

From: Andy Marshall <andy.marshall@brackley-investments.co.uk>

Sent: 06 December 2023 16:33

To: Eaves, David

Cc: [Redacted text]

Subject: Re: FAO Sophie Osborne: Ref 051063 Care Home Havant APP/23/00665

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Afternoon David,

Further to Hampshire Highways' consultee response dated 23 November, please see attached revised Site Plan 003 Rev K and Landscape Plan 004 Rev F, together with updated Highway drawings comprising S38 Agreement Plan 0510 P03 and updated swept path analysis, refuse, fire, ambulance and delivery vehicles drawings 0511-15 respectively. These cover the following amendments with regard to the internal road and parking layout:

Parking and cycle parking provision

In terms of the quantum of parking, an additional 4no. parking spaces is as per our agreement at pre-application stage, and accords with Policy on a pro-rata basis. Likewise, EV charging.

18 cycle parking spaces are still proposed – 10no. located near the front entrance and a further 8 no. located within the refuse store area – now demarcated on Site Plan.

Refuse collection

The refuse store is unable to be sited internally due to the re-designed premises with loss of under-croft to the southern wing – therefore it is required to remain in position at site frontage; however the Site Plan has been updated to show store to be accessed via gates from the south – thus refuse vehicles to temporarily collect from within the site rather than the stub access road.

Internal road alignment

The carriageway has now been re-aligned and straightened for a much simpler layout, with parking bay no.2 re-located accordingly to enable better visibility at the site entrance. Kerbing has been added to the side of the Service Bay, along with bollards, and footpaths are widened to 2m with pedestrian crossing points with dropped kerbs added.

Carriageway, footpath and parking bay dimensions have all been added to the Site Plan along with pedestrian vision splays and levels information.

Site Levels

We have re-modelled some of the levels such that the designated 3 disabled parking bays and drop-off bay (highlighted in blue below) and 19 pink highlighted standard sized parking bays are now all level with the main building entrance – thus 22 spaces in total with level access. In addition, the Service Bay and drop-off area and an additional parking space (no.22) are now at a gentle gradient of 1:20.



The footpath to the 11 southern Parking bays (highlighted in green below) is at a steeper gradient to allow for the c.1500mm fall across this part of the site, and thus necessitates two sets of steps with handrails and retaining walls. This approach enables us to level-out the bottom part of the site, such that the remaining 11 parking bays are level. These spaces are intended for more ambulant visitors, with the majority of standard size spaces as well as the disabled spaces now level with the building's main entrance.

This solution enables us to respect the root protection areas of various trees surrounding the parking bays, whilst following the straightened road alignment as described above. It is envisaged these parking bays will include signage to direct less ambulant staff and/or visitors to the upper car park, with more ambulant visitors or staff directed to the lower car park. Given the very nature of the Care Home, no residents will have access to private cars, and the drop-off area is again level with the building's entrance.



Safety Audit

A Stage 1 Road Safety Audit has been instructed and will follow, along with Designers Response.

Travel Plan

We await your further comments on the need for, and monitoring / enforcement of the submitted Travel Plan.

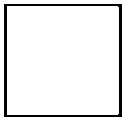
I trust the above and the attached serves to satisfy Highways' comments, but should you have any further queries please don't hesitate to contact me.

Many thanks

Andy

Andy Marshall
Planning Director

Tel: 01869 244848
Mobile: 07990972221



Brackley Investments Limited

Unit 6 Lower Farm Barns, Bainton Road, Bucknell, Bicester, Oxon, OX27 7LT

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