



# Cole Easdon

## TRAVEL STATEMENT

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

Date: July 2023

Issue No. 3



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## 1.0 INTRODUCTION

- 1.1 Cole Easdon Consultants Limited (CE) has been instructed by Brackley Investments Limited to prepare a *Travel Statement* to support a BREEAM assessment for 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 This Report has been produced to meet the requirements of BREEAM 2018, and has been prepared in accordance with the *BREEAM New Construction 2018, Non-Domestic Buildings (United Kingdom) Technical Manual*.

### Background

- 1.3 In March 2021, Havant Borough Council granted planning permission for a 64-bed older persons care home facility (class C2), landscaped grounds, parking and circulation space and an access road on a 0.65 hectare site immediately south east of the existing Helmsley House (Planning Reference: APP/20/00761). A *Transport Assessment (TA)* was prepared at the planning application stage.
- 1.4 As part of Condition 20 of the planning approval for this extant permission on the site, mentioned above, the development was required to achieve 'Very Good' accreditation by BREEAM, with the certification submitted to the Local Planning Authority within six months of occupation.
- 1.5 This *Travel Statement* has been prepared in order for the developer to meet 'Excellent' accreditation for this forthcoming 78-bedroom application (which exceeds the planning requirement of the extant permission on the site). This means achieving an overall score of 75 or more.
- 1.6 In order to achieve the two credits required to meet the requirements of BREEAM Tra01 a *Travel Statement* and *Travel Plan* need to be submitted, which recognise '*developments in proximity to good public transport networks, thereby helping to reduce transport-related pollution and congestion*'. The total percentage of credits awarded for transport (up to 12 credits) is then calculated, and for fully fitted buildings weighted by 10%. This provides the total score that can be achieved for transport towards the BREEAM score. The higher the score the less dependent the development is on requiring other BREEAM sections to achieve the required accreditation.

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### Scope of Study

- 1.7 This Report is structured into the following Sections in accordance with the BREEAM guidance:
- Section 2.0 provides details of the development;
  - Section 3.0 discusses the existing travel patterns in the surrounding area;
  - Section 4.0 describes the accessibility of the site by sustainable travel modes, including public transport services, the walking and cycling environment and current facilities available to cyclists;
  - Section 5.0 provides details on the accessible amenities available in close proximity to the proposed development;
  - Section 6.0 describes access for people with disabilities;
  - Section 7.0 provides details on the predicted transport impacts and predicted traffic patterns for the development; and
  - Section 8.0 provides a summary of the public transport index for the development.

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## 2.0 PROPOSED DEVELOPMENT

- 2.1 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 3 of this Report.
- 2.2 The Care Home will be occupied by an operator who specialises in dementia care.
- 2.3 The Care Home has been specifically designed so that it is similar to a domestic scale through use of a household model of care. The Care Home will be spread over two and three storeys, providing 78 self-contained bedrooms, together with a hair salon, café, library and cinema with various lounge and dining areas, balconies and terraces all within landscaped grounds, and a treatment room for use by visiting health professionals (GP's, podiatry etc).

### Access

- 2.4 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 3 of this Report.
- 2.5 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* Guidance for a 20mph Road. 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.

- 2.6 Access into the Care Home itself is via the ground floor entrance located along the western edge of the internal car parking area, which leads into a reception area.

#### Car Parking

- 2.7 A total of 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. 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. The accessible spaces will be located immediately to the east of the entrance located on the ground floor.
- 2.8 Two of the car parking spaces will be allocated for those participating in the car share scheme proposed for the Care Home.

#### Cycle Parking

- 2.9 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. Refer to Drawing No. M9437-APL003(I) [*Proposed Site Plan*] (by Hunters) included within Appendix 3 of this Report.

### 3.0 EXISTING TRAVEL PATTERNS

#### Site Location

- 3.1 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.
- 3.2 The Care Home will be accessed off Normandy Way, and a new road constructed to serve the Brookvale residential development located immediately to the south of the Care Home development (see Photographs 3.1 and 3.2). The proposed site access will be located approximately 95m to the south of the priority junction onto Bartons Road.



***Photograph 3.1: Bartons Road looking east at the junction with Normandy Way***



**Photograph 3.2: Normandy Way looking south from Bartons Road towards the proposed site access**

- 3.3 A small residential development is proposed to the east of the Care Home, and will use the new access off Normandy Way. The remainder of the Helmsley House site to the north and north west of the Care Home will be retained, with the actual buildings already converted into apartments. Refer to Photographs 3.3 and 3.4.



**Photograph 3.3: Helmsley House**



**Photograph 3.4: The Laurels, located to the north of the proposed development**

3.4 On the northern side of Bartons Road immediately to the north of Helmsley House, a new housing development is currently under construction featuring 72 units and known as Harbour Views, which will share its access with The Oaks Crematorium which is situated close to the junction for Normandy Way. To the immediate east and south east of Normandy Way is undeveloped land.

3.5 All vehicular movements to and from Normandy Way are made from Bartons Road to the north. In addition to the access from Bartons Road, pedestrians can also access the development from the south. A pedestrian only access between the Brookvale development and Japonica Way enables pedestrians travelling from Southleigh Road to travel via Rowan Road and Snowberry Crescent through the pedestrian only access onto Gold Street and Normandy Way. This avoids pedestrians using Eastleigh Road (which does not feature footways), when travelling from the south.

### Travel to Work

3.6 Census 2011<sup>1</sup> data has been used to determine where people employed within the surrounding area are most likely to travel from and by which mode. This will help to determine both existing and future travel patterns.

3.7 The development is located within the Havant medium super output area (MSOA) 014. Table 3.1 presents a breakdown of the main destinations where people travel from to work in Havant MSOA 014., whilst Table 3.2 shows the resulting travel modal split.

<sup>1</sup> Data from the 2021 Census has not been utilised owing to origin-destination data not yet being available.

**Table 3.1 Home Destinations for those working in Havant MSOA 014**

| Local Authority                             | Proportion of Work Trips made to Havant MSOA 014 |
|---------------------------------------------|--------------------------------------------------|
| Havant                                      | 42.8%                                            |
| Portsmouth                                  | 24.4%                                            |
| Fareham                                     | 6.4%                                             |
| East Hampshire (Petersfield, Alton, Bordon) | 5.8%                                             |
| Chichester                                  | 4.5%                                             |
| Gosport                                     | 3.1%                                             |
| Winchester                                  | 3.1%                                             |
| Arun (Arundel, Littlehampton, Bognor Regis) | 1.8%                                             |
| Southampton                                 | 1.5%                                             |
| Eastleigh                                   | 1.4%                                             |
| South East OTHER                            | 3.7%                                             |
| South West OTHER                            | 1.1%                                             |
| All Other Locations                         | 0.4%                                             |
| <b>TOTAL</b>                                | <b>100.0%</b>                                    |

**Table 3.2 Travel to Work Modal Split for Havant MSOA 014**

| Mode                           | Modal Split   |
|--------------------------------|---------------|
| Train                          | 4.1%          |
| Bus                            | 4.7%          |
| Taxi                           | 0.5%          |
| Motorcycling                   | 1.5%          |
| Driving a Car or Van           | 69.5%         |
| Passenger in a Car or Van      | 7.9%          |
| Bicycle                        | 4.9%          |
| On Foot                        | 6.7%          |
| Other Method of Travel to Work | 0.2%          |
| <b>TOTAL</b>                   | <b>100.0%</b> |

3.8 Table 3.1 shows that the majority of people that work in Havant MSOA 014, live within the area referred to as South Hampshire (covering Portsmouth, Southampton, Gosport, Fareham and Eastleigh as well as Havant). Nearly 80% of trips originate from these areas. Approximately 15% of trips originate from neighbouring authorities within Hampshire and West Sussex.

3.9 Table 3.2 shows that nearly three quarters of people that work in Havant MSOA 014 travel by car to work. This may be influenced by the close proximity to the A27, M27 and A3(M) roads.

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It may also be influenced by the fact that most public transport services are orientated towards Havant and Portsmouth, meaning that direct links to neighbouring areas to the west, north west and north east are limited by public transport.

- 3.10 CE Figures 8743/201 [*Car Trip Distribution*], 8743/202 [*Bus Trip Distribution*] and 8743/203 [*Rail Trip Distribution*] show the distribution of road, rail and bus trips within the Havant area, based on information provided from the 2011 Census, and these are located within Appendix 2 of this Report. Full 2011 Census data is included within Appendix 4.

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## 4.0 ACCESS BY SUSTAINABLE MODES OF TRANSPORT

- 4.1 This Section sets out the accessibility of the Care Home development by walking, cycling and public transport. Details of cycle, bus and train routes can also be found on CE Plan 8743/203 [*Local Transport Plan*] located in Appendix 1.

### Walking and Cycling

- 4.2 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 Brookvale development to the south of the site.
- 4.3 The 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.
- 4.4 Additionally, Normandy Way and the pedestrian / bicycle only connection onto Japonica Way are connected by a pedestrian and cycle only route that skirts around the north and western edge of the Brookvale development.
- 4.5 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, along lightly used roads.
- 4.6 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 Harbour Views).
- 4.7 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 (close to the Care Home), in advance of the foot and cycleway along the northern side of Bartons Road being extended to connect with it.

- 4.8 Havant has benefited from a high investment in cycle lane provision across the borough. As previously mentioned, a joint foot and cycleway exists 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.
- 4.9 New Lane 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. 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 (as shown in Photograph 4.2).



**Photograph 4.1: Cycle Lanes along New Lane**



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

- 4.10 Cyclists heading towards the town centre and railway station should head west along Easterns Road, as it is designated a safe route for cyclists and also to avoid a level crossing immediately to the south. Access into the station can be made from Leigh Road, whilst access into the town centre can be made across the railway line via a ramped footbridge accessed from Elmleigh Road.
- 4.11 Cyclists travelling south of the junction with Eastern Road, can travel across the level crossing, where a connection can be made onto National Cycle Network (NCN) Route 2, which provides an off-road cycle route from New Lane onto Hayling Island. This route is well signposted from New Lane as shown in Photograph 4.3.



**Photograph 4.3: Signposts from New Lane onto NCN 2**

- 4.12 NCN Route 22 can be accessed at the western end of Bartons Road. This connects Bartons Road with Rowlands Castle via a mixture of traffic free and low traffic routes.
- 4.13 A low traffic route is also available along Southleigh Road to the south of the site, providing a link towards Warblington railway station, as shown in Photograph 4.4.



**Photograph 4.4: Southleigh Road**

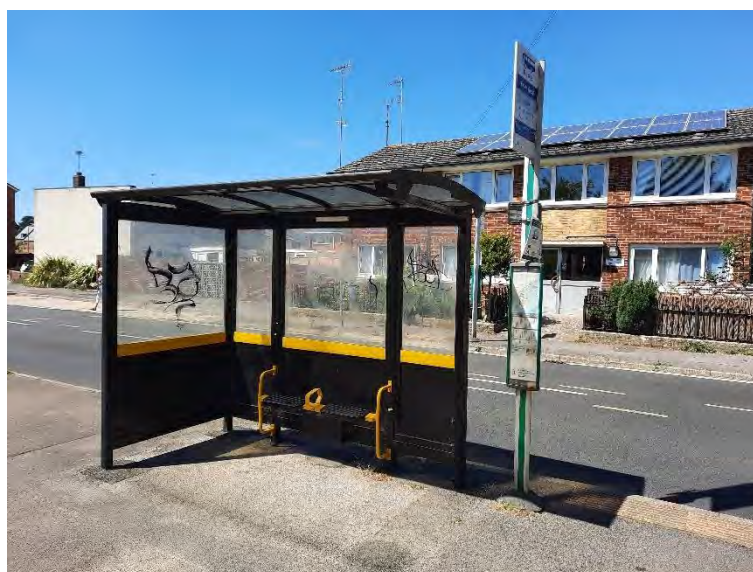
#### **Bus Access**

- 4.14 The nearest bus stop to the Care Home development is located on Wakefords Way (Exton Road bus stops, as shown in Photographs 4.5 and 4.6), approximately 850m to the north west of the Care Home site. The bus stops can be accessed on foot in approximately 11 minutes<sup>2</sup> 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.



**Photograph 4.5: Wakefords Way Bus Stop (Northbound)**

<sup>2</sup> At 1.4m/s in accordance with Providing for Journeys on Foot, CIHT



**Photograph 4.6: Wakefords Way Bus Stop (Southbound)**

4.15 Bus services 20 and 21 operate from the bus stops every 30 minutes<sup>3</sup> each, and connect Wakefords Way with Havant town centre (for railway station), Leigh Park and onwards towards Portsmouth. A summary of local bus services from Wakefords Way is provided in Table 4.1 below.

**Table 4.1: Summary of Bus Services from Wakefords Way**

| Service No.             | Nearest Bus Stop        | Route                                                                                                                                                                           | Typical Frequency                                                                                                                                                                                                                                                                                           |
|-------------------------|-------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>20 21 Stagecoach</b> | Exton Road (Southbound) | Wakefords Way – St Albans Road – Petersfield Road – Havant (Bus Station)                                                                                                        | <b>MONDAY – FRIDAY</b><br>06:05-08:10 three buses per hour<br>08:10-19:45 every 15 minutes<br>20:10, 21:00, 22:00<br><b>SATURDAY</b><br>07:30-09:10 every 20 minutes<br>09:10-19:45 every 15 minutes<br>20:10, 21:00, 22:00<br><b>SUNDAY &amp; PUBLIC HOLIDAYS</b><br>08:15<br>09:30-20:30 every 60 minutes |
| <b>20 Stagecoach</b>    | Exton Road (Northbound) | Wakefords Way – West Leigh – Leigh Park – ASDA – Crookhorn – Queen Alexandra Hospital – Cosham – Northern Parade – Portsmouth City Centre – Portsmouth (The Hard)               | <b>MONDAY – FRIDAY</b><br>06:25-18:25 every 30 minutes<br><b>SATURDAY</b><br>06:55-18:25 every 30 minutes<br><b>SUNDAY &amp; PUBLIC HOLIDAYS</b><br>No Service                                                                                                                                              |
| <b>21 Stagecoach</b>    |                         | Wakefords Way – West Leigh – Leigh Park – Bedhampton Road – Farlington – Anchorage Park - Hilsea – Copnor – St Mary's Hospital – Portsmouth City Centre – Portsmouth (The Hard) | <b>MONDAY – FRIDAY</b><br>05:35, 06:05<br>06:40-20:10 every 30 minutes<br>20:10-22:10 every 60 minutes<br><b>SATURDAY</b><br>06:25, 07:00<br>07:40-20:10 every 30 minutes<br>20:10-22:10 every 60 minutes<br><b>SUNDAY &amp; PUBLIC HOLIDAYS</b><br>07:40-19:40 every 60 minutes                            |

<sup>3</sup> Monday to Saturday daytime

- 4.16 As demonstrated in Table 4.1, a high frequency bus service is available to and from Havant town centre, which is also useful for employees and visitors travelling from further afield, as they can make connections there from other bus services and also train services that serve Havant. High frequency bus services are also available from Leigh Park and to and from Portsmouth, providing a direct bus service which covers a large area. Timetables for bus services 20 and 21 can be found in Appendix 4 of this Report.

### **Rail Access**

- 4.17 The nearest railway station to the Care Home site is Warblington (as shown in Photograph 4.7). 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 bicycle<sup>4</sup>.



**Photograph 4.7: Warblington Railway Station**

- 4.18 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 (as shown in Photograph 4.8), 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 4.2.

<sup>4</sup> 12kph (7.5mph) as recommended by the DfT

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



**Photograph 4.8: Havant Railway Station**

**Table 4.2: 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<br>Sun: 1 train per hour  |
| Portsmouth & Southsea DIRECT <sup>5</sup>   | Havant      | Southern / SWR | 13 minutes           | 3 trains per hour | Sat: 4 trains per hour<br>Sun: 2 trains per hour |
| Portsmouth & Southsea STOPPING <sup>6</sup> | 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<br>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<br>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<br>Sun: 1 train per hour  |
| London Victoria via East Croydon            | Havant      | Southern       | 1 hour 50 minutes    |                   | Sat: 3 trains per hour<br>Sun: 2 trains per hour |
| Petersfield                                 | Havant      | SWR            | 26 minutes           |                   |                                                  |
| Haslemere                                   | Havant      | SWR            | 31 minutes           |                   |                                                  |

<sup>5</sup> Stops only at Fratton

<sup>6</sup> Stops at Fratton, Hilsea and Bedhampton

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

| Destination                             | Station | Operator | Typical Journey Time | Typical Frequency | Weekend Services                                 |
|-----------------------------------------|---------|----------|----------------------|-------------------|--------------------------------------------------|
| Woking<br>via Guildford                 | Havant  | SWR      | 67 minutes           | 2 trains per hour | Sat: 3 trains per hour<br>Sun: 2 trains per hour |
| London Waterloo<br>Via Clapham Junction | Havant  | SWR      | 1 hour<br>19 minutes |                   |                                                  |

- 4.19 Details of weekday departures from Havant and Warblington railway stations can be found in Appendix 4.

### Current Facilities for Cyclists

- 4.20 Public cycle parking is available within Havant town centre, with secure parking available within Havant railway station (for up to 92 bicycles, as shown in Photograph 4.9). Havant railway station is fully accessible, with access available from either side of the station. Passengers travelling to the station by bicycle, can use the lifts on each platform to access the platform on the opposite side of the line.



**Photograph 4.9: Cycle Parking available at Havant Railway Station**

- 4.21 Bicycles can be carried aboard most trains. On services operated by South Western Railway they cannot be carried between London Waterloo and Guildford between 06:30 and 09:30 (on trains departing Havant) and 16:30 and 19:00 (on trains departing London Waterloo). On services operated by Southern, bicycles cannot be carried on journeys that arrive in London Victoria or Brighton between 07:00 and 10:00 and leave London Victoria or Brighton between 16:00 and 19:00.

## TRAVEL STATEMENT

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



- 
- 4.22 Sheffield stands are also provided on Market Parade, at both the eastern and western ends of West Street and on Elm Lane (adjacent to the bus station).

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## 5.0 LOCAL AMENITIES

- 5.1 The development falls into Building Group (BG) 5 in the BREEAM New Construction 2018, Non-Domestic Buildings (United Kingdom) Technical Manual. BG5 covers multi-residential buildings (which includes care homes).
- 5.2 A requirement of BREEAM Tra01 is to provide details of all suitable amenities within 500m of the proposed development. For multi-residential facilities, the following suitable amenities need to be considered:
- appropriate food outlet;
  - access to cash;
  - access to an outdoor space (public or private, suitably sized and accessible to building users);
  - access to a recreation or leisure facility for fitness or sports;
  - a publicly available postal facility;
  - a community facility;
  - a public sector GP surgery or general medical centre;
  - over the counter services associated with a pharmacy; and
  - a child care facility or school.
- 5.3 Following a visit to the site and the surrounding area, it was found that only one of the above facilities was located within 500m of the site. Three separate outdoor spaces have been provided as part of the Brookvale development. Two are located on Normandy Way, while a larger space is located 430m to the south east of the site off of Gold Street (close to the pedestrian only link to Japonica Way).
- 5.4 The majority of the above facilities are located within 2.0km of the site, and all are located within 5km of the proposed development, and thus provides facilities that are within reasonable walking and cycling distance for staff and visitors to use. Table 5.1 provides details of all the suitable amenities that are located in close proximity to the site. These are shown in CE Plan 8743/202 [*Accessibility Plan*] located within Appendix 1.

**Table 5.1: Local Amenities located in close proximity of the Proposed Development**

| Description                   | Approx. Distance from Site for walking/cycling | Local Service                                                                     |
|-------------------------------|------------------------------------------------|-----------------------------------------------------------------------------------|
| Convenience Store             | 600m                                           | Sainsbury's<br>Within Dobbies Garden Centre Havant,<br>Bartons Rd, Havant PO9 5NA |
|                               | 900m                                           | Welcome,<br>40 Snowberry Cres,<br>Denvilles, Havant PO9 2FE                       |
|                               | 1.5km                                          | Baybridge Convenience Store,<br>7 Baybridge Rd, Havant PO9 5PB                    |
| Appropriate Food Outlet       | 600m                                           | Dobbies Garden Centre Havant,<br>Bartons Rd, Havant PO9 5NA                       |
| Access to Cash                | 900m                                           | Welcome,<br>40 Snowberry Cres,<br>Denvilles, Havant PO9 2FE                       |
|                               | 1.5km                                          | Baybridge Convenience Store,<br>7 Baybridge Rd, Havant PO9 5PB                    |
| Gym / Leisure Facilities      | 1.6km                                          | Warrior's Gym,<br>2 Downley Rd, Havant PO9 2NJ                                    |
| Postal Facility               | 1.1km                                          | Ashe Road Post Box                                                                |
|                               | 2.3km                                          | Park Parade Post Office,<br>37A Park Parade, Leigh Park,<br>Havant PO9 5AA        |
| Pharmacy                      | 2.3km                                          | Park Parade Pharmacy,<br>35 Park Parade, Leigh Park, Havant PO9 5AA               |
| Library                       | 2.3km                                          | Leigh Park Library,<br>50 Park Parade, Leigh Park, Havant PO9 5AB                 |
| Outdoor Open Space            | 430m                                           | Gold Street Green Space                                                           |
|                               | 680m                                           | Bartons Green, Bartons Road,<br>Havant PO9 5NA                                    |
| GP Surgery                    | 2.5km                                          | The Homewell Practice, Health Centre,<br>Civic Centre Rd, Havant PO9 2AY          |
| Dentist                       | 2.3km                                          | Practice In The Park, 2-4 Basing Rd,<br>Leigh Park, Havant PO9 5AG                |
| Nursery / Child Care Facility | 900m                                           | Bright Beginnings Nursery, 41 Snowberry Cres,<br>Havant PO9 2FE                   |
|                               | 1.2km                                          | Little Bugs Daycare - Childminding, 54 Rowan Rd,<br>Havant PO9 2UX                |
| Primary School                | 1.6km                                          | Sharps Copse Primary School, Prospect Ln,<br>Havant PO9 5PE                       |
| Secondary School              | 2.2km                                          | Havant Academy, Wakefords Way, Havant<br>PO9 5JD                                  |

- 5.5 The majority of the above facilities can also be accessed easily by people with disabilities, excepting Baybridge Convenience Store, the nearest primary and secondary school and the facilities at Park Parade (the post office, library and pharmacy). However there is a convenience store located in Snowberry Crescent that is accessible and located more conveniently to the proposed development. Additionally, those facilities located at Park Parade, plus the primary school are all served by bus services 20 and 21, which can be accessed from Wakefords Way.

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## 6.0 ACCESS FOR PEOPLE WITH DISABILITIES

- 6.1 In order to achieve the credits required to achieve the required accreditation by BREEAM, this Report needs to cover access for people with disabilities. This needs to cover all types of disability including visual impairment.

### Accessibility within the Site

- 6.2 The entrance into the site is provided at ground floor level. The entrance into the site will be situated level with the footway, and will feature electronic doors (which will open when people are within range of the doors sensors). This will enable all people to enter and leave the site safely, and will not require the use of steps or rails.
- 6.3 The Care Home is fully accessible, with each individual bedroom fitted with an accessible toilet, and doorways and space within the bedrooms wide enough to accommodate a wheelchair and other walking aids. All doors located within communal areas are power assisted. Pads are located immediately adjacent to each door at wheelchair height, to enable easy access for those who are unable to physically open a door.
- 6.4 Each room within the development, will be fitted with signage in a contrasting colour, with room details also repeated in braille, to help those with reduced or limited visibility.
- 6.5 People needing to travel vertically within the building can make use of the two lifts located immediately to the north of the reception area. Each lift will feature audio-visual displays that announce the floor they arrive on.
- 6.6 All sockets, switches and controls required on a daily basis by residents will be located at a suitable height.
- 6.7 Three accessible car parking spaces will be provided on site, located immediately adjacent to the main entrance and reception area of the Care Home.

### Accessibility to and from Snowberry Crescent

- 6.8 It is advised to travel along the northern footway of Normandy Way onto the pedestrian and cycleway that runs along the northern and western edge of the Brookvale residential development, as this route is fully accessible (refer to Photograph 6.1). Dropped kerbs around the remainder of the development are currently limited, and most of these are provided to service driveways to properties.

- 6.9 Wren Grove and Gold Street are shared surface spaces, and can be used by both pedestrians and vehicular traffic (refer to Photograph 6.2). For pedestrians with visual impairments, these can be denoted by the changes to the road surface texture.



**Photograph 6.1: Footpath that runs along the western and north-western edge of Brookvale**



**Photograph 6.2: Gold Street**

- 6.10 All footways along Japonica Way and Snowberry Crescent are fitted with dropped kerbs, with shared surface spaces located at major junctions along both (which also reduce the level between the footway and the kerb). This includes a crossing point located immediately adjacent to the convenience store on Snowberry Crescent, providing a level crossing point.

### **Accessibility towards Dobbies Garden Centre and Wakefords Way**

- 6.11 The most accessible route to both Dobbies Garden Centre and Wakefords Way (to access nearby bus services) is by using the footpath along the southern side of Bartons Road. Dropped kerbs with tactile paving are present at all crossing points.
- 6.12 An accessible route is present around the western edge of the car park at Dobbies Garden Centre.
- 6.13 A dropped kerb with tactile paving is located at the southern end of Wakefords Way, and this is the most accessible point for those wishing to travel from Bartons Road towards northbound bus stops on Wakefords Way. Both bus stops feature raised kerbs to enable the bus to lower level with the kerb (as shown in Photograph 6.3), and these also feature tactile paving to help people with visual impairment to board the vehicle.

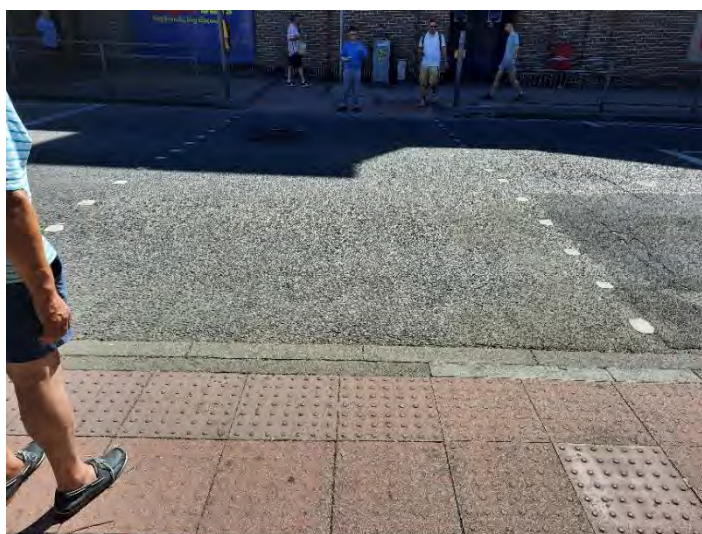


***Photograph 6.3: Raised Kerbs at Wakefords Way Bus Stop***

### **Accessibility towards Havant town centre and on Public Transport**

- 6.14 The most accessible way to travel to and from the Care Home is by using the local bus service from Wakefords Way. These provide direct services into Havant town centre, as well as to Leigh Park and Portsmouth. All bus services operated by Stagecoach South are fully accessible, and all buses are fitted with air suspension that allows the floor of the vehicle to lower so that it is level with the kerb. Each bus is also fitted with a ramp that can be lowered onto the kerb on request.

- 6.15 Inside the bus is space for at least one wheelchair. Handrails are fitted along the length of the bus in contrasting colours to enable people with visual impairments to negotiate their way through the vehicle. Seats closer to the front of the bus are reserved for the elderly or people with lower mobility.
- 6.16 All of the vehicles allocated to bus services 20 and 21 are fitted with audio-visual displays, which display and announce all stops on the route. This is beneficial to all passengers, not just those with visual impairments, as it is useful to visitors of the care home who may not know which stop to alight from. When wishing to get off the bus, passengers should remain seated until the bus stops, and press the bell situated next to their seat in good time. There are additional bells situated adjacent to the disabled space, that alert the driver that a disabled passenger may need assistance when leaving the bus.
- 6.17 Stagecoach South offer bus timetables for blind or visually impaired passengers in large print, braille and audio on request.
- 6.18 Bus services 20 and 21 stop at the bus station in Havant town centre, in close proximity to the shops and railway station. A fully accessible route between the bus and railway stations is available via Elm Lane and Market Place. Toucan crossings are provided across Elm Lane (as shown in Photograph 6.4), with dropped kerbs. When pedestrians have right of way (green-man signal), a beeping sound is made so that visually impaired people know when it is safe to cross. Toucan crossings will not change from green to red until all users are out of a certain range from the crossing. This gives disabled people and the visually impaired more time to cross the road.



**Photograph 6.4: Toucan Crossing at Elm Lane, Havant Town Centre**

- 6.19 Step free access is provided from Market Place onto Havant Station (as shown in Photograph 6.5). Havant railway station is also fully accessible, with wide ticket barriers for the disabled situated on the entrances to both the north and south platform. Lifts are also provided on both the north and south platform onto the connecting footbridges as shown in Photograph 6.6.



**Photograph 6.5: Step Free Access from Market Place to Havant Railway Station**



**Photograph 6.6: Lifts Located on each Platform of Havant Railway Station**

- 6.20 For people with visual impairments, announcements of the next train are made on each platform, together with tactile paving to prevent blind or visually impaired people from walking onto the railway (as shown in Photograph 6.7).



***Photograph 6.7: Tactile Paving at Havant Railway Station***

- 6.21 Due to the size of the platform, and the steep gradient between the platform and street level, it is advised for people with disabilities to travel from Havant railway station instead of Warblington railway station. Havant is fully staffed and has accessible ticket points, although Warblington can be used by people with minor disabilities (that can walk to the platform), or people with visual impairment, although in both cases it is advised to purchase a train ticket in advance, as the ticket machine is only located on the southern platform (accessed via a level crossing).
- 6.22 Assistance and ramps are available at Havant, but it is advised to contact the train operator in advance before travelling. A wheelchair space is available on all trains, although older trains currently operating on the stopping service to Littlehampton (which include most services that stop at Warblington) are not fitted with toilets. All trains are fitted with audio-visual displays announcing the name of each stop on route.

## 7.0 PREDICTED TRAVEL PATTERNS AND TRANSPORT IMPACTS

### Staff Travel

- 7.1 It has been estimated that approximately 75 members of staff will be employed on site, once the Care Home has reached full occupancy. The nature of the proposed development requires staff to work various shift patterns. Table 7.1 outlines estimated staffing requirement at full occupancy.

**Table 7.1: Summary of Staff Shift Patterns and Job Roles**

| Shift Pattern |             | Days of the week shift applies | Job Role                | No. of staff on Site |
|---------------|-------------|--------------------------------|-------------------------|----------------------|
| Start time    | Finish time |                                |                         |                      |
| 09:00         | 17:00       | Mon – Fri                      | Administration          | 1                    |
| 09:00         | 17:00       | Mon – Fri                      | Receptionist            | 1                    |
| 10:00         | 15:00       | Sat – Sun                      | Receptionist            | 1                    |
| 09:00         | 16:00       | Mon – Fri                      | PRA/Marketing           | 1                    |
| 09:00         | 17:00       | Mon – Fri                      | Home Manger             | 1                    |
| 09:00         | 17:00       | Mon – Fri                      | Clinical Lead           | 1                    |
| 07:30         | 13:30       | Mon – Sun                      | Day Care staff          | 19                   |
| 13:30         | 19:30       | Mon – Sun                      | Day Care Staff          | 18                   |
| 19:30         | 07:30       | Mon – Sun                      | Night Care Staff        | 14                   |
| 07:30         | 15:00       | Mon – Fri                      | Housekeeping Supervisor | 1                    |
| 07:30         | 15:00       | Mon – Sun                      | Housekeepers            | 2                    |
| 07:30         | 15:00       | Mon – Sun                      | Laundry                 | 2                    |
| 07:00         | 19:00       | Mon – Sun                      | Kitchen                 | 2                    |
| 09:00         | 17:00       | Mon – Fri                      | Maintenance             | 2                    |
| 07:30         | 19:30       | Mon – Sun                      | Home Maker              | 3                    |
| 10:00         | 14:30       | Mon – Sun                      | Activities Early        | 3                    |
| 10:00         | 14:30       | Mon – Sun                      | Activities staff        | 3                    |

- 7.2 The information presented in Table 7.1 will need to be taken into account when considering measures to be used in the *Travel Plan*, although as can be seen shift patterns have been designed so that all members of staff have the opportunity to travel to and from work using sustainable methods of transport where possible. In certain circumstances staff may be required to work additional or alternative work patterns.
- 7.3 The above table suggests that the peak travel patterns for staff will be 07:00 – 08:00, 13:00 – 14:00 and 19:00 – 20:00, largely coinciding with care staff shift patterns.

- 7.4 It has been estimated that it will take between 18 to 24 months for the Care Home to reach full occupancy. Staff numbers will build up gradually from first occupation to full occupation.

#### Visitor Travel

- 7.5 Approximately 21 to 28 visitors are expected to see residents at the Care Home on a typical weekday, with between 37 to 50 visitors on a typical weekend. These visitor estimates have been proportionately adjusted according to estimates associated with the extant 64-bedroom permission on the site.
- 7.6 Care Homes of this nature generally adopt an open visiting policy, although most visiting is expected to take place between 10:00 and 20:00. In certain circumstances arrangements can be made for later visiting. The peak time for visitors is estimated to be between 10:00 and 12:00 on a weekday and between 15:00 and 19:00 during weekends.
- 7.7 Approximately half of all visitors are expected to live within three miles of the site (of which 10% are expected to live within one mile). The remaining 50% are expected to live further afield.

#### Predicted Trip Generation

- 7.8 To estimate the vehicular trips predicted to be generated by the Care Home development, the TRICS database (version 7.9.2) has been accessed. 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.
- 7.9 The TRICS assessment is based on five sites with weekday surveys that featured similar characteristics to the proposed development in terms of location, accessibility and public transport provision. Only one separate site was surveyed by TRICS on a weekend, and will form the basis for the assessment during those days. The TRICS analysis resulted in predicted vehicle trip generation rates in terms of number of trips per resident. The predicted person trip generation rates are presented within Table 7.2, whilst the resulting predicted trip generation, based on the proposed, fully occupied 78-bed Care Home, is displayed within Table 7.3. These

cover the peak times for staff and visitor movements as mentioned in the above paragraphs.

**Table 7.2: Person Trip Generation Rates for Proposed Care Home (trips / resident)**

| Mode      | Weekday<br>(07:00-21:00) |       | Weekday Peak<br>(10:00-12:00) |       | Weekday Peak<br>(07:00-08:00) |       | Weekday Peak<br>(19:00-20:00) |       |
|-----------|--------------------------|-------|-------------------------------|-------|-------------------------------|-------|-------------------------------|-------|
|           | Arr                      | Dep   | Arr                           | Dep   | Arr                           | Dep   | Arr                           | Dep   |
| Trip Rate | 2.347                    | 2.411 | 0.290                         | 0.274 | 0.058                         | 0.029 | 0.048                         | 0.106 |
| Mode      | Weekend<br>(07:00-21:00) |       | Weekend Peak<br>(15:00-19:00) |       | Weekend Peak<br>(07:00-08:00) |       | Weekend Peak<br>(19:00-20:00) |       |
|           | Arr                      | Dep   | Arr                           | Dep   | Arr                           | Dep   | Arr                           | Dep   |
| Trip Rate | 0.954                    | 1.024 | 0.321                         | 0.187 | 0.000                         | 0.021 | 0.040                         | 0.015 |

**Table 7.3: Person Trip Generation for Proposed Care Home (78 residents)**

| Mode         | Weekday<br>(07:00-21:00) |         | Weekday Peak<br>(10:00-12:00) |        | Weekday Peak<br>(07:00-08:00) |       | Weekday Peak<br>(19:00-20:00) |       |
|--------------|--------------------------|---------|-------------------------------|--------|-------------------------------|-------|-------------------------------|-------|
|              | Arr                      | Dep     | Arr                           | Dep    | Arr                           | Dep   | Arr                           | Dep   |
| Person Trips | 183 tpd                  | 188 tpd | 41 tph                        | 42 tph | 5 tph                         | 2 tph | 4 tph                         | 8 tph |
| Mode         | Weekend<br>(07:00-21:00) |         | Weekend Peak<br>(15:00-19:00) |        | Weekend Peak<br>(07:00-08:00) |       | Weekend Peak<br>(19:00-20:00) |       |
|              | Arr                      | Dep     | Arr                           | Dep    | Arr                           | Dep   | Arr                           | Dep   |
| Person Trips | 74 tpd                   | 80 tpd  | 25 tph                        | 15 tph | 0 tph                         | 2 tph | 3 tph                         | 1 tph |

tpd = Vehicles per day      tph = Vehicles per hour

- 7.10 The person trip generation figures shown in Table 7.3 have been broken down by mode, using the modal split shown in Table 3.2 to determine the number of trips by each mode that the development is predicted to generate, as shown in Tables 7.4 and 7.5.

**Table 7.4: Trip Generation Rates for Proposed Care Home by Mode (Weekday)**

| Mode                      | Modal Split | Weekday<br>(07:00-21:00) |         | Weekday Peak<br>(10:00-12:00) |        | Weekday Peak<br>(07:00-08:00) |       | Weekday Peak<br>(19:00-20:00) |       |
|---------------------------|-------------|--------------------------|---------|-------------------------------|--------|-------------------------------|-------|-------------------------------|-------|
|                           |             | Arr                      | Dep     | Arr                           | Dep    | Arr                           | Dep   | Arr                           | Dep   |
| All Person Trips          | 100%        | 183 tpd                  | 188 tpd | 41 tph                        | 42 tph | 5 tph                         | 2 tph | 4 tph                         | 8 tph |
| Train                     | 4.1%        | 8 tpd                    | 8 tpd   | 2 tph                         | 2 tph  | 0 tph                         | 0 tph | 0 tph                         | 0 tph |
| Bus                       | 4.7%        | 9 tpd                    | 9 tpd   | 2 tph                         | 2 tph  | 0 tph                         | 0 tph | 0 tph                         | 0 tph |
| Taxi                      | 0.5%        | 1 tpd                    | 1 tpd   | 0 tph                         | 0 tph  | 0 tph                         | 0 tph | 0 tph                         | 0 tph |
| Motorcycling              | 1.5%        | 3 tpd                    | 3 tpd   | 1 tph                         | 0 tph  | 0 tph                         | 0 tph | 0 tph                         | 0 tph |
| Driving a Car or Van      | 69.5%       | 127 tpd                  | 131 tpd | 28 tph                        | 29 tph | 3 tph                         | 2 tph | 3 tph                         | 6 tph |
| Passenger in a Car or Van | 7.9%        | 15 tpd                   | 15 tpd  | 3 tph                         | 4 tph  | 1 tph                         | 0 tph | 1 tph                         | 1 tph |
| Bicycle                   | 4.9%        | 8 tpd                    | 9 tpd   | 2 tph                         | 2 tph  | 0 tph                         | 0 tph | 0 tph                         | 0 tph |
| On Foot                   | 6.7%        | 12 tpd                   | 12 tpd  | 3 tph                         | 3 tph  | 1 tph                         | 0 tph | 0 tph                         | 1 tph |

| Mode  | Modal Split | Weekday (07:00-21:00) |       | Weekday Peak (10:00-12:00) |       | Weekday Peak (07:00-08:00) |       | Weekday Peak (19:00-20:00) |       |
|-------|-------------|-----------------------|-------|----------------------------|-------|----------------------------|-------|----------------------------|-------|
|       |             | Arr                   | Dep   | Arr                        | Dep   | Arr                        | Dep   | Arr                        | Dep   |
| Other | 0.2%        | 0 tpd                 | 0 tpd | 0 tph                      | 0 tph | 0 tph                      | 0 tph | 0 tph                      | 0 tph |

**Table 7.5: Trip Generation Rates for Proposed Care Home by Mode (Weekend)**

| Mode                      | Modal Split | Weekend (07:00-21:00) |        | Weekend Peak (15:00-19:00) |        | Weekend Peak (07:00-08:00) |       | Weekend Peak (19:00-20:00) |       |
|---------------------------|-------------|-----------------------|--------|----------------------------|--------|----------------------------|-------|----------------------------|-------|
|                           |             | Arr                   | Dep    | Arr                        | Dep    | Arr                        | Dep   | Arr                        | Dep   |
| All Person Trips          | 100%        | 74 tpd                | 80 tpd | 25 tph                     | 15 tph | 0 tph                      | 2 tph | 3 tph                      | 1 tph |
| Train                     | 4.1%        | 3 tpd                 | 3 tpd  | 1 tph                      | 1 tph  | 0 tph                      | 0 tph | 0 tph                      | 0 tph |
| Bus                       | 4.7%        | 3 tpd                 | 4 tpd  | 1 tph                      | 1 tph  | 0 tph                      | 0 tph | 0 tph                      | 0 tph |
| Taxi                      | 0.5%        | 0 tph                 | 0 tph  | 0 tph                      | 0 tph  | 0 tph                      | 0 tph | 0 tph                      | 0 tph |
| Motorcycling              | 1.5%        | 1 tpd                 | 1 tpd  | 0 tph                      | 0 tph  | 0 tph                      | 0 tph | 0 tph                      | 0 tph |
| Driving a Car or Van      | 69.5%       | 52 tpd                | 56 tpd | 18 tph                     | 10 tph | 0 tph                      | 2 tph | 3 tph                      | 1 tph |
| Passenger in a Car or Van | 7.9%        | 6 tpd                 | 6 tpd  | 2 tph                      | 1 tph  | 0 tph                      | 0 tph | 0 tph                      | 0 tph |
| Bicycle                   | 4.9%        | 4 tpd                 | 4 tpd  | 1 tph                      | 1 tph  | 0 tph                      | 0 tph | 0 tph                      | 0 tph |
| On Foot                   | 6.7%        | 5 tpd                 | 6 tpd  | 2 tph                      | 1 tph  | 0 tph                      | 0 tph | 0 tph                      | 0 tph |
| Other                     | 0.2%        | 0 tph                 | 0 tph  | 0 tph                      | 0 tph  | 0 tph                      | 0 tph | 0 tph                      | 0 tph |

## Impact

- 7.11 As can be seen from Tables 4.4 and 4.5, a total of 258 and 108 two-way vehicle trips are predicted to be generated by the Care Home between 07:00 and 21:00 each weekday and weekend respectively. Based on the predicted traffic distribution shown on CE Figure 8743/201 [*Car Trip Distribution*], it is predicted that the greatest impact on the road network will be on Bartons Road between the junction with Normandy Way and the junction of New Lane in the west, where it is predicted that 196 weekday two-way trips are expected to travel through this stretch of road. This is on average one trip every four to five minutes.
- 7.12 It is predicted that 109 weekday vehicular trips will travel to or from Havant town centre via New Lane, while 47 of the predicted weekday vehicular trips are expected to travel to and from the A3(M) South in the west and 27 weekday vehicular departures are expected to travel to and from the A3(M) North via Comely Hill.
- 7.13 A total of 18 and 16 two-way trips are predicted to be made by bus and train on a weekday respectively. On a weekend it is predicted that each mode will make a total of seven and six two-way trips respectively. Based on the bus distribution shown on CE Figure 8743/202 [*Bus Trip Distribution*], it is predicted that seven trips will travel in either direction from Leigh Park via

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Wakefords Way (in the north), with the remainder heading to or from Havant town centre of which half will continue to or from Hayling Island.

- 7.14 It is predicted that five trips by rail in either direction will be to or from Warblington railway station (based on the predicted distribution shown on CE Figure 8743/503 [*Rail Trip Distribution*]), with each passenger either walking and cycling between the station and the Care Home. One of the trips in either direction will be from the east with the remainder being from the west of Havant / Warblington.
- 7.15 The remainder of the trips are expected to be made from Havant railway station, with passengers either cycling or using the bus from Havant town centre.
- 7.16 Each trip that is predicted to be made by rail, will also involve another mode (walking, cycling and bus) to complete its journey.
- 7.17 In terms of bus and train travel, the Care Home development is unlikely to have a significant impact on the capacity of either available mode.

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## 8.0 PUBLIC TRANSPORT ACCESSIBILITY INDEX

- 8.1 The BREEAM accessibility index calculator is used to determine the developments accessibility to local bus and rail services. It provides a score, which will also be used to help shape the *Travel Plan*. A higher score will result in fewer points required to meet the requirements of Tra02, which covers sustainable transport measures.
- 8.2 The process involved in calculating a score should involve locating individual bus stops within 650m of the development and railway stations within 1km. These are recorded as nodes. Only services operating in one direction need to be recorded from each node, and if a service operates from more than one node, these only need to be recorded on the node located closest to the development.
- 8.3 Unfortunately, there are no bus stops located within 650m of the development, nor are there any railway stations located within 1km. The accessibility index calculator does however enable a score to be calculated for nodes located beyond the preferred distance (albeit at a reduced score).
- 8.4 For the purposes of this Report, a score will be calculated based on the distance to the nearest bus stops and to Havant and Warblington railway stations.
- 8.5 An accessibility index score of 3.01 was achieved following this. A copy of this can be found in Appendix 4. As the accessibility index score is less than 25, it is not high enough to obtain any of the ten credits that can be awarded for BREEAM Tra02.

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



© Copyright



01793 619 965 | cec@ColeEasdon.com | www.ColeEasdon.com

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:

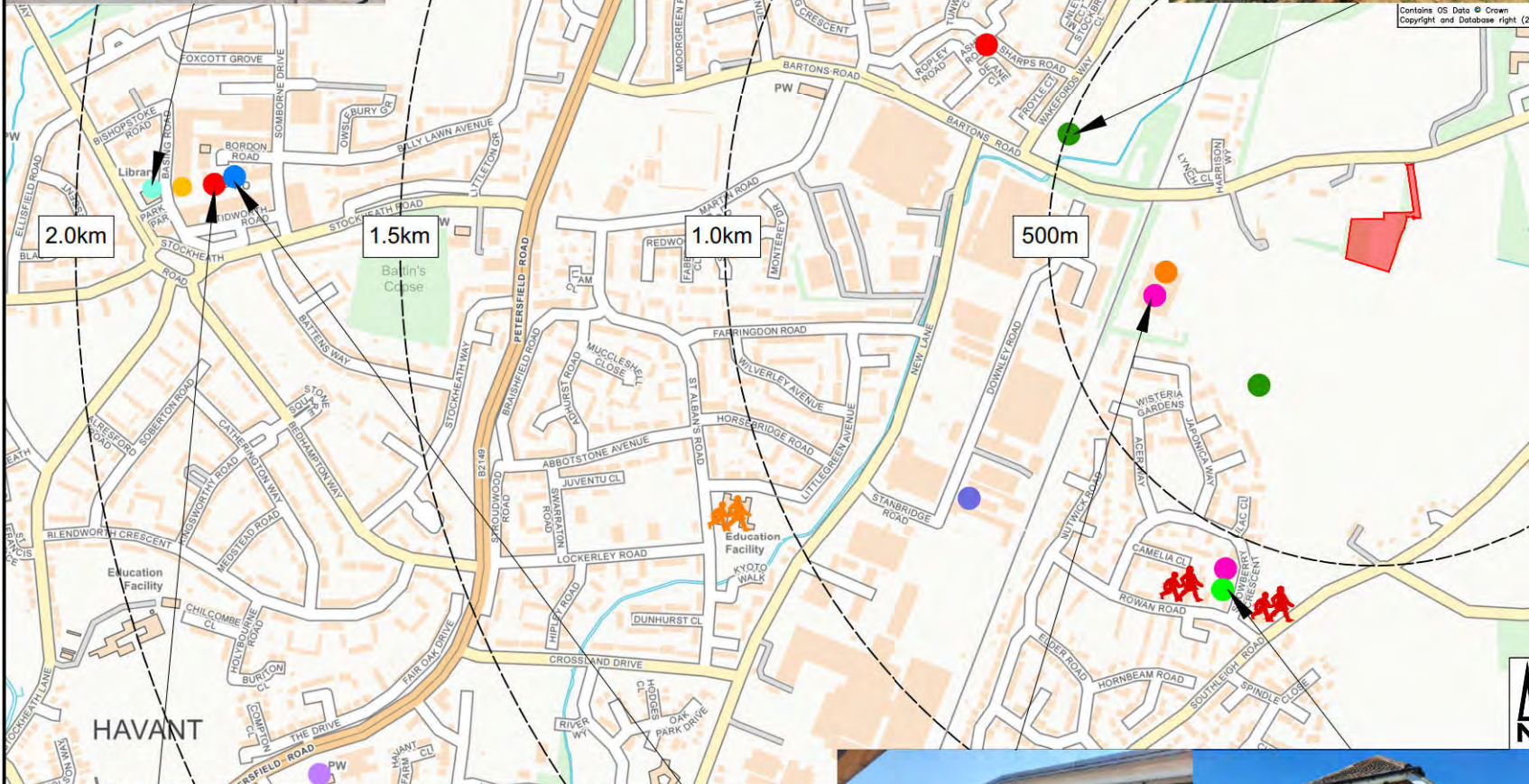
| CONSTRUCTION<br>AT CLIENT AND/OR<br>CONTRACTOR<br>RISK | FOR COMMENT | FOR PLANNING | FOR TENDER | FOR APPROVAL | FOR CONSTRUCTION | AS BUILT |
|--------------------------------------------------------|-------------|--------------|------------|--------------|------------------|----------|
|                                                        |             |              |            |              |                  |          |

Scale

As Shown (A4)

Revision

-



- 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  
Bartons Road  
Havant  
Hampshire

Drawing Title  
**Accessibility Plan**

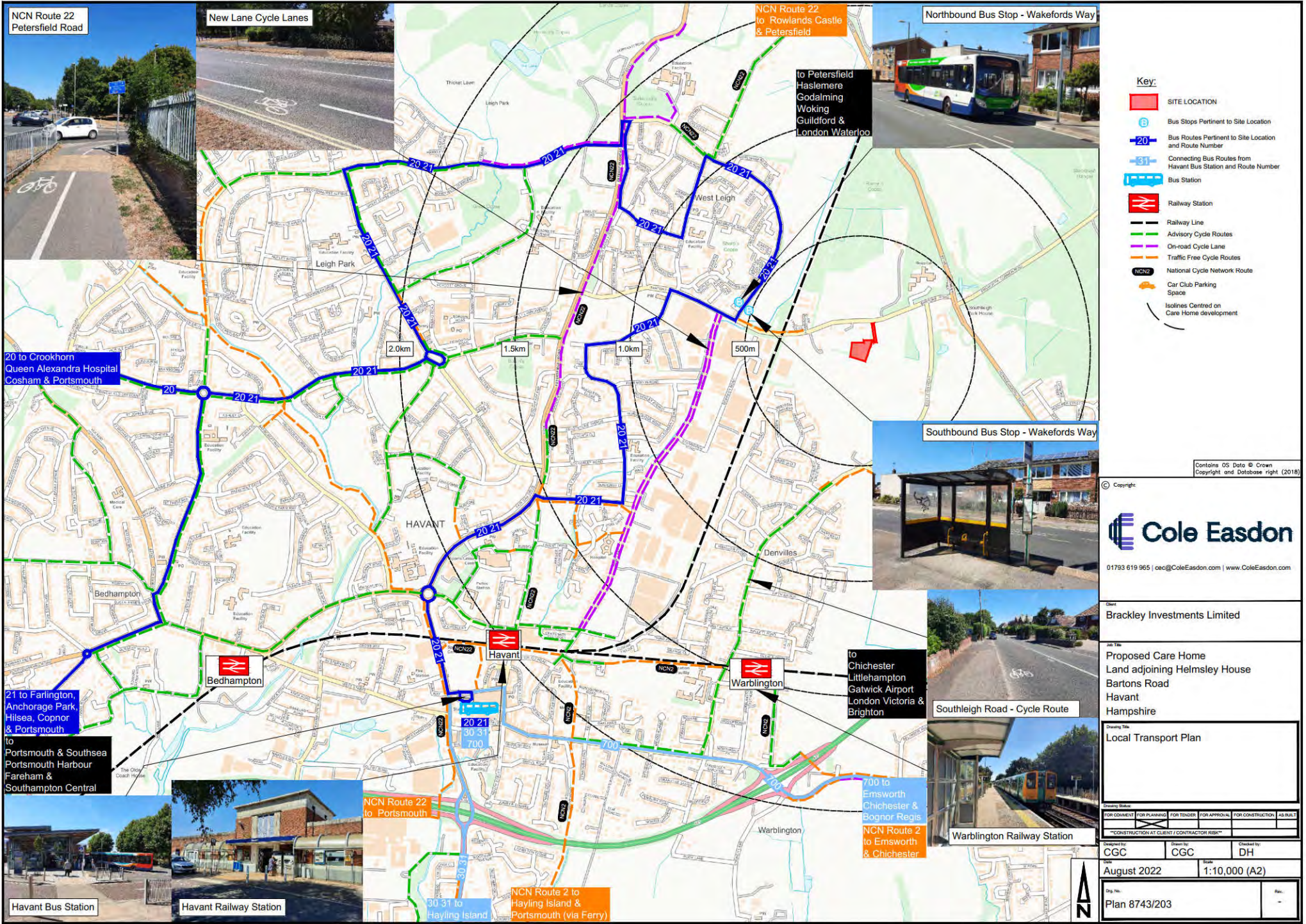
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|----------------------------------------------|-------------------------------------|------------|--------------|------------------|----------|
| Drawing Status:                              |                                     |            |              |                  |          |
| FOR COMMENT                                  | FOR PLANNING                        | FOR TENDER | FOR APPROVAL | FOR CONSTRUCTION | AS BUILT |
|                                              | <input checked="" type="checkbox"/> |            |              |                  |          |
| **CONSTRUCTION AT CLIENT / CONTRACTOR RISK** |                                     |            |              |                  |          |

|                           |                        |                           |
|---------------------------|------------------------|---------------------------|
| Designed by:<br><b>CH</b> | Drawn by:<br><b>CH</b> | Checked by:<br><b>CGC</b> |
|---------------------------|------------------------|---------------------------|

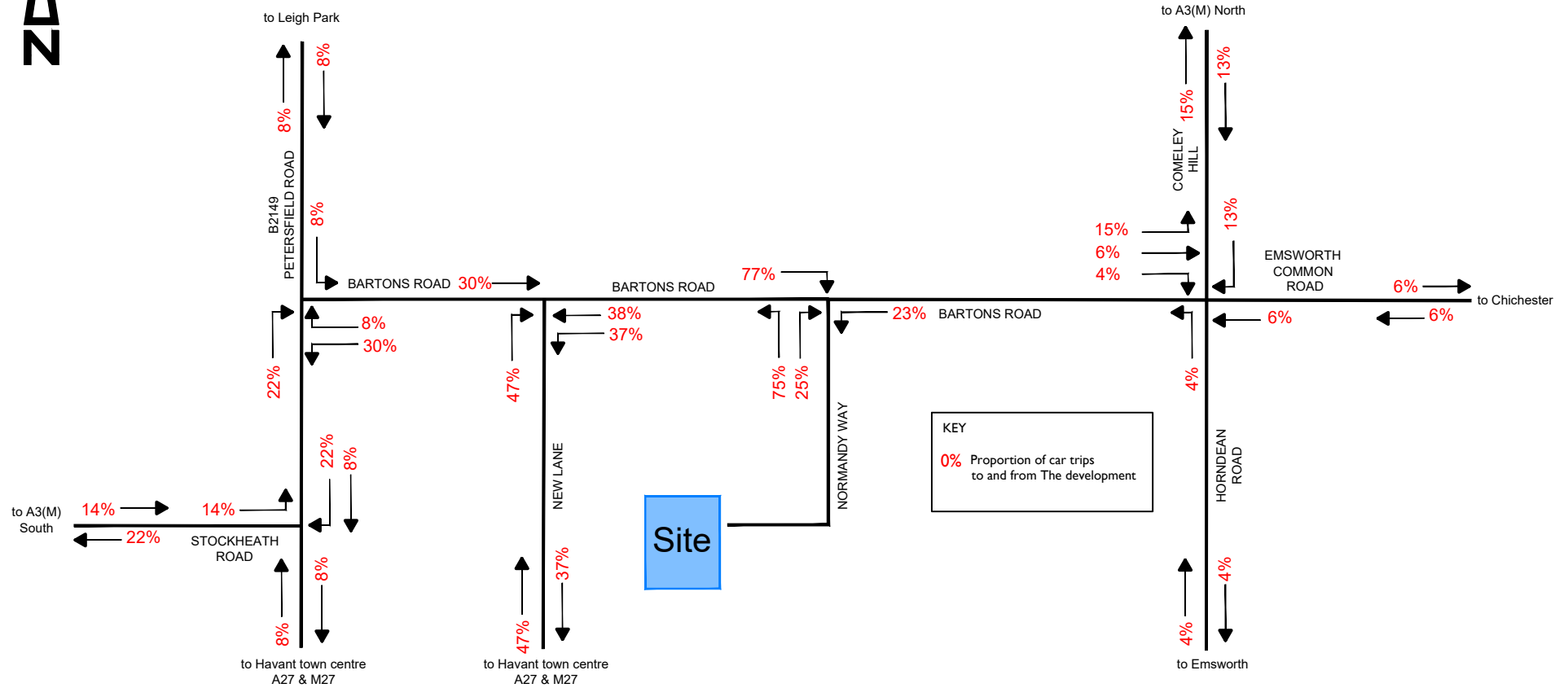
|             |              |
|-------------|--------------|
| Date        | Scale        |
| August 2022 | 1:5,000 (A2) |

Orig. No. **Plan 8743/202**





# Appendix 2



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Job Title:

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

Drawing Title:

Car Trip Distribution

| Drawing Status:                               |                  |
|-----------------------------------------------|------------------|
| CONSTRUCTION AT CLIENT AND/OR CONTRACTOR RISK | FOR COMMENT      |
|                                               | FOR PLANNING     |
|                                               | FOR TENDER       |
|                                               | FOR APPROVAL     |
|                                               | FOR CONSTRUCTION |
| AS BUILT                                      |                  |

Client:

Brackley Investments  
Limited

Drawn By

CGC

Date Drawn

August 2022

Scale

NTS (A4)

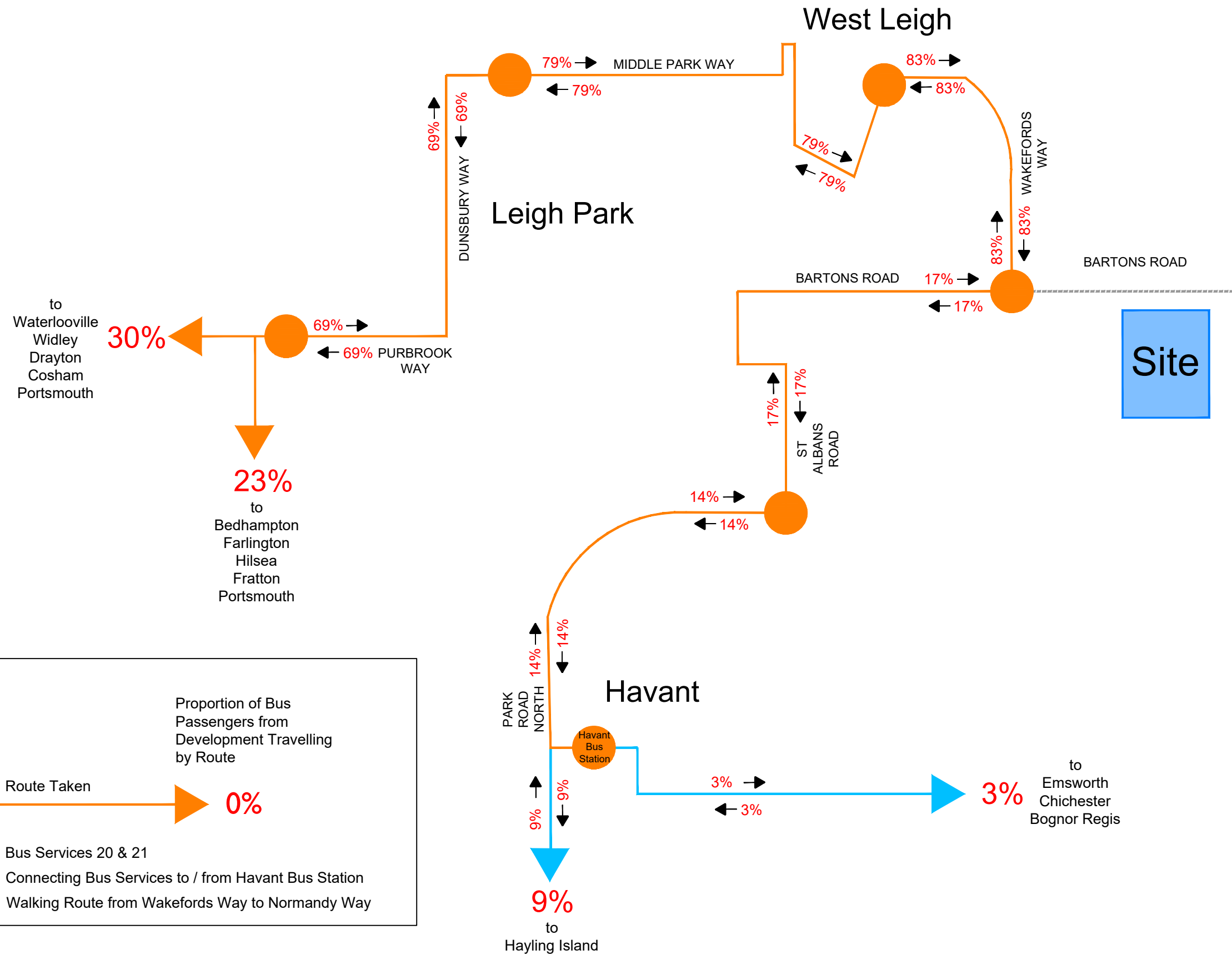
Checked By

DH

Drawing No.

Figure 8743/201

Revision



**KEY**

Bus Stop Location

Route Taken

Proportion of Bus Passengers from Development Travelling by Route

0%

Bus Services 20 & 21

Connecting Bus Services to / from Havant Bus Station

Walking Route from Wakefords Way to Normandy Way

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Job Title:

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

Drawing Title:

Bus Trip Distribution

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

Client:

Brackley Investments Limited

Drawn By

CGC

Date Drawn

August 2022

Scale

Not to Scale (A3)

Checked By

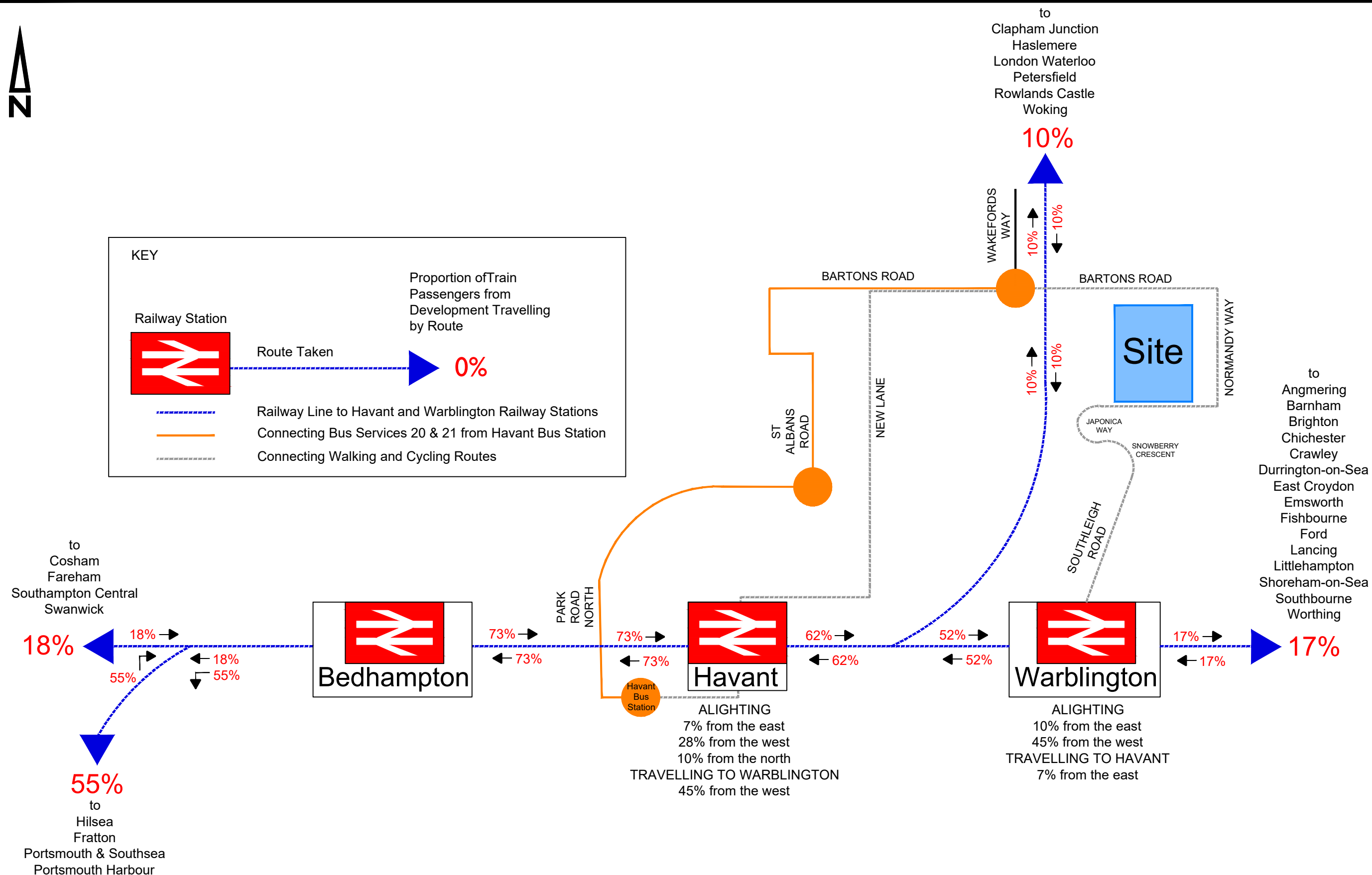
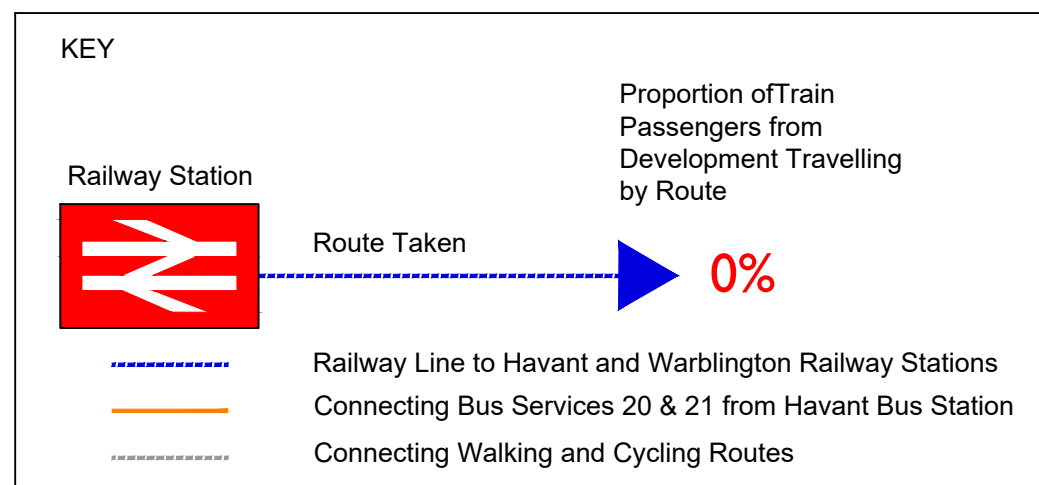
DH

Drawing No.

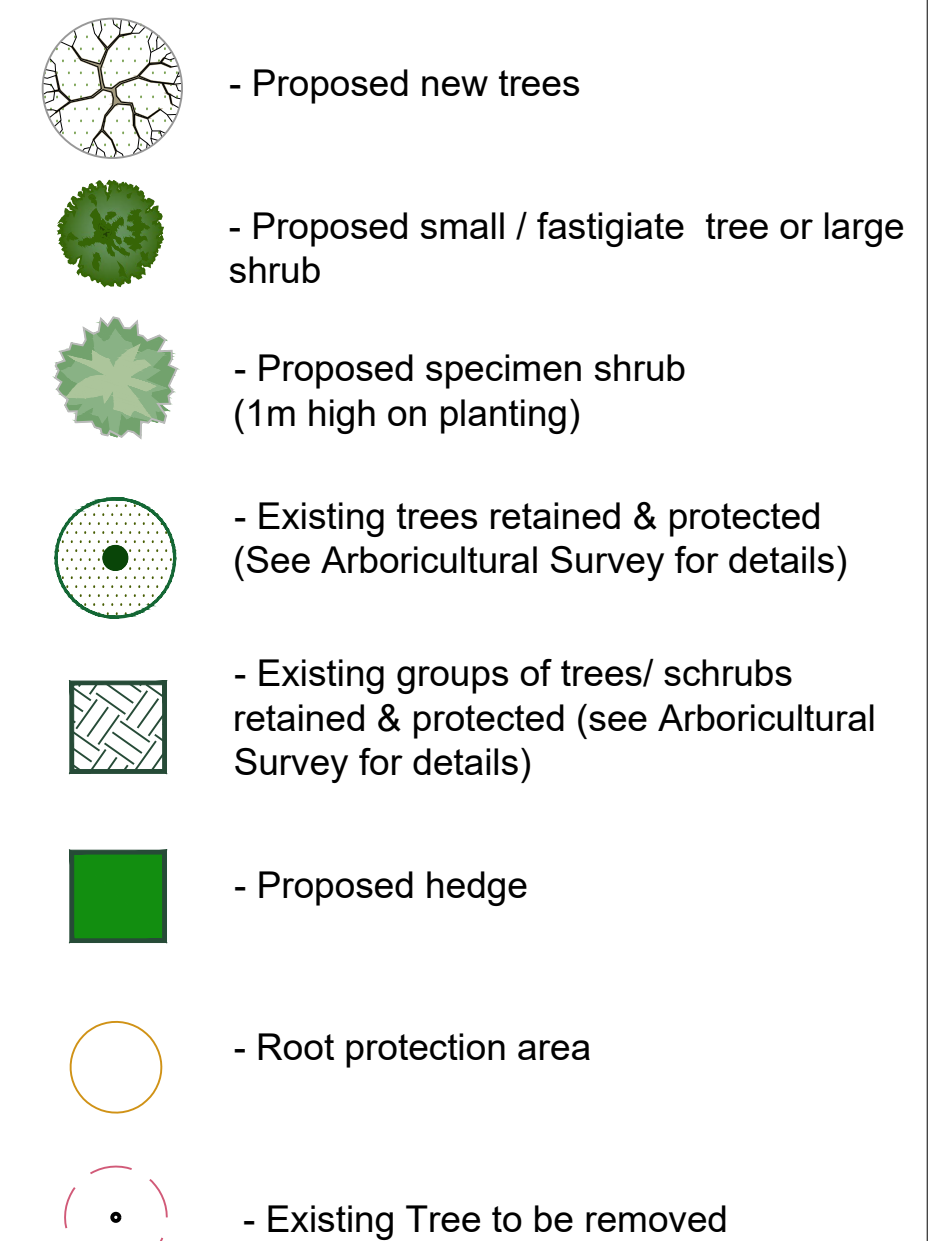
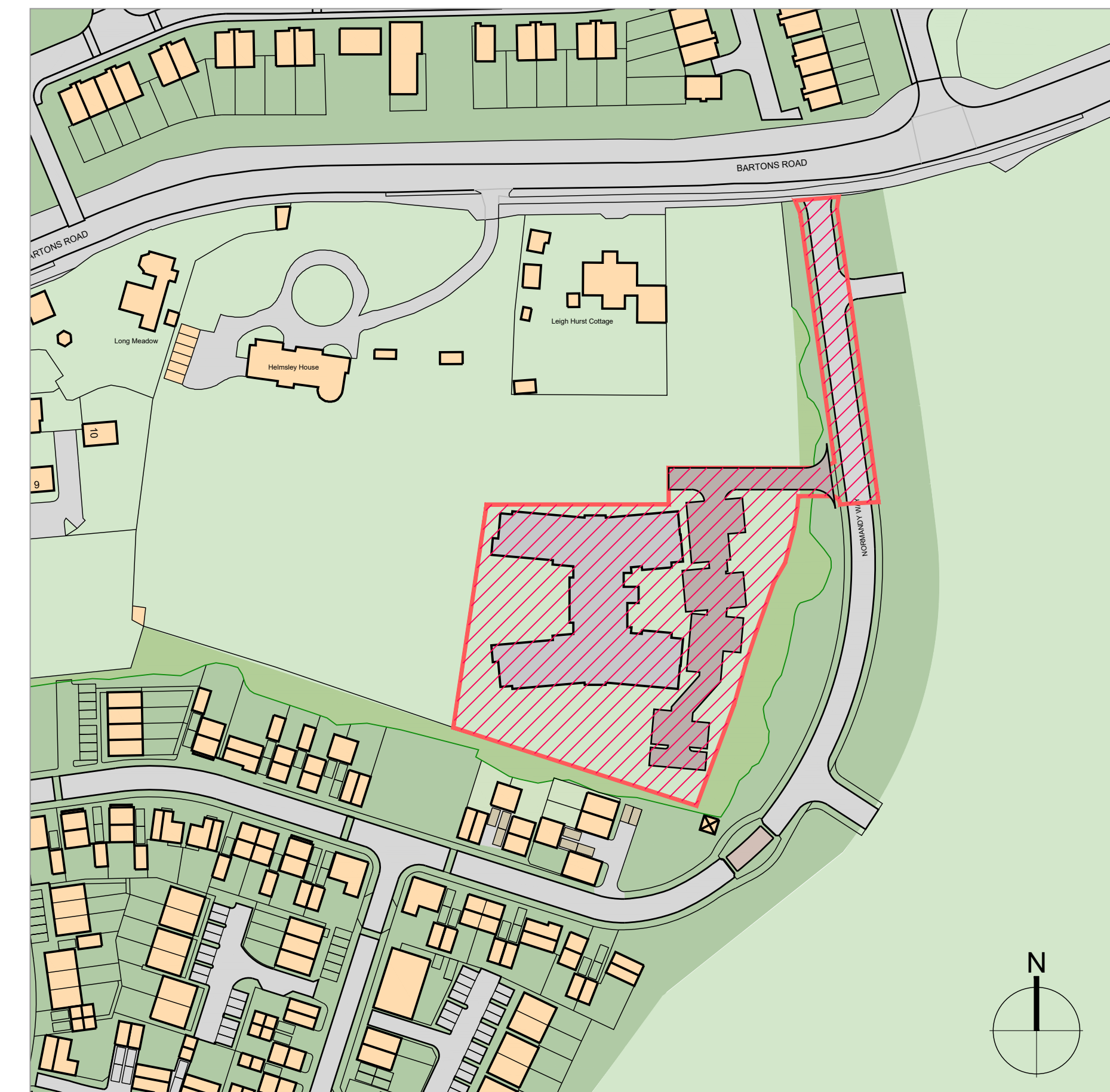
Figure 8743/202

Revision

-



# Appendix 3



Scale 1:200@A1

**hunters**

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mail@hunters.co.uk

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