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Enquiries To Sophie Osborne

Direct Line 0370 779 5232

Date 23 November 2023

My reference 051063

Your reference APP/23/00665

Email [havantdc@hants.gov.uk](mailto:havantdc@hants.gov.uk)

Dear Mr Eaves,

**Land on the east side of Helmsley House, Bartons Road, and west of Normandy Way, Havant**

**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.**

Thank you for your consultation on the above full planning application. To support this planning application, the applicant has submitted a Transport Statement (hereafter, TS) and supporting drawings which the Highway Authority have reviewed and have the following comments to make.

### **Previous Planning Consent**

Planning consent has previously been given for 64 bed-care home under planning reference APP/20/00761. This planning application seeks consent for a 78 bed-care home. Most matters regarding walking and cycling infrastructure and access into the site have been previously agreed by the Highway Authority. The increase of 14 beds is not regarded as a significant increase to warrant any additional walking and cycling improvements to be secured as part of this site. The remainder of this response will cover the site access, internal layout, servicing arrangements, parking quantum and additional trip generation.

### **Site Access**

Access into the proposed development is to remain unchanged as agreed with the Highway Authority under the extant planning consent. The access arrangements are therefore agreed. It is understood that the new access road leading from the Brookvale

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development is not to be offered up for adoption at this stage and therefore the internal layout and footways will also remain unadopted.

Whilst the access arrangements are as previously agreed with the Highway Authority the visibility splays should be shown on the landscape drawing to ensure that the proposed planting does not block any previously suitable visibility.

### **Internal Layout**

Amendments to the quantum of development has led to revisions to the internal layout. The Highway Authority have reviewed the layout as shown within drawing APL003 Rev I and have the following comments to make.

No dimensions for the carriageway have been provided and this should be confirmed.

Whilst the internals of the site are to remain private, the Highway Authority still have a responsibility to ensure a safe and suitable layout is approved. It is recommended that the developer ensures that the roads and footways are designed to minimum industry standards and / or Hampshire County Council's best practice as set out in <https://www.hants.gov.uk/transport/developers/constructionstandards>, and that an appropriate Private Management Plan is put in place to deal with any future issues.

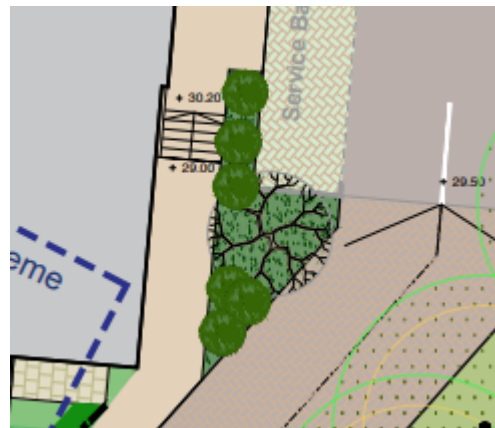
The revised layout provides a series of footways internally and along the spur access road which are to connect with the existing infrastructure along Normandy Way. The proposed footways are to vary between 1.8m-2.0m in width. Whilst a 1.8m footway does not accord with the minimum standards as laid out within HCC TG10, deviations from a 2.0m width are acceptable in short stretches should there be clear constraints present. Where possible footways should be 2.0m throughout the development. The footway widths should be confirmed on the above drawing for the Highway Authority to confirm their acceptability.

Internally no crossing points within the site have been shown. These should be provided with dropped kerbs and tactile paving and supported by pedestrian visibility splays to ensure that the crossing points do not conflict with proposed parking bays.

It is unclear why the road follows an unusual alignment as shown below. The alignment could cause confusion for users leading to internal collisions. Further consideration should be given to create a smoother alignment.

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Clarity is requested as to how the service bay is to be constructed against the steps as shown below. A suitable edge restraint should be provided to prevent vehicles overrunning the bay should this be located higher than the footway and steps.



The TS outlines that the refuse store is located along the access spur road off Normandy Way. The location differs from that previously approved as part of the extent planning consent (APP/20/00761). It is unclear why servicing is no longer being proposed internally. Servicing should not be undertaken on the spur road to access this development. The proposed arrangement obstructs the visibility for the access into the care home site. Whilst this is only a temporary obstruction, it would also impede the access for the further development to be accessed off this spur road as allocated in the withdrawn local plan. Should vehicles overtake the refuse on the opposite side of the

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carriageway this could conflict with vehicles egressing the care home site due to the restricted visibility leading to a potential highway safety issue. Manoeuvring over a junction is also unacceptable and could lead to highway safety issues and conflicts with future users of the site and the future development to be accessed from this spur road.

All tracking speeds have not been confirmed and should be undertaken at an appropriate speed.

Tracking for an 11.20m refuse vehicle is shown within drawing 0512 Rev 1. The refuse should be able to pass the car at the site access and appropriate parking spaces should be provided internally where the refuse is to access the refuse store to ensure this does not obstruct the operation of the car park.

Fire tender tracking has been shown within drawing 0513 Rev 1. The dimensions are agreed. The applicant should confirm that the fire tender is able to access the building in line with the required distances as laid out within Manual for Streets.

Tracking should be provided for the largest delivery vehicle expected to service the site to ensure that these can manoeuvre and access the servicing bays appropriately. A standard size car should also be tracked showing the ability to access and egress the drop off area.

Tracking should also be provided for an ambulance to ensure it can manoeuvre and access the servicing bay appropriately given the proposed use.

### **Stage One Road Safety Audit (RSA1)**

It is recommended that the applicant undertakes an RSA1 accompanied by a designer's response to support the internal layout.

### **Parking Provision**

A total of 33 parking spaces are proposed of which 3 are to disabled parking bays. 4 parking bays are to also benefit from EV charging provision. EV charging space requirements should be confirmed with the Planning Authority as this may need additional space to accommodate the charging infrastructure and for safe operation.

The parking provision provides an increase of 4 parking spaces when compared with that agreed under the extant parking consent. Havant Borough Council in their capacity as Local Parking Authority should confirm whether this parking provision is acceptable and meets the adoptable parking standards. The Highway Authority should be reconsulted for further comment should this not be agreeable.

The revised layout requires an awkward manoeuvre for accessing parking space 02 especially considering the proximity to the junction. This concern is exacerbated when considering the proximity of the adjacent tree planting obstructing visibility for vehicles turning in to see vehicles manoeuvring into this space appropriately. The layout should

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be revised which could be amended by shifting the block of parking spaces further south and altering the footway internal footway design. Tracking should also be provided for vehicles accessing and accessing parking spaces to ensure these movements are achievable.

Parking space dimensions have not been confirmed and should be to ensure compliance with the standards. Hardstanding should also be provided around all parking spaces where they back onto soft landscaping. This would be particularly necessary should the parking spaces meet the minimum dimensions to provide sufficient space for loading and unloading.

Regarding cycle parking, the TS refers to the fact that 18 secure sheltered cycle spaces are to be provided within the cycle store abutting the spur road off Normandy Way. The site layout plan as shown within drawing APL003 Rev I also shows cycle parking for 10 cycles abutting the main entrance to the care home. Clarity is requested on the proposed cycle parking provision. The cycle store provision abutting the spur road is not agreed to be in the most convenient position and further consideration should be given to secure cycle parking within the care home footprint.

### **Trip Generation**

The applicant has used the trip generation for the approved extant scheme as a benchmark to assess the additional trips generated by the additional quantum of development for this care home. However, the trip rates identified within this TS are not those that were agreed as part of the extent planning permission.

The Highway Authority have however undertaken their own trip generation assessment utilising those previously agreed trip rates which were 0.200 in the AM Peak hour and 0.165 in the PM peak hour. This equates to 16 and 13 trips leading to a net increase of 3 and 2 trips in the AM and PM peaks respectively. It is therefore considered that the additional trips generated by increase in beds would not lead to a detrimental impact on the wider highway network.

### **Junction Modelling**

Due to the minimal net increase in trips generated by the development as laid out above the Highway Authority do not require any future junction modelling to be provided to support this planning application.

### **Levels**

No level information has been provided to support this planning application. The steps within the development suggest that there is a significant level difference north to south within the site. Additional levels information should be provided at the planning stage to confirm the gradients and crossfalls of the proposed footways and carriageways within the site.

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## **Travel Plan**

This travel plan has been assessed using Hampshire County Council's evaluation criteria for the assessment of travel plans – *A Guide to Development Related Travel Plans*. Whilst the quality of this travel plan is generally very good, some amendments are required before it can be approved.

### Introduction (Section 1):

The developer's policies on sustainable travel should be included in this section. If the developer has no such policies, a statement of support for the contents of the travel plan from the developer will suffice.

### Context (Section 2):

The following information is required in this section:

- details of local bus services;
- details of train services from the nearest station(s); and
- how to reach the nearest station(s) by sustainable means of transport.

### Measures (Section 8):

The following measures should be considered for inclusion in the travel plan:

- the provision of on-site security;
- bike service stations and/or bike repair equipment to be made available to staff; and
- the travel plan coordinator to hold or promote sustainable travel events.

### Monitoring and review (Section 10):

Travel plan monitoring reports should be submitted to Hampshire County Council.

A minimum response rate of 35% for questionnaire surveys should be aimed for. Measures to encourage questionnaire completion (e.g. entry into a prize draw to win shopping vouchers) should be considered if attaining the required response rate is proving difficult.

### Actions and programme for implementation (Section 11):

The action plan included in Table 11.1 should include a cost estimate for each measure. This should include the cost of the travel plan coordinator.

In cases where the travel plan coordinator is likely to be a member of the regular staff, a cost estimate should still be included (this will allow Hampshire County Council to hire a

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consultant to implement the travel plan in the event that it is not implemented by the client).

**Delivery and enforcement:**

A section should be included that includes the following information:

- that the travel plan will be secured via a Section 106 agreement.
- a commitment to pay Hampshire County Council's evaluation and monitoring fees; and
- a commitment to pay a travel plan cash deposit equal in value to the cost of the action plan plus a surety of ten percent.

**Recommendations:**

This travel plan will require further amendments as set out above before it can be considered acceptable for submission in conjunction with the proposed site.

**Recommendations**

Having regard to the above, the Highway Authority require the further information requested before a formal recommendation can be made.

I trust that the above is clear but please do not hesitate to contact Sophie Osborne on the above number should you require any further information.

Yours sincerely,

Sophie Osborne  
Transport Planner – Highways Development Planning  
Hampshire 2050

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