



Land adjacent to Old
Manor Farm, Lower Road,
Havant PO9 3NB

Change of Use
Application from Use
Class B8 to Use Class B8
and B2 with ancillary B1
Use

Highways Statement prepared
on I Goddard Esq

October 2019

MILESTONE
TRANSPORT PLANNING

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1. Introduction

- 1.1 This Highways Statement has been prepared on behalf of I Goddard Esq. to consider the highways and transport implications relating to the regularisation of Use Class B2 on the site.
- 1.2 The location of the site in the context of the surrounding highway and transport networks is indicated in Figure 1.

Figure 1 Site Location



- 1.3 The site was formally occupied by agricultural buildings and gained planning permission for the change of use from agricultural use to flexible use under Use Class B1 or B8 on 24 November 2014 (LPA ref. APP/14/01019). The site has since been operational under this permission however, it is deemed some activity of the site is equivalent to a B2 land use.
- 1.4 Therefore, the purpose of the Highways Statement is to assess the implications of the change of use on the surrounding highway and transport network, demonstrating that in terms of access and traffic impact, the site is more than capable of accommodating the level of development generated by Use Class B2 and the existing permitted B8 use.

2. Baseline Highway Conditions

Local Highway Network

- 2.1 Lower Road is a cul-de-sac subject to a 30mph speed limit. No on-street parking restrictions apply within the vicinity of the site and an informal parking lay-by for residents' use only is present directly to the east of the site accommodating 10-11 vehicles. To the cul-de-sac end of Lower Road, west of the site access, a turning head with 'keep clear' markings is present.
- 2.2 Lower Road links to Brookside Road at a priority junction with Bidbury Lane. Brookside Road junctions with Bedhampton Road in the form of a left turn only with ghosted right turn priority 'T' junction to the north-east of the site.
- 2.3 Bedhampton Road leading eastwards connects to the B2149 via a signalised priority junction which provides access to Bedhampton Railway Station and on to Havant. The B2177 leading south-west provides direct access to the A27 which links the site with the A3 (M) and links to Havant Road leading to Farlington, Cosham and Portsmouth.

Highway Safety

- 2.4 A review of the road safety record in the vicinity of the site on CrashMap, since 2013, indicates that no accidents have been recorded on Lower Road, Bidbury Lane or Brookside Road suggesting that since the site became operational under current conditions, the development has had no adverse impact on highway safety. Given the low level of vehicular activity generated by the site, as demonstrated in Section 4, it is considered that the regularisation of Use Class B2 would not adversely impact on highway safety.

Access by Non-Car Modes of Transport

- 2.5 Brookside Road is provided with lit footways on both sides of the carriageway on entrance to the street and reduces to the southbound carriageway side only for a further 30 metres. No paved footway is present however, until the priority junction with Bidbury Lane. The footway then continues on the northbound carriageway side onto Lower Road for 180 metres. Beyond this, Lower Road exhibits low traffic flows and speeds due to the cul-de-sac nature of the road and therefore it is considered safe to share the carriageway with vehicles and pedestrians / cyclists.
- 2.6 Given the low activity generated by the site, as demonstrated in Section 4, it is considered that the operation of the site does not prejudice pedestrian / cycle safety.
- 2.7 The site is accessible by bus routes 21 and 23 which stop on Bedhampton Road, approximately an 8-minute walk time from the site. Route 21 operates between Havant – Bedhampton – Portsmouth at a daily frequency of 2 services per hour and Route 23 operates between Leigh Park – Havant – Southsea at a daily frequency of 6 services per hour. Bedhampton Railway station is located c. 1.3km to the east of the site, accessible within a walk time of 16 minutes or cycle time of 5 minutes. The station provides frequent services to a range of destinations such as Portsmouth, Chichester and Littlehampton.

3. Existing Site Operations

- 3.1 The site is accessed from Lower Road via an existing crossover. The existing general arrangement of the site is illustrated in Figure 2.

Figure 2 Site Layout



- 3.2 The site accommodates a 271sqm barn which is used, in part, for concrete manufacturing. It is this element of the site's operations that is classed as B2 land use. The remaining elements of the barn provide ancillary office space (Use Class B1a) to the B2 use and storage for roofing materials and tools (Use Class B8). Adjacent to the main barn is a secondary structure with a footprint of 132sqm which is used for storage (Use Class B8).
- 3.3 The site also accommodates 4x ISO containers, each occupying a floor area of 80sqm which are used for storage purposes (Use Class B8) for materials associated with bricklaying, roofing etc. Next to the ISO containers is additional small store with a floor area of 8sqm.
- 3.4 Given the low activity generated by the site, as detailed in Section 4, there is sufficient parking on-site to accommodate demand generated by the operations of the development on a daily basis and therefore, there is no overspill parking onto the local highway network e.g. Lower Road. Additionally, tenants are advised that parking outside the site is not permitted and is for the residents of Lower Road only.

4. Vehicular Trip Generation

Existing Site Operations

- 4.1 Details of the existing operation of the site has been obtained from the tenants where it is apparent the site exhibits low levels of activity with no notable impact to the operation of the local highway network. The vehicular trip activity at the site is summarised in Table 4.1.

Table 4.1 Trip Generation of Site's Existing Operations

Tenant	No. of Visits	Type of Vehicle
Main Barn (Concrete Manufacturing, Use Class B2)	4 per week Up to 1 per month	Transit-sized van 7.5T flat-bed van
Main Barn (Storage, Use Class B8)	4 per day (AM) 1 per fortnight	Transit-sized van Skip Lorry
Secondary Structure (Storage, Use Class B8)	2 per month	Car / Van
ISO Container 1 (Storage, Use Class B8)	1 per week	Car / Van
ISO Container 2 (Storage, Use Class B8)	1 per month	Car / Van
ISO Container 3 (Storage, Use Class B8)	3 per week	Car / Van
ISO Container 4 (Storage, Use Class B8)	2 per month	Car / Van

- 4.2 Table 4.1 shows that the site, under existing operations, has the potential to generate up to 34 vehicle trips per week, equivalent to an average of 7 trips per day, on the robust assumption that those trips taking place on a monthly basis occur in the same week.
- 4.3 Given the minimal vehicular activity at the site, it is considered that the development does not constitute a material impact on the operation of the local highway network.

TRICS Assessment

- 4.4 The TRICS database has been examined to further understand the trip generational potential of the site under Use Class B2 and Use Class B8. As such, vehicular trip rates have been extracted from the sub-category '*Industrial Unit*' to reflect B2 use, and '*Self Storage*' to reflect B8 use over a typical weekday daily period and during the AM and PM peak hourly periods. Full details of the TRICS outputs are included as Appendix 1.
- 4.5 Table 4.2 summarises the vehicular trip rates and associated movements during the AM and PM peak hourly periods and Table 4.3 summarises the vehicular trip rates and associated movements across a typical weekday daily period. It should be noted that to represent a robust assessment, the analysis for Use Class B2 has been based on the entirety of the main barn (271sqm) being occupied by B2 use.

Table 4.2 AM & PM Peak Vehicular Trip Generation – TRICS Analysis

Mode	AM Peak				PM Peak			
	Arrivals		Departures		Arrivals		Departures	
	Trip Rate	Total Mov.	Trip Rate	Total Mov.	Trip Rate	Total Mov.	Trip Rate	Total Mov.
B2 (Industrial Unit)	0.219	1	0.044	0	0.053	0	0.509	1
B8 (Storage)	0.196	1	0.114	1	0.160	1	0.165	1
Total		2		1		1		2

4.6 Table 4.2 shows that the site has the potential to generate a total of 3 two-way vehicular movements during both the AM and PM peak hourly periods which is considered to have a negligible impact on the operation of the local highway network.

Table 4.3 Daily Vehicular Trip Generation – TRICS Analysis

Use Class	Daily Arrivals		Daily Departures		Daily Two-Way	
	Trip Rate	Total Mov.	Trip Rate	Total Mov.	Trip Rate	Total Mov.
B2 (Industrial Unit)	2.009	5	1.716	5	3.725	10
B8 (Storage)	1.680	8	1.692	8	3.372	16
Total		13		13		26

4.7 Table 4.3 shows that the site has the potential to generate a total of 26 two-way vehicular movements over a typical weekday daily period. Clearly this figure is well in excess of the current usage of the site, as detailed in Table 4.1. Nevertheless, even if the use of the site was intensified to this level, it is still equivalent to no more than an average of 3 two-way vehicle movements per hour which is considered to be negligible.

4.8 Parking accumulation analysis based on the TRICS assessments shows that the maximum parking demand generated by the development would be 4 vehicles which can easily be accommodated within the site, without resulting in any overspill parking on to the public highway.

4.9 It is considered that the vehicular trips generated by the development do not represent a material impact on the operational capacity or safety of the local highway network.

5. Summary & Conclusions

5.1 This Highways Statement has been prepared on behalf of I Goddard Esq. to consider the highways and transport implications relating to the regularisation of Use Class B2 on the site. A summary of the findings within this report are provided below:

- The site has good access to regular bus and rail services within walking and cycling distance and coupled with a good network of pedestrian/cycle routes;
- A review of the road safety record since 2013, indicates that no accidents have been recorded on Lower Road, Bidbury Lane or Brookside Road. Given the low level of vehicular activity generated by the site, it is considered that the regularisation of Use Class B2 would not adversely impact on highway safety;
- Given the low activity generated by the site, there is sufficient parking on-site to accommodate demand generated by the operations of the development on a daily basis without resulting in any overspill parking onto the local highway network;
- Under existing operations, the site has the potential to generate up to 34 vehicle trips per week, equivalent to an average of 7 trips per day, on the robust assumption that those trips taking place on a monthly basis occur in the same week;
- Under Use Class B2 and B8, the site has the potential to generate a total of 3 two-way vehicular movements during both the AM and PM peak hourly period and 26 two-way vehicular movements over a typical weekday daily period;
- It is considered that the vehicular trips generated by the development do not represent a material impact on the operational capacity or safety of the local highway network.

5.2 On the basis of the findings within this Highway Statement, there is considered to be no highway or transportation reason why this change of use should not be withheld on transport grounds.

Appendix 1

Calculation Reference: AUDIT-740101-191002-1031

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : C - INDUSTRIAL UNIT
 VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	DV DEVON	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

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

Secondary 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: 950 to 13350 (units: sqm)
 Range Selected by User: 150 to 80000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 06/11/18

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	3 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:

Suburban Area (PPS6 Out of Centre)	5
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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:

Industrial Zone	5
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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.

1	DS-02-C-02 PONTEFRACT STREET DERBY	ENGINEERED PRODUCTS	DERBYSHIRE
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 2600 sqm Survey date: THURSDAY 25/06/15 Survey Type: MANUAL		
2	DV-02-C-02 GRACE ROAD SOUTH EXETER	ENERGY RECOVERY FACILITY	DEVON
	MARSH BARTON TRAD. EST. Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 3513 sqm Survey date: THURSDAY 06/07/17 Survey Type: MANUAL		
3	TW-02-C-01 SHAFTESBURY AVENUE JARROW	INDUSTRIAL UNIT	TYNE & WEAR
	TYNE POINT IND. ESTATE Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 950 sqm Survey date: THURSDAY 15/11/12 Survey Type: MANUAL		
4	WM-02-C-04 STOURVALE ROAD STOURBRIDGE	FOUNDRY	WEST MIDLANDS
	LYE Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 4324 sqm Survey date: TUESDAY 21/11/17 Survey Type: MANUAL		
5	WY-02-C-02 BROWN LANE WEST LEEDS	FLUID SYSTEMS	WEST YORKSHIRE
	HOLBECK Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 13350 sqm Survey date: MONDAY 19/10/15 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 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

VEHICLES

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	13350	0.457	1	13350	0.000	1	13350	0.457
07:00 - 08:00	5	4947	0.307	5	4947	0.040	5	4947	0.347
08:00 - 09:00	5	4947	0.291	5	4947	0.044	5	4947	0.335
09:00 - 10:00	5	4947	0.154	5	4947	0.141	5	4947	0.295
10:00 - 11:00	5	4947	0.069	5	4947	0.057	5	4947	0.126
11:00 - 12:00	5	4947	0.113	5	4947	0.089	5	4947	0.202
12:00 - 13:00	5	4947	0.194	5	4947	0.202	5	4947	0.396
13:00 - 14:00	5	4947	0.117	5	4947	0.101	5	4947	0.218
14:00 - 15:00	5	4947	0.133	5	4947	0.113	5	4947	0.246
15:00 - 16:00	5	4947	0.109	5	4947	0.255	5	4947	0.364
16:00 - 17:00	5	4947	0.053	5	4947	0.509	5	4947	0.562
17:00 - 18:00	5	4947	0.012	5	4947	0.133	5	4947	0.145
18:00 - 19:00	5	4947	0.000	5	4947	0.032	5	4947	0.032
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		2.009			1.716				3.725

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:	950 - 13350 (units: sqm)
Survey date date range:	01/01/11 - 06/11/18
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Calculation Reference: AUDIT-740101-191002-1013

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : E - WAREHOUSING (SELF STORAGE)
 VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	2 days
09	NORTH	
	TW TYNE & WEAR	1 days

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

Secondary 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: 2769 to 5500 (units: sqm)
 Range Selected by User: 2500 to 14000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 17/11/16

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	2 days
Thursday	2 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
Suburban Area (PPS6 Out of 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:

Industrial Zone	1
Development Zone	1
Residential Zone	1
Retail Zone	1
Built-Up Zone	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.

LIST OF SITES relevant to selection parameters

1	CA-02-E-03 WESTFIELD ROAD PETERBOROUGH NETHERTON Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 3205 sqm Survey date: THURSDAY 20/10/11	CAMBRIDGESHIRE	Survey Type: MANUAL
2	NT-02-E-02 LENTON LANE NOTTINGHAM Suburban Area (PPS6 Out of Centre) Development Zone Total Gross floor area: 2860 sqm Survey date: THURSDAY 17/11/16	NOTTINGHAMSHIRE	Survey Type: MANUAL
3	TW-02-E-01 STONEYGATE CLOSE GATESHEAD Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 5500 sqm Survey date: MONDAY 13/06/16	TYNE & WEAR	Survey Type: MANUAL
4	WK-02-E-01 HOOD STREET COVENTRY Edge of Town Centre Built-Up Zone Total Gross floor area: 5046 sqm Survey date: MONDAY 31/10/11	WARWICKSHIRE	Survey Type: MANUAL
5	WK-02-E-02 145 FOLESHILL ROAD COVENTRY Edge of Town Centre Retail Zone Total Gross floor area: 2769 sqm Survey date: FRIDAY 21/10/11	WARWICKSHIRE	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 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)

VEHICLES

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	2769	0.000	1	2769	0.000	1	2769	0.000
07:00 - 08:00	5	3876	0.052	5	3876	0.021	5	3876	0.073
08:00 - 09:00	5	3876	0.196	5	3876	0.114	5	3876	0.310
09:00 - 10:00	5	3876	0.124	5	3876	0.108	5	3876	0.232
10:00 - 11:00	5	3876	0.181	5	3876	0.139	5	3876	0.320
11:00 - 12:00	5	3876	0.144	5	3876	0.114	5	3876	0.258
12:00 - 13:00	5	3876	0.181	5	3876	0.160	5	3876	0.341
13:00 - 14:00	5	3876	0.170	5	3876	0.186	5	3876	0.356
14:00 - 15:00	5	3876	0.170	5	3876	0.181	5	3876	0.351
15:00 - 16:00	5	3876	0.129	5	3876	0.181	5	3876	0.310
16:00 - 17:00	5	3876	0.160	5	3876	0.165	5	3876	0.325
17:00 - 18:00	5	3876	0.103	5	3876	0.191	5	3876	0.294
18:00 - 19:00	5	3876	0.057	5	3876	0.119	5	3876	0.176
19:00 - 20:00	2	3908	0.013	2	3908	0.013	2	3908	0.026
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		1.680			1.692				3.372

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:	2769 - 5500 (units: sqm)
Survey date date range:	01/01/11 - 17/11/16
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.