Idlewild
Fairclose Drive
Winchester
Hampshire SO22 6QW

07787530717
nick@nickculhane.co.uk

Erection of a New Detached Dwelling
Land at Emsworth House, Emsworth House Close, Emsworth PO10 7JR

Introduction

This Highway Technical Note has been commissioned by Futuristic Home Developments Ltd, in support of a planning application submission to Havant Borough Council as Local Planning Authority (LPA) for a detached dwelling on land adjacent to 6 Emsworth House Close, Emsworth. The location of the site is shown below.

The site is located on the eastern side of Emsworth House Close, an unclassified residential cul de sac which forms a junction with the Havant Road (A259) to the south. The road is conventional in design and construction having a wide two-lane carriageway with footways on both sides, together with street lighting.

The initial section at the junction with Havant Road is subject to a Traffic Regulation Order in the form of double yellow lines on both sies of the road that prohibits parking around the junction at any time. Beyond this the road has no other parking restrictions other than at the northern end where there is an existing turning head with “Keep Clear” markings.

The site is thought to have previously accommodated a British Red Cross Building, which is no longer present, although there is a long existing dropped footway crossing which affords access to the site. Whilst this has not been used for a considerable period, there is nothing to stop the applicant from reusing the dropped crossing for access to the application site.

Pre-Application

The site was the subject of a pre-application submission when on the 12th of January 2024 HBC said:

Notwithstanding the use of the existing dropped kerb, this area is currently available for on street parking as the dropped kerb has no existing use. Therefore, any application would need to assess the impact on parking in the locality.

Highway Implications

This Highway Technical Note therefore addresses the highway implications of the development and concludes that the proposals are acceptable from a highway point of view.

Standing Advice

Hampshire County Council as Local Highway Authority have issued Standing Advice to the LPAs within The County.

The consultation process for planning applications is governed by the Town and Country Planning (Development Management Procedure) Order (TCPO) 2015 ('the Order').

LPA's must consult Hampshire County Council as LHA by using the criteria set out in the Order where development: -

- Is likely to result in a material increase in the volume or a material change in the character of traffic entering or leaving a classified road or proposed highway;
- Is likely to prejudice the improvement or construction of a classified road or proposed highway;
- Involves the formation, laying out or alteration of any means of access to a highway;
- Involves the constructions of a highway or private means of access to premises affording access to a road in relation to which a toll order is in force;
- Includes the laying out or construction of a new street *(Schedule 4 of the Order)*

The Order also sets out in Section 18 (1) (C) that the local planning authority is not required to consult with an authority where that authority has advised that they do not wish to be consulted. Section 18 (1) (D) sets out that where development is the subject to standing advice, consultation with that authority is not required either.

For residential development creating from 1 to 5 new dwellings, the LHA only wishes to be directly consulted where the development proposals will be accessed directly from an A, B, or C classification of road.

For any other residential development of this scale, the LHA's 'standing advice' applies (S 18 (1) (d) of the Order). For the avoidance of doubt, this will apply to residential development of 1 to 5 new dwellings, where the site is accessed from an unclassified road.

In this case, the site is to be taken from an existing private access that forms a junction with an unclassified road. <u>In view of this, Standing Advice would apply, and HCC as LHA would not wish to be consulted</u>.

Access and Visibility

Emsworth House Close is subject to a 30mph speed limit, although on-site observations show that traffic speeds are considerably less than the posted speed limit.

Notwithstanding the above, advice on the provision of visibility at site accesses is given within the LHA document Technical Guidance 3 (TG3). Paragraph 3.7 of TG3 sets out the visibility splay requirement for accesses taking the form of vehicle crossovers, such as in this case. It suggests that visibility splays of 2.0m by 43.0m are required onto a road subject to a 30mph speed limit. Drawing numbered 04.01 Rev A is therefore included as Appendix 1 to this Note which shows the existing access together with the required visibility splays. The extent of the splays to the north and south can be wholly accommodated within the extend of the existing public highway.

Whilst it is acknowledged that some on-street parking occurs on the adjoining carriageway, within the vicinity of the access, Manual for Streets 2 in Section 10.7 addresses this where it says in para 10.7.1:

Parking in visibility splays in built-up areas is quite common, yet it does not appear to create significant problems in practice. At urban junctions where visibility is limited by buildings and parked cars, drivers of vehicles on the minor arm tend to nose out carefully until they can see on-coming traffic, and vice versa.

Given the above, the access and visibility provision is therefore fully in accordance with both the requirements of TG3 and the advice contained within MfS2.

Car and Cycle Parking

Parking Requirements for development are given within the document Havant Borough Council Parking Supplementary Planning Document July 2016 (partially updated September 2019).

Table 4A of the Standards require a 3-bedroom house to have 2 allocated spaces per unit, which is being provided in this instance. These are in the form of a pair of tandem spaces, located between the two units, served by the existing access. Given the limited number of units proposed, no additional visitor parking provision is required.

The access and parking spaces measure some 5.0m in width, which would affectively remove the ability of 1 or 2 cars to be parked within Emsworth House Close on the highway. Anecdotal evidence taken from Google Street view over the years does suggest however that any displaced parking from the existing access area can be easily accommodated within other sections of Emsworth House Close.

Secure and undercover cycle parking is to be provided within the rear garden areas for each dwelling, which is externally accessible without having to travel through each house.

The car and cycle parking provision is therefore fully in accordance with the adopted parking standards.

Traffic Impact

In order to determine the likely traffic impact that the two dwellings will have on the surrounding highway network, the TRICS Database v7.10.4 has been interrogated and in selecting suitable comparison sites, the following criteria was utilised.

- Land Use – Residential – House Privately Owned
- No. of Dwelling – 12 to 57
- Date Range – 01/02/14 to 13/03/23

- Selected Location – Edge of Town
- Travel Plan – No

Using the above parameters, the table below shows the TRICS Trip Rates together with the likely vehicular traffic generated by the proposed 2 units. The TRICS Data is included as Appendix 2 to this Note

TRICS Trip Rate for Employment – Class C3 Residential Privately Owned			
	Arrivals	Departures	Two-way Total
AM Peak Hour	0.208	0.338	0.546
PM Peak Hour	0.266	0.201	0.467
Daily Traffic	2.610	2.660	5.270
Vehicle Trip Generation Based on 1 Dwelling			
AM Peak Hour	0.21 (0)	0.34 (0)	0
PM Peak Hour	0.27 (0)	0.20 (0)	0
Daily Traffic	2.6 (3)	2.7 (3)	6

From the above, it can be seen that if permitted, the dwelling is not likely to generate any additional traffic movements in each of the AM and PM peak periods but will generate around 6 additional two-way traffic movements across a 12-hour day. Such a minimal increase is deemed to have no significant impact on the highway network in this case.

Servicing

No specific provision is being made for servicing of the site, as at present all servicing for existing properties takes place from the kerbside. Refuse bins are to be located within the rear gardens and these will be brough to the front of the properties for collection.

Summary and Conclusion

This Highway Technical Note has been produced in support of a planning application a detached dwelling to be served from an existing access onto an unclassified road, the highway implications of which can be dealt within under the LHA's Standing Advice.

The existing access is to be utilised which affords visibility in accordance with advice contained within the LHA's document Technical Guidance 3.

Car and Cycle parking is to be provided in accordance with the LPA's adopted parking standards.

If permitted, the development will result in just 6 additional traffic movements across a 12 hour day.

Existing service vehicles arrangements will be maintained.

The highway implications of this development are therefore considered to be acceptable from a safety point of view and it is not considered to result in any demonstrable harm.

Nick Culhane March 2024

Appendix 1

Access and Visibility

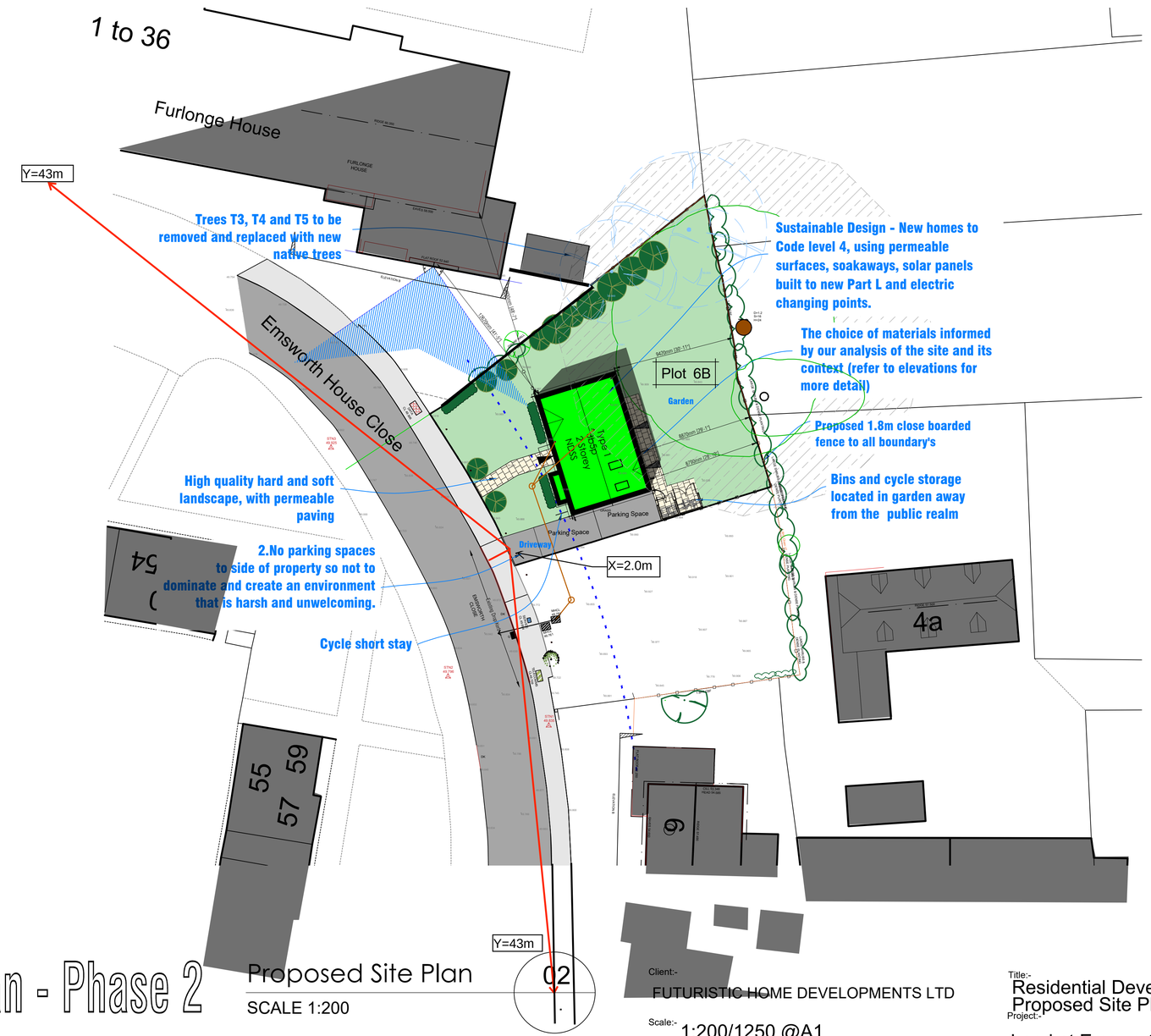
© Crown copyright 2023 Ordnance Survey 100053143

Location Plan

SCALE 1:1250

01

House Type 1
Dwelling 2 Stories
3 bedroom
NFA 102m2
NDSS 3b5P



Legend

- Building entrance
- Existing gable end windows upper floor
- Existing trees
- Proposed trees
- Existing Foliage
- Proposed Foliage
- Proposed Patio/ hardstand
- Removed

Proposed Site Plan - Phase 2

Proposed Site Plan

SCALE 1:200

02

Rev:-	Description:-	Date:-	Chkd by:-
A	First issue	24/03/24	

1:200 0 2 4 8 14 20.M.

1:1250 0 10 25 50 85 125.M.

Client:- FUTURISTIC HOME DEVELOPMENTS LTD

Scale:- 1:200/1250 @A1

Drawn By:- M@C

Checked By:-

Date:- 21-06-23

Date:-

Job.No:- 2164

Drg.No:- 04.01

Rev:- A

Title:- Residential Development
Proposed Site Plan - Phase 2

Project:-
Land at Emsworth House
Emsworth House Close,
Hampshire,
PO10 7JR

Offices

Southampton (HQ)
Freedom Works Mount Pleasant Road, Southampton SO14 0QB

Portsmouth
33 Sapphire Ridge, Waterlooville, PO7 8NY

Chichester
Metro House,Northgate, Chichester PO19 1BJ

Hove
Creative Hub, Hove, Hove Business Centre, Fonthill Rd, Hove BN3 6HA

Guildford
Parallel House, 32 London Rd, Guildford GU1 2AB

NB

(1) FIGURED DIMENSIONS MUST BE TAKEN IN PREFERENCE TO SCALED DIMENSIONS AND SITE DIMENSIONS ARE TO BE CHECKED BEFORE WORK IS PUT IN HAND.

(2) © THIS DRAWING IS THE COPYRIGHT OF MC ARCHITECTURAL DESIGN AND MUST NOT BE REPRODUCED OR USED WITHOUT THEIR WRITTEN PERMISSION.

(3) IT IS THE SOLE RESPONSIBILITY OF THE BUILDING OWNER TO DRAW UP ALL LEGAL AGREEMENTS WITH ADJOINING PROPERTY OWNER TO COVER THE OVER HANGING OF ANY FASCIAS, GUTTERING, FOUNDATIONS OR ANY PART OF THE BUILDING. MC ARCHITECTURAL DESIGN CAN NOT BE HELD RESPONSIBLE IN ANY WAY WHATSOEVER FOR ANY LEGAL COSTS OR OTHER COSTS INCURRED THROUGH ANY NEIGHBOURHOOD DISPUTES.

(4) IT IS THE SOLE RESPONSIBILITY OF THE BUILDING OWNER TO COMPLY WITH THE PARTY WALL ACT 1996 MC ARCHITECTURAL DESIGN CAN NOT BE HELD RESPONSIBLE IN ANY WAY IF NON COMPLIANCE IS ADOPTED.

MCA Design
Architectural
Consulting - Design - Build
Portsmouth - Southampton - Chichester - Hove - Guildford
02392 98 47 88
designers@mcadesign.uk
www.mcadesign.uk

Appendix 2

TRICS Data

Calculation Reference: AUDIT-405201-231213-1245

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST		
	BC	BOURNEMOUTH CHRISTCHURCH & POOLE	1 days
	SM	SOMERSET	1 days
08	NORTH WEST		
	EC	CHESHIRE EAST	1 days
09	NORTH		
	DH	DURHAM	1 days
10	WALES		
	VG	VALE OF GLAMORGAN	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: 12 to 57 (units:)
Range Selected by User: 12 to 57 (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: 01/02/14 to 13/03/23

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	3 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	5

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	5

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	4 days - Selected
Servicing vehicles Excluded	11 days - Selected

Secondary Filtering selection:

Use Class:

C3	5 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	2 days
15,001 to 20,000	1 days
20,001 to 25,000	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:

50,001 to 75,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	2 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:

1.1 to 1.5	5 days

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

Travel Plan:

No	5 days

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

PTAL Rating:

No PTAL Present	5 days

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

LIST OF SITES relevant to selection parameters

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

1	BC-03-A-02 HURSTDENE ROAD BOURNEMOUTH CASTLE LANE WEST Edge of Town Residential Zone Total No of Dwellings: 28 *Survey date: MONDAY 24/03/14*	BUNGALOWS	BOURNEMOUTH CHRISTCHURCH & POOLE *Survey Type: MANUAL*
2	DH-03-A-03 PILGRIMS WAY DURHAM Edge of Town Residential Zone Total No of Dwellings: 57 *Survey date: FRIDAY 19/10/18*	SEMI-DETACHED & TERRACED	DURHAM *Survey Type: MANUAL*
3	EC-03-A-06 GREYSTOKE ROAD MACCLESFIELD HURDSFIELD Edge of Town Residential Zone Total No of Dwellings: 24 *Survey date: MONDAY 24/11/14*	TERRACED HOUSES	CHESHIRE EAST *Survey Type: MANUAL*
4	SM-03-A-01 WEMBDON ROAD BRIDGWATER NORTHFIELD Edge of Town Residential Zone Total No of Dwellings: 33 *Survey date: THURSDAY 24/09/15*	DETACHED & SEMI	SOMERSET *Survey Type: MANUAL*
5	VG-03-A-01 ARTHUR STREET BARRY Edge of Town Residential Zone Total No of Dwellings: 12 *Survey date: MONDAY 08/05/17*	SEMI-DETACHED & TERRACED	VALE OF GLAMORGAN *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/A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	31	0.097	5	31	0.227	5	31	0.324
08:00 - 09:00	5	31	0.208	5	31	0.338	5	31	0.546
09:00 - 10:00	5	31	0.162	5	31	0.240	5	31	0.402
10:00 - 11:00	5	31	0.182	5	31	0.201	5	31	0.383
11:00 - 12:00	5	31	0.227	5	31	0.260	5	31	0.487
12:00 - 13:00	5	31	0.234	5	31	0.253	5	31	0.487
13:00 - 14:00	5	31	0.221	5	31	0.227	5	31	0.448
14:00 - 15:00	5	31	0.234	5	31	0.188	5	31	0.422
15:00 - 16:00	5	31	0.312	5	31	0.188	5	31	0.500
16:00 - 17:00	5	31	0.279	5	31	0.214	5	31	0.493
17:00 - 18:00	5	31	0.266	5	31	0.201	5	31	0.467
18:00 - 19:00	5	31	0.188	5	31	0.123	5	31	0.311
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.610			2.660			5.270

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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	12 - 57 (units:)
Survey date date range:	01/02/14 - 13/03/23
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.