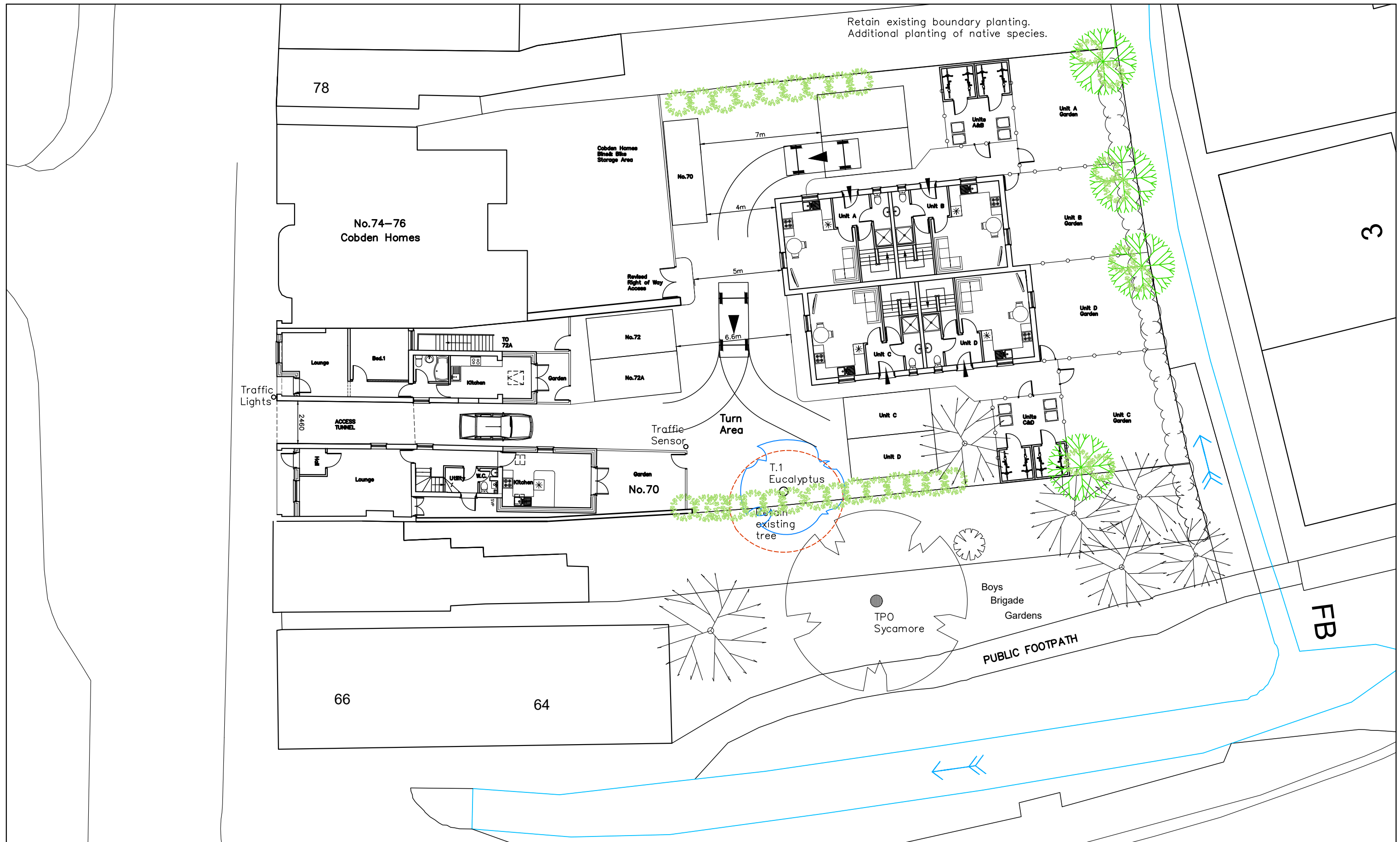
Parameter summary

Trip rate parameter range selected:	6 - 35 (units:)
Survey date range:	01/01/11 - 10/07/17
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
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.

Appendix 2

Proposed Site Layout



Land Rear
70-76 West Street,
Havant,
PO9 1LN

PROPOSED SITE PLAN

Revisions

- Revised Parking/19.10.2022/SAR
- As built parking 72A/20.10.2022/SAR
- RoW Gate Amendment/08.11.2022/SAR
-

CAD

Critchley Architecture And Design
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The Old Brewery, 15E South Street, Havant, PO9 1BU



Scale A3 = 1:200
Drawn OS/SAR
Date 28/02/19

17023-151

C

20m

40m

60m

80m