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Date	23 December 2024	Email	havantdc@hants.gov.uk

For attention of Mr Eaves

Dear Sirs

Re: Application for Non-material amendment to Planning Permission APP/23/00665 (Erection of a 78 bed older persons care home (Use class C2) together with construction of new access road, car/cycle parking, drainage works, hard/soft landscaping and other associated infrastructure) relating to changes to external appearance and layout alterations relating to windows; doors; roofs - removal of green roof to entrance lobby and removal of gables to west elevation; raised balcony screens; bin and cycle store; and new substation enclosed by timber fencing; addition of lower ground floor external store; minor internal changes; external alterations to paths within the site and landscaped areas | Land on the east side of Helmsley House, Bartons Road, Havant

Thank you for your re-consultation on the above planning application. In response to previous comments dated 07 October 2024, the applicant has engaged with the Highway Authority directly and submitted a revised site layout (drawing 1014-12-101 P4). The Highway Authority have reviewed this drawing and have the following comments to make.

Footway widths throughout the internal layout have been confirmed to measure 2.0m which comply with HCC TG10 and are therefore acceptable.

The refuse collection strategy has also been clearly identified on the above drawing. This confirms the need for servicing to be undertaken within the care home footprint itself and not along the stub access road from Normandy Way. This is inline with the previously agreed refuse strategy and is acceptable.

Swept path analysis for the largest vehicle requiring access to the development site outlines that the buildout proposed does not have implication

son the previously agreed tracking. It has been confirmed that vehicles are able to navigate the internal layout appropriately.

Amendments have been made to the drawing to remove the encroachment of the structure in the southern parcel of the site onto the carriageway. This matter has been resolved.

The greatest concern previously raised by the Highway Authority related to the removal of the waiting area adjacent to the proposed servicing area/ambulance bay which encouraged loading and unloading within the carriageway. To addresses these concerns, alterations have been made to the layout. This has led to the relocation of the loading bay to the north where a greater landing area is provided adjacent to the front entrance of the building. The disabled parking bays have also been relocated with parallel parking bays provided in the previous location of the servicing area. Through direct discussions the parallel parking bays have been confirmed to measure 2.5m x 6.0m which accords with HCC TG1 and TSRGD guidance. The quantum of parking remains unaffected. These amendments are considered acceptable to the Highway Authority.

The alterations to the layout have since required an increase in steps from c. 4 to 14. Whilst this raises concern, the separation of the steps into 3 banks with landing areas are DDA compliant and therefore the Highway Authority have no further comments to make on this matter. The Planning Authority should confirm whether this quantum of steps is appropriate and meet building regulation requirements given the context of the use of the site.

Having regard to the above the Highway Authority provide no objections to this NMA application, subject to the same conditions remaining valid as previously placed on application APP/23/00665.

Yours faithfully,

Sophie Osborne
Senior Transport Planner - Highway Development Planning
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