**Residential Development on Land Adjacent to 54.**
**Long Copse Lane, Emsworth**

**July 2021**

Idlewild
Fairclose Drive
Littleton
Winchester
Hampshire
SO22 6QW

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## 1. Introduction

1.1. This Transport Statement has been commissioned by the Horne and Barry Families to support a planning application for a residential development of 8 units on land at Long Copse Lane, Emsworth. The location of the site is shown

Site Location

## 2. Site and Surrounding Area

2.1. The site is located to the south of Long Copse Lane, a residential access road which links North Street to the east with Hollybank Lane to the west

2.2. The road does not benefit from pedestrian footways in the vicinity of the site, but it does have street lighting. Long Copse Lane is also subject to a 30 mph speed limit.

2.3. Long Copse Lane varies in road width but for the majority of its length is wide enough for two vehicles to pass, or for vehicles to safely pass pedestrians. Where the road narrows, private accesses allow for safe passing at slow speed.

2.4. The road is not a classified highway but does have the identification number U609.

2.5. A recent search of the Hampshire Constabulary accident database has revealed that there have been no personal injury accidents on Long Copse Lane or its associated junctions, which suggests that the road operates in a safe manner.

## 3. History

3.1. There is no planning history relating to this site however a search of the Havant Borough Council Planning database has revealed two recent planning application where the highway authority were consulted.

3.2. Planning Application numbered App/16/00021 was submitted for a change of use from a private equestrian yard to a mixed use comprising a private equestrian yard, together with a two pitch gypsy and traveller site at Long Copse Lane. The highway authority raised no highway objections.

3.3. More recently a planning application for a detached dwelling was submitted under reference APP/18/00230 at 38-40 Long Copse Lane. Again the highway authority raised no highway objections.

3.4. A pre-application submission was made to Hampshire County Council as highway authority who made a number of comments. The principle of this application submission has therefore been agreed with HCC and was supported with a Stage 1 Independent Safety Audit.

## 4. Proposed Development

4.1. It is now proposed to erect 8 residential units at the site in the form of 4 number detached four bed units and 4 number three bedroom units.

## 5. Access and Visibility

5.1. A new central access is to be provided onto Long Copse Lane in the form of a private verge crossing.

5.2. Long Copse Lane is subject to a 30 mph speed limit and in accordance with advice contained within Manual for Streets, visibility splays of 2.4m by 43m are required in both the easterly and westerly directions.

5.3. A traffic speed survey was undertaken however to ascertain the actual speeds of traffic using Long Copse Lane. The survey gave speeds of 31.8 mph for eastbound vehicles and 33 mph for westbound vehicles.

5.4. There is an existing highway verge running along the northern boundary between Long Copse Lane which also has a ditch present. The width of the verge combined with the ditch affords to the site to provide visibility splays of 2.4m by 49.0m to the east and 47.0m to the west. These are shown on the site plan and a drawing showing the extent of the public highway is attached as Appendix 1 to this report.

5.5. Any access will be designed with a suitable culvert for the ditch, in accordance with the HCC standard detail and a suitable license will be sought to cross the watercourse.

5.6. Details of the access and example vehicle tracking is attached as Appendix 2 to this report.

## 6. Highway Impact

6.1. The proposal seeks to provide 8 residential dwellings and in order to ascertain what the likely traffic generation would be, the TRICS database v 7.7.2 has been interrogated. Small suburban privately owned sites were chosen accommodating detached and semi detached units. The trip rate data is shown below.

| TRICS Trip Rate Houses Privately Owned | | | |
|---|---|---|---|
| | Arrivals | Departures | Two-way Total |
| AM Peak Hour | 0.181 | 0.435 | 0.616 |
| PM Peak Hour | 0.352 | 0.218 | 0.570 |
| Daily Traffic | 2.793 | 2.929 | 5.722 |
| TRICS Vehicle Trip Generation Based on 8 Dwellings | | | |
| AM Peak Hour | 1.448(1) | 3.48(3) | 5 |
| PM Peak Hour | 2.816(3) | 1.744(2) | 5 |
| Daily Traffic | 22.344(22) | 23.432(23) | 45 |

6.2. From the above, it can be seen that the proposed development would generate some 45 daily movements with just 5 in the AM peak and 5 in the PM peak.

6.3. This number is not considered to adversely affect the safe operation of the existing public highway.
6.4. The TRICS data is attached as Appendix 3 to this report.

## 7. Car and Cycle Parking

7.1. Parking requirements for new residential development within the Havant District are set out in the HBC Parking supplementary planning document dated July 2016.
7.2. The proposed development consists of 4 number four bed detached units, and 4 number three bed units. Based on the HBC advice, a total of 20 allocated parking spaces would be required.
7.3. The development consists of units with garages, car ports and open driveway spaces. A minimum of 20 allocated parking spaces are available within the development which can adequately accommodate the parking needs of the residents and their visitors.
7.4. Secure and undercover cycle parking is to be provided within garages for those houses that have them and within a secure sheds in rear garden areas for the other dwellings. .

## 8. Servicing

8.1. The largest vehicle that is anticipated to service the site is a refuse freighter. The site has therefore been designed to accommodate the swept path turning requirements of an 11.2m long refuse freighter. This is demonstrated on drawing numbered NJC-001 which is attached a Appendix 4 to this report.

## 9. Summary and Conclusion

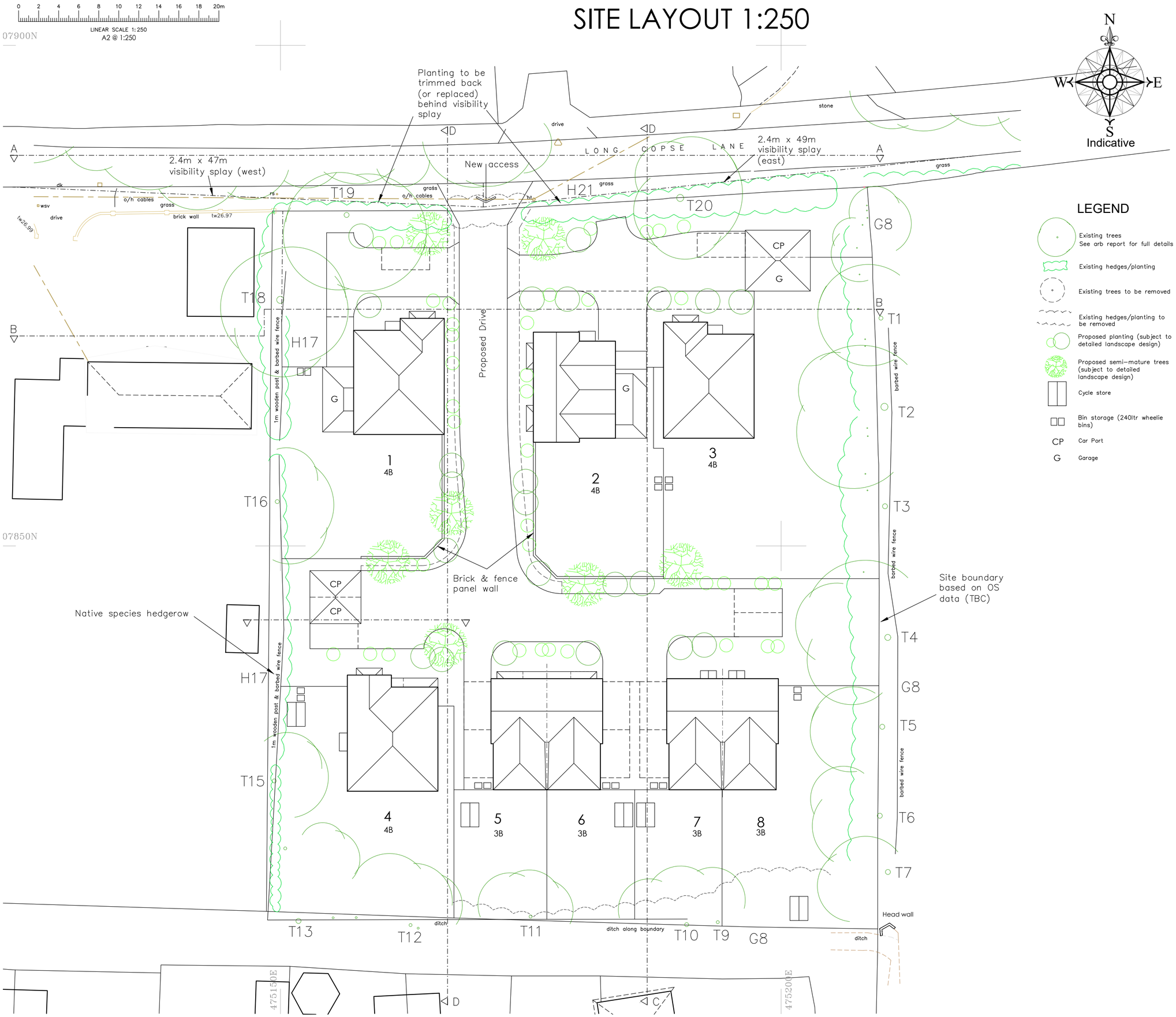
9.1. This Transport Statement has been commissioned by Patrick Barry to support a planning application for a residential development of 8 dwellings on land at Long Copse Lane, Emsworth .
9.2. The proposal seeks to provide a new access to serve the development and visibility splays are provided in accordance with a measured speed survey on Long Copse Lane.
9.3. Utilising TRICS data, it has been demonstrated that the proposed development would generate some 45 daily movements over a 12 hour day with just 5 in the AM peak and 5 in the PM peak. This number is not considered to cause any detrimental affect to the surrounding highway network.
9.4. Car and cycle parking is being provided in accordance with HBC's adopted Parking Standards.
9.5. The site has been designed to accommodate the turning requirements of an 11.2m long refuse freighter.

Nick Culhane July 2021

**Appendix 1**

**Extent of Public Highway**

# SITE LAYOUT 1:250

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Indicative

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## Drawing For Planning Purposes Only

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Note: This drawing has been produced with information from a topographical survey carried out by others. All information therefore derived from the survey drawing is assumed to be accurate and ADP Architects Ltd cannot be held accountable for any discrepancies discovered on site.

IF IN DOUBT ASK FOR CONFIRMATION.

The site is based on a topogaphical survey undertaken by Paul Stubbington Land Surveys Ltd Ref: 6323/01. Surrounding information copied from Ordnance Surveys Promap. Crown Copyright. Licence Number 100022432

## LEGEND

- Existing trees See arb report for full details
- Existing hedges/planting
- Existing trees to be removed
- Existing hedges/planting to be removed
- Proposed planting (subject to detailed landscape design)
- Proposed semi-mature trees (subject to detailed landscape design)
- Cycle store
- Bin storage (240ltr wheelie bins)
- CP Car Port
- G Garage

## Schedule of Accommodation

| PLOT | TYPE | SEMI/DET | GIA sqm |
|---|---|---|---|
| 1 | 4B | DET | 172.40 |
| 2 | 4B | DET | 153.70 |
| 3 | 4B | DET | 172.40 |
| 4 | 4B | DET | 174.80 |
| 5 | 3B | SEMI | 105.00 |
| 6 | 3B | SEMI | 105.00 |
| 7 | 3B | SEMI | 103.50 |
| 8 | 3B | SEMI | 103.50 |
| **Total GIA** | | | 1090.30 |
| Proposed Garages | | | 55.60 |
| Proposed Car Ports | | | 42.00 |
| Proposed Cycle Stores | | | 17.50 |

SITE AREA/DENSITY
0.45 Hectares = 18 DPH

| rev: | date: | note: |
|---|---|---|
| F | 11.06.21 | Planning Issue |
| E | 08.06.21 | T19 reinstated/tree & hedge notes added |
| D | 07.05.21 | Section Lines added |
| C | 6.04.21 | Arb update/amends to plot 1 & 3 |
| B | 5.03.21 | Red line to include vis splays |
| A | 4.03.21 | Consultants Issue |

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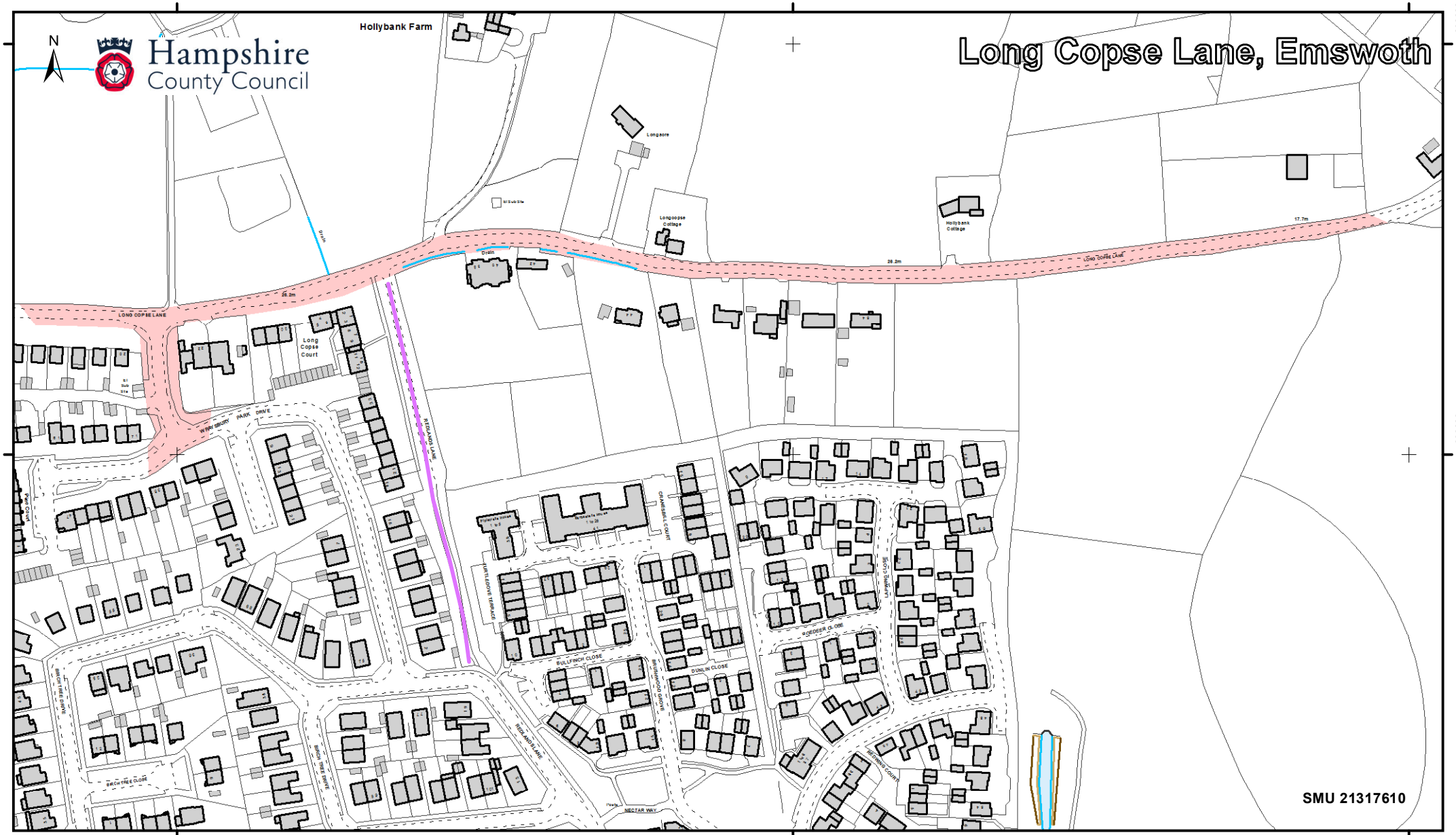
project name/address:
Residential Developement
Long Copse Lane
Emsworth
PO10 7UR

client:
Nova Planning

drawing title:
Site Layout

| job number: | drawing number: | revision: |
|---|---|---|
| 1882 | 01 | F |

| drawing scale/size: | date: | drawn: |
|---|---|---|
| 1:250 (A2) | Feb 2020 | |




The extent of the highway provided is specific to the property enquired upon and shall not be applicable to any other property.

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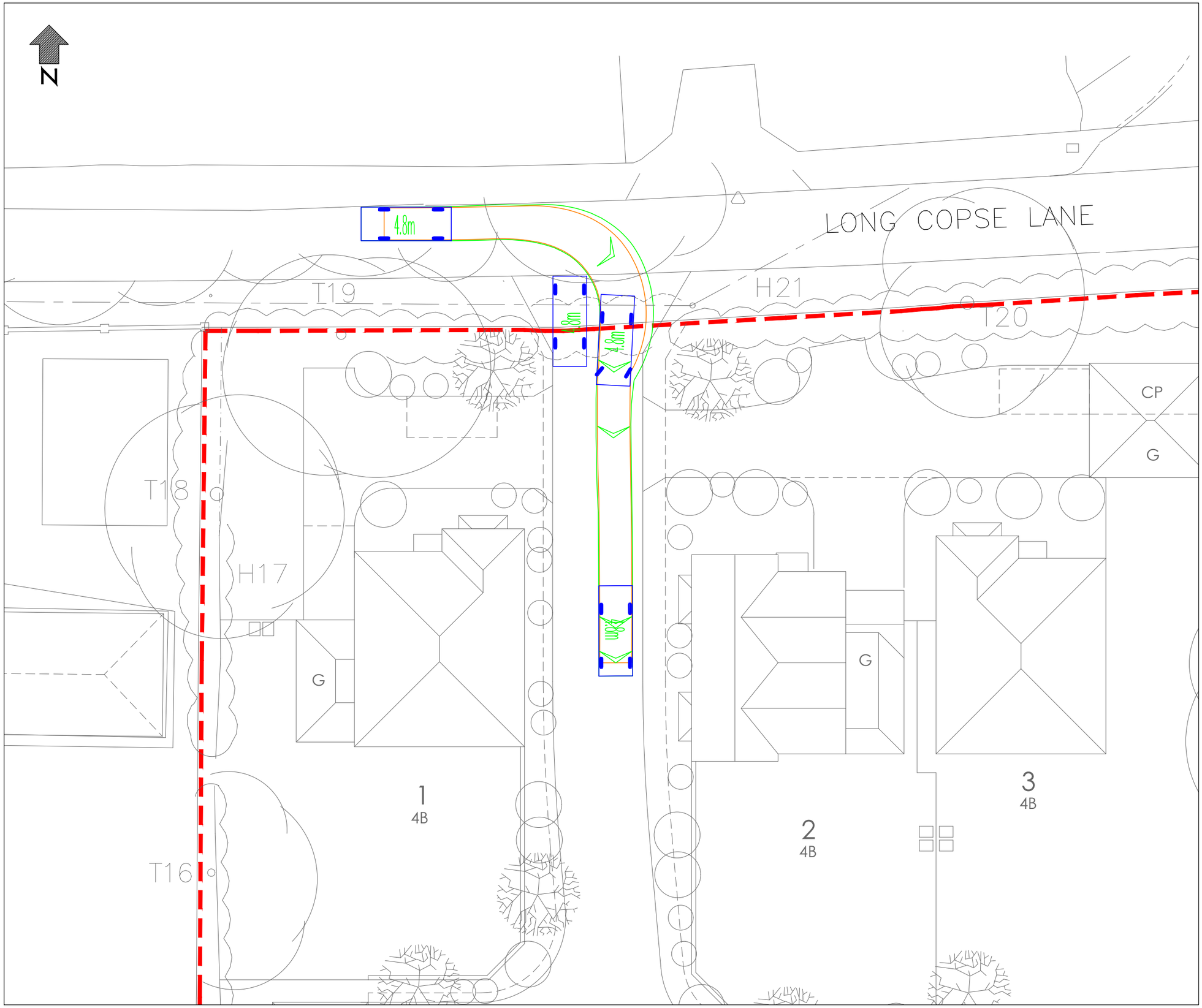
Ordnance Survey maps are topographic maps and show a representation of the physical features on the ground at the time of survey, which are drawn according to specified tolerances, by the Ordnance Survey. For further information on Ordnance Survey mapping please see: http://www.ordnancesurvey.co.uk/support/property-boundaries.html

For questions about the responsibility for ditches please refer to Hampshire County Council's website at: http://www3.hants.gov.uk/roads/highway-flooding/highways-drainage/your-responsibilities.htm

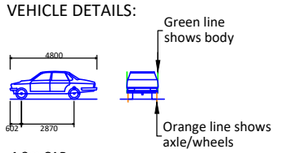
This plan is made on the basis of information at present available to the County Council and is made on the distinct understanding that, in the absence of negligence, neither the County Council nor I as an officer of the Council is to be held responsible should you rely on this statement and consequently suffer damage.

**Appendix 2**

**Access and Vehicle Tracking**




VEHICLE DETAILS:




4.8m CAR

| | |
|---|---|
| Overall Length | 4800mm |
| Overall Width | 1793mm |
| Overall Body Height | 1502mm |
| Min Body Ground Clearance | 288mm |
| Track Width | 1700mm |
| Lock-to-lock time | 4.00s |
| Curb to Curb Turning Radius | 6200mm |

Design speed 5kph for all Forward movements
Design speed 2.5kph for all Reverse movements

Client

Nick Culhane
Highway Consultant

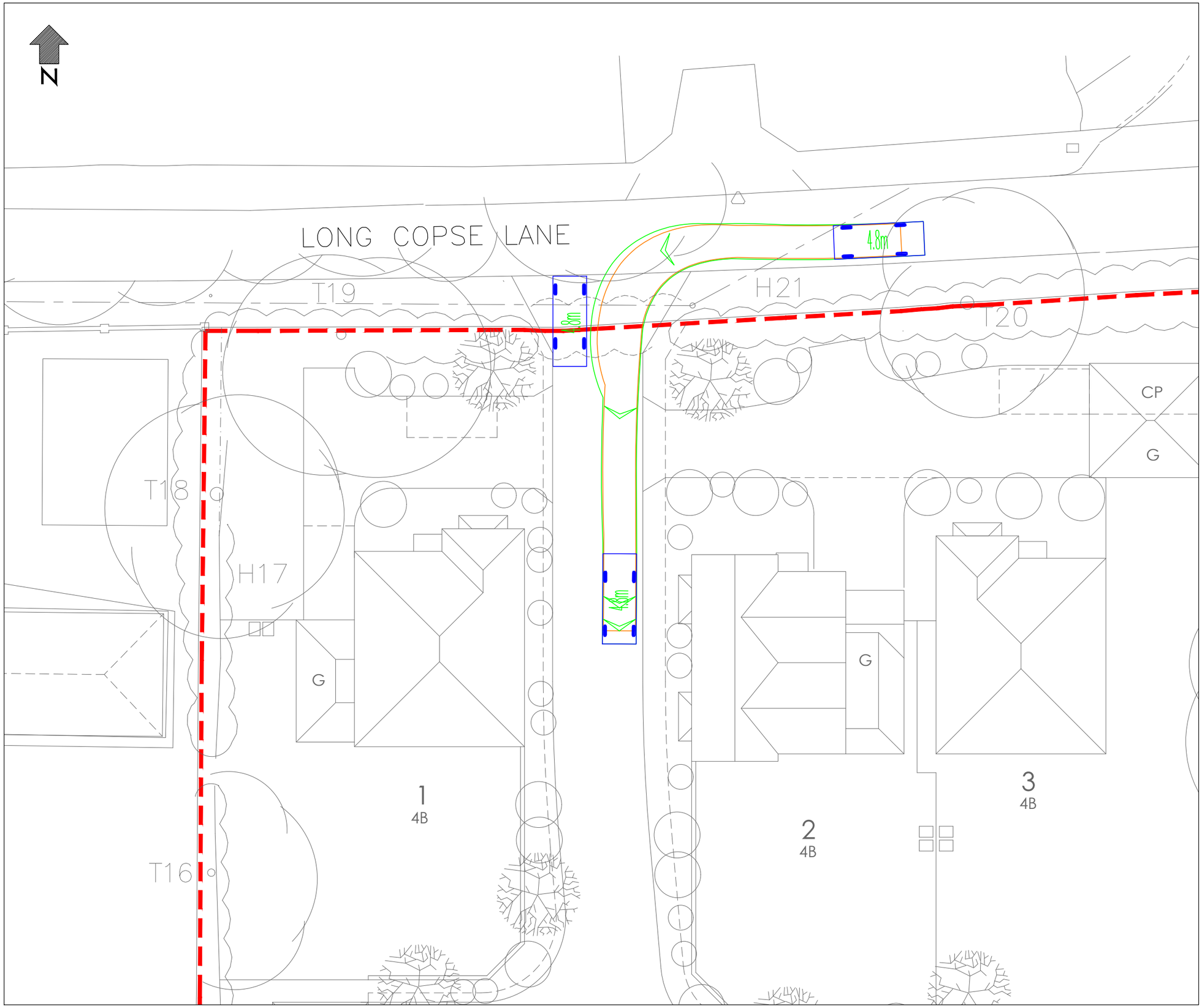
Project
RESIDENTIAL DEVELOPMENT
AT LONG COPSE LANE

Drawing Title
SWEPT PATHS ANALYSIS USING
4.8M CAR

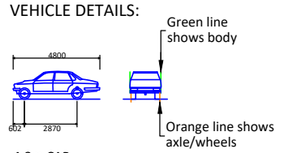
Drawing Status
FOR PLANNING

| Drawn | Designed | Date | Scale | Size |
|---|---|---|---|---|
| | NC | JUNE 2021 | 1:200 | A3 |

| Drawing No. | Rev |
|---|---|
| NJC-002 | - |




VEHICLE DETAILS:




4.8m CAR

| | |
|---|---|
| Overall Length | 4800mm |
| Overall Width | 1793mm |
| Overall Body Height | 1502mm |
| Min Body Ground Clearance | 288mm |
| Track Width | 1700mm |
| Lock-to-lock time | 4.00s |
| Curb to Curb Turning Radius | 6200mm |

Design speed 5kph for all Forward movements
Design speed 2.5kph for all Reverse movements

Client

Nick Culhane
Highway Consultant

Project
RESIDENTIAL DEVELOPMENT
AT LONG COPSE LANE

Drawing Title
SWEPT PATHS ANALYSIS USING
4.8M CAR

Drawing Status
FOR PLANNING

| Drawn | Designed | Date | Scale | Size |
|---|---|---|---|---|
| | NC | NOV 2020 | 1:200 | A3 |

| Drawing No. | Rev |
|---|---|
| NJC-003 | - |

**Appendix 3**

**TRICS data**

Calculation Reference: AUDIT-405201-200928-0907

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

*Selected regions and areas:*

| | | | |
|---|---|---|---|
| 03 | SOUTH WEST | | |
| | WL | WILTSHIRE | 1 days |
| 04 | EAST ANGLIA | | |
| | CA | CAMBRIDGESHIRE | 1 days |
| 06 | WEST MIDLANDS | | |
| | WK | WARWICKSHIRE | 1 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE | | |
| | SY | SOUTH YORKSHIRE | 1 days |
| 08 | NORTH WEST | | |
| | CH | CHESHIRE | 1 days |
| 09 | NORTH | | |
| | TW | TYNE & WEAR | 1 days |
| 14 | LEINSTER | | |
| | WX | WEXFORD | 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: 11 to 54 (units: )
Range Selected by User: 11 to 54 (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 | 2 days |
| Tuesday | 1 days |
| Wednesday | 2 days |
| Thursday | 2 days |

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

*Selected survey types:*

| | |
|---|---|
| Manual count | 7 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:*

| | |
|---|---|
| Suburban Area (PPS6 Out of Centre) | 7 |

*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 | 6 |
| No Sub Category | 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.*

Secondary Filtering selection:

*Use Class:*

| | |
|---|---|
| C3 | 7 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:*

| | |
|---|---|
| 5,001 to 10,000 | 2 days |
| 15,001 to 20,000 | 2 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:*

| | |
|---|---|
| 25,001 to 50,000 | 1 days |
| 100,001 to 125,000 | 1 days |
| 125,001 to 250,000 | 2 days |
| 250,001 to 500,000 | 3 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 | 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 | 7 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 | 7 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 CA-03-A-05 DETACHED HOUSES CAMBRIDGESHIRE
EASTFIELD ROAD
PETERBOROUGH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 28
*Survey date: MONDAY 17/10/16 Survey Type: MANUAL*

2 CH-03-A-08 DETACHED CHESHIRE
WHITCHURCH ROAD
CHESTER
BOUGHTON HEATH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 11
*Survey date: TUESDAY 22/05/12 Survey Type: MANUAL*

3 SY-03-A-01 SEMI DETACHED HOUSES SOUTH YORKSHIRE
A19 BENTLEY ROAD
DONCASTER
BENTLEY RISE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 54
*Survey date: WEDNESDAY 18/09/13 Survey Type: MANUAL*

4 TW-03-A-02 SEMI-DETACHED TYNE & WEAR
WEST PARK ROAD
GATESHEAD

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 16
*Survey date: MONDAY 07/10/13 Survey Type: MANUAL*

5 WK-03-A-03 DETACHED HOUSES WARWICKSHIRE
BRESE AVENUE
WARWICK
GUYS CLIFFE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 23
*Survey date: WEDNESDAY 25/09/19 Survey Type: MANUAL*

6 WL-03-A-02 SEMI DETACHED WILTSHIRE
HEADLANDS GROVE
SWINDON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 27
*Survey date: THURSDAY 22/09/16 Survey Type: MANUAL*

7 WX-03-A-01 SEMI-DETACHED WEXFORD
CLONARD ROAD
WEXFORD

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total No of Dwellings: 34
*Survey date: THURSDAY 25/09/14 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/A - HOUSES PRIVATELY OWNED
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 | 7 | 28 | 0.057 | 7 | 28 | 0.275 | 7 | 28 | 0.332 |
| 08:00 - 09:00 | 7 | 28 | 0.181 | 7 | 28 | 0.435 | 7 | 28 | 0.616 |
| 09:00 - 10:00 | 7 | 28 | 0.171 | 7 | 28 | 0.176 | 7 | 28 | 0.347 |
| 10:00 - 11:00 | 7 | 28 | 0.202 | 7 | 28 | 0.197 | 7 | 28 | 0.399 |
| 11:00 - 12:00 | 7 | 28 | 0.192 | 7 | 28 | 0.187 | 7 | 28 | 0.379 |
| 12:00 - 13:00 | 7 | 28 | 0.238 | 7 | 28 | 0.187 | 7 | 28 | 0.425 |
| 13:00 - 14:00 | 7 | 28 | 0.197 | 7 | 28 | 0.212 | 7 | 28 | 0.409 |
| 14:00 - 15:00 | 7 | 28 | 0.218 | 7 | 28 | 0.275 | 7 | 28 | 0.493 |
| 15:00 - 16:00 | 7 | 28 | 0.337 | 7 | 28 | 0.290 | 7 | 28 | 0.627 |
| 16:00 - 17:00 | 7 | 28 | 0.347 | 7 | 28 | 0.275 | 7 | 28 | 0.622 |
| 17:00 - 18:00 | 7 | 28 | 0.352 | 7 | 28 | 0.218 | 7 | 28 | 0.570 |
| 18:00 - 19:00 | 7 | 28 | 0.301 | 7 | 28 | 0.202 | 7 | 28 | 0.503 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 2.793 | | | 2.929 | | | 5.722 |

*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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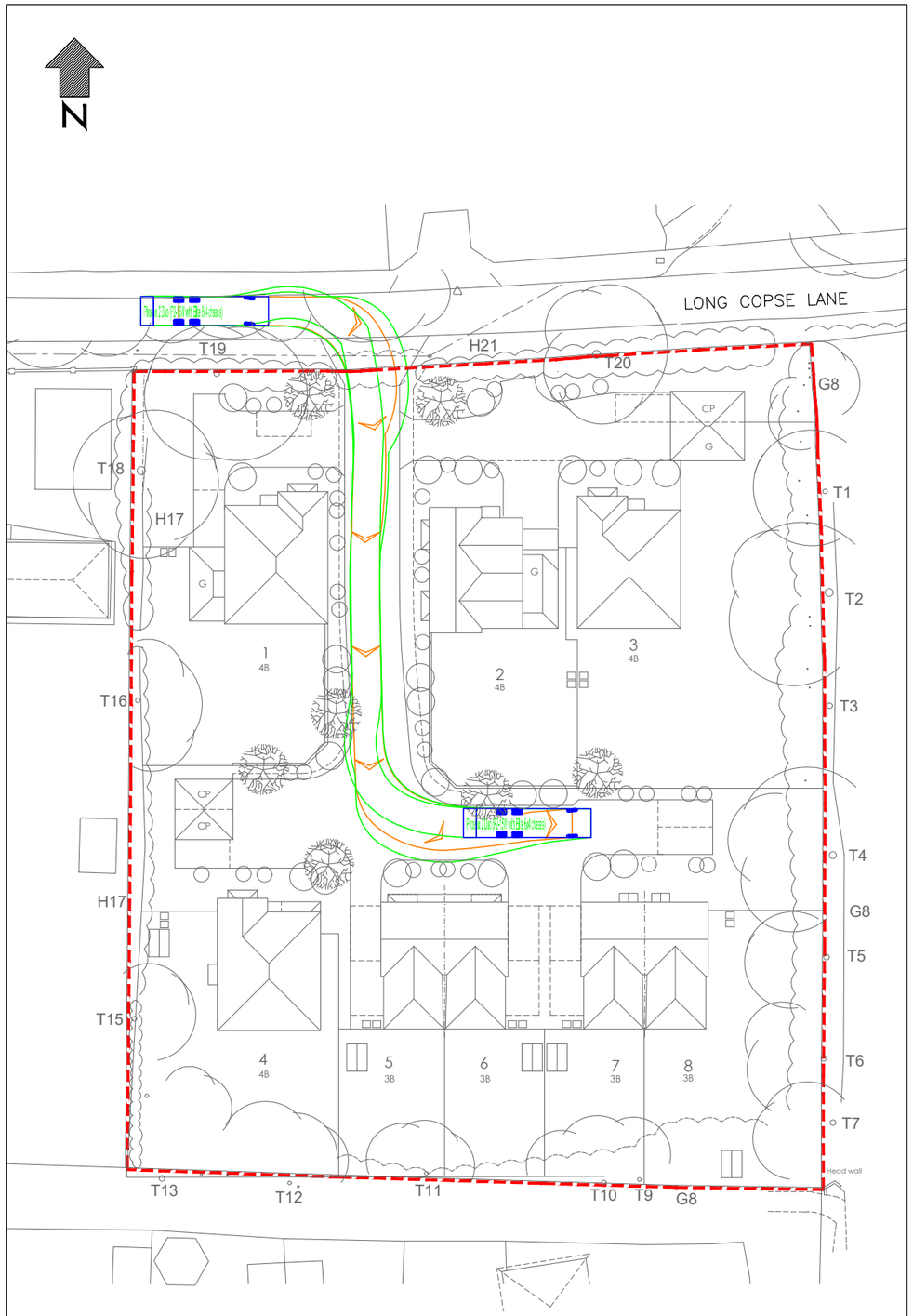
Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 11 - 54 (units: ) |
| Survey date date range: | 01/01/12 - 25/09/19 |
| Number of weekdays (Monday-Friday): | 7 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

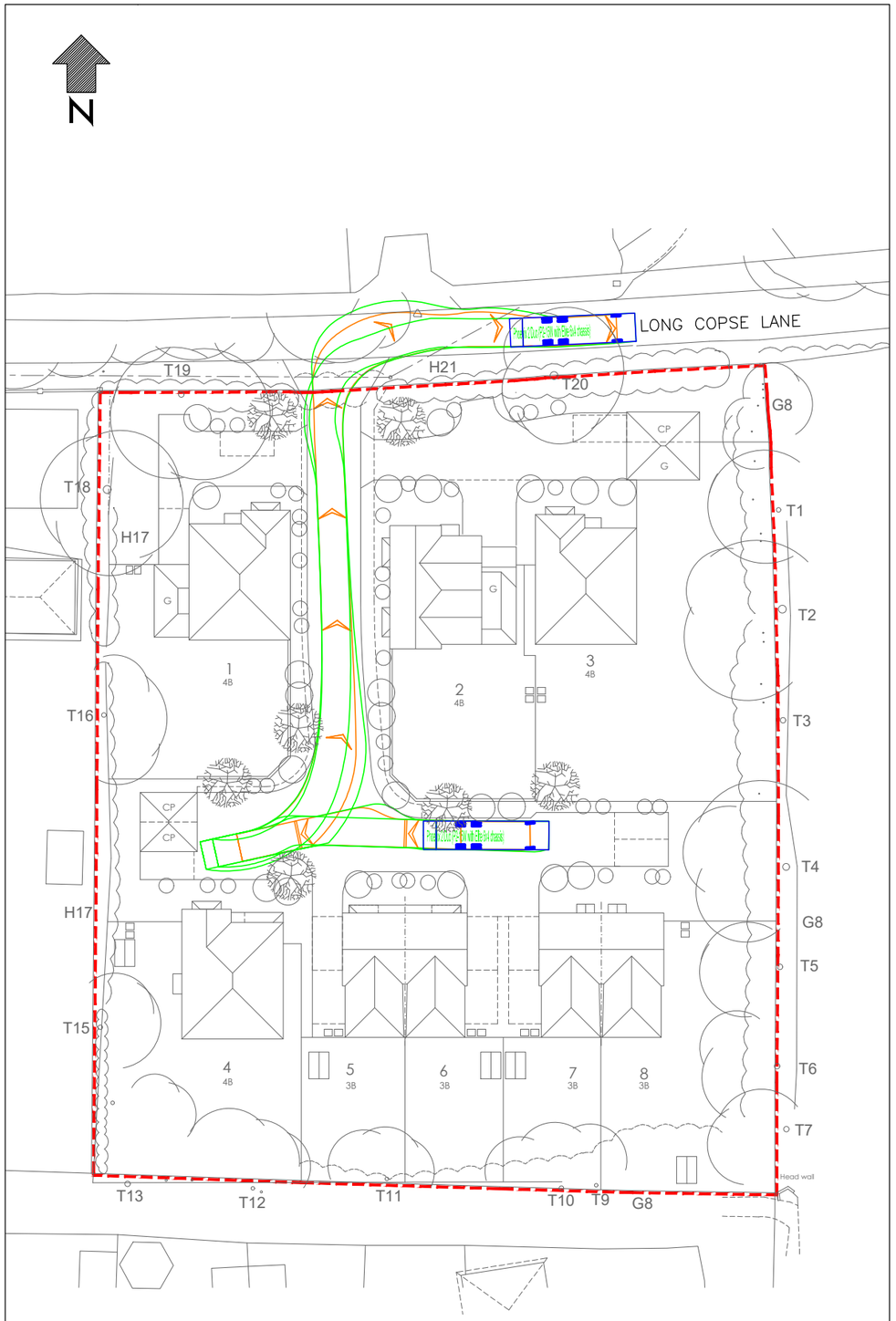
*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.*

**Appendix 4**

**Swept Path Tracking Details**

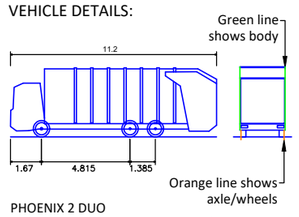



INGRESS




EGRESS

VEHICLE DETAILS:




PHOENIX 2 DUO
(P2-15W WITH ELITE 6X4 CHASSIS)

| | |
|---|---|
| Overall Length | 11.200m |
| Overall Width | 2.530m |
| Overall Body Height | 3.751m |
| Min Body Ground Clearance | 0.304m |
| Track Width | 2.500m |
| Lock-to-lock time | 4.00s |
| Curb to Curb Turning Radius | 9.500m |

Design speed 5kph for all Forward movements
Design speed 2.5kph for all Reverse movements

Client

Nick Culhane
Highway Consultant

Project
RESIDENTIAL DEVELOPMENT
AT LONG COPSE LANE

Drawing Title
SWEPT PATHS ANALYSIS USING
11.2M REFUSE FREIGHTER VEHICLE

Drawing Status
FOR PLANNING

| Drawn | Designed | Date | Scale | Size |
|---|---|---|---|---|
| | NC | JUNE 2021 | 1:500 | A3 |

| Drawing No. | Rev |
|---|---|
| NJC-001 | - |