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Residential Development of 2 Detached Dwellings with Associated Car Parking
12 Portsdown Hill Road, Havant PO9 3JX

1.0 Introduction

1.1 This Highway Technical Note has been prepared in support of a planning application submission to Havant Borough Council as Local Planning Authority for the erection of two detached four-bedroom dwellings with associated access, car parking, cycle parking, turning and servicing arrangements on land at 12 Portsdown Hill Road, Havant. The Location of the site is shown below.



1.2 The application site comprises part of the extensive residential curtilage associated with No.12 Portsdown Hill Road. Vehicular access to the site is obtained via an existing private access which connects with Portsdown Hill Road (B2177). No new vehicular access onto the public highway is proposed as part of the development.

1.3 The proposed site layout provides three car parking spaces for each of the proposed dwellings together with sufficient internal space to enable vehicles to manoeuvre within the development. Separate parking provision serving the existing dwelling at No.12 is retained. Secure cycle storage and refuse storage facilities are also identified within the proposed development.

1.4 The application follows pre-application discussions with Havant Borough Council under reference GEN/25/00495. The pre-application proposal related to three dwellings whereas the current scheme has been reduced to two dwellings. The principle of residential development within the built-up area was considered acceptable at pre-application stage, subject to the detailed development management considerations identified by the Council.

1.5 In respect of highway matters, the pre-application response raised concern regarding visibility where the existing access ultimately connects with Portsdown Hill Road and recommended consultation with Hampshire County Council (HCC), as Local Highway Authority.

1.6 However, the scale and nature of the current development proposal are such that it falls within the scope of HCC's formally adopted Standing Advice for planning applications. In particular, HCC advises that residential development comprising between one and five new dwellings accessed from an unclassified road is subject to Standing Advice and does not require direct consultation with the Local Highway Authority unless a new access is created or an existing access onto the public highway is altered.

1.7 The current proposal does not involve the formation of a new vehicular access onto the public highway or the alteration of the existing point of access. Accordingly, the highway implications of the development are capable of being considered by Havant Borough Council by reference to HCC's Standing Advice. This matter is considered in detail later within this Technical Note.

1.8 It is also relevant that HCC has previously considered the highway implications of additional residential development at the adjoining No.10 Portsdown Hill Road, which is served via the same private access arrangement. Although HCC initially sought additional information concerning visibility and vehicle manoeuvring, its subsequent consultation response concluded that the additional use of the existing access would not result in a detrimental impact upon the operation or safety of the local highway network and raised no objection without conditions.

1.9 This Technical Note therefore considers the proposed development in the context of the existing highway conditions, the accessibility of the site by sustainable modes of travel, the proposed access and parking arrangements, vehicle manoeuvring and servicing, anticipated traffic generation, the relevant planning and highway history and the requirements of HCC's Standing Advice.

2.0 Site Location and Existing Highway Conditions

2.1 The application site is located at 12 Portsdown Hill Road, within the established built-up area of Bedhampton. The surrounding area is predominantly residential in character, with development extending along Portsdown Hill Road and the adjoining residential streets.

2.2 No.12 occupies a comparatively substantial plot on the northern side of Portsdown Hill Road. The site is unusual in terms of its topography, being positioned within a lower area of land beneath the surrounding slopes of Portsdown Hill. Havant Borough Council's pre-application response describes the site as being set within the slope of Portsdown Hill within a quarried-out level area and consequently being set below Portsdown Hill Road and the properties within Pennant Hills to the west.

2.3 Portsdown Hill Road passes generally east-west to the south of the site and is classified as the B2177. It provides an important local connection through Bedhampton and towards the wider highway network.

2.4 Vehicular access to No.12 is not obtained by means of an individual driveway directly from the running carriageway of the B2177. Instead, access is obtained from the existing private access arrangement which serves a number of established residential properties before connecting with Portsdown Hill Road.

2.5 The nature of this arrangement is confirmed by the planning and highway history associated with the adjoining No.10 Portsdown Hill Road. In considering application APP/24/00639, HCC described that property as being accessed from the private road / driveway which meets the public highway at Portsdown Hill Road.

2.6 Consequently, the proposed dwellings would make use of an established access arrangement which already accommodates residential vehicular movements associated with the existing properties served from it. There would be no creation of a new junction with Portsdown Hill Road arising from the development.

2.7 The existing access operates as a relatively low-speed residential environment. Vehicles entering from Portsdown Hill Road leave the classified highway before proceeding along the private access towards the individual residential properties. Similarly, vehicles leaving the properties travel along the private access before reaching its junction with Portsdown Hill Road.

2.8 The proposed development would therefore result in an increase in the number of residential movements using an established access rather than introducing a new point of vehicular conflict onto the public highway.

2.9 The junction between the private access and Portsdown Hill Road has already been considered in detail by HCC in connection with the adjoining development at No.10. HCC initially requested visibility splays of 2.4m x 43m in both directions and vehicle tracking information.

2.10 Further consideration established that improvements to the existing visibility arrangement could not reasonably be undertaken because of existing walls at the junction which were outside the control of the applicant. Notwithstanding this constraint, HCC subsequently accepted that the additional residential use of the access was not significant, noted the absence of recorded Personal Injury Collisions on the immediate approaches to the junction and raised no objection to the development.

2.11 Of particular relevance, the subsequent HCC consultation response expressly recognised that the proposal at No.10 was served from the existing private driveway, that no changes were proposed to the existing access and that the intensification arising from the additional dwelling was not significant. HCC concluded that the development would not result in a detrimental impact upon either the operation or safety of the local highway network.

2.12 This represents a directly relevant assessment of the existing access arrangement by the Local Highway Authority. The physical circumstances of the junction with Portsdown Hill Road have not been created by the current proposal and the development would continue to utilise the same established means of access.

2.13 The highway implications of the current proposal therefore principally relate to the modest additional residential traffic associated with two dwellings and the ability of the proposed internal layout to accommodate parking, turning and servicing in an appropriate manner. These matters are considered in the subsequent sections of this Technical Note.

3.0 Development Proposals

3.1 Planning permission is sought for the erection of two detached four-bedroom dwellings within the grounds of No.12 Portsdown Hill Road.

3.2 The development represents a reduction from the three-dwelling scheme considered by Havant Borough Council through the pre-application process under reference GEN/25/00495.

3.3 Vehicular access to the development would be obtained via the existing access serving No.12 and the existing private access connecting with Portsdown Hill Road. No new vehicular access onto Portsdown Hill Road is proposed.

3.4 The internal access would extend into the development and provide access to the parking and turning areas associated with each proposed dwelling. The layout provides three car parking spaces for each dwelling, together with sufficient manoeuvring space to enable vehicles to turn within the site.

3.5 Parking serving the existing dwelling at No.12 would be retained separately from the parking associated with the proposed dwellings.

3.6 Dedicated cycle storage facilities are identified for both proposed dwellings. Refuse storage is similarly incorporated within the development, with a bin collection area positioned towards the access so that refuse collection can take place without the need for a refuse collection vehicle to enter the residential plots.

3.7 Swept path analysis has been undertaken to demonstrate the operation of the proposed access and internal manoeuvring arrangements. The analysis has been undertaken using a 4.8m design car and demonstrates the ability of cars to negotiate the access and manoeuvre within the development. This is shown on drawing NJC-001 -3 and is included as [Appendix 1](#) to this Note.

3.8 Further swept path analysis has been undertaken using a 5.885m light service vehicle, demonstrating that an appropriately sized delivery/service vehicle can access and manoeuvre within the development. This is demonstrated on drawing NJC-004 and is included as [Appendix 2](#) to this Note.

3.9 The proposed layout therefore provides for the parking and manoeuvring requirements of the development within the site and allows vehicles to approach and leave the public highway in a forward gear.

4.0 Hampshire County Council Standing Advice

4.1 Hampshire County Council (HCC), as Local Highway Authority, adopted its document 'Consultation with Hampshire County Council as the Local Highway Authority – Notification to Local Planning Authorities' in April 2017. The document establishes the circumstances in which HCC wishes to be consulted upon planning applications and, importantly, those circumstances where highway matters should instead be determined by the Local Planning Authority through the application of HCC's Standing Advice.

4.2 The consultation arrangements reflect the provisions of the Town and Country Planning (Development Management Procedure) (England) Order 2015. HCC specifically notes that Article 18(1)(d) provides that consultation with a statutory consultee is not required where the development is subject to standing advice issued by that authority.

4.3 HCC's document therefore does not simply provide informal guidance as to when consultation might be appropriate. It constitutes formal notification to Local Planning Authorities of the circumstances in which HCC wishes its statutory consultee responsibilities to be discharged through Standing Advice.

4.4 For residential development comprising between one and five new dwellings, HCC makes a clear distinction according to the status of the road from which the development is accessed. Paragraph 3.4 of the document states that HCC only wishes to be directly consulted where development comprising between one and five new dwellings will be accessed directly from an A, B or C classified road.

4.5 Paragraph 3.5 then confirms that, for other residential development of this scale, Standing Advice applies. For the avoidance of doubt, HCC expressly identifies residential development comprising between one and five new dwellings accessed from an unclassified road as falling within the Standing Advice procedure.

4.6 The current application proposes two new dwellings and is therefore clearly within the numerical threshold of one to five dwellings.

4.7 Although the existing private access ultimately connects with Portsdown Hill Road, which is classified as the B2177, the proposed dwellings would not be accessed directly from the B2177. They would be accessed from the existing private access serving No.12, which in turn connects with Portsdown Hill Road.

4.8 This distinction is supported by HCC's own description of the access arrangements when considering the adjoining development at No.10 Portsdown Hill Road. In that case, HCC expressly described the development as being served from the existing private driveway, which then connects with Portsdown Hill Road.

4.9 The development should therefore be considered as two dwellings served from the existing private access rather than as development taking direct access from the B2177.

4.10 HCC further explains at paragraph 3.6 that, where Standing Advice applies, consultation with the Local Highway Authority is required on the access element only where a new point of access is created or an existing access is amended.

4.11 No new access onto the public highway is proposed by the current application and no alteration is proposed to the existing junction between the private access and Portsdown Hill Road. The circumstances identified by paragraph 3.6 which would trigger consultation with HCC on the access element therefore do not arise.

4.12 Paragraph 3.7 of HCC's notification also confirms that development of up to five dwellings is not considered to result in the laying out of a new street for the purposes of Schedule 4 of the Development Management Procedure Order. HCC consequently does not wish to be consulted upon the internal layout of development of this scale.

4.13 The position is reinforced within Appendix A of the HCC document. Paragraph 1.1 of Appendix A confirms that HCC discharges its Local Highway Authority consultee responsibilities through Standing Advice for:

"Residential development of 1 to 5 new dwellings, served by an access onto an unclassified road."

4.14 Of particular significance, paragraph 1.2 of Appendix A states that where the Local Planning Authority is satisfied that an application accords with the Standing Advice, it can conclude that there are no highway reasons to refuse the application.

4.15 It is therefore appropriate to consider the current proposals against the individual requirements of the Standing Advice.

Vehicle Turning

4.16 Paragraph 3.2 of Appendix A requires development comprising between two and five dwellings using a shared vehicular access to provide sufficient space for vehicles to enter and exit the development onto the highway in a forward gear.

4.17 The proposed development satisfies this requirement. The site layout incorporates dedicated turning provision and swept path analysis has been undertaken using a 4.8m design car. This demonstrates that vehicles can manoeuvre within the site and negotiate the access arrangement satisfactorily.

4.18 HCC's additional guidance at paragraph 4.1 similarly requires turning provision where more than one dwelling is served by a single point of access and states that consideration should be given to small delivery vehicles where such vehicles need to enter a development.

4.19 Swept path analysis has therefore also been undertaken using a 5.885m light service vehicle. This demonstrates that a vehicle representative of the type likely to undertake domestic deliveries can negotiate the proposed access and manoeuvring arrangements.

4.20 The development therefore complies with the vehicle turning requirements of HCC's Standing Advice.

Pedestrian and Cycle Access

4.21 Paragraph 3.6 of Appendix A advises that the internal layout of development should provide a connection to existing pedestrian and cycle facilities across the immediate site frontage.

4.22 The proposed dwellings would be connected to the existing access and surrounding pedestrian network. The development would not remove, sever or otherwise prejudice any existing pedestrian or cycle facility.

4.23 Secure cycle parking would also be provided for each dwelling, thereby facilitating cycle ownership and use by future residents.

Car Parking

4.24 Paragraph 4.5 of Appendix A confirms that parking provision should accord with the adopted parking standards of the Local Planning Authority and should be incorporated into the design and layout so that parking does not result in a safety or operational issue on the highway.

4.25 Each proposed four-bedroom dwelling would be provided with three dedicated car parking spaces. Parking serving the existing dwelling at No.12 would be retained independently of the parking provision associated with the proposed development.

4.26 The proposed parking provision is therefore contained wholly within the site and there would be no operational requirement for vehicles associated with the development to park on the adjoining highway.

Refuse Collection

4.27 Paragraphs 4.6 and 4.7 of Appendix A recognise that for development of up to five dwellings it is unlikely that a refuse collection vehicle would enter the site. Where collection takes place from the kerbside, HCC advises that an appropriate bin collection point should be provided close to the site entrance.

4.28 The proposed layout incorporates dedicated refuse storage together with provision for bins to be presented for collection towards the access. There is consequently no requirement for a refuse collection vehicle to enter or turn within the residential development.

Standing Advice Conclusion

4.29 The development comprises only two new dwellings, would utilise an established private access and would involve neither the creation of a new access onto Portsdown Hill Road nor the alteration of the existing junction with the public highway.

4.30 The proposed development provides appropriate car parking, cycle storage and refuse facilities and the swept path analysis demonstrates that cars and light service vehicles can manoeuvre satisfactorily within the development.

4.31 The proposal therefore satisfies the relevant requirements contained within HCC's Standing Advice.

4.32 Accordingly, the application falls within the category of development for which HCC has formally advised that its Local Highway Authority responsibilities should be discharged through Standing Advice. Direct consultation with HCC is therefore not required in respect of the development proposals.

4.33 Havant Borough Council, as Local Planning Authority, is consequently able to determine the highway implications of the application by applying HCC's Standing Advice. As expressly stated within Appendix A of that advice, where the Local Planning Authority is satisfied that the application accords with its requirements, it can conclude that there are no highway reasons to refuse the application.

5.0 Accessibility By Sustainable Modes

5.1 The application site lies within the established built-up area of Bedhampton and is surrounded by existing residential development. As such, the site benefits from access to an established network of pedestrian routes, local services and public transport facilities.

Walking

5.2 Pedestrian access to the proposed dwellings would be obtained via the existing private access connecting with Portsdown Hill Road. From the site, the surrounding highway network provides pedestrian connections towards the established residential areas of Bedhampton and the local facilities and services available within them.

5.3 The site is located within walking distance of a range of everyday facilities. These include local schools, recreational facilities, bus stops and retail facilities within Bedhampton, with a wider range of services and facilities available within Havant and the surrounding urban area.

5.4 In particular, bus stops are available on Bedhampton Road within a short walk of the site. The closest stops are in the vicinity of Maylands Road and Nursery Road and are approximately 165m and 215m respectively from the site.

5.5 The location of these facilities demonstrates that future residents would not be dependent upon travelling by private car for all journeys and that opportunities exist to undertake shorter everyday journeys on foot.

Cycling

5.6 The site's position within the established Bedhampton urban area also provides opportunities for journeys to be undertaken by bicycle.

5.7 Cycling provides a realistic alternative to the private car for shorter journeys from the site, including journeys towards Bedhampton, Havant, Waterlooville and the surrounding residential and employment areas.

5.8 The development would provide dedicated secure cycle storage for each of the proposed dwellings. Future residents would therefore have convenient facilities for storing bicycles within the development, facilitating cycle ownership and use.

5.9 The provision of secure cycle storage is consistent with the objective of encouraging residents to use sustainable modes for appropriate journeys and complements the site's accessibility to surrounding facilities.

Public Transport

5.10 The application site benefits from access to existing bus services operating through the surrounding Bedhampton area.

5.11 The closest bus stops are situated on Bedhampton Road in the vicinity of Maylands Road and Nursery Road. These stops are within a convenient walking distance of the site and provide access to the wider local public transport network.

5.12 Bus services within the Bedhampton/Havant area provide connections towards destinations including Havant, Portsmouth, Waterlooville and other parts of the surrounding urban area. The availability of these services provides future residents with an alternative to use of the private car for employment, education, shopping and leisure journeys.

5.13 Bedhampton railway station is also located approximately 0.9km from the site. The station is therefore within a reasonable cycling distance and, for some users, walking distance of the development.

5.14 Bedhampton station forms part of the established South Hampshire rail network and provides access towards Portsmouth and Havant, from where connections are available to the wider regional and national rail network.

5.15 Havant railway station is located further east and provides a wider range of rail connections. Direct rail services from Havant include destinations such as Portsmouth, Chichester, Guildford, London, Brighton, Fareham and Southampton.

Accessibility Summary

5.16 The application site is therefore not an isolated location. It lies within the established Bedhampton urban area, with pedestrian access to local facilities, bus stops within a short walk and railway facilities accessible within the surrounding area.

5.17 The provision of secure cycle parking within the development would further support opportunities for travel by sustainable modes.

5.18 While it is recognised that future occupants are likely to undertake a proportion of their journeys by private car, the location provides a genuine choice of travel modes for a range of everyday journeys. The accessibility characteristics of the site are therefore considered appropriate for the modest scale of residential development proposed.

6.0 Trip Generation and Traffic Impact

6.1 Trip Generation

6.1.1 To quantify the level of traffic likely to be generated by the proposed development, vehicle trip rates have been obtained from the TRICS® database using sites considered representative of the proposed residential development.

6.1.2 The TRICS assessment relates to privately owned residential dwellings within suburban locations and has been based upon residential developments containing between 14 and 34 dwellings. The surveys were undertaken between September 2019 and May 2025 and therefore provide an appropriate contemporary dataset against which the likely traffic generation of the proposed development can be assessed.

6.1.3 The resulting average vehicle trip rates together with the likely impact that two additional dwellings could generate are summarised in the table below.

Privately Owned Dwellings Trip Rates			
	Arrivals	Departures	Two-way Total
AM Peak (0800 – 0900)	0.250	0.384	0.634
PM Hour (1700 – 1800)	0.304	0.170	0.474
Daily Traffic	2.547	2.592	5.139
Traffic Impact based on 2 Additional Dwellings			
AM Peak (0800 – 0900)	0.50 (1)	0.77 (1)	2
PM Hour 1700 – 1800)	0.61 (1)	0.34 (0)	1
Daily Traffic	5.09 (5)	5.18 (5)	10

6.1.4 The development can therefore reasonably be expected to generate approximately 10 two-way vehicle movements across a typical day.

6.1.5 During the weekday AM peak hour, the development is forecast to generate approximately 2 two-way vehicle movements, whilst during the PM peak hour approximately 1 vehicle movement is forecast. The TRICS data is included as [Appendix 3](#) to this Note.

6.1.6 In practical terms, the development would therefore generate only one to two additional vehicle movements during each of the conventional highway peak hours.

6.2 Traffic Impact

6.2.1 The level of additional traffic associated with two dwellings is extremely modest. Approximately 10 additional two-way movements distributed across an entire day equates, on average, to substantially less than one additional vehicle movement every hour.

6.2.2 The additional traffic would also be residential in nature and would therefore be distributed throughout the day rather than occurring as a concentrated flow of vehicles.

6.2.3 Of particular relevance, the forecast peak-hour traffic generation demonstrates that the proposed development would typically result in only one to two additional vehicle movements through the existing junction with Portsdown Hill Road during the conventional highway peak hours.

6.2.4 This provides important quantitative context to the question of intensification of the existing access. The development would not materially alter the manner in which the existing private access or its junction with Portsdown Hill Road operates.

6.2.5 As set out previously within this Technical Note, HCC has already considered additional residential traffic using this same established access arrangement in connection with development at No.10 Portsdown Hill Road. In doing so, HCC concluded that the intensification associated with additional residential development was not significant and would not result in a detrimental impact upon the operation or safety of the local highway network.

6.2.6 The TRICS assessment demonstrates that the current proposal would similarly result in a very low level of additional traffic. The addition of approximately one movement during each peak hour would be imperceptible within the normal variation in traffic using Portsdown Hill Road and would not materially change the frequency or nature of vehicle movements at the existing junction.

6.2.7 The proposed development would therefore have no material effect upon the capacity or operation of the surrounding highway network and the modest level of additional traffic does not alter the conclusions previously reached regarding the suitability of the established access arrangement.

7.0 Planning Policy

7.1 National Planning Policy Framework

7.1.1 The National Planning Policy Framework (NPPF) establishes the Government's approach to transport considerations associated with new development. Chapter 9, Promoting Sustainable Transport, seeks to ensure that transport issues are considered from the earliest stages of development and that opportunities to promote walking, cycling and public transport are identified and pursued.

7.1.2 The application site lies within the established built-up area of Bedhampton where future residents would have access to local facilities and services by a range of travel modes. As demonstrated in Section 5, pedestrian connections, nearby bus services and access to the local rail network provide realistic alternatives to use of the private car for appropriate journeys.

7.1.3 Of particular relevance to the determination of the application, paragraph 116 of the NPPF establishes the threshold against which development should be considered on highway grounds. It states that development should only be prevented or refused on highway grounds where there would be an unacceptable impact on highway safety, or where the residual cumulative impacts on the road network, following mitigation, would be severe.

7.1.4 The proposed development comprises only two dwellings and would utilise an existing and established access arrangement. No new access onto Portsdown Hill Road is proposed and the development has been demonstrated to comply with the relevant requirements of HCC's Standing Advice.

7.1.5 The proposed layout provides appropriate off-street car parking, secure cycle storage and sufficient manoeuvring space to enable vehicles to enter and leave in a forward gear. Swept path analysis also demonstrates that the development can appropriately accommodate the light service vehicles likely to require access to the site. These arrangements are already described within Sections 3 and 4 of this Technical Note.

7.1.6 Furthermore, the TRICS assessment demonstrates that the two dwellings would generate only approximately 10 two-way vehicle movements over a typical day, including only one to two movements during the conventional highway peak hours. This represents a very modest increase in the use of the existing access and would have no material effect upon the operation of the surrounding highway network.

7.1.7 The scale of traffic generation is also consistent with HCC's previous consideration of additional residential development using the same established access arrangement, where the Local Highway Authority concluded that the intensification of use was not significant and would not detrimentally affect the operation or safety of the local highway network

8.0 Summary and Conclusions

8.1 This Highway Technical Note has been prepared in support of a planning application for the erection of two detached four-bedroom dwellings with associated car parking and ancillary works at 12 Portsdown Hill Road, Havant.

8.2 The proposed dwellings would be served via the existing private access which connects with Portsdown Hill Road. No new vehicular access onto the public highway is proposed and no alteration is required to the existing junction arrangement.

8.3 The development would provide three car parking spaces for each proposed dwelling together with secure cycle storage, refuse storage and appropriate internal manoeuvring provision. Swept path analysis demonstrates that cars and light service vehicles can satisfactorily negotiate the proposed access and manoeuvring areas and that vehicles can approach and leave the public highway in a forward gear.

8.4 Of particular importance, the application falls within the scope of HCC's formally adopted Standing Advice. The development comprises only two dwellings, would be served from an existing private access and would involve neither the creation of a new access onto Portsdown Hill Road nor alteration of the existing junction with the public highway.

8.5 The assessment undertaken within this Note demonstrates that the proposals satisfy the relevant requirements of the Standing Advice in respect of vehicle turning, pedestrian and cycle access, car parking and refuse collection. HCC's own advice confirms that where the Local Planning Authority is satisfied that an application complies with the Standing Advice, it can conclude that there are no highway reasons to refuse the application.

8.6 The existing access arrangement has also previously been considered by HCC in connection with residential development at the adjoining No.10 Portsdown Hill Road. Although visibility information was initially requested, HCC subsequently accepted the existing access arrangement and concluded that the additional residential use would not result in a detrimental impact upon the operation or safety of the local highway network.

8.7 The TRICS assessment demonstrates that the proposed two dwellings would generate approximately 10 two-way vehicle movements over a typical day, including only one to two movements during the conventional highway peak hours. Such a level of traffic represents a very modest intensification of the established access and would have no material effect upon the operation of the surrounding highway network.

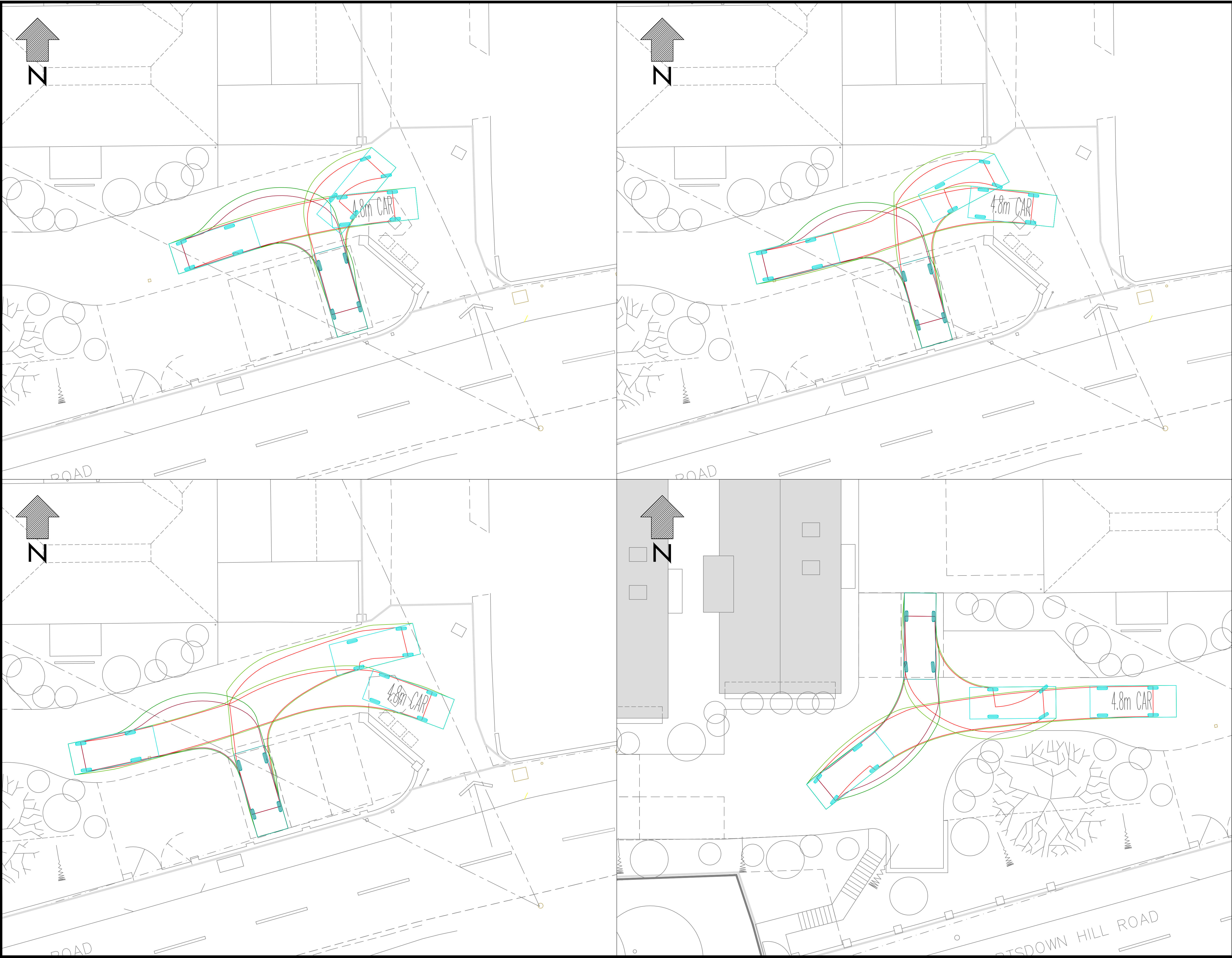
8.8 The site is also situated within the established built-up area of Bedhampton and benefits from opportunities for travel by walking, cycling and public transport. Future residents would therefore have access to alternative modes of travel for a range of everyday journeys.

8.9 Overall, the development provides appropriate access, parking, turning, servicing and cycle storage arrangements, would generate only a very modest level of additional traffic and accords with the relevant requirements of HCC's Standing Advice.

8.10 The residual transport impacts of the development would therefore fall substantially below the threshold set out within paragraph 116 of the NPPF at which development should be prevented or refused on highway grounds.

Appendix 1

Swept Path Tracking – Cars



VEHICLE DETAILS:

4.8m CAR
Overall Length 4.890m
Overall Width 1.753m
Overall Body Height 1.502m
Min Body Ground Clearance 0.287m
Track Width 1.700m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 4.890m
Design speed 16kph for all forward movements
Design speed 10kph for all reverse movements

KEY

— OUTER EDGE OF THE WHEELS
(INSIDE CLEARANCE)

— OUTER VEHICLE
SWING/ENVELOPE (OUTSIDE
CLEARANCE)

2m 0 2m 4m
1:100 SCALE BAR

Client

Nick Culhane
Highway Consultant

Project

RESIDENTIAL DEVELOPMENT AT
PORTSDOWN HILL

Drawing Title

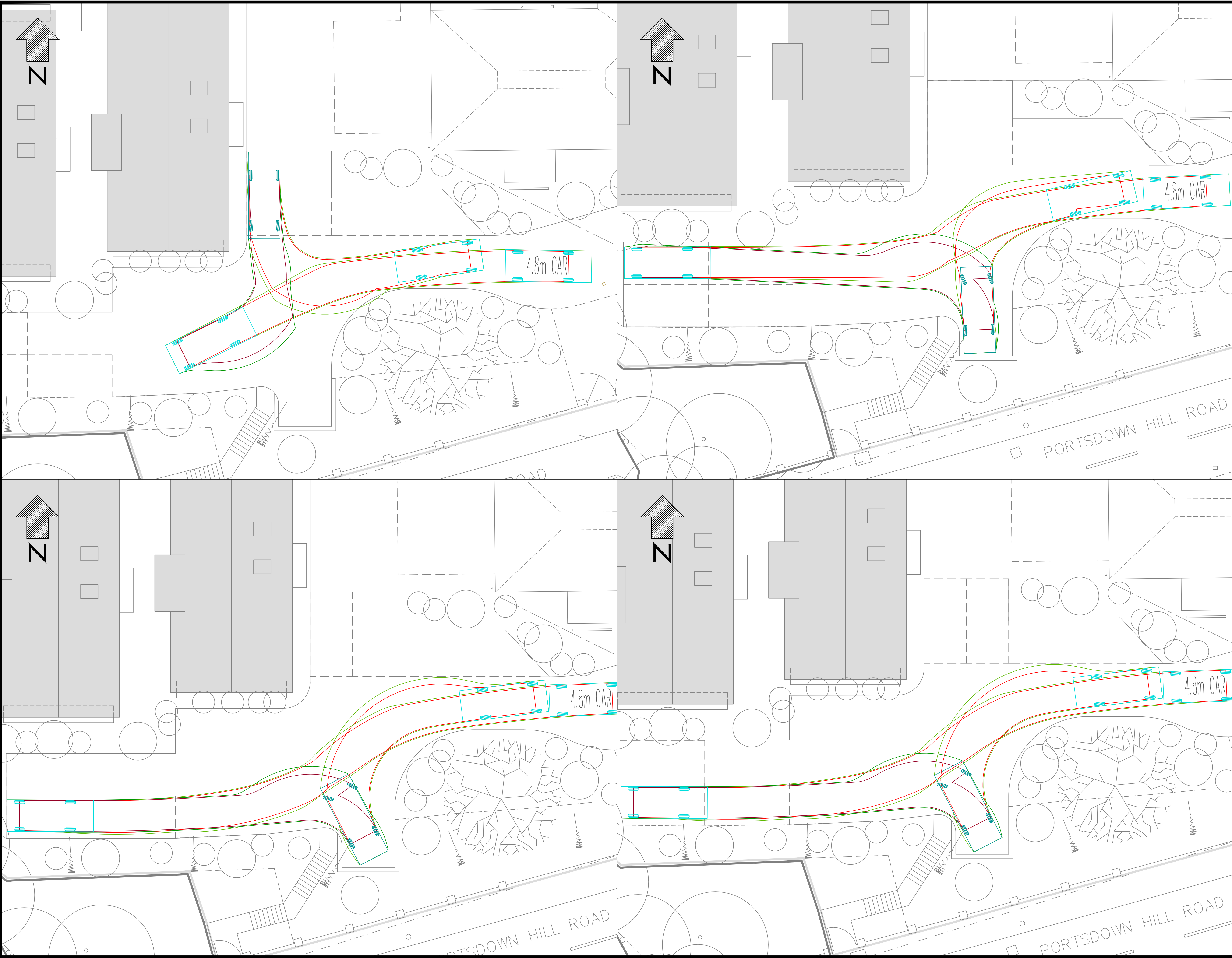
SWEPT PATH TRACKING

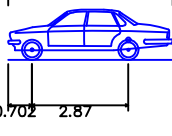
Drawing Status

FOR INFORMATION

Date	Scale	Size
AUG 2026	1:100	A1

Drawing No.	Rev
NJC-001	-



VEHICLE DETAILS:		
		
4.8m CAR		4.890m
Overall Length		1.753m
Overall Width		1.502m
Min Body Ground Clearance		0.287m
Track Width		1.700m
Lock to lock time		4.00s
Kerb to Kerb Turning Radius		4.890m
Design speed 16kph for all forward movements		
Design speed 10kph for all reverse movements		

KEY	
	OUTER EDGE OF THE WHEELS (INSIDE CLEARANCE)
	OUTER VEHICLE SWING/ENVELOPE (OUTSIDE CLEARANCE)

Client

Project

RESIDENTIAL DEVELOPMENT AT PORTSDOWN HILL

Drawing Title

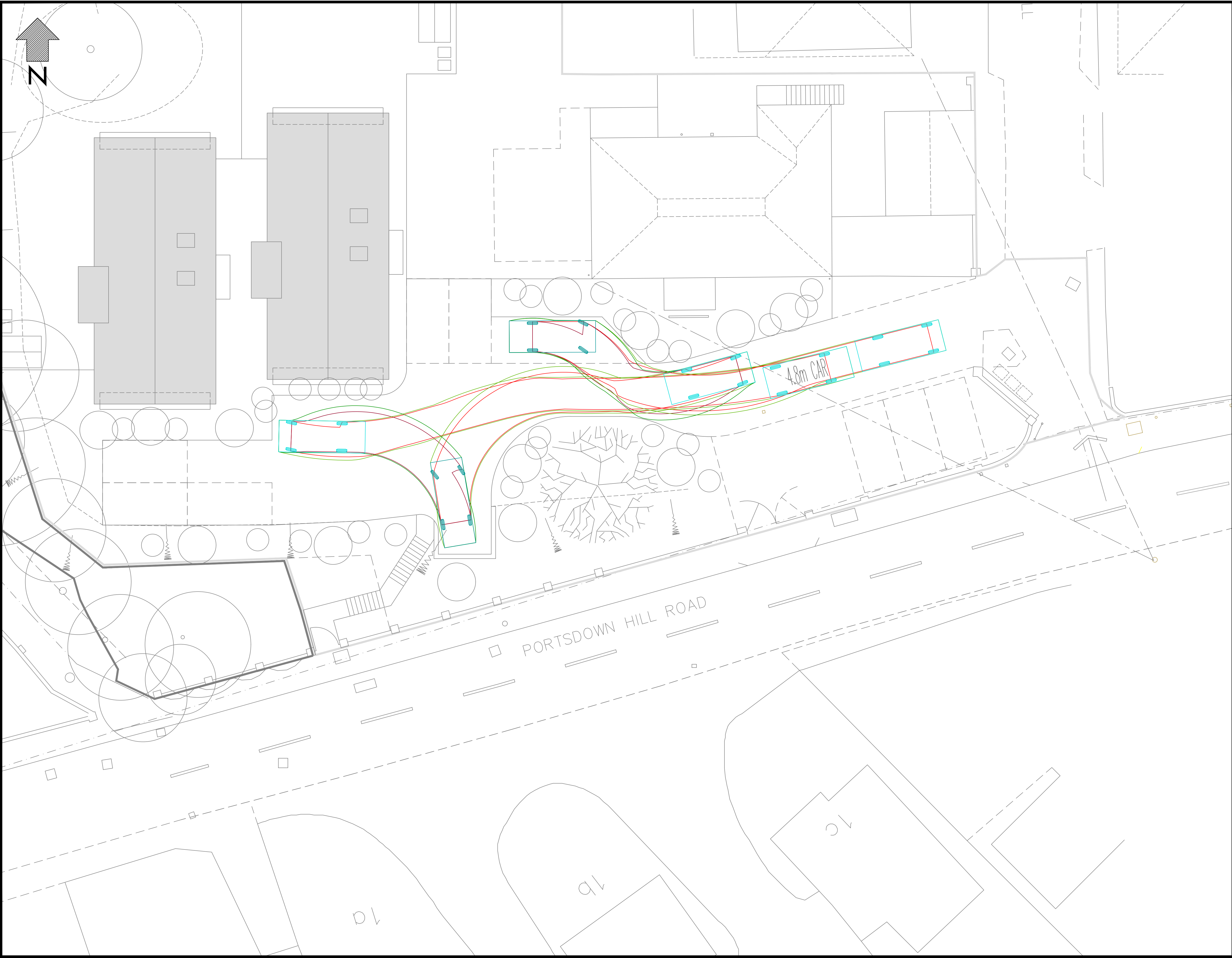
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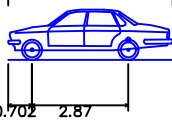
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FOR INFORMATION

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AUG 2026	1:100	A1

Drawing No.	Rev
NJC-002	-



VEHICLE DETAILS:

4.8m CAR
Overall Length 4.890m
Overall Width 1.753m
Overall Body Height 1.502m
Min Body Ground Clearance 0.287m
Track Width 1.700m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 4.890m
Design speed 16kph for all forward movements
Design speed 10kph for all reverse movements

KEY

— OUTER EDGE OF THE WHEELS (INSIDE CLEARANCE)

— OUTER VEHICLE SWING/ENVELOPE (OUTSIDE CLEARANCE)


1:100 SCALE BAR

Client



Project
RESIDENTIAL DEVELOPMENT AT
PORTSDOWN HILL

Drawing Title

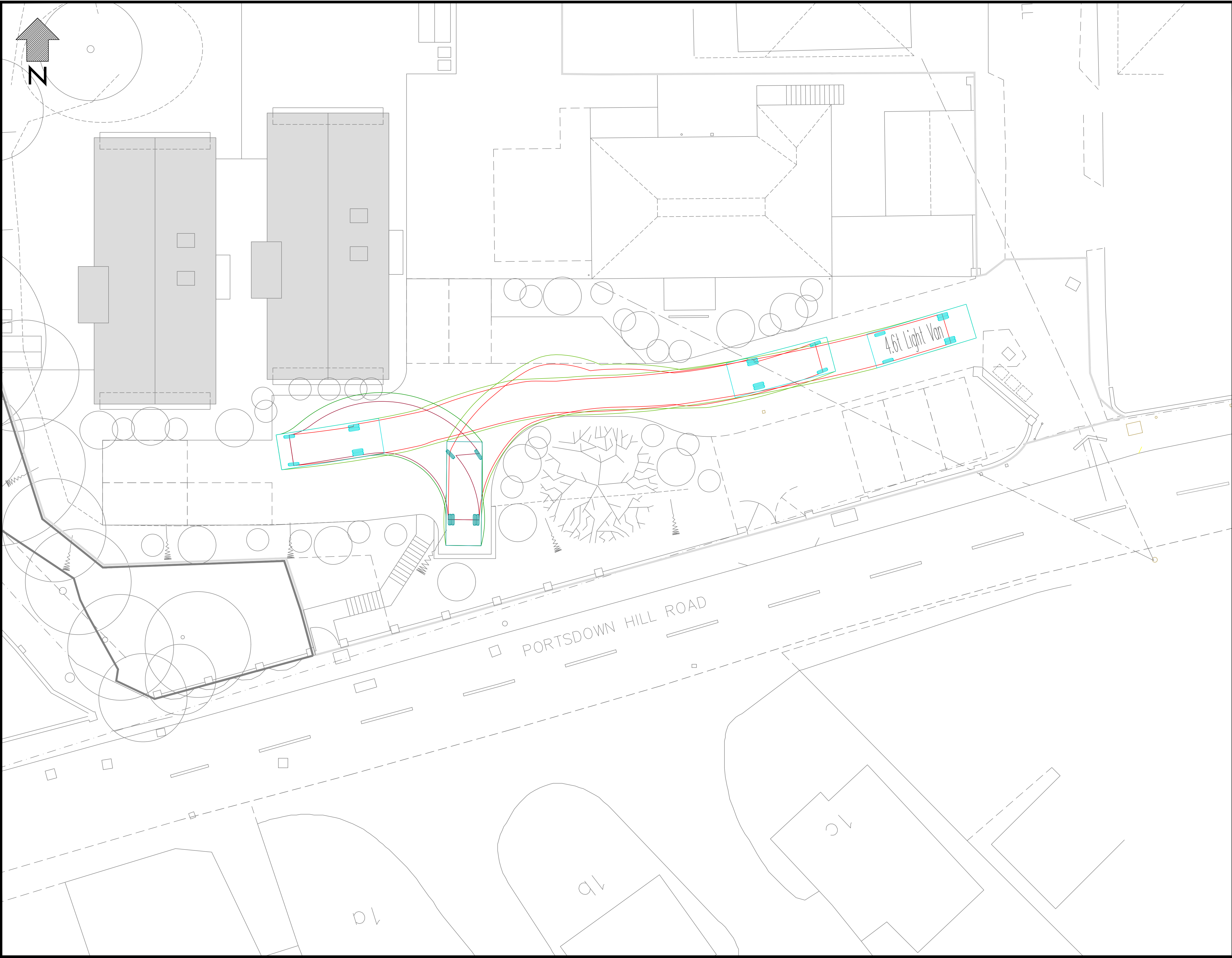
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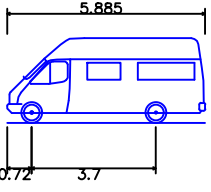
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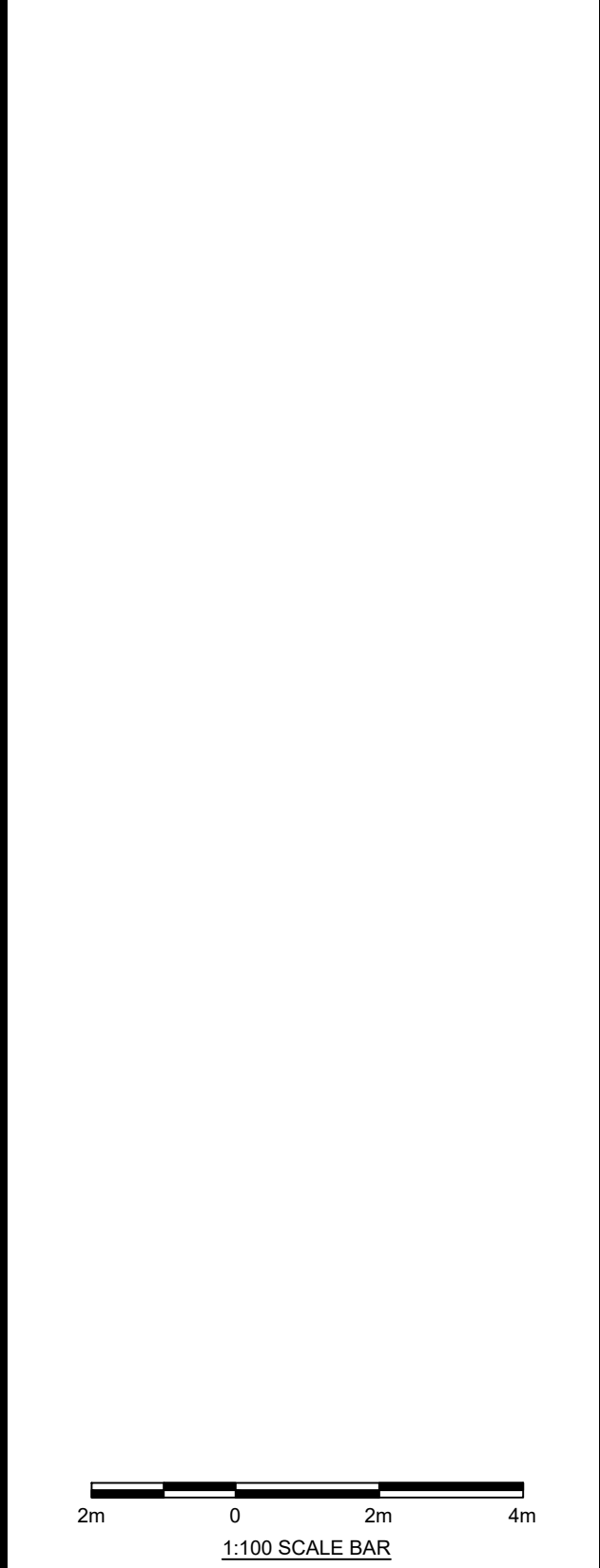
Appendix 2

Swept Path Tracking – Service Vehicle



VEHICLE DETAILS:	
	
4.6t Light Van	5.885m
Overall Length	2.000m
Overall Width	2.526m
Overall Body Height	0.299m
Min Body Ground Clearance	1.765m
Track Width	4.00s
Lock to lock time	6.000m
Kerb to Kerb Turning Radius	
Design speed 16kph for all forward movements	
Design speed 10kph for all reverse movements	

KEY	
	OUTER EDGE OF THE WHEELS (INSIDE CLEARANCE)
	OUTER VEHICLE SWING/ENVELOPE (OUTSIDE CLEARANCE)



Client

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Project

RESIDENTIAL DEVELOPMENT AT
PORTSDOWN HILL

Drawing Title

SERVICE VEHICLE SWEPT PATH TRACKING

Drawing Status

FOR INFORMATION

Date	Scale	Size
AUG 2026	1:100	A1
Drawing No.	Rev	
NJC-004	-	

Appendix 3

TRICS Data

Audit Code: be21d10a-55fe-46d5-a05f-7f52c0a12edf

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL
Category: A - HOUSES PRIVATELY OWNED
Selected Vehicle Type: Total Vehicles

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

03	SOUTH WEST		
	DC	DORSET	1 day
	GS	GLOUCESTERSHIRE	1 day
04	EAST ANGLIA		
	NF	NORFOLK	1 day
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 day
	WM	WEST MIDLANDS	1 day

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

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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:	DWELLS
Actual Range:	14 to 34 (units:DWELLS)
Range Selected by User:	4 to 4334 (units:DWELLS)
Parking Spaces Range:	0 - 2824

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	05/05/87 to 24/03/26

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:

Tuesday	2 days
Wednesday	2 days
Thursday	1 days

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

Selected survey types:

Manual count	5
Direction ATC Count	0

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	5 days
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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:

Residential Zone	5 days
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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.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	2 days
Servicing vehicles Unknown	3 days

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Secondary Filtering Selection:

Use Class:

C3	5 surveys
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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:

852 - 3200

Population within 1 mile:

5,001 to 10,000	2 surveys
10,001 to 15,000	1 surveys
15,001 to 20,000	1 surveys
20,001 to 25,000	1 surveys

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 surveys
50,001 to 75,000	1 surveys
125,001 to 250,000	1 surveys
250,001 to 500,000	2 surveys

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 surveys
1.1 to 1.5	2 surveys
1.6 to 2.0	1 surveys

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.

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Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No 5 surveys

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 surveys

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No

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LIST OF SITES relevant to selection parameters:

Site 1:	DC-03-A-12	Number of dwellings:	17.00 DWELLS
Development Name:	PRIVATELY OWNED HOUSES	Survey Date:	06/05/2025
Location:	WEYMOUTH	Survey Day:	Tuesday
Postcode:	DT4 9GJ		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 2:	GS-03-A-03	Number of dwellings:	24.00 DWELLS
Development Name:	PRIVATLEY OWNED HOUSES	Survey Date:	10/10/2024
Location:	TEWKESBURY	Survey Day:	Thursday
Postcode:	GL20 8SG		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 3:	NF-03-A-51	Number of dwellings:	34.00 DWELLS
Development Name:	SEMI-DETACHED	Survey Date:	13/09/2022
Location:	NORWICH	Survey Day:	Tuesday
Postcode:	NR1 2HJ		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 4:	WK-03-A-03	Number of dwellings:	23.00 DWELLS
Development Name:	DETACHED HOUSES	Survey Date:	25/09/2019
Location:	WARWICK	Survey Day:	Wednesday
Postcode:	CV34 5TT		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 5:	WM-03-A-07	Number of dwellings:	14.00 DWELLS
Development Name:	DETACHED HOUSES	Survey Date:	18/09/2024
Location:	STOURBRIDGE	Survey Day:	Wednesday
Postcode:	DY8 3DF		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Total Vehicles

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Period	Trips per 1 DWELLS DWELLS		
	Inbound	Outbound	Total
08:00-09:00	0.250	0.384	0.634
17:00-18:00	0.304	0.170	0.474

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	22	0.045	0.179	0.224
08:00-09:00	5	22	0.250	0.384	0.634
09:00-10:00	5	22	0.188	0.188	0.376
10:00-11:00	5	22	0.125	0.170	0.295
11:00-12:00	5	22	0.143	0.116	0.259
12:00-13:00	5	22	0.152	0.143	0.295
13:00-14:00	5	22	0.214	0.214	0.428
14:00-15:00	5	22	0.250	0.295	0.545
15:00-16:00	5	22	0.420	0.393	0.813
16:00-17:00	5	22	0.304	0.179	0.483
17:00-18:00	5	22	0.304	0.170	0.474
18:00-19:00	5	22	0.152	0.161	0.313
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.547	2.592	5.139

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:	4 - 4334 (units: DWELLS)
Survey date date range:	25/09/2019 - 06/05/2025
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.