



Nick Culhane
Highway Consultant

Idlewild
Fairclose Drive
Winchester
Hampshire SO22 6QW

07787530717
nick@nickculhane.co.uk

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

Introduction

This Highway Technical Note has been commissioned in support of a planning submission to Havant Borough Council for the approval of Conditions 7 and 18 imposed on the above planning application which was granted consent on 13th November 2020.

The wording of Condition 7 is:

No development shall commence on site until such time as a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. The plan shall cover:-

(a) Procedures and logistics for managing deliveries at the site, including parking, loading, materials handover and transport to secure storage areas, and the means of minimising the risk of release of fuel and other materials capable of causing harm to health or the environment

The wording of Conditions 18 is:

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

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

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

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

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

This Highway Technical Note therefore addresses these issues and concludes that the role of a Construction Manager together with the installation of a simple traffic light system are suitable solutions.

Site Location

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

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



Construction Management

The construction of the site will be overseen by a Construction Manager (CM) who will be responsible for the day-to-day deliveries and storage of materials to the site.

The Construction Manager will inform all delivery drivers of the restricted access to the site and of operational times for deliveries to avoid potential conflict at peak times.

The CM will advise that deliveries can only be accepted by small delivery vehicles and deliveries will be taken on a “just in time” basis to avoid any potential waiting of vehicles on the carriageway.

If required, material can be stored on the public highway at the discretion of and in liaison with the Local Highway Authority. This is covered by a suitable license, details of which can be found at the following link:

<https://www.hants.gov.uk/transport/licencesandpermits/materials>).

The CM will also advise that all deliveries should be routed to and from Park Road to the east, which in turn connects with the strategic highway network to the south at the A27 Havant Bypass.

Access Solution

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

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

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

The lights will be triggered by a radar sensor mounted just below the internal signals which can be fine-tuned to trigger the activation of the signals at an appropriate point within the site where vehicles are approaching the tunnel. A sign will be mounted alongside the signals warning drivers to give way to on-coming traffic.

The Lights will be wall mounted at a high level so vehicles will not have any opportunity to collide with the signals.

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

A no parking sign is also being installed to ensure parking for Units A and B are not impeded. Drawing numbered NJC-004 is included as **Appendix 1** to this Note which shows the signals and parking controls. Details of the proposed traffic signals, control unit and sensor are included as **Appendix 2**.

Summary and Conclusion

This Highway Technical Note has been commissioned to address Conditions 7 and 18 imposed on permission granted under application reference APP/19/00542.

A Construction Manager will be responsible for the day-to-day operation of the construction of the site, managing deliveries, routeing and size of vehicles.

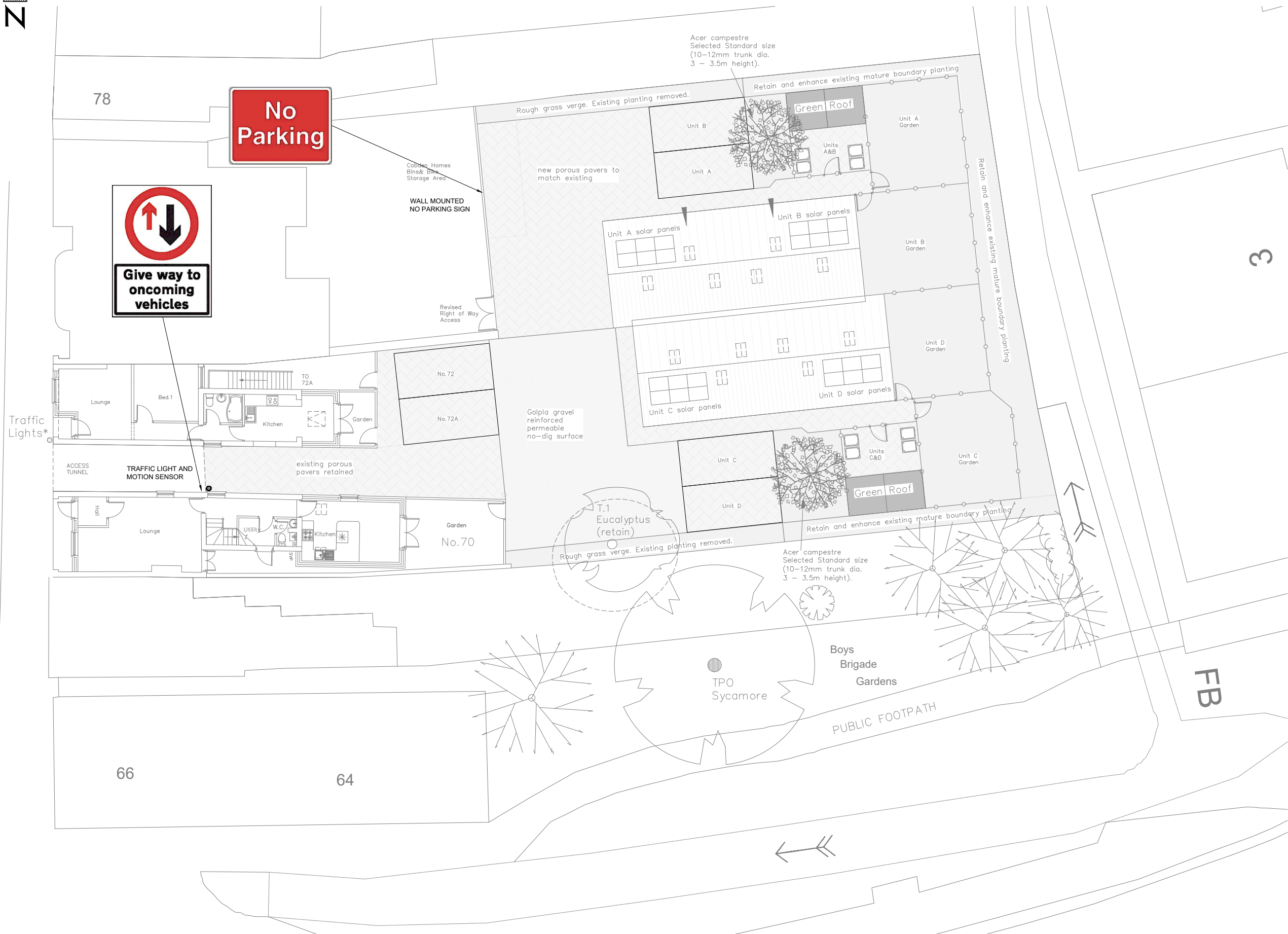
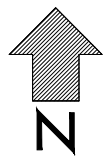
In order to address the requirements of Condition 18 , it is proposed to install simple red and green traffic signals at each end of the access tunnel, operated by mains electricity and a motion sensor.

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

Nick Culhane May 2024

Appendix 1

Parking and Access Management Plan



Client		
Project		
70 - 76 WEST STREET		
Drawing Title		
TRAFFIC MANAGEMENT PLAN		
Drawing Status		
FOR INFORMATION		
Date	Scale	Size
MAY 2024	1:100	A1
Drawing No.	Rev	
NJC-004	-	

Appendix 2

Proposed Traffic Signal Equipment

Red & Green LED Traffic Light 100mm Array



Flat style traffic light with 100 mm diameter Red & Green LED signal lights, supplied with 4 metre round cable and operating at 24Vdc.

Stock Code: TRG100B-U24VDC-4MF

Quantity	Price
1 +	£114.82 ex VAT
3 +	£110.23 ex VAT
5 +	£105.63 ex VAT

In Stock

Additional Items:

☐	1 x		Post Mounting Kit TRG100 Series - 1BK100T From £39.04 ex VAT In Stock
☐	1 x		Post Mounting Kit TRG100/TRG150 Series - PMK02-02 £32.15 ex VAT In Stock

Add All To Basket

Description

LED Traffic Light 100mm Array Red/Green 24Vdc 4m Round Cable

This LED traffic light unit is idea for private car parks & roads, warehouse and factory access and other applications where access to an arear needs to be controlled.

Construction:

- The LED's are mounted through holes in the front of the black ABS moulding and completely encapsulated in black epoxy resin and are therefore fully immersible.
- Standard viewing angle of 40° with an option for a narrower beam of 10°.
- The LEDs have integrated resistive ballasts in series to limit the loading at 24Vdc
- The light is designed to operate at 24 Vdc $\pm 1.5V$, voltages outside of this limits could result in product failure.
- This unit uses 24 LEDs for each array with a recommended viewing distance of greater than 5 metres.
- Note: These LED signal traffic lights are very bright and should not be directly viewed.

Many options for Array shapes and intensity choice are available, call us for further assistance.

2-Way Traffic Control Solution



This traffic control system is used for controlling vehicles where access is restricted. It operates at 24Vdc, with user settable timers and triggering from any vehicle detectors with a normally-closed relay output.

Stock Code: SCB-1_R24VDC_SC

Quantity	Price
1 +	£357.99 ex VAT
3 +	£343.67 ex VAT
5 +	£329.35 ex VAT

☒ 5 In Stock

Additional Items:

- ☐ x  **Red & Green LED Traffic Light 100mm Array - TRG100B-U24VDC-4MF**
From **£105.63** ex VAT
☒ In Stock
- ☐ x  **Post Mounting Kit TRG100 Series - 1BK100T**
From **£39.04** ex VAT
☒ In Stock
- ☐ x  **Red & Green LED Traffic Light 150mm Array - TRG150B-U24VDC-4MF**
From **£146.13** ex VAT
☒ In Stock
- ☐ x  **Post Mounting Kit TRG150 Series - 3BK150T**
From **£51.17** ex VAT
☒ 8 In Stock

[Add All To Basket](#)

Description

A simple traffic light control board that will operate on a timer basis between two directions. It can also be automatically triggered using a ProLoop loop detector, Hercules microwave motion sensor or any other volt free trigger. The control board can be used for pedestrian crossing and traffic light applications at 24Vdc. The red/green traffic lights are connected directly to the board and can be configured for three different modes of operation.

Demand Call Operation Two sensors with a normally closed relay contacts are connected to the inputs of the control board. The traffic light will start with one direction held on green until there is a call from the other direction via the sensor used to detect the presence of a vehicle at that point. The traffic lights will flow through the sequence where the green will turn to red to allow traffic to pass through the system. After a timed period, the traffic light where the vehicle is waiting will change to green allowing all vehicles travelling in this direction to pass through until there is a call from the other direction. The green traffic light will always stay on the last called direction.

Priority to One Direction In this application only one sensor is used. Typically this is used where you want priority to vehicles entering a car park from an external access road. The system will show green until there is a call from the other direction for a vehicle to leave. After running through the same timed sequence, the external traffic light will change to and stay on green.

Timed Operation Sensors are not used in this mode of operation as the system is set to run on a timed basis through the sequence of lights.

Pedestrian Operation When set to operate as a pedestrian crossing, the green pedestrian light will flash to indicate the lights are about to change to red for the pedestrians. This will only work if the pedestrian clearance is set to a value greater than 8 seconds.

INSTALLATION RECOMENDATION We recommend that **BEFORE** you go to site, you configure the system in a workshop. For your comfort, please cover the traffic lights with a piece of paper (they are very bright), then using a normally closed push button switch(es) to replicate the vehicle sensor(s), you can configure the system to your application. By following this advice, you can see how the system operates and test timer settings for your requirement without the inconvenience of running backwards and forwards from the control board to the lights. Invariably mobile phone signals are very poor in car parks, which makes it difficult for us to give you technical support over the phone..

Downloads

Herkules 2E Microwave Motion Sensor



Herkules 2E microwave motion detector for pedestrians & vehicles, complete with 7 metre cable, 24 Vdc operation

Stock Code: 350849

Quantity	Price
1 +	£241.25 ex VAT
3 +	£229.19 ex VAT
5 +	£217.13 ex VAT

1 10 In Stock

Additional Items:

0 x Reglobeam Remote Control Setting Tool - 292393
From £56.91 ex VAT
1 In Stock

Add All To Basket

Description

Herkules 2E microwave motion detector has been specially developed for use on industrial doors such as sectional doors, roller gates, high-speed doors, sliding gates and folding doors. It is also suitable for triggering traffic lights in car parks. It detects and distinguishes between people or vehicles and prevents unnecessary opening.

Use on vertical doors it guarantees an optimal flow of traffic by reliably and intelligently activating the gate control system by means of direction recognition.

Herkules 2E is a logical further refinement of BBC Bircher Smart Access's tried-and-tested microwave motion detectors. With a detection height of up to seven metres, it is suitable for practically every gate. Its individually adjustable detection area provides for an enormously wide range of applications.

In addition to intelligent control, the motion detector optimizes activation during cross traffic, which prevents unintentional opening and lowers energy consumption, it can also be mounted at a height of between 2 and 7 metres. **Please note:** For the Herkules 2E to differentiate between vehicles and pedestrians, it must be mounted at a minimum of 3 metres.

Herkules 2E is easier and faster to install. It features two outputs that can be programmed completely independently of one another, thus offering maximum flexibility for every application. Furthermore, it also features the exit pulse function, which makes it even more versatile.