

Project Name:	Palk Road, Havant
Document Reference:	052.0003/TN/2
Document Name:	Transport Note
Prepared By:	Shannon Betteridge (13.12.16)
Checked By:	Jessica Lloyd (06.01.17)
Approved By:	Mark Smith (13.01.17)

1.0 INTRODUCTION

- 1.1 This Transport Note (TN) has been prepared by Paul Basham Associates (PBA) on behalf of Vail Williams LLP to support a planning application for temporary use as B8 at Palk Road, Havant. The site location is demonstrated in **Figure 1**, with the red line boundary attached as **Appendix A**.

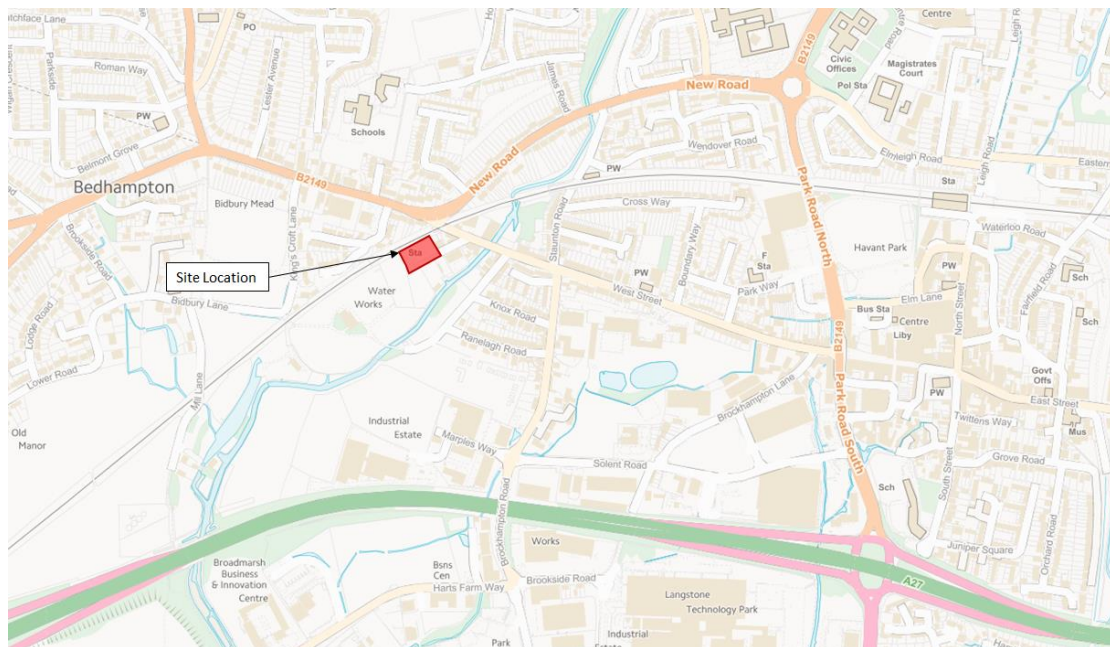


Figure 1: Site Location

- 1.2 The proposed site is 2331sqm and is bounded to the south and west by existing B8 storage use for Portsmouth Water, the east by residential development and a railway line to the north.
- 1.3 The scope of this TN reviews the existing site and relevant planning history, site accessibility, development proposals, trip generation and access arrangements.

2.0 EXISTING SITE

2.1 The site currently holds consent for a storage area for Portsmouth Water and its contractors, and has been subject to a number of planning applications since 1986. The most relevant and current application is outlined below:

- *APP/15/00447: 'Change of use to open storage (B8 use), the addition of two portacabins and associated hard standing' Granted July 2015.*

2.2 The site has been identified as a residential area suitable to accommodate up to 21 dwellings (Policy: H19) within the Adopted version of Havant Borough Council Local Plan (Allocations Plan) (July 2014).

2.3 The proposed application seeks to gain temporary use as B8 so that other users can utilise the site, not just Portsmouth Water and its contractors for which the 2015 consent related. As this is only a temporary application, it will not have an impact on the future use of the site as a residential area.

3.0 SITE ACCESSIBILITY

3.1 Palk Road is located 1km west of Havant, 1km east of Bedhampton and c.2.5km south west of Leigh Park.

3.2 Bedhampton Railway Station is located 180m (2 minute walk) from the site and provides a direct hourly service to both Portsmouth and Southsea and London Waterloo. The station provides storage space for 20 bicycles.

3.3 The site is situated 300m (4 minute walk) from the nearest bus stop on Bedhampton Road which provides a frequent service to Leigh Park and Southsea, via Stagecoach service number 23.

3.4 Havant Town Centre is located c.1km east of the development site and provides a range of local facilities and amenities. The facilities available in Havant include a supermarket, retail stores, a bank, healthcare provision, post office and public houses and restaurants.

3.5 Although the proposed site use is not expected to generate a significant number of staff, the proximity to public transport provision and local amenities presents a good opportunity to promote the site as a sustainable development.

4.0 PROPOSED DEVELOPMENT

- 4.1 The proposed development comprises the temporary use of the site for B8 uses for other potential users, other than Portsmouth Water and their contractors, with access via a single vehicular point onto Palk Road (as further detailed in Section 6).

5.0 TRIP GENERATION

- 5.1 This section of the TN assesses the trip generation associated with the proposed development. To understand the likely impact of the development a TRICS assessment has been undertaken.
- 5.2 The likely trip generation from the proposed development comprising the temporary use as B8 has been calculated. The parameters used to calculate the trip generation in relation to a B8 development are summarised below:
- TRICS (v.7.3.3) Database
 - 'Employment', 'Warehousing (Self Storage)' Use Class
 - Sites in England and Wales (Excluding Greater London)
 - 2,500– 5,000 GFA
 - Weekday Surveys only
 - 'Edge of Town Centre' and 'Edge of Town' Locations
- 5.3 The results are demonstrated within **Table 2**, and the full TRICS outputs included as **Appendix B**.

TRICS (v.7.3.3)	AM Peak (0800-0900)		PM Peak (1700-1800)		Total Daily Trips
	Arrivals	Departures	Arrivals	Departures	
Trip Rate (per 100 sqm)	0.256	0.156	0.057	0.256	5.958
Proposed Trip Generation (2,331 sqm)	6	4	1	6	139

Table 2: Proposed Vehicular Trip Generation

- 5.4 **Table 2** demonstrates that the proposed development could generate 10 trips in the AM peak, 7 trips in the PM peak and up to 139 trips across a 12 hour period. This equates to approximately 1 trip every 6-7 minutes onto the local road network during the AM Peak.

5.5 As the proposed development use and size is unchanged compared to its consented B8 use, the above trip rates and generation would have been considered acceptable in the sites previous application (Ref: APP/15/00447) for B8 use i.e. Portsmouth Water and their contractors would generate the same number of trips.

5.6 Therefore, the proposed development will not place additional trips onto the local road network as the use class and size of the site are to remain the same. The sole change in relation to the development is who has permission to use the site.

6.0 ACCESS ARRANGEMENT

6.1 The site would be served via a single vehicular access onto Palk Road in the form of a bellmouth arrangement. The access would be supported by a 10m corner radius to the east and a 4m corner radius to the west. Given the likely vehicles wishing to access the site the geometries proposed are appropriate for larger vehicles. The indicative access design is attached as **Appendix C**.

6.2 Visibility splays at access have been measured to a 20mph speed limit; however, given the location of the site and the proximity to the end of Palk Road it is likely that vehicles will be travelling slower than 20mph. Visibility splays of 2.4m x 25m are demonstrated as achievable to the nearside kerb in **Appendix C**, demonstrating the site can be safely accessed.

6.3 Palk Road forms a priority junction with West Street approximately 120m from the site and measures c.5.5m wide, serving several residential and commercial units. A footway c. 2m wide flanks the southern side of the road, providing a safe and convenient route to the local road network.

7.0 SUMMARY AND CONCLUSION

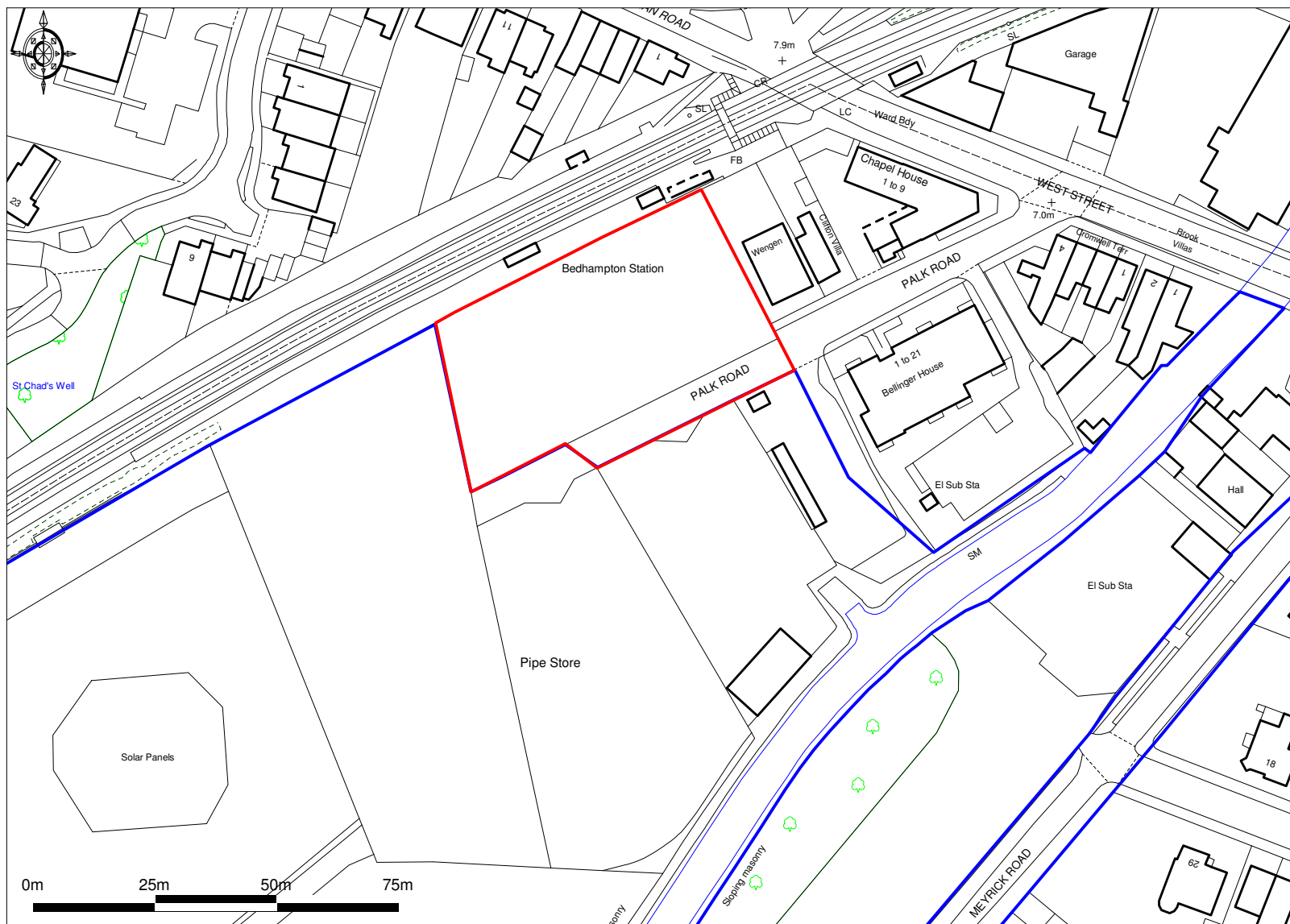
7.1 This Transport Note (TN) has been prepared by Paul Basham Associates (PBA) on behalf of Vail Williams LLP to support a planning application for temporary use as B8 at Palk Road, Havant.

7.2 The site has been identified as a potential residential development site in the future, as part of HBC's (Allocations) Local Plan and therefore this application seeks for only a temporary application.

- 7.3 This TN has outlined that the development site will remain as B8 use class and is therefore not expected to generate any additional traffic onto the local road network when compared to the consented temporary B8 use for use by Portsmouth Water and its contractors only.
- 7.4 Access would be via a bellmouth arrangement with a 10m corner radius to the east and a 4m corner radius to the west given the very limited number of 'right out' manoeuvres. Tracking exercises have demonstrated that such geometries would allow large vehicles to enter and exit the site safely. Visibility splays have been demonstrated as achievable to the nearside kerb for 20mph illustrating that a suitable and safe access can be achieved.
- 7.5 This Transport Note has demonstrated that the proposed development would not provide any additional impact on the operation of the local highway network when compared to the sites consented temporary use. We therefore encourage Havant Borough Council to look favourably upon this temporary application in relation to highways.

Appendix A

Location Plan RevA (Scale 1:1250)



Appendix B

Calculation Reference: AUDIT-247601-161213-1231

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
10	WALES	
	NW NEWPORT	1 days

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

Filtering Stage 2 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 4261 (units: sqm)
 Range Selected by User: 2500 to 5000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 21/10/11

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:

Friday 2 days

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

Selected survey types:

Manual count	2 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	1
Edge of Town	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:

Commercial Zone	1
Retail 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.

Filtering Stage 3 selection:

Use Class:

B8

2 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

1 days

25,001 to 50,000

1 days

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

Population within 5 miles:

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

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

2 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.

LIST OF SITES relevant to selection parameters

1	NW-02-E-01	STORAGE GIANT	NEWPORT
	LEEWAY COURT		
	LEEWAY INDUSTRIAL EST.		
	NEWPORT		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	4261 sqm	
	Survey date: FRIDAY	22/10/10	Survey Type: MANUAL
2	WK-02-E-02	STORAGE KING	WARWICKSHIRE
	145 FOLESHILL ROAD		
	COVENTRY		
	Edge of Town Centre		
	Retail Zone		
	Total Gross floor area:	2769 sqm	
	Survey date: FRIDAY	21/10/11	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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30	1	2769	0.000	1	2769	0.000	1	2769	0.000
06:30 - 07:00	1	2769	0.000	1	2769	0.000	1	2769	0.000
07:00 - 07:30	2	3515	0.014	2	3515	0.000	2	3515	0.014
07:30 - 08:00	2	3515	0.043	2	3515	0.014	2	3515	0.057
08:00 - 08:30	2	3515	0.085	2	3515	0.085	2	3515	0.170
08:30 - 09:00	2	3515	0.171	2	3515	0.071	2	3515	0.242
09:00 - 09:30	2	3515	0.171	2	3515	0.114	2	3515	0.285
09:30 - 10:00	2	3515	0.071	2	3515	0.085	2	3515	0.156
10:00 - 10:30	2	3515	0.213	2	3515	0.142	2	3515	0.355
10:30 - 11:00	2	3515	0.100	2	3515	0.128	2	3515	0.228
11:00 - 11:30	2	3515	0.199	2	3515	0.142	2	3515	0.341
11:30 - 12:00	2	3515	0.171	2	3515	0.213	2	3515	0.384
12:00 - 12:30	2	3515	0.171	2	3515	0.128	2	3515	0.299
12:30 - 13:00	2	3515	0.142	2	3515	0.128	2	3515	0.270
13:00 - 13:30	2	3515	0.256	2	3515	0.313	2	3515	0.569
13:30 - 14:00	2	3515	0.171	2	3515	0.213	2	3515	0.384
14:00 - 14:30	2	3515	0.156	2	3515	0.171	2	3515	0.327
14:30 - 15:00	2	3515	0.213	2	3515	0.185	2	3515	0.398
15:00 - 15:30	2	3515	0.142	2	3515	0.171	2	3515	0.313
15:30 - 16:00	2	3515	0.071	2	3515	0.085	2	3515	0.156
16:00 - 16:30	2	3515	0.156	2	3515	0.156	2	3515	0.312
16:30 - 17:00	2	3515	0.128	2	3515	0.100	2	3515	0.228
17:00 - 17:30	2	3515	0.057	2	3515	0.199	2	3515	0.256
17:30 - 18:00	2	3515	0.000	2	3515	0.057	2	3515	0.057
18:00 - 18:30	2	3515	0.000	2	3515	0.000	2	3515	0.000
18:30 - 19:00	2	3515	0.028	2	3515	0.057	2	3515	0.085
19:00 - 19:30	1	2769	0.036	1	2769	0.000	1	2769	0.036
19:30 - 20:00	1	2769	0.000	1	2769	0.036	1	2769	0.036
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.965			2.993			5.958

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.

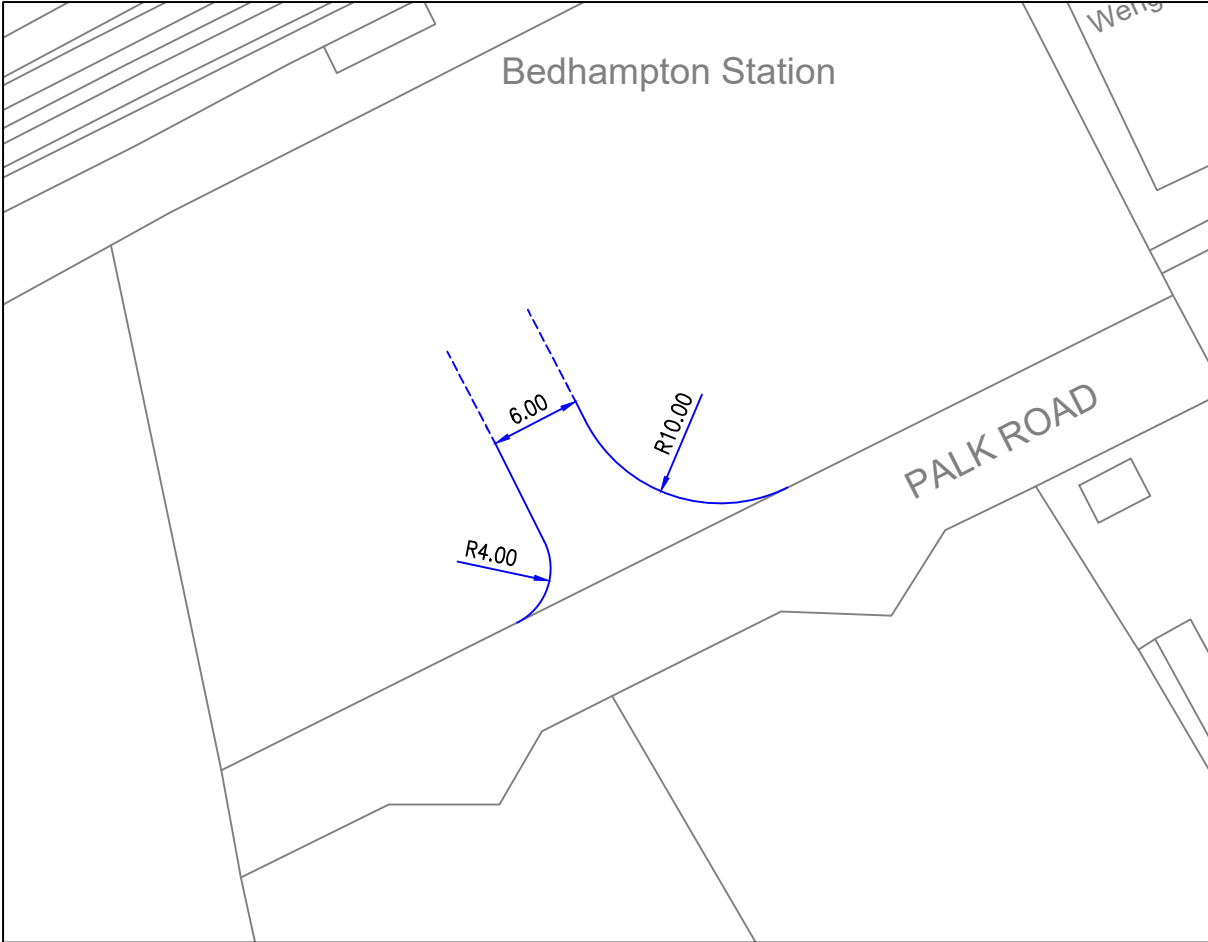
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.

Parameter summary

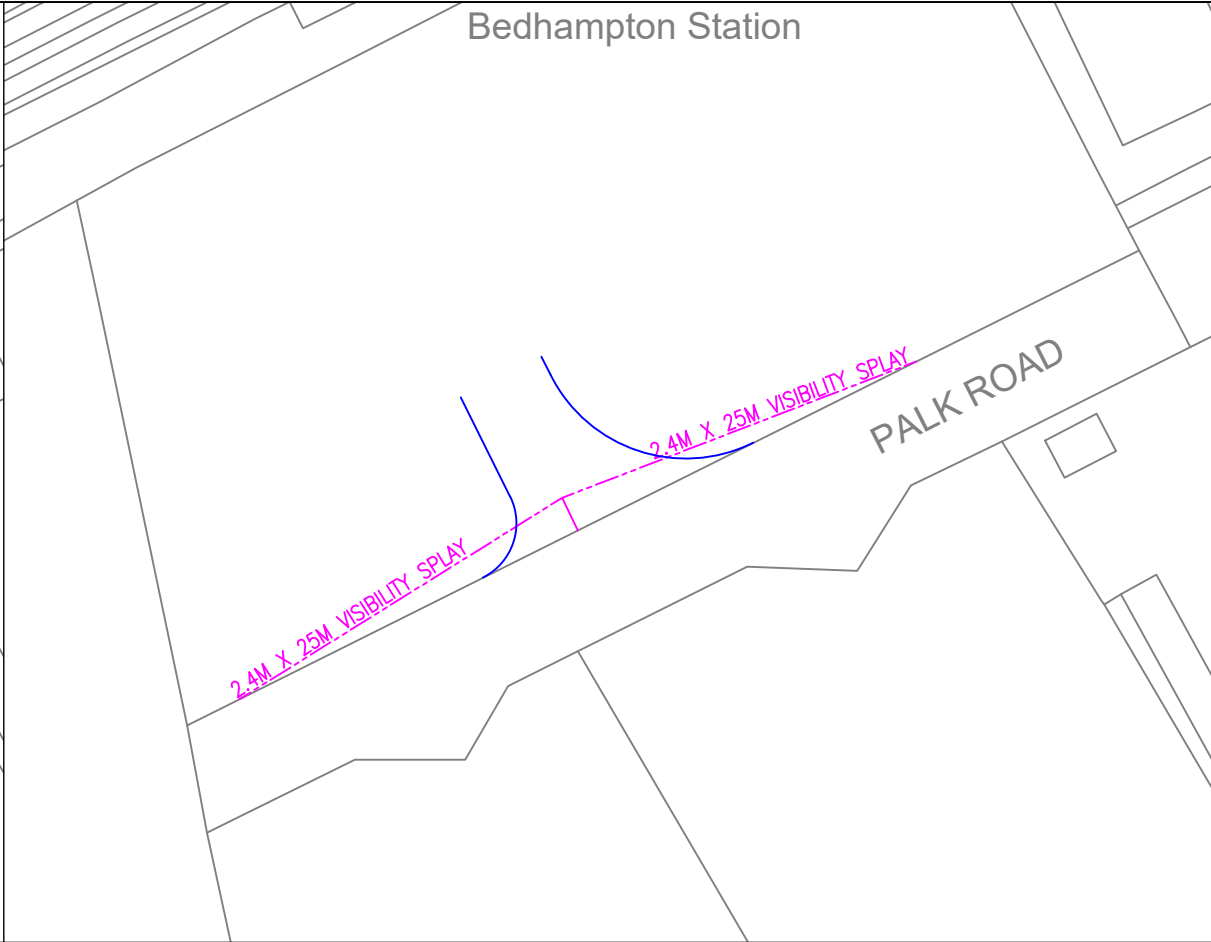
Trip rate parameter range selected:	2769 - 4261 (units: sqm)
Survey date date range:	01/01/08 - 21/10/11
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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.

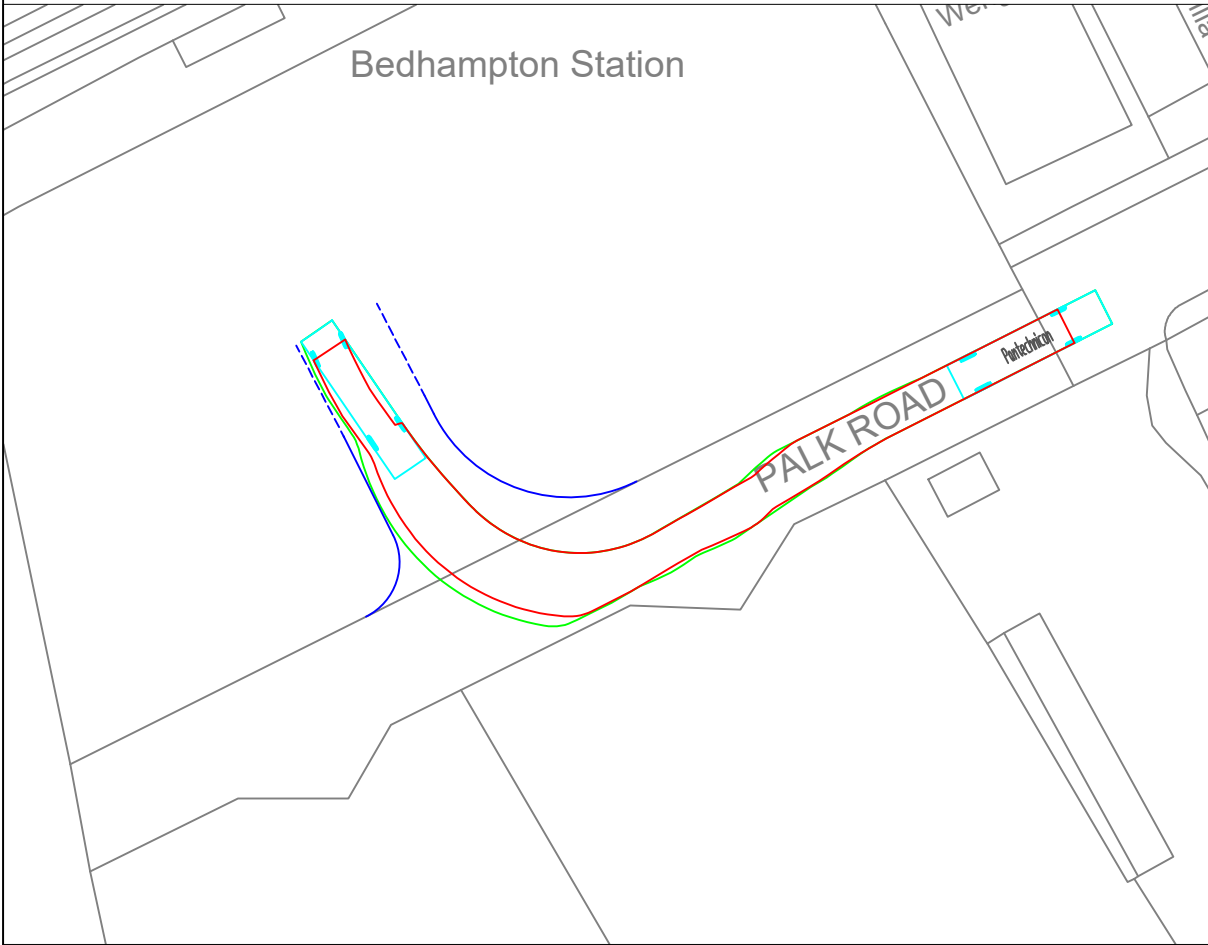
Appendix C



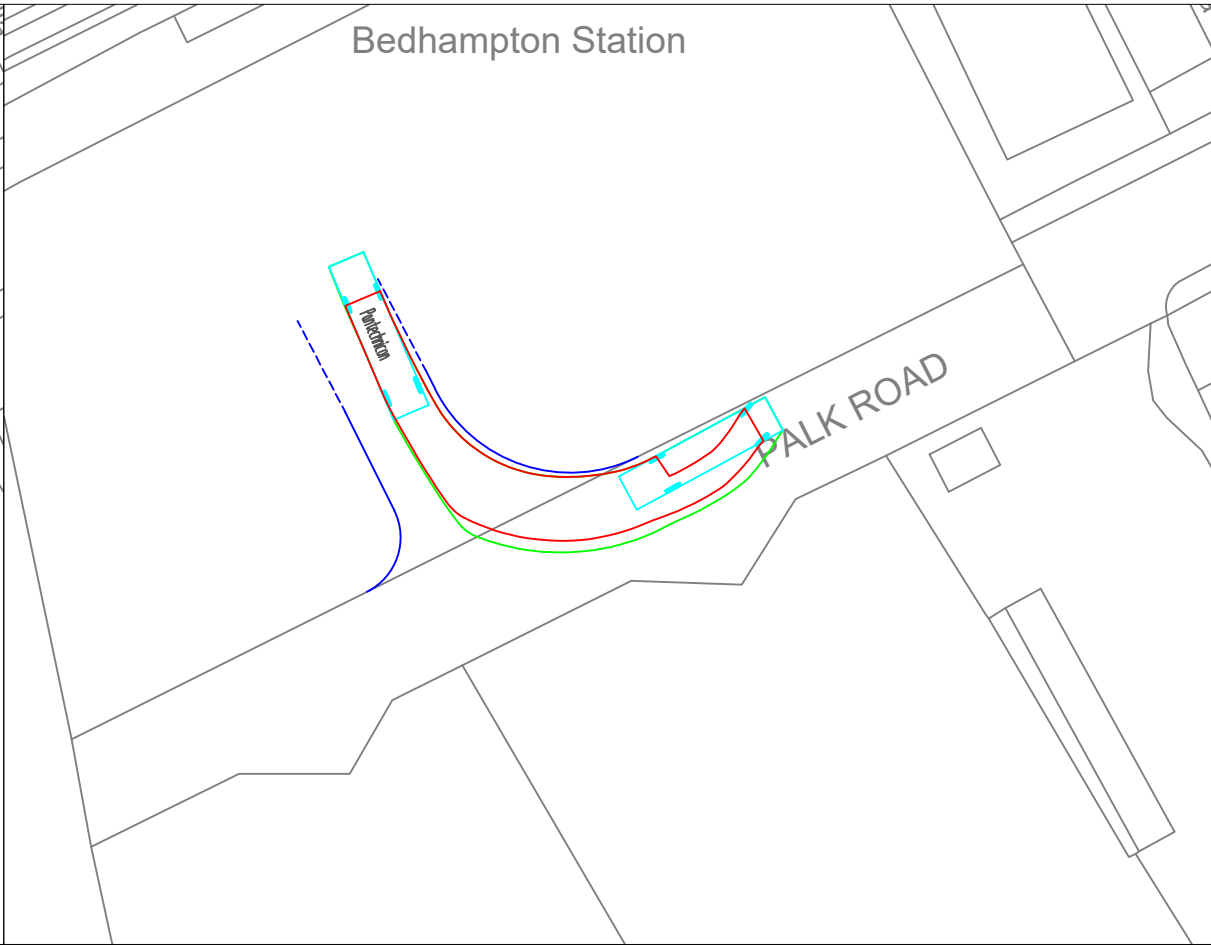
ACCESS DESIGN



VISIBILITY SPLAYS BASED ON 20MPH SPEED LIMIT



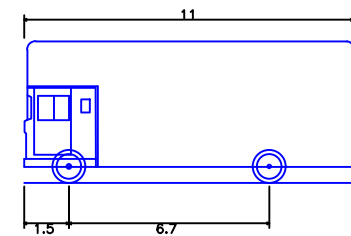
VEHICLE TRACKING – RIGHT IN



VEHICLE TRACKING – LEFT OUT

- GENERAL NOTES**
- THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
 - 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.
 - PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.
 - ALL DIMENSIONS AND LEVELS ARE IN METRES. DO NOT SCALE THIS DRAWING, PRINT, PLOT OR DISK.
 - THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS "CONSTRUCTION". PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.

VEHICLE PROFILE



Pantechtron	11.000m
Overall Length	2.500m
Overall Width	4.730m
Overall Body Height	0.541m
Min Body Ground Clearance	2.500m
Track Width	6.00s
Lock-to-lock time	12.200m
Curb to Curb Turning Radius	



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

Project Name PALK ROAD HAVANT	Title INIDCATIVE ACCESS DESIGN	 Paul Basham Associates Ltd Lancaster Court, 8 Barnes Wallis Road, Fareham, PO15 5TU 01489 968134 info@paulbashamassociates.com www.paulbashamassociates.com	Client PRIVATE CLIENT	Checked By MS	Checked Date 13/01/17	Scale 1:500 (AT A3 SIZE)		
Project Phase PRELIMINARY				Drawn By JL	Drawn Date 13/01/17	Client Drawing No. -	PBA Drawing No. 052.0003.001	Revision -