



Cole Easdon

TRANSPORT STATEMENT

Proposed Care Home, Land adjoining Helmsley House,
Bartons Road, Havant, Hampshire on Behalf of Brackley
Investments Limited

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Proposed Site Plan (by Hunters)

Drawing No. BART-ICS-01-XX-DR-C-0510 P03

Section 38 Agreement Plan (by Infrastruc CS
Ltd)

1.0 INTRODUCTION

- 1.1 Cole Easdon (CE) has been instructed by Brackley Investments Limited to prepare a *Transport Statement (TS)* in support of a full planning application seeking permission for the erection of a 78-bedroom Residential Care Home on land adjoining Helmsley House, Bartons Road, Havant, Hampshire. Refer to CE Plan 8743/201 [*Site Location Plan*], included within Appendix 1 of this Report.
- 1.2 Full details regarding the development proposals are provided within Section 5.0 of this Report. Refer to Drawing No. M9437-APL003(I) [*Proposed Site Plan*] (by Hunters) included within Appendix 2 of this Report.

Planning Context and History

- 1.3 In September 2020, the site was subject to a full planning application seeking consent for the erection of a 64-bedroom older persons care home (Use Class C2) together with associated access road, car / cycle parking, drainage works and soft/hard landscaping, which was subsequently approved (with conditions) in March 2021 (Planning Ref: APP/20/00761).
- 1.4 This *TS* supports a revised application for a 78-bedroom Care Home development, of which the highways and transportation principles established with the Local Highway Authority, Hampshire County Council (HCC), in relation to the consented 2020 application have been maintained where suitable. This *TS* will thus consider the transportation, traffic, and highway implications associated with the proposed 78-bedroom Care Home development. It includes an assessment of the site's accessibility by sustainable modes of transport, the predicted vehicular trip generation of the proposed development and the associated impact on the local highway network, and an appraisal of the site's proposed vehicular access arrangement.

Report Structure

- 1.5 The *TS* is structured as follows:
- Section 2.0 describes the site and surrounding highway network;
 - Section 3.0 provides a summary of relevant local and national transport policy;
 - Section 4.0 provides an appraisal of the site's accessibility by sustainable modes of transport;
 - Section 5.0 outlines the development proposals;
 - Section 6.0 considers the predicted vehicular trip generation of the proposed development;
 - Section 7.0 provides an analysis of personal injury accident data for the local area; and
 - Section 8.0 summarises and concludes the Report.

2.0 SITE LOCATION & LOCAL HIGHWAY NETWORK

- 2.1 The site consists of approximately 0.65 hectares of vacant greenfield land, and is located along the eastern perimeter of Havant, Hampshire, approximately 4km to the north-east of the town centre. In the site's immediate vicinity, the site is bordered to the north by an existing detached dwelling called The Laurels, by Bartons Road and then the 72-dwelling Redrow / Harbour Views development (Planning Ref: APP/19/00007), respectively, to the south by a recently constructed 175-dwelling Bellway / Brookvale development (Planning Refs: APP/15/01435 & APP/18/00453) and to the east by Normandy Way, an access road constructed to serve the Bellway development. Refer to CE Plan 8743/201 [*Site Location Plan*], included within Appendix 1 of this Report.

Bartons Road

- 2.2 Bartons Road is a single carriageway, local distributor road which connects the B2149 Petersfield Road some 1.25km to the west of the site towards Havant Town Centre with the B2148 Comely Hill / Horndean Road some 350m to the east of the site towards Emsworth. Bartons Road is orientated in a broadly east-west direction and varies between 7.5-8-metres in width. In the vicinity of the application site, Bartons Road is subject to a 40mph speed limit. Refer to Photograph 2.1 below.



Photograph 2.1: Bartons Road looking east at the junction with Normandy Way

- 2.3 Bartons Road benefits from a continuous, uninterrupted, and well-lit pedestrian footway along its southern perimeter. A footway is also provided along the northern side approximately 300m

to the west of the junction with Normandy Way (at the junction with Harrisons Way) heading west along the remainder of Bartons Road (which doubles up as a joint foot and cycleway between Harrisons Way and Wakefords Way). In conjunction with the Redrow / Harbour Views development, it is proposed to extend the existing foot and cycleway east to the junction with the Oaks Crematorium (which will also serve as the access into the Harbour Views development).

- 2.4 Pedestrian refuge islands are located either side of the entrance into Dobbies Garden Centre along Bartons Road (approximately 350m to the west of the junction with Normandy Way), which provide the most suitable crossing points towards bus stops situated on Wakefords Way. A new island has been built at the junction with Normandy Way and Bartons Road in advance of the foot/cycleway along the northern side of Bartons Road being extended to connect with it.
- 2.5 Havant has benefited from a high investment in cycle lane provision across the borough. To this end, a foot/cycleway is present along the northern side of Bartons Road, and once the Harbour Views development is complete will connect Normandy Way with Wakefords Way and New Lane.

Normandy Way

- 2.6 Normandy Way is a newly constructed but unadopted single carriageway road located to the east of the proposed development site, off Bartons Way, which provides primary vehicular access to the Bellway / Brookvale residential development to the south of the site. Normandy Way benefits from continuous, uninterrupted, and well-lit pedestrian footways along both sides of the carriageway. Normandy Way is the subject of a S.38 agreement between the developer/landowner and Hampshire County Council (HCC) that will see it adopted in the future. An agreement has been reached with the landowners to enable this to take place. As agreed as part of the previous 2020 Care Home application on the site, the forthcoming Care Home development site will propose a vehicular access and associated spur road off Normandy Way, which has been designed to ensure that it is suitable in specification and capacity to serve both the forthcoming Care Home development. With this in mind, the proposed access road is also designed so that it is suitable for adoption by HCC in due course. Refer to Photograph 2.2, below.



Photograph 2.2: Normandy Way looking south from Bartons Road towards the proposed site

3.0 NATIONAL & LOCAL POLICY

3.1 This Section provides a summary of relevant local, regional and national transport policy.

National Planning Policy Framework (NPPF)

3.2 The *NPPF* was revised in July 2021. The *NPPF* makes clear that there is a presumption in favour of sustainable development, stating plans should 'positively seek opportunities to meet the development needs of their area, and be sufficiently flexible to adapt to rapid change'.

3.3 With regard to transport, it states that '*Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:*

- *the potential impacts of development on transport networks can be addressed;*
- *opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- *opportunities to promote walking, cycling and public transport use are identified and pursued;*
- *the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- *patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places'.*

3.4 The *NPPF* states that '*All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed'.*

National Planning Practice Guidance (NPPG)

3.5 *NPPG* was published in March 2014 and includes guidance on the need for and scope of *Transport Assessments* and *Travel Plans*.

3.6 The *NPPG* requires the need for a *Travel Plan*, *Transport Statement* or *Transport Assessment* where a development will generate a significant number of movements. The *NPPG* adds that Local Planning Authorities must make a judgement as to whether a development proposal would generate a significant number of movements based on local context.

Hampshire County Council Local Transport Plan (2050)

- 3.7 The current adopted *Local Transport Plan (LTP3)* was developed in 2011 but is no longer *‘relevant to today’s challenges and opportunities.’* It sets out HCC’s transport vision for 2050, the key transport outcomes that they are seeking to achieve, and the principles that would guide future investment and decision making in relation to transport and travel. The consultation period of the Draft *LTP4* ended in June 2022, with a final version of the *LTP4* expected to be adopted by early 2023. Therefore, the policies and aspirations of the *LTP4* carry some weight in regards to informing this forthcoming application.
- 3.8 Policy C1, *Putting people and places at the heart of our decisions*, states that the council will endeavour to:
- *‘Promote a shift away from ‘planning for vehicles’ to ‘planning for people’ and ‘planning for places’;*
 - *Require transport solutions to be developed in light of our new Movement and Place Framework, our Road User Utility Framework and a ‘Healthy Streets’ approach; and*
 - *Establish our ‘Ten Point Plan’ for a more equitable transport system.’*
- 3.9 Policy C3, *Transport strategies and schemes to be developed in accordance with consideration of all users*, states that the council will:
- *‘Require the application of our Road User Utility Framework (which complements the Movement and Place Framework) to ensure that local infrastructure and how we manage it does not exclude those who cannot drive or choose not to; and*
 - *Focus not just on safety, but also the usefulness of infrastructure and spaces by different modes.’*
- 3.10 Policy C4, *Place climate change at the heart of decision-making*, ensures that development:
- *‘Promotes local action to change travel behaviour and accelerate the shift to zero emission vehicles in order to become carbon neutral;*
 - *Favours transport investments that also deliver benefits for our other LTP4 outcomes covering environment, economy, and people; and*
 - *Embraces a ‘designing for climate change’ approach for new transport schemes and existing infrastructure to reduce the carbon impact and improve resilience to the effects of climate change.’*
- 3.11 Policy C6, *encourage sustainable travel behaviour*, stipulates the requirement of:

- *‘raising awareness of alternative travel options and behaviour change initiatives (e.g. travel planning), in addition to developing transport infrastructure which will provide affordable, safe, attractive and easy to use alternatives to the private car; and*
- *supports the requirement for a 10% reduction (approx.) in car use (vehicle-kilometres) by 2030.’*

3.12 Policy C7, A Safe System approach for Hampshire, ensures that the council:

- *‘Embeds road safety within all aspects of our scheme development and delivery, with a proactive and evidence-led approach to casualty reduction, and a particular focus on our vulnerable users; and*
- *Seeks to tackle negative perceptions of safety and security where this could deter people from travelling, particularly by walking, cycling, and public transport.’*

3.13 Policy C8, Managing the harmful health effects of poor air quality and noise disturbance due to transport:

- *‘Sets out the strategic co-ordination role of the County Council on actions to reduce transport-related pollutants and traffic-related noise levels, working closely with the District and Borough Councils, the neighbouring unitary authorities of Portsmouth and Southampton, and other relevant stakeholders; and*
- *Establishes a focus on working towards zero Air Quality Management Areas in Hampshire (from transport emissions) through proactive and remedial measures.’*

4.0 ACCESSIBILITY BY SUSTAINABLE MODES OF TRANSPORT

4.1 Policies at both the national and local level stress the need for new development to be provided in locations with good accessibility by non-car modes of transport. This accessibility is a central feature influencing the overall sustainability of a site, and its potential impacts on the surrounding transport networks. This Section sets out the application site's accessibility by walking, cycling, and public transport, and demonstrates how it is situated in a sustainable location.

Access to Services and Facilities

4.2 A significant number of facilities are available within Havant. Havant Town Centre is located within easy cycling distance, with the quickest route being approximately 2.9km in length via New Lane, and can also be accessed by public transport via the No. 21 Bus Service, towards Havant, from Exton Road. Despite this, a number of facilities are also located within close proximity to the site. Table 4.1 details the distance to relevant day to day services. Refer also to CE Plan 8743/202 [*Accessibility Plan*] included within Appendix 1.

Table 4.1: Local Services and Facilities

Description	Approx. walking/cycling distance	Approx. distance by car	Approx. time by public transport	Local Service
Convenience Store	1.5km	1.5km	12 minutes	Londis, PO9 5LL
	1.4km	1.4km	14 minutes	One Stop, PO9 5PB
	1.7km	1.7km	15 minutes	Co-Op, PO9 2JR
Green Space	1.3km	1.3km	N/A	Bartons Green, PO9 5QA
Garden Centre	600m	600m	N/A	Havant Garden Centre, PO9 5NA
Place of Worship	1.8km	1.8km	16 minutes	Leigh Park Baptist Church, PO9 5NT
Supermarket	2.0km	2.3km	22 minutes	Lidl, PO9 5AN
	2.2km	2.7km	26 minutes	Iceland Havant, PO9 5AH
	3.1km	3.6km	24 minutes	Aldi, PO9 1HH
Shopping Centre	2.2km	2.2km	28 minutes	Greywell Shopping Centre, PO9 5AL
Doctors/GP	2.6km	2.7km	20 minutes	The Curlew Practice, PO9 2AG
	2.3km	2.4km	21 minutes	Oak Park Community Clinic, PO9 2AW
Hospital	1.9km	1.9km	19 minutes	Elmleigh Hospital, PO9 2JJ
Pharmacy	2.2km	2.2km	28 minutes	Greywell Pharmacy, PO9 5AL

Description	Approx. walking/cycling distance	Approx. distance by car	Approx. time by public transport	Local Service
Railway Station	2.7km	2.7km	25 minutes	Havant Station
	2.3km	2.3km	N/A	Warblington Station
Bus Stops	850m	850m	N/A	Exton Road Bus Stops

- 4.3 The CIHT Document 'Planning for Cycling' identifies that *'the majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles'*. It can be seen from Table 4.1 that all of the above facilities are located within a comfortable cycling distance and as such cycling represents a viable mode of transport for future residents of this site.

Walking Accessibility

- 4.4 The area around the Care Home is generally conducive to walking. Continuous footway provision is provided along Normandy Way and Admiralty Crescent, which serve the Bellway / Brookvale development to the south of the site.
- 4.5 The Bellway / Brookvale development is designed for low traffic speeds, with areas of shared space along Wren Street and Gold Street, which connect Admiralty Crescent with the pedestrian / bicycle only connection onto Japonica Way.
- 4.6 Additionally, Normandy Way and the pedestrian / bicycle only connection onto Japonica Way are connected by a pedestrian and cycle only route that borders the northern and western edge of the Brookvale development. From this point to the south of the development there are footways along both sides of the road along Japonica Way, Snowberry Crescent, Rowan Road and Southleigh Road towards Warblington railway station.
- 4.7 To the north of the site there is footway provision along the southern side of Bartons Road along its entire stretch. A footway is also provided along the northern side approximately 300m to the west of the junction with Normandy Way (at the junction with Harrisons Way) heading west along the remainder of Bartons Road (which doubles up as a joint foot and cycleway between Harrisons Way and Wakefords Way). In conjunction with the Harbour Views development, it is proposed to extend the existing foot and cycleway east to the junction with the Oaks Crematorium (which will also serve as the access into the Harbour Views development).
- 4.8 Pedestrian islands are located either side of the entrance into Dobbies Garden Centre (approximately 350m to the west of the junction with Normandy Way), which provide the most

suitable crossing points towards bus stops situated on Wakefords Way. A new island has been built at the junction with Normandy Way and Bartons Road in advance of the foot and cycleway along the northern side of Bartons Road being extended to connect with it.

Cycling Accessibility

- 4.9 With regard to cycling accessibility, National Cycle Route (NCN) 22 can be accessed from the Wakefords Way / Prospect Lane junction approximately 1.6km north-west of the site. Once fully completed, Route 22 of the National Cycle Network will connect Banstead (near Epsom) and Brockenhurst via Dorking, Guildford, Farnham, Petersfield, Havant, Portsmouth and the Isle of Wight between Ryde and Yarmouth. The only part of NCN 22 that is still under development is the two miles between Westcott and Dorking.
- 4.10 Havant has benefited from a high investment in cycle lane provision across the borough. A foot/cycleway is present along the northern side of Bartons Road, and once the Redrow / Harbour Views development is complete will connect Normandy Way with Wakefords Way and New Lane.
- 4.11 New Lane also benefits from having dedicated cycle lanes along both sides of the road over its entire length between Bartons Road and Eastern Road in the south, as shown in Photograph 4.1, below. New Lane provides the main route for cyclists as well as pedestrians between the Care Home development and Havant town centre and railway station, and the route is well signposted from Bartons Road. Refer to Photograph 4.2, below.



Photograph 4.1: Cycle Lanes along New Lane



Photograph 4.2: Signage for Cyclists from Bartons Road onto New Lane

4.12 Havant Borough Council are currently working in collaboration with both Hampshire County Council and Sustrans to produce a Local Cycling and Walking Infrastructure Plan (LCWIP), which is currently in draft format, up to the period of 2036. Figure 4.1 below, illustrates the site's location in relation to the existing National Cycle Network routes (in red), and the 9 No. dedicated cycle routes proposed within Havant during the period of the LCWIP. This demonstrates that the sites good accessibility credentials by bicycle will be further enhanced in the future.

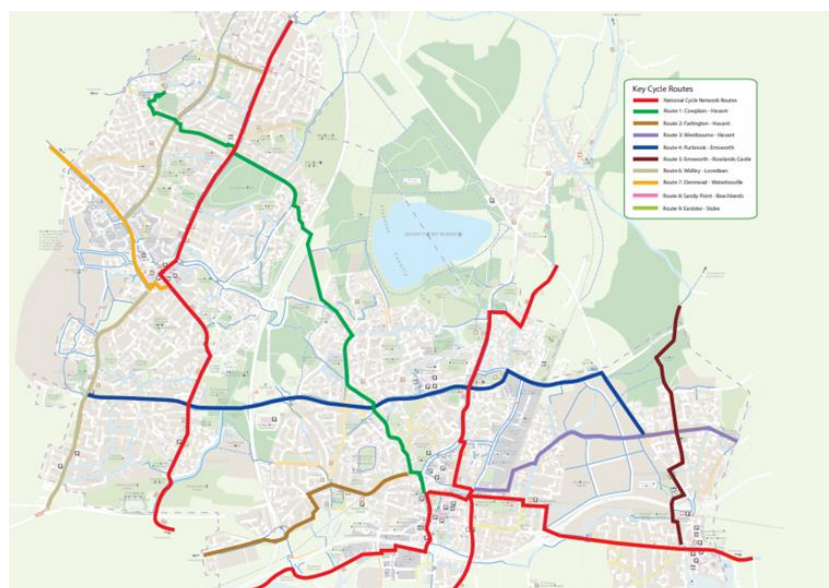


Figure 4.1: Havant Borough Council Key Routes – 2036

Public Transport

Bus Access

- 4.13 The nearest bus stops to the site are known as the 'Exton Road' Bus Stops, and are located approximately 850m north-west of the site, along Wakefords Way, off Bartons Road. They are served by Stagecoach South and are primarily served by the 20 and 21 Bus Service, both of which operate between Havant and Portsmouth, as well as to/from Havant Train Station. The bus stops can be accessed on foot in approximately 11 minutes via Normandy Way and Bartons Road. Both bus stops feature a bus stop flag, timetable information and raised kerb (for level boarding). The southbound bus stop also features a bus shelter and seating. Refer to Photographs 4.3 and 4.4 below. A detailed summary of the bus services available from these stops is provided within Table 4.2 below.



Photograph 4.3: Wakefords Way Bus Stop (Northbound)



Photograph 4.4: Wakefords Way Bus Stop (Southbound)

Table 4.2: Local Bus Services

Service No.	Route	Typical Frequency (Approximately)	Bus Stops
20	Havant - Portsmouth	Mon-Sat: Every 30 mins	Exton Road (NE Bound)
	Portsmouth - Havant	Mon-Sat: Every 30 mins	Exton Road (SW Bound)
21	Havant - Portsmouth	Mon-Sat: Every 30 mins Sun: Hourly	Exton Road (NE Bound)
	Portsmouth - Havant	Mon-Sat: Every 30 mins Sun: Hourly	Exton Road (SW Bound)

- 4.14 From Table 4.2 it is evident that the site offers good accessibility by bus services to a range of destinations across the region. The combined two-way frequency of the above bus services equates to circa 8 buses per hour in close proximity to the site, thus providing good connections to other public transport modes.

Rail Access

- 4.15 The nearest railway station to the Care Home site is Warblington. This is located approximately 1.8km to the south of the site. This can be accessed on foot via Southleigh Road, Snowberry Crescent and Japonica Way into the Brookvale development. Travel time is approximately 21 minutes on foot and nine minutes by bicycle¹.
- 4.16 Warblington railway station is an unstaffed station, located either side of a level crossing. It is served once an hour in either direction by trains operating between Portsmouth and Littlehampton operated by Southern Railway. More frequent train services can be accessed from Havant railway station, located approximately 2.7km to the south west of the Care Home site. Havant railway station can be accessed via Bartons Road and New Lane in approximately 32 minutes by foot and 14 minutes by bicycle. Train services operated by Southern Railway and by South Western Railway call at Havant. A summary of train services operating from both Havant and Warblington stations is shown in Table 4.3 below.

¹ 12kph (7.5mph) as recommended by the DfT

Table 4.3: Summary of Direct Rail Services from Havant and Warblington Stations

Destination	Station	Operator	Typical Journey Time	Typical Frequency	Weekend Services
Southampton Central via Fareham	Havant	Southern	42 minutes	2 trains per hour	Sat: 2 trains per hour Sun: 1 train per hour
Portsmouth & Southsea DIRECT ²	Havant	Southern / SWR	13 minutes	3 trains per hour	Sat: 4 trains per hour Sun: 2 trains per hour
Portsmouth & Southsea STOPPING ³	Warblington	Southern	16 minutes	1 train per hour	Sat & Sun: 1 train per hour
	Havant	SWR	16 minutes	1 train per hour	Sat & Sun: 1 train per hour
Portsmouth Harbour	Havant	Southern / SWR	17 minutes	2 trains per hour	Sat: 3 trains per hour Sun: 4 trains per hour
Chichester via Emsworth DIRECT	Havant	Southern	12 minutes	4 trains per hour	Sat: 4 trains per hour
Chichester via Emsworth STOPPING	Warblington	Southern	19 minutes	1 train per hour	Sat & Sun: 1 train per hour
Littlehampton	Warblington	Southern	38 minutes		Sat: 1 train per hour Sun: NO SERVICE
Worthing	Havant	Southern	44 minutes	2 trains per hour	Sat & Sun: 2 trains per hour
Brighton Via Shoreham-by-Sea	Havant	Southern	1 hour 11 minutes		
Gatwick Airport via Horsham	Havant	Southern	1 hour 3 minutes		Sat: 2 trains per hour Sun: 1 train per hour
London Victoria via East Croydon	Havant	Southern	1 hour 50 minutes		
Petersfield	Havant	SWR	26 minutes		Sat: 3 trains per hour Sun: 2 trains per hour
Haslemere	Havant	SWR	31 minutes		
Woking via Guildford	Havant	SWR	67 minutes	2 trains per hour	Sat: 3 trains per hour Sun: 2 trains per hour
London Waterloo Via Clapham Junction	Havant	SWR	1 hour 19 minutes		

Summary

- 4.17 This Section has demonstrated that the site offers good accessibility by sustainable modes of transport, benefiting from good linkages between the site, local employment areas and neighbouring residential areas. Local bus and rail services also mean that future residents and visitors of the site will be able to travel in a sustainable way, and will have genuine travel mode choice.

² Stops only at Fratton

³ Stops at Fratton, Hilsea and Bedhampton

5.0 DEVELOPMENT PROPOSALS

- 5.1 This full planning application proposes the re-development of a green space on land adjoining Helmsley House, Bartons Road, Havant, Hampshire to provide a 78-bedroom Residential Care Home. Refer to CE Plan 8743/202 [*Accessibility Plan*] included within Appendix 1 of this Report ,as well as Drawing No. M9437-APL003(I) [*Proposed Site Plan*] (by Hunters) included within Appendix 2 of this Report.

Vehicular Access

- 5.2 A simple priority T-junction will be constructed off Normandy Way approximately 95m south of the junction with Bartons Road to serve the proposed development. This junction will lead to access road constructed to serve both this development, as well as an adjacent residential development. A short spur will lead from this road into the Care Home site. This arrangement will form the access for both vehicular traffic as well as those travelling on foot or by bicycle. Footways will be constructed on both sides of the main access road, connecting to Normandy Way, as well as along the short spur road serving the development. Refer to Drawing No. M9437-APL003(I) [*Proposed Site Plan*] (by Hunters) included within Appendix 2 of this Report.
- 5.3 The proposed new vehicular access arrangement and associated road have been designed to ensure that it is suitable in specification and capacity to serve the proposed Care Home. To this end, the proposed new access road crossover will be subject to a Section 38 agreement, which has received technical approval from HCC (subject to the signing of a legal agreement). This junction includes an uncontrolled pedestrian crossing with tactile paving at its junction with Normandy Way. It has also been exemplified that Visibility Splays of 2.4m x 25m can be achieved at the junction, along Normandy Way, in accordance with *Manual for Streets (MfS)* guidance for a 20mph Road. Refer to Drawing No. BART-ICS-01-XX -DR-C-0510 P03 [*Section 38 Agreement Plan*] (by Infrastruc CS Ltd), enclosed within Appendix 2 of this Report, which illustrates the proposed access arrangement. It is important to note that this proposed arrangement mirrors the proposals agreed within the permitted 2020 application on the site, and therefore is considered appropriate.

Pedestrian Access

- 5.4 A footway of between 1.8-2.0-metres is provided along the southern perimeter of the proposed priority T-junction arrangement and spur road off Normandy Way, which provides uninterrupted pedestrian access to/from proposed buildings' main entrance, and the Bellway / Brookvale development to the south of the site. Refer to Drawing No. M9437-APL003(I) [*Proposed Site Plan*] (by Hunters) included within Appendix 2 of this Report.

Cycle Parking

- 5.5 Havant Borough Council's *Parking Supplementary Planning Document* (July 2016 – partially updated September 2019) states that for all C2 Land-Uses, the maximum quantum of permitted car and cycle parking will be determined on a case-by-case basis, and in accordance with information contained within a *Transport Assessment / Statement*. Therefore, in the absence of any definitive cycle parking standards, the proposed quantum of cycle parking has been informed by the clients' expertise of operating Care Home developments of a similar stature across the UK.
- 5.6 To this end, a total of 18 No. secure and sheltered cycle parking spaces are proposed to serve the development, which will be located within a dedicated store within the landscaping along the southern edge of the proposed access spur road, off Normandy Way. These will be provided in the form of Sheffield Stands, and will be made accessible to both staff and visitors of the proposed development. This quantum of cycle parking is considered appropriate to cater for the forecasted demand for cycle parking from a development of this nature, and therefore no further consideration is necessary.

Car Parking

- 5.7 A total 33 No. car parking spaces are provided to serve the development, of which 3 No. are provided as Blue Badge Parking Bays. A total of four bays will benefit from 'Active' Electric Vehicle Charging provision. Havant Borough Council's *Parking Supplementary Planning Document* (July 2016 – partially updated September 2019) states that for all C2 Land-Uses, the maximum quantum of permitted car and cycle parking will be determined on a case-by-case basis, and in accordance with information contained within a *Transport Assessment / Statement*. Therefore, in the absence of any definitive parking standards, the proposed quantum of car parking has been informed by the clients' expertise of operating Care Home developments of a similar stature across the UK.
- 5.8 When compared with the parking provision permitted under the 2020 extant 64-bed Care Home permission on the site, the sites' proposed parking provision represents an uplift of 4 No. parking spaces, which is considered appropriate in catering for the additional parking demand predicted to be generated by the additional 14-bedrooms proposed as part of this forthcoming 78-bedroom application. On this basis, no further consideration is necessary.

Servicing and Deliveries

- 5.9 A 'Service Bay' and 'Drop-off Bay' are proposed adjacent to the buildings' main entrance, and will cater for all deliveries and servicing activities anticipated to be generated by the

development. An internal site access road, orientated in a north-south orientation, provides access to a turning head within the southern-most end of the site boundary, which will ensure that delivery and servicing vehicles are able to manoeuvre entirely on-site. Refer to Drawing No. M9437-APL003(I) [*Proposed Site Plan*] (by Hunters) included within Appendix 2 of this Report.

- 5.10 It is important to note that a similar arrangement was proposed in relation to the extant 2020 permission on the site, in the form of a loading bay within the parking area. On this basis, the abovementioned arrangement is considered appropriate.
- 5.11 In regards to refuse collections, the site's main refuse store is located within the north-eastern corner of the site, to the immediate south of the site's main access road spur off Normandy Way. It is envisaged that the Refuse Vehicle will collect refuse from the roadside, enter the site via its junction off the spur road, and utilise the junction to perform a reversing manoeuvre and subsequently egress onto Normandy Way. Refuse collections are likely to occur twice per week, at the maximum, and therefore no vehicular conflict is likely to occur.

6.0 VEHICULAR TRIP GENERATION

6.1 This Section of the Report establishes the likely trip generation of the proposed development.

Extant Residential Care Home Vehicular Trip Generation

6.2 As previously referenced within Section 1.0 of this Report, the site benefits from extant planning consent for the construction of a 64-bedroom Residential Care Home development, approved in March 2021 (Ref: APP/20/00761). This planning permission is therefore a lawful permission which is capable of being built out at any point. It is therefore appropriate to assess the trip generation associated with the forthcoming development in relation to the trip generated attributed to this extant permission.

6.3 CE has obtained the trip generation estimates and methodology used by Richard Park Consultancy Ltd within the *TA* which accompanied the initial planning submission, as well as the *Supplementary Transport Information Note*, dated 30th October 2020, prepared in response to post-submission comments raised by the Local Highway Authority (Hampshire County Council). For completeness, the peak hour and daily trip rates and trip generation estimates associated with the approved 64-bedroom Care Home development have been derived from Table 2 of the *TA*, and are shown within Tables 6.1 and 6.2 below, respectively. Note that the trip rate estimates shown in Table 3 of the *TA* which accompanied the initial 2020 application have been informed by the likely car-ownership levels of the catchment area, which was then subsequently proven to be incorrect within their post-submission response to HCC Highways Comments.

Table 6.1: Vehicular Trip Rates for 'Care Home' (per Bedroom)

	Arrivals	Departures	Total
AM Peak (08:00-09:00)	0.097	0.092	0.194
PM Peak (17:00-18:00)	0.065	0.111	0.178
Daily	1.092	1.140	2.238

Table 6.2: Extant Vehicular Trip Generation for 'Care Home' (64 Bedrooms)

	Arrivals	Departures	Total
AM Peak (08:00-09:00)	6	6	12
PM Peak (17:00-18:00)	4	7	11
Daily	70	73	143

Proposed Residential Care Home Vehicular Trip Generation

- 6.4 For the avoidance of doubt, CE have estimated the vehicular trips predicted to be generated by the 78-bedroom Care Home development using the TRICS database (version 7.9.2). The TRICS category 'Residential – Retirement and Care Community' has been used. Due to the limited number of sites available within this category, each site was assessed individually. Out of the ten sites with weekday surveys, two sites were deselected as these sites benefitted from a higher level of public transport service. One site was deselected as it was located in a rural setting (not comparable with this site), another site was deselected as it was not located close enough to a regular bus service, and a final site was removed as it had a lower level of public transport service than comparable. It is important to note that the trip generation estimates utilised as part of this assessment correspond to those used within the *BREEAM Travel Statement* which accompanied the extant 64-bed Care Home application, approved in March 2021 (Ref: APP/20/00761). The derived Peak Hour and Daily vehicular trip rates (per resident) are shown within Table 6.3 below, while the predicted Peak Hour and Daily trip generation associated with the proposed 78-bedroom Care Home development is shown within Table 6.4 below.

Table 6.3: Vehicular Trip Rate for Proposed 'Care Home' (per Resident)

	Arrivals	Departures	Total
AM Peak (08:00-09:00)	0.126	0.077	0.203
PM Peak (17:00-18:00)	0.077	0.116	0.193
Daily (07:00–21:00)	1.528	1.562	3.090

Table 6.4: Vehicular Trip Generation for Proposed 'Care Home' (78 Residents)

	Arrivals	Departures	Total
AM Peak (08:00-09:00)	10	6	16
PM Peak (17:00-18:00)	6	9	15
Daily (07:00-21:00)	119	122	241

- 6.5 Table 6.4 demonstrates that the proposed 78-bedroom Care Home development could generate 16 and 15 two-way vehicular movements in the AM and PM Peaks, respectively, and 241 two-way Daily vehicular movements between 07:00 and 21:00, which represents an average of 17 two-way vehicular movements per hour.

Net Change in Vehicular Trip Generation

- 6.6 Table 6.5 demonstrates the difference in Peak Hour vehicular trip generation on the site between the extant 64-bed permission and the forthcoming 78-bed proposal.

Table 6.5: Net Change in Vehicular Trip Generation

Mode	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	Arrivals	Departures	Arrivals	Departures
Extant 64-bed Care Home Permission	6	6	4	7
Proposed 78-bed Care Home Development	10	6	6	9
Difference	+4	0	+2	+2
Totals	+4		+4	

- 6.7 As Table 6.5 illustrates, the proposed development is predicted to generate an additional four two-way vehicular trips in both the AM and PM Peaks. This forecasted level of traffic generation is considered to be well within the typical daily variation in traffic on the local highway network.
- 6.8 Whilst it is acknowledged that HCC requested that the Transport Consultant of the extant 64-bedroom Care Home application in 2020 undertake a future year (2025) PICADY assessment of the Bellway / Brookvale access road / Bartons Road priority T-junction, which also included the Crematorium / Harbour Views T-junction, taking into account three committed development sites (Colt International, East Leigh House and Land East of Horndean), CE considers that no further modelling is necessary. This is due to the modest additional forecasted Peak Hour traffic when comparing the consented and proposed developments, as outlined above, which is likely to have an imperceptible impact on the operation of the local highway network, or the modelling previously undertaken.

7.0 PERSONAL INJURY ACCIDENT DATA

- 7.1 CE has interpreted collision data from the Traffweb System (operated by Buchanan Computing) in order to determine the number of incidents within the immediate vicinity of the site. Only serious and fatal incidents that occurred within the most recent three-year period available (December 2019 – December 2022) were interrogated as part of the analysis.
- 7.2 With reference to Figure 7.1, a total of two serious incidents occurred sporadically within the study area during the three-year period, with no apparent incident clusters and no fatalities. Two serious incidents occurred approximately 800m and 450m south-east and north-east of the site, along Eastleigh Road and at the Bartons Road / Comley Hill T-junction, respectively. However, it is important to note that there have been no recorded accidents within the past three years at the site's proposed access location off Normandy Way.

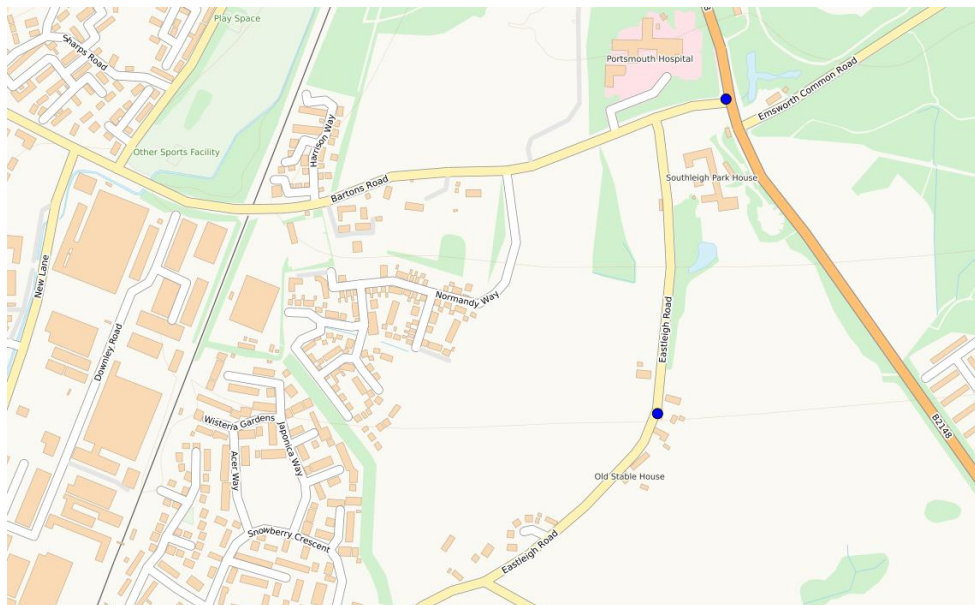


Figure 7.1: CrashMap data

- 7.3 Due to the limited number of incidents within the study area, and the sporadic nature of the location of the incidents, CE has concluded that there are no highway or safety reasons to preclude the development as proposed.

8.0 SUMMARY & CONCLUSIONS

8.1 This *TS* has been prepared in support of a full planning application seeking permission for the erection of a 78-bedroom Residential Care Home on land adjoining Helmsley House, Bartons Road, Havant, Hampshire.

8.2 The conclusions of this *TA* are thus:

- the site offers accessibility by a choice of transport modes;
- vehicular access to the site is proposed via a new priority T-junction off of Normandy Way, subject to a Section 38 agreement, which has received technical approval from HCC (subject to the signing of a legal agreement), and mirrors the proposals agreed within the permitted 2020 application on the site;
- a footway of between 1.8-2.0-metres is provided along the southern perimeter of the proposed priority T-junction arrangement and spur road off Normandy Way;
- The site's proposed car and cycle parking provision has been informed using the client's extensive experience of operating similar facilities across the UK, and as part of a desire to avoid the parking of vehicles on surrounding streets;
- all servicing activity can take place on-site without any interference with the local highway network;
- the local highway network exhibits a good safety record; and
- the likely number of additional vehicular trips predicted to be generated by the proposed development when compared with the extant permission on the site will have an imperceptible impact on the operation of the local highway network.

8.3 CE considers that there are no highway or transportation reasons to preclude the development as proposed.

Cole Easdon Consultants Limited
July 2023

Appendix 1

Scale: 1:50,000

Waterlooville

SITE LOCATION

Havant

Scale 1:50,000

Scale: 1:10,000

West
Leigh

SITE LOCATION

Contains OS Data © Crown
Copyright and Database right (2018)

Scale 1:10,000

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Job Title:

Proposed Care Home,
Land adjoining Helmsley House,
Bartons Road,
Havant, Hampshire

Drawing Title:

Site Location Plan

Client:

Brackley Investments
Limited

Drawn By

CGC

Checked By

DH

Date Drawn

August 2022

Drawing No.

Plan 8743/201

Drawing Status:

CONSTRUCTION AT CLIENT AND/OR CONTRACTOR RISK	FOR COMMENT	
	FOR PLANNING	☒
	FOR TENDER	☐
	FOR APPROVAL	☐
	FOR CONSTRUCTION	☐
	AS BUILT	☐

Scale

As Shown (A4)

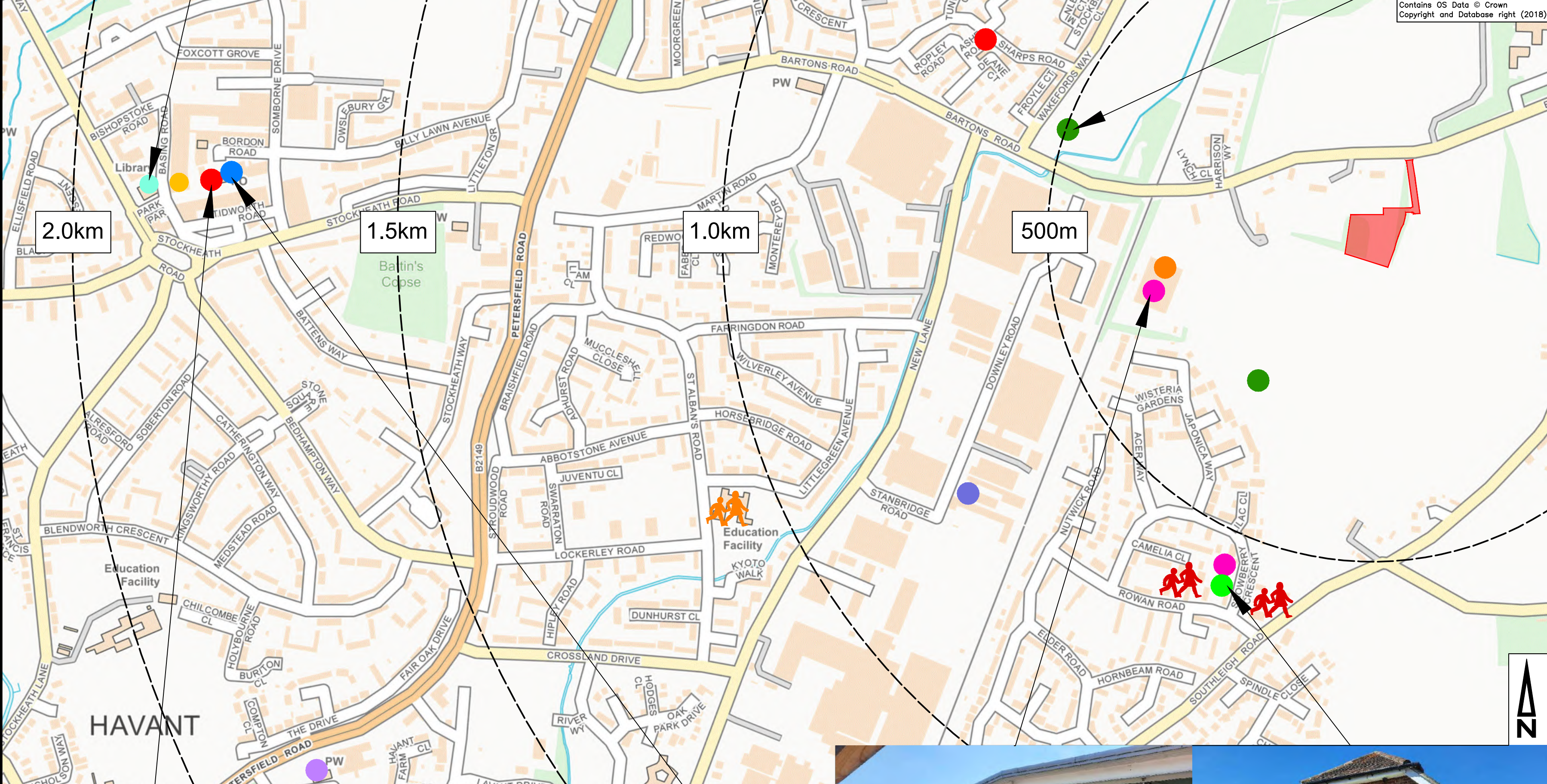
Revision

-

Leigh Park Library - Park Parade



Bartons Green - Wakefords Way



Park Parade Post Office - Leigh Park



Boots Pharmacy - Park Parade, Leigh Park



Dobbies Garden Centre - Barton's Road



Welcome Denvilles - Snowberry Crescent

Key:

- Isolines
- Convenience Store
- Food Outlet
- Access to Cash
- Gym / Leisure Facilities
- Postal Facility
- Pharmacy
- Library
- Outdoor Open Space
- GP / Doctor
- Dentist
- Primary School
- Secondary School
- Nursery School
- Site Location

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Client
Brackley Investments Limited

Job Title
Proposed Care Home
Land adjoining Helmsley House
Barton's Road
Havant
Hampshire

Drawing Title
Accessibility Plan

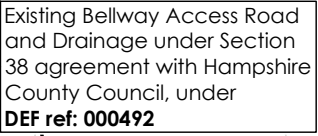
Drawing Status:				
FOR COMMENT	FOR PLANNING	FOR TENDER	FOR APPROVAL	FOR CONSTRUCTION
AS BUILT				

Designed by: CH
Drawn by: CH
Checked by: CGC

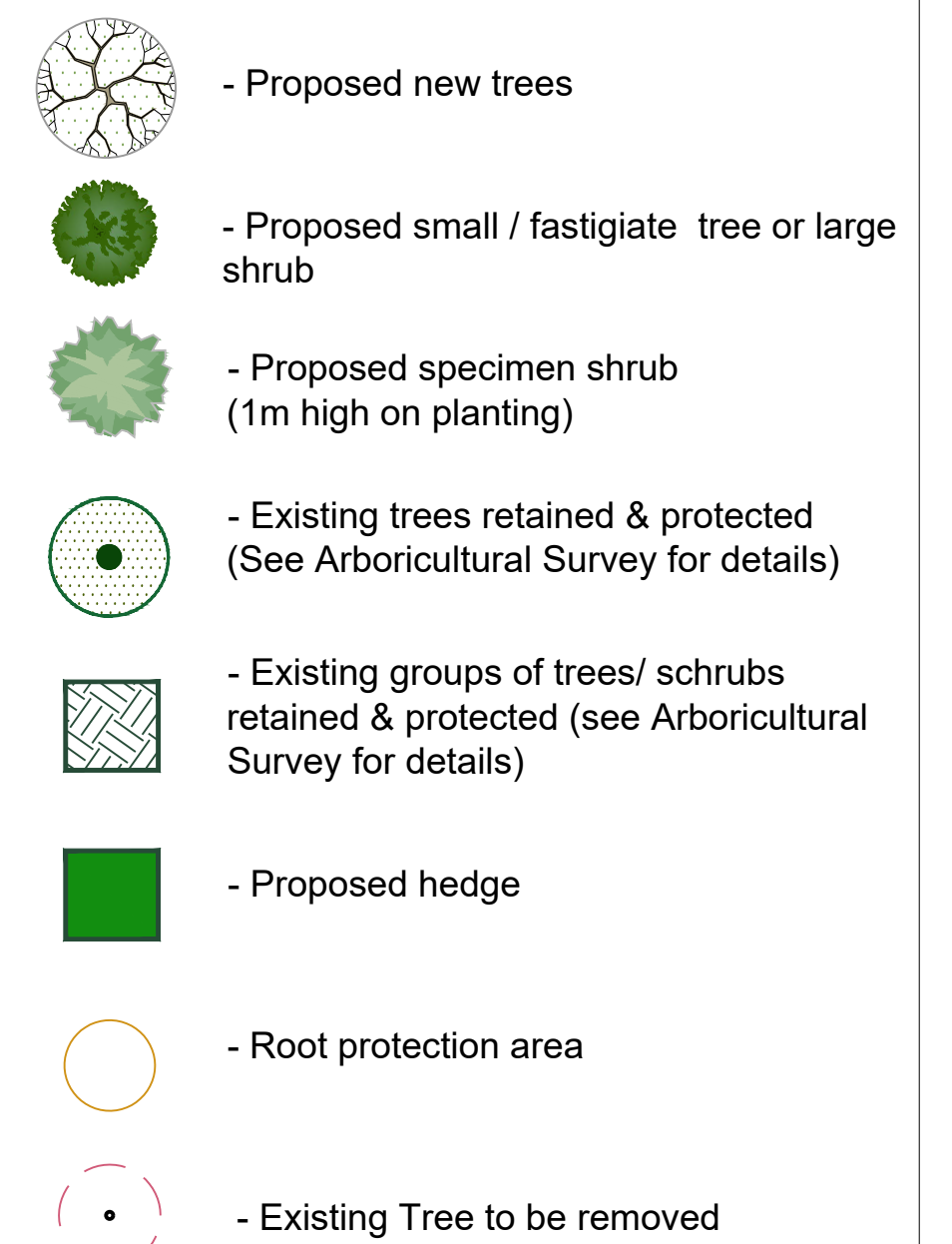
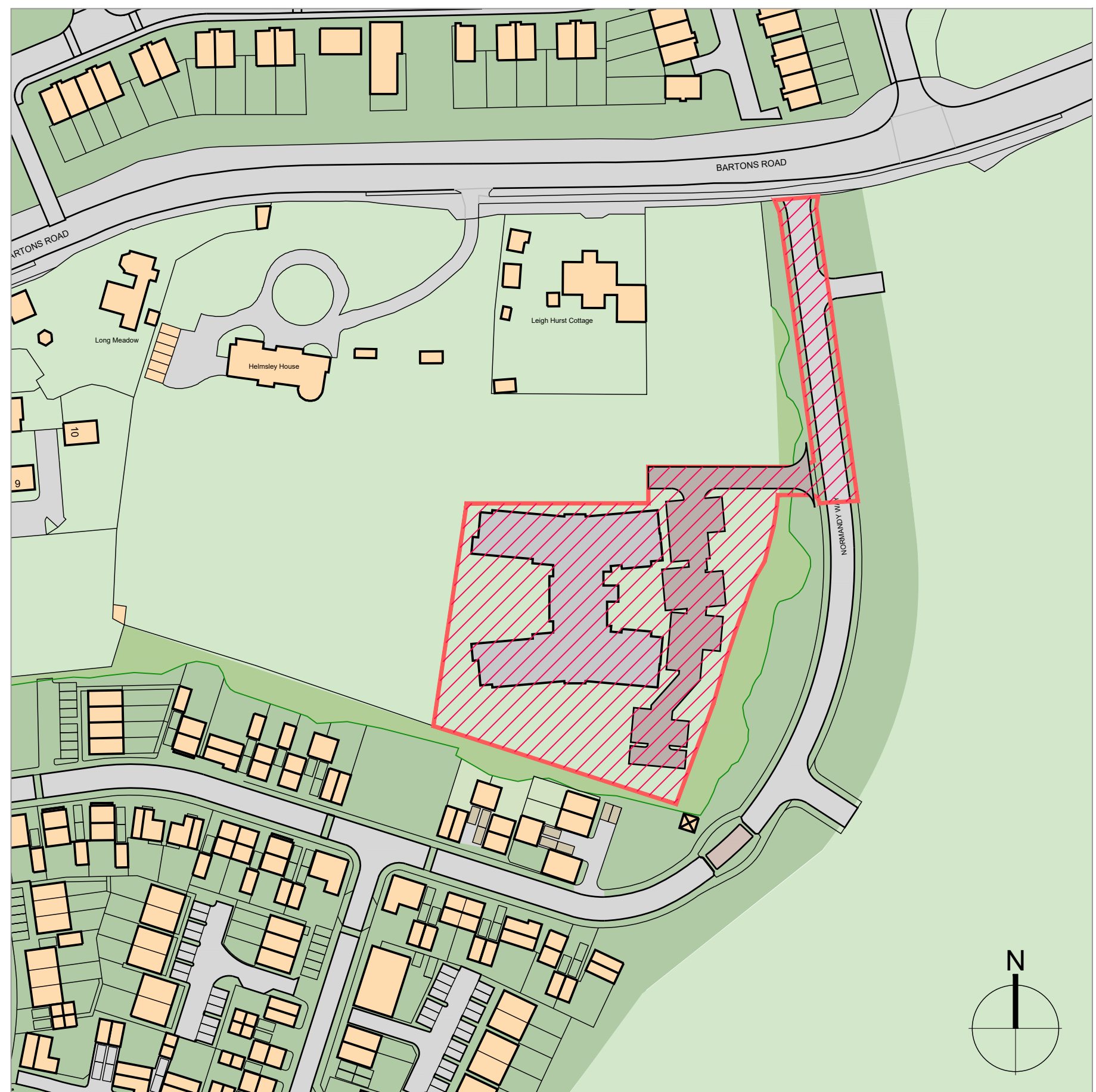
Date: August 2022
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Dwg. No.: Plan 8743/202
Rev.: -

Appendix 2



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