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|----------------------------|-----------------------------|
| <b>Project Name:</b>       | North Street Arcade, Havant |
| <b>Document Reference:</b> | 045.0006TN1                 |
| <b>Document Name:</b>      | Transport Note              |
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## 1. INTRODUCTION

- 1.1 This Transport Note (TN) has been prepared by Paul Basham Associates on behalf of The Malins Group in relation to planning application APP/20/00251 for 30 x apartments with A1/A2/A3 retail on North Street Arcade, Havant. The purpose of this report is to consider the comments contained within the highway authority's consultation response (dated 12<sup>th</sup> May 2020) which is attached as **Appendix A**.

## 2. PLANNING HISTORY

- 2.1 A planning application for the '*Construction of 21 No. one and two bed apartments in a 2 storey extension fronting onto Prince George Street, together with the provision of infill flexible use (Classes A1/A2/A3) commercial floorspace to North Street frontage, following the demolition of existing 1 and 2 storey retail development to rear.*' (ref: APP/18/00530) was submitted and approved in December 2019.
- 2.2 The GFA of the consented retail use was 458sqm which is greater than the 342sqm GFA that is now proposed. The net difference between the consented and proposed schemes is therefore an additional 9 apartments and a reduction of 116sqm retail space. The parking and servicing arrangements remain as per the consented scheme.

## 3. RESPONSE TO HIGHWAYS COMMENTS

- 3.1 This section refers to HCC's consultation response and addresses each of the comments in turn.

***'Confirmation as to whether the pedestrian walkway to be stopped up is Highway land'***

- 3.2 It has been confirmed that this does not form part of the public highway and no stopping up order is therefore required.

***'Clarity as to whether the pedestrian access points into the development will be utilised by refuse vehicles when servicing the development'***

- 3.3 The retail units will be serviced and have their refuse collected on-street from North Street which is in keeping with the existing arrangements for several units along this road. This strategy was approved for the retail use in the consented application.
- 3.4 The residential units will have their refuse collected from Prince George Street as per the situation for the existing retail units. This is as consented for the residential units in the previous application.
- 3.5 For clarity the pedestrian access points will not be utilised by the refuse vehicle but will be utilised by the refuse operatives to walk to the proposed refuse stores for the residential units to the north and south of the building.
- 3.6 Delivery vehicles associated with the residential use will use the proposed layby. Again this is as per the consented scheme.
- 3.7 The servicing arrangement for both retail and residential elements of the scheme remains the same as the consented use with no vehicles proposed to use the pedestrian access. Therefore, the proposals are considered to remain acceptable considering the reduction in servicing frequency likely to arise from the proposals as explored below.

***'Further consideration towards the servicing of the new onsite retail units'***

- 3.8 A TRICS assessment has been undertaken for OGVs and taxis to demonstrate the anticipated reduction in the number of servicing vehicles and pick-ups/drop-offs given the reduction in retail use and minor increase in residential units when comparing the proposals with the consented use.
- 3.9 The TRICS assessment has been undertaken using the following parameters for the retail use of the consented and proposed development:
- TRICS (V.7.7.1);
  - 'Retail', 'Shopping Centre - Local Shops' Use Class;

- Sites in England and Wales (Excluding Greater London);
- 200-500sqm GFA;
- Weekday surveys only; and
- 'Neighbourhood Centre' locations.

3.10 It should be noted that Neighbourhood Centre locations was selected for the TRICS assessment for the proposed and consented retail use as there were no surveys for Shopping Centre - Local Shops in Town Centre locations.

3.11 The TRICS assessment has been undertaken using the following parameters for the residential use of the consented and proposed development:

- TRICS (V.7.7.1);
- 'Residential', 'Flats Privately Owned' Use Class;
- Sites in England and Wales (Excluding Greater London);
- 10-75 units;
- Weekday surveys only; and
- 'Town Centre' and 'Edge of Town Centre' locations.

3.12 It should be noted that Edge of Town Centre locations was selected for the TRICS assessment for the proposed and consented residential use as there were no OGV surveys for Flats Privately Owned in Town Centre locations.

3.13 The results of the TRICS assessment is demonstrated in **Table 1** with full outputs attached as **Appendix B**. This demonstrates the proposals will result in a reduction in servicing trips compared to the consented scheme.

|                         | Trip Rate per 100sqm or unit | Consented 21 flats & 458sqm Retail | Proposed 30 flats & 342sqm Retail |
|-------------------------|------------------------------|------------------------------------|-----------------------------------|
| OGV (Local Shops)       | 1.008                        | 5                                  | 3                                 |
| OGV (Residential Use)   | 0.02                         | 0                                  | 1                                 |
| Taxis (Local Shops)     | 4.341                        | 20                                 | 15                                |
| Taxis (Residential Use) | 0.192                        | 4                                  | 6                                 |
| Total                   |                              | 29                                 | 25                                |

**Table 1:** Net impact on Servicing Trips

3.14 Furthermore, the proposals are also anticipated to lead to a betterment to the operation of the local road network when compared with the existing 894sqm GFA of retail use which would generate substantially more servicing trips than either the consented or proposed

scheme. Deliveries and taxi pick-up/drop-offs to the existing retail use currently rely on waiting on the highway and so the proposed layby provides an overall benefit to the existing operation of the local road network.

- 3.15 Considering the above, the proposals are therefore anticipated to lead to an overall betterment to the operation of the local road network when compared with the consented and existing use.

***‘Tracking to confirm that the location of the layby will not interfere with the current operation of Prince George Street car park’***

- 3.16 A tracking assessment (attached as **Appendix C**) has been undertaken to demonstrate that there is sufficient space for a delivery vehicle to wait in the proposed layby whilst not interfering with the current operation of the Prince George Street car park access.

- 3.17 Also, in relation to the proposed layby the client recognises the requirement to amend the existing Traffic Regulation Order (TRO) to accommodate deliveries and taxi drop-off/pickup and an application to this effect will be made at the appropriate time.

***‘Evidence of how the removal of the parking spaces on Prince George Street will be accommodated’***

- 3.18 The consented scheme was car-free for both the residential and retail units, the principle of which is therefore established and could be implemented today. The proposed retail use measures 342sqm GFA in comparison to the consented retail use which measures 458sqm GFA (a 25% reduction). Although the highway authority is concerned about capacity of local car parks to accommodate retail employee parking, the current proposals therefore represent an improvement when compared with the consented use.

- 3.19 In addition, the application site benefits from being located within Havant Town Centre as well as excellent opportunities to promote sustainable modes of transport which reduces the need for employees and customers to travel to the retail units by car. This is supported by Paragraph 3.05 of HBC’s Parking Supplementary Planning Document (SPD) (2016) which states *‘Proposals within Havant and Waterlooville Town Centre boundaries will be expected to have a reduced or even zero standard of vehicle parking provision in order to maximise the use of land and discourage the use of private motor vehicles in accordance with the requirements of the NPPF.’*

- 3.20 Considering the reduction in GFA of the proposed retail use when compared with the

consented retail use, the sustainable location of the site as well as policy within HBC's Parking SPD (2016) the car-free nature of the proposed development is considered to be entirely appropriate.

#### 4. SUMMARY AND CONCLUSIONS

- 4.1 This Transport Note (TN) has been prepared by Paul Basham Associates on behalf of The Malins Group in relation to planning application APP/20/00251 for 30 x apartments with A1/A2/A3 retail on North Street Arcade, Havant.
- 4.2 The purpose of this report is to consider the comments contained within the highway authority's consultation response, in the context of the existing consent the site benefits from.
- 4.3 This TN has addressed each of the concerns raised by HCC. We would therefore encourage HCC and HBC to look favourably upon this development in relation to highways.

## Appendix A

Havant Borough Council  
Civic Offices  
Civic Centre Road  
Havant  
PO9 2AX

*Economy, Transport and Environment Department  
Elizabeth II Court West, The Castle  
Winchester, Hampshire SO23 8UD*

Tel: 0300 555 1375 (General Enquiries)  
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Fax 01962 847055  
[www.hants.gov.uk](http://www.hants.gov.uk)

*Enquiries To* Chris Hirst  
*Direct Line* 01962 84877  
*Date* 12 May 2020

*My reference* 028181  
*Your reference* APP/20/00251  
*Email* [havantdc@hants.gov.uk](mailto:havantdc@hants.gov.uk)

Dear Sir,

**North Street Arcade, North Street, Havant**

**Construction of 30 No. one and two bedroom apartments in a part 2 and a half / part 4 storey extension fronting onto Prince George Street together with the provision of infill flexible use (Classes A1/A2/A3) town centre commercial units to North Street frontage following the demolition of existing 1 and 2 storey retail development to rear.**

Thank you for consultation on the above planning application. A Transport Statement has been submitted in support of the updated plans to provide 30 apartments along with flexible retail use. An application for 21 apartments was previously approved under planning reference APP/18/00530 and was commented on by the Highway Authority's agent at the time. The Transport Statement has been reviewed in light of the increased quantum of development.

**Existing Conditions**

The existing site consists of retail units facing onto North Street and residential dwellings which are accessed from Prince George Street. A number of parking areas are accessible from the site, predominantly Prince George Street car park which is located circa 100m to the north.

The proposed development is situated nearby to Havant town centre with links to Havant train station to the north and the bus interchange to the west. A variety of bus

*Director of Economy, Transport and Environment  
Stuart Jarvis BSc DipTP FCIHT MRTPI*

and train services run from these facilities, providing sustainable transport options for residents.

Currently, Prince George Street is directly linked to North Street via a pedestrian walkway which is proposed to be stopped up as part of the development. The applicant is required to confirm whether the walkway is Highway land should a stopping up order need to be issued.

### **Parking Proposals**

The transport statement notes that the proposed development will be 'car free' meaning no on-site parking will be available. This places a reliance on the use of sustainable modes of transport from the site to reach both leisure and occupational destinations.

There are a number of parking spaces on Prince George Street adjoining the existing development which look to be utilised by the existing retail facilities. The development proposals will see these parking spaces removed, but not replaced. The Highway Authority understands that the nearby car parks are close to capacity during the day and there are no parking permits available for Prince George Street car park which is the nearest form of alternative parking available to the site. Whilst the transport statement assumes that all trips by employees will be via sustainable modes of transport, there is still likely to be demand for parking by those that travel by car. Clarification is therefore required as to how the displaced parking will be accommodated.

### **Servicing**

The new development is proposed to be serviced via two locations on the northern and eastern side of the building. It is noted that servicing currently takes place from the Prince George Street roadside, a situation which is said to be replicated with the proposed development. However, the transport statement also states that servicing will take place via a pedestrian access into the internal courtyard of the development. Clarity is required as to how the servicing of the southern half of the building will take place.

Servicing of the northern half of the building will again be accessed via through a pedestrian access, although comments are made that the servicing will take place from the roadside. Clarity is also required as to whether the pedestrian access will be utilised by a refuse vehicle.

To prevent vehicles waiting on the Highway when making a drop off/pick up or when making a delivery, a new layby is proposed to the northern side of the development on Prince George Street. It is assumed that the new layby will be used to service the new retail units fronting North Street; however, given the distance of the layby from these units, it is unlikely that any delivery vehicles will choose to park in the layby when

*Director of Economy, Transport and Environment*  
**Stuart Jarvis BSc DipTP FCIHT MRTPI**

requiring access to the shops. This could result in delivery vehicles parking and blocking the highway, especially if a car is already waiting or parked in the layby. The applicant should further consider how deliveries to the retail units will be made in the event that the layby is currently in use. Tracking is also required to confirm that vehicle movements in and out of Prince George Street car park will not be impacted by the location of the new layby.

Prince George Street is currently subject to double yellow lines to prevent parking on the Highway. The proposed layby will require an amendment to the existing TRO to remove the lining and allow for temporary parking. Should the application receive approval, a contribution is required towards the TRO amendment.

Whilst it is noted that the previously approved application included the new layby, the Highway Authority requires the points above to be addressed given the increased quantum of development and the intensification of the usage of the layby.

### **Recommendation**

Further information is sought from the applicant to address a number of outstanding concerns the Highway Authority has with the application:

- Confirmation as to whether the pedestrian walkway to be stopped up is Highway land;
- Clarity as to whether the pedestrian access points into the development will be utilised by refuse vehicles when servicing the development;
- Further consideration towards the servicing of the new onsite retail units;
- Tracking to confirm that the location of the layby will not interfere with the current operation of Prince George Street car park; and
- Evidence of how the removal of the parking spaces on Prince George Street will be accommodated.

Yours sincerely,

Chris Hirst

*Director of Economy, Transport and Environment*  
**Stuart Jarvis BSc DipTP FCIHT MRTPI**

## Appendix B

Calculation Reference: AUDIT-247601-200609-0637

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL  
 Category : C - FLATS PRIVATELY OWNED  
 MULTI-MODAL TAXIS

Selected regions and areas:

|    |                 |        |
|----|-----------------|--------|
| 02 | SOUTH EAST      |        |
|    | BD BEDFORDSHIRE | 1 days |
| 04 | EAST ANGLIA     |        |
|    | NF NORFOLK      | 1 days |
| 09 | NORTH           |        |
|    | CB CUMBRIA      | 1 days |
| 10 | WALES           |        |
|    | CO CONWY        | 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: 37 to 62 (units: )  
 Range Selected by User: 10 to 75 (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: 01/01/12 to 25/09/19

*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  | 1 days |
| Thursday | 2 days |

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

Selected survey types:

|                       |        |
|-----------------------|--------|
| Manual count          | 4 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:

|                     |   |
|---------------------|---|
| Town Centre         | 1 |
| Edge of Town Centre | 3 |

*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 | 1 |
| Built-Up Zone    | 3 |

*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

4 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 1 mile:

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:

50,001 to 75,000

3 days

75,001 to 100,000

1 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

1 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

4 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

4 days

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

LIST OF SITES relevant to selection parameters

|   |                        |                 |                     |
|---|------------------------|-----------------|---------------------|
| 1 | BD-03-C-02             | BLOCKS OF FLATS | BEDFORDSHIRE        |
|   | STANBRIDGE ROAD        |                 |                     |
|   | LEIGHTON BUZZARD       |                 |                     |
|   | Edge of Town Centre    |                 |                     |
|   | Residential Zone       |                 |                     |
|   | Total No of Dwellings: | 62              |                     |
|   | Survey date: TUESDAY   | 15/05/18        | Survey Type: MANUAL |
| 2 | CB-03-C-01             | BLOCK OF FLATS  | CUMBRIA             |
|   | KING STREET            |                 |                     |
|   | CARLISLE               |                 |                     |
|   | Town Centre            |                 |                     |
|   | Built-Up Zone          |                 |                     |
|   | Total No of Dwellings: | 40              |                     |
|   | Survey date: THURSDAY  | 12/06/14        | Survey Type: MANUAL |
| 3 | CO-03-C-01             | BLOCKS OF FLATS | CONWY               |
|   | MOSTYN BROADWAY        |                 |                     |
|   | LLANDUDNO              |                 |                     |
|   | Edge of Town Centre    |                 |                     |
|   | Built-Up Zone          |                 |                     |
|   | Total No of Dwellings: | 37              |                     |
|   | Survey date: MONDAY    | 26/03/18        | Survey Type: MANUAL |
| 4 | NF-03-C-01             | BLOCKS OF FLATS | NORFOLK             |
|   | PAGE STAIR LANE        |                 |                     |
|   | KING'S LYNN            |                 |                     |
|   | Edge of Town Centre    |                 |                     |
|   | Built-Up Zone          |                 |                     |
|   | Total No of Dwellings: | 51              |                     |
|   | Survey date: THURSDAY  | 11/12/14        | 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

MULTI-MODAL TAXIS

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 | 4        | 48          | 0.011     | 4          | 48          | 0.011     | 4        | 48          | 0.022     |
| 08:00 - 09:00 | 4        | 48          | 0.000     | 4          | 48          | 0.005     | 4        | 48          | 0.005     |
| 09:00 - 10:00 | 4        | 48          | 0.000     | 4          | 48          | 0.000     | 4        | 48          | 0.000     |
| 10:00 - 11:00 | 4        | 48          | 0.000     | 4          | 48          | 0.000     | 4        | 48          | 0.000     |
| 11:00 - 12:00 | 4        | 48          | 0.026     | 4          | 48          | 0.026     | 4        | 48          | 0.052     |
| 12:00 - 13:00 | 4        | 48          | 0.011     | 4          | 48          | 0.011     | 4        | 48          | 0.022     |
| 13:00 - 14:00 | 4        | 48          | 0.011     | 4          | 48          | 0.011     | 4        | 48          | 0.022     |
| 14:00 - 15:00 | 4        | 48          | 0.000     | 4          | 48          | 0.000     | 4        | 48          | 0.000     |
| 15:00 - 16:00 | 4        | 48          | 0.011     | 4          | 48          | 0.011     | 4        | 48          | 0.022     |
| 16:00 - 17:00 | 4        | 48          | 0.005     | 4          | 48          | 0.000     | 4        | 48          | 0.005     |
| 17:00 - 18:00 | 4        | 48          | 0.005     | 4          | 48          | 0.000     | 4        | 48          | 0.005     |
| 18:00 - 19:00 | 4        | 48          | 0.016     | 4          | 48          | 0.021     | 4        | 48          | 0.037     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 0.096     |            |             | 0.096     |          |             | 0.192     |

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL OGVS

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 | 4        | 48          | 0.000     | 4          | 48          | 0.000     | 4        | 48          | 0.000     |
| 08:00 - 09:00 | 4        | 48          | 0.000     | 4          | 48          | 0.000     | 4        | 48          | 0.000     |
| 09:00 - 10:00 | 4        | 48          | 0.000     | 4          | 48          | 0.000     | 4        | 48          | 0.000     |
| 10:00 - 11:00 | 4        | 48          | 0.000     | 4          | 48          | 0.000     | 4        | 48          | 0.000     |
| 11:00 - 12:00 | 4        | 48          | 0.000     | 4          | 48          | 0.000     | 4        | 48          | 0.000     |
| 12:00 - 13:00 | 4        | 48          | 0.005     | 4          | 48          | 0.005     | 4        | 48          | 0.010     |
| 13:00 - 14:00 | 4        | 48          | 0.005     | 4          | 48          | 0.005     | 4        | 48          | 0.010     |
| 14:00 - 15:00 | 4        | 48          | 0.000     | 4          | 48          | 0.000     | 4        | 48          | 0.000     |
| 15:00 - 16:00 | 4        | 48          | 0.000     | 4          | 48          | 0.000     | 4        | 48          | 0.000     |
| 16:00 - 17:00 | 4        | 48          | 0.000     | 4          | 48          | 0.000     | 4        | 48          | 0.000     |
| 17:00 - 18:00 | 4        | 48          | 0.000     | 4          | 48          | 0.000     | 4        | 48          | 0.000     |
| 18:00 - 19:00 | 4        | 48          | 0.000     | 4          | 48          | 0.000     | 4        | 48          | 0.000     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 0.010     |            |             | 0.010     |          |             | 0.020     |

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.

Calculation Reference: AUDIT-247601-200612-0637

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL  
 Category : I - SHOPPING CENTRE - LOCAL SHOPS  
 MULTI-MODAL TAXIS

Selected regions and areas:

|    |                |        |
|----|----------------|--------|
| 08 | NORTH WEST     |        |
|    | CH CHESHIRE    | 2 days |
| 09 | NORTH          |        |
|    | TV TEES VALLEY | 1 days |
|    | TW TYNE & WEAR | 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: Gross floor area  
 Actual Range: 260 to 585 (units: sqm)  
 Range Selected by User: 200 to 600 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 28/10/14

*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   | 1 days |
| Wednesday | 1 days |
| Thursday  | 1 days |

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

Selected survey types:

|                       |        |
|-----------------------|--------|
| Manual count          | 4 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:

|                                          |   |
|------------------------------------------|---|
| Neighbourhood Centre (PPS6 Local Centre) | 4 |
|------------------------------------------|---|

*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 |
|------------------|---|

*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:

|    |        |
|----|--------|
| A1 | 1 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®.*

## Secondary Filtering selection (Cont.):

Population within 1 mile:

|                  |        |
|------------------|--------|
| 10,001 to 15,000 | 1 days |
| 20,001 to 25,000 | 1 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:

|                    |        |
|--------------------|--------|
| 100,001 to 125,000 | 2 days |
| 125,001 to 250,000 | 1 days |
| 250,001 to 500,000 | 1 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 | 2 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.*

Petrol filling station:

|                                           |        |
|-------------------------------------------|--------|
| Included in the survey count              | 0 days |
| Excluded from count or no filling station | 4 days |

*This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.*

Travel Plan:

|    |        |
|----|--------|
| No | 4 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 | 4 days |
|-----------------|--------|

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

MULTI-MODAL TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | 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 | 1        | 540      | 0.000     | 1          | 540      | 0.000     | 1        | 540      | 0.000     |
| 07:00 - 08:00 | 4        | 438      | 0.000     | 4          | 438      | 0.000     | 4        | 438      | 0.000     |
| 08:00 - 09:00 | 4        | 438      | 0.286     | 4          | 438      | 0.286     | 4        | 438      | 0.572     |
| 09:00 - 10:00 | 4        | 438      | 0.286     | 4          | 438      | 0.229     | 4        | 438      | 0.515     |
| 10:00 - 11:00 | 4        | 438      | 0.229     | 4          | 438      | 0.286     | 4        | 438      | 0.515     |
| 11:00 - 12:00 | 4        | 438      | 0.343     | 4          | 438      | 0.343     | 4        | 438      | 0.686     |
| 12:00 - 13:00 | 4        | 438      | 0.229     | 4          | 438      | 0.171     | 4        | 438      | 0.400     |
| 13:00 - 14:00 | 4        | 438      | 0.171     | 4          | 438      | 0.171     | 4        | 438      | 0.342     |
| 14:00 - 15:00 | 4        | 438      | 0.171     | 4          | 438      | 0.114     | 4        | 438      | 0.285     |
| 15:00 - 16:00 | 4        | 438      | 0.114     | 4          | 438      | 0.171     | 4        | 438      | 0.285     |
| 16:00 - 17:00 | 4        | 438      | 0.114     | 4          | 438      | 0.057     | 4        | 438      | 0.171     |
| 17:00 - 18:00 | 4        | 438      | 0.114     | 4          | 438      | 0.171     | 4        | 438      | 0.285     |
| 18:00 - 19:00 | 4        | 438      | 0.114     | 4          | 438      | 0.171     | 4        | 438      | 0.285     |
| 19:00 - 20:00 | 2        | 563      | 0.000     | 2          | 563      | 0.000     | 2        | 563      | 0.000     |
| 20:00 - 21:00 | 2        | 563      | 0.000     | 2          | 563      | 0.000     | 2        | 563      | 0.000     |
| 21:00 - 22:00 | 2        | 563      | 0.000     | 2          | 563      | 0.000     | 2        | 563      | 0.000     |
| 22:00 - 23:00 |          |          |           |            |          |           |          |          |           |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 2.171     |            |          | 2.170     |          |          | 4.341     |

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.

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

MULTI-MODAL OGVS

Calculation factor: 100 sqm

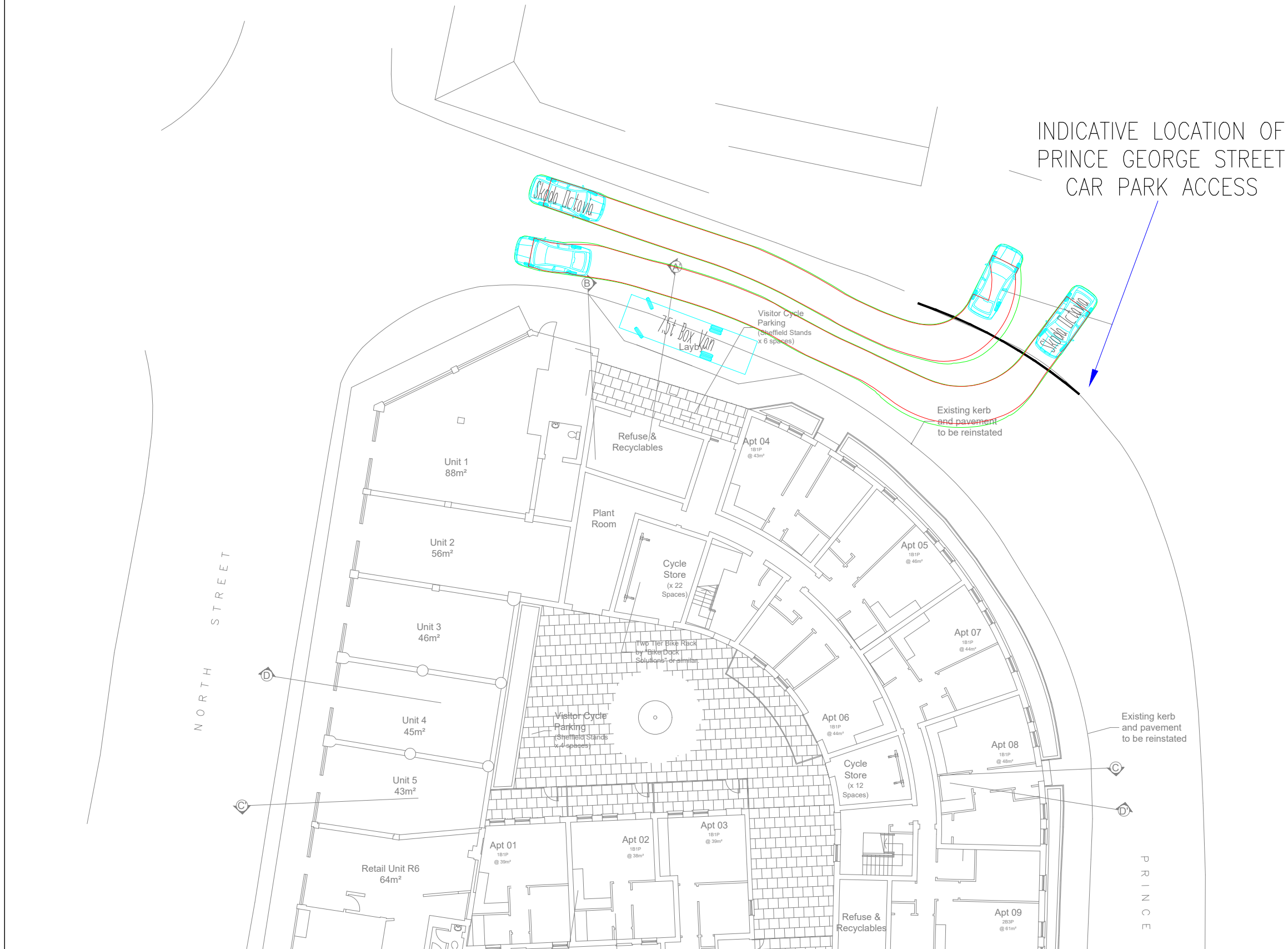
BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | 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 | 1        | 540      | 0.000     | 1          | 540      | 0.000     | 1        | 540      | 0.000     |
| 07:00 - 08:00 | 4        | 438      | 0.000     | 4          | 438      | 0.000     | 4        | 438      | 0.000     |
| 08:00 - 09:00 | 4        | 438      | 0.114     | 4          | 438      | 0.000     | 4        | 438      | 0.114     |
| 09:00 - 10:00 | 4        | 438      | 0.171     | 4          | 438      | 0.057     | 4        | 438      | 0.228     |
| 10:00 - 11:00 | 4        | 438      | 0.000     | 4          | 438      | 0.000     | 4        | 438      | 0.000     |
| 11:00 - 12:00 | 4        | 438      | 0.000     | 4          | 438      | 0.057     | 4        | 438      | 0.057     |
| 12:00 - 13:00 | 4        | 438      | 0.000     | 4          | 438      | 0.000     | 4        | 438      | 0.000     |
| 13:00 - 14:00 | 4        | 438      | 0.057     | 4          | 438      | 0.057     | 4        | 438      | 0.114     |
| 14:00 - 15:00 | 4        | 438      | 0.000     | 4          | 438      | 0.000     | 4        | 438      | 0.000     |
| 15:00 - 16:00 | 4        | 438      | 0.000     | 4          | 438      | 0.000     | 4        | 438      | 0.000     |
| 16:00 - 17:00 | 4        | 438      | 0.057     | 4          | 438      | 0.057     | 4        | 438      | 0.114     |
| 17:00 - 18:00 | 4        | 438      | 0.000     | 4          | 438      | 0.057     | 4        | 438      | 0.057     |
| 18:00 - 19:00 | 4        | 438      | 0.000     | 4          | 438      | 0.057     | 4        | 438      | 0.057     |
| 19:00 - 20:00 | 2        | 563      | 0.000     | 2          | 563      | 0.089     | 2        | 563      | 0.089     |
| 20:00 - 21:00 | 2        | 563      | 0.000     | 2          | 563      | 0.000     | 2        | 563      | 0.000     |
| 21:00 - 22:00 | 2        | 563      | 0.089     | 2          | 563      | 0.089     | 2        | 563      | 0.178     |
| 22:00 - 23:00 |          |          |           |            |          |           |          |          |           |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          | 0.488    |           |            | 0.520    |           |          |          | 1.008     |

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.

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## Appendix C

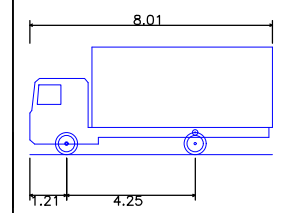


INDICATIVE LOCATION OF  
PRINCE GEORGE STREET  
CAR PARK ACCESS

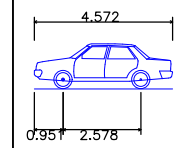
### GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
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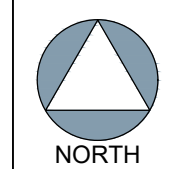
### VEHICLE PROFILE



7.5t Box Van  
Overall Length 8.010m  
Overall Width 2.100m  
Overall Body Height 3.556m  
Min Body Ground Clearance 0.351m  
Track Width 2.064m  
Lock to Lock Time 4.00s  
Curb to Curb Turning Radius 7.400m



Skoda Octavia  
Overall Length 4.572m  
Overall Width 1.769m  
Overall Body Height 1.488m  
Min Body Ground Clearance 0.249m  
Max Track Width 1.713m  
Lock to Lock Time 4.00s  
Curb to Curb Turning Radius 5.100m



| Rev | Description | Date  | By | Chkd |
|-----|-------------|-------|----|------|
| -   | -           | --/-- | -- | --   |

|                                                      |  |                                                                                                     |  |                                                                                                                                                                                                                                                               |  |                                                                                                                            |  |                         |                                 |                                       |                                        |                      |  |
|------------------------------------------------------|--|-----------------------------------------------------------------------------------------------------|--|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|----------------------------------------------------------------------------------------------------------------------------|--|-------------------------|---------------------------------|---------------------------------------|----------------------------------------|----------------------|--|
| <b>Project Name</b><br>NORTH STREET ARCADE<br>HAVANT |  | <b>Title</b><br>PRIVATE VEHICLE TRACKING OF PRINCE<br>GEORGE STREET CAR PARK WITH PROPOSED<br>LAYBY |  | <br>Paul Basham Associates Ltd<br>Lancaster Court, 8 Barnes Wallis Road, Fareham, PO15 5TU<br>01499 668134<br>info@paulbashamassociates.com www.paulbashamassociates.com |  | <b>Client</b><br><br>THE MALINS GROUP |  | <b>Checked By</b><br>JR | <b>Checked Date</b><br>09.06.20 | <b>Scale</b><br>1:250<br>(AT A3 SIZE) |                                        |                      |  |
| <b>Project Phase</b><br>PRELIMINARY                  |  |                                                                                                     |  |                                                                                                                                                                                                                                                               |  |                                                                                                                            |  | <b>Drawn By</b><br>LF   | <b>Drawn Date</b><br>09.06.20   | <b>Client Drawing No.</b><br>-        | <b>PBA Drawing No.</b><br>045.0006.002 | <b>Revision</b><br>- |  |