

REPORT

Technical Note

Land at Cowplain School, Waterloooville

Client: Frontier Estates

Reference: PC2284-RHD-ZZ-XX-RP-R-004

Status: P01.01/S0

Date: 24 February 2023

HASKONINGDHV UK LTD.

2 Abbey Gardens
Great College Street
London
SW1P 3NL
Transport UK
VAT registration number: 792428892

+44 207 2222115 **T**
info.london@uk.rhdhv.com **E**
royalhaskoningdhv.com **W**

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1 Response to Hampshire County Council Post Planning Application Highway Comments

- 1.1.1 This Technical Note (TN) has been prepared by Royal HaskoningDHV (RHDHV) in response to the post-planning application comments issued by the Hampshire County Council (HCC) on 14th December 2022 in relation to the Land at Cowplain School, Hart Plain Avenue, Waterlooville.
- 1.1.2 HCC's comments have been provided in response to the planning application submission to Havant Borough Council ref: APP/22/00837 for the construction of a new 64-bedroom Care Home (C2) and six new residential dwellings (C3), on land connected to Cowplain School, with access from Hart Plain Avenue.
- 1.1.3 The comments provided by HCC are stated below in bold italics with RHDHV's response following.

Bus Stop Financial Contribution

1. ***During pre-application discussions, it was highlighted that the northbound bus stop consisted of a flagpole and timetable only. Potential upgrades to this stop have since been investigated further; however, the implementation of a bus shelter is not considered appropriate given the visibility obstruction which would be created for the dropped kerb accesses either side of the stop. Following a further review of the facilities, it has been identified that the existing shelter serving the southbound stop is old and in need of replacement. The Highway Authority therefore considers that upgrades to bus facilities on Milton Road would be better utilised on the southbound stop. The applicant should engage with the Highway Authority to agree the delivery mechanism for these works.***
- 1.1.4 RHDHV contacted HCC by email on the 2nd February to discuss the matter stated in item 1. but at the time of writing no response has been received. Notwithstanding this, HCC's position is acknowledged and accepted. The applicant is willing to engage with HCC and agreed on a cost to provide a new shelter. The applicant proposes that a financial contribution for the bus shelter is secured within an appropriately worded Section 106 agreement to enable HCC to deliver this improvement.

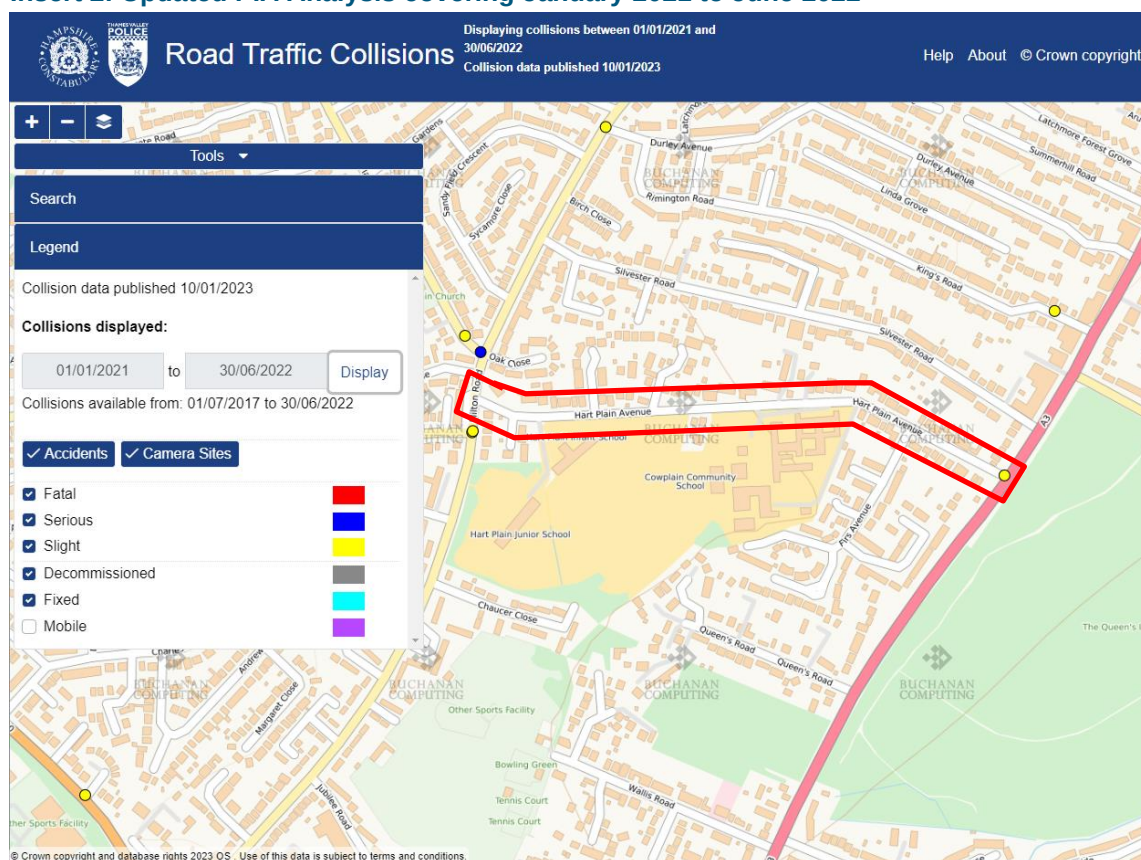
Personal Injury Accident Review

2. ***Personal Injury Accident (PIA) data has been gathered from Hampshire Constabulary between 2016-2020. It is noted that the accident data is 2 years out of date and should therefore be updated provide the latest accident data for the area.***
- 1.1.5 A review of the most up to date PIA data has been obtained from the Traffweb Stats 19 website, from data collected by Hampshire Constabulary: [Road Traffic Collisions \(traffweb.app\)](#). This data has been interrogated to provide an updated PIA analysis, for collisions recorded on Hart Plain Avenue up to June 2022. **Insert 1** below provides an overview of the data revised as part of the Transport Statement and **Insert 2** provides a review of additional data, to June 2022.

Insert 1: PIA Analysis in Transport Statement covering January 2016 to July 2021



Insert 2: Updated PIA Analysis covering January 2021 to June 2022



- 1.1.6 The updated PIA data shown in **Insert 2** identifies that one collision has been recorded within the study area in an 18-month period. The incident occurred in 2021 at the A3 London Road j/w Milton

Road, with the personal injury classified as 'slight'. No personal injury accidents have been recorded in the immediate vicinity of the proposed site access in this period.

- 1.1.7 The updated PIA analysis is not considered to alter the conclusions reached in the Transport Statement, which identified that there is no common cause for the collisions within the study area involving vulnerable users. Furthermore, there are no observable collision trends that point to defects in the design of the highway that can be directly linked to poor highway safety conditions.
- 1.1.8 Given the broad study area, it is not considered that the updated PIA recorded collision rate (approximately one incident every year) is indicative of any inherent road safety deficiency within the assessed road network. In view of the scale and nature of the proposed development, which is predicted to attract 12 or 13 traffic movements in the morning and evening peak hours of travel demand, it is considered that traffic associated with the development will not have an adverse impact on road safety conditions.

Junction Separation Distance

3. The applicant was also requested to provide 10m separation between the proposed access and the existing access to property number 43 located to the east. This separation has been reflected in drawing number PC2284-RHD-GE-SW-DR-R-0001, although it does not appear that the measurement has been provided from either the junction tangent or centreline. Confirmation is sought from the applicant on this point.

- 1.1.9 An updated drawing **PC2284-RHD-GE-SW-DR-R-0061 rev P02** has been produced to clearly set out the changes that have been made to the development's parking and turning arrangement (shown in coloured lines) and the separation distances of the bell mouth junction with Harewood Gardens to the west and property number 43 to the east. The updated drawing, in **Appendix A**, takes the measurements from the centreline of each access or junction.
- 1.1.10 The measured distance to Harewood Gardens from the centreline is 43.6 metres and the measured distance to the access of number 43 from the centreline is 15.7 metres. These are both in accordance with the separation distances discussed and agreed with HCC as part of the pre-application process.

Loading Bay Position

4. It is noted that the loading bay is located in close proximity to the site access and a vehicle parked in the bay may obstruct the ability of a car to pass.

- 1.1.11 An updated site layout, drawing ref: **PC2284-RHD-GE-SW-DR-R-0061 rev P02**, has been prepared in response to the loading bay query. In this drawing, the loading bay has been moved further into the site by a distance of approximately 10 metres. This increases the separation distance between the loading bay and the site's access from Hart Plain Avenue.
- 1.1.12 **Appendix A** contains the vehicle tracking showing a 7.5T lorry passing a refuse lorry within the loading bay. The vehicle can pass the stationary vehicle and position itself at the access junction, on the left-hand side of the access, appropriately. A vehicle using the loading bay would not, therefore, impede vehicle movements on the site and would not impact the operation of the site's vehicular access.

- 1.1.13 **Appendix C** presents the revised architectural layout, which incorporates the design changes highlighted in **Appendix A**.

Turning Head Tracking

5. *It is also noted that the ability of a refuse vehicle to manoeuvre within the proposed turning head is restricted and may conflict with parked vehicles should they overhang the back of the parking bays. A minimum 6m access road width should be provided to allow sufficient space for a vehicle to turn without utilising parking spaces.*

- 1.1.14 The updated site layout, **PC2284-RHD-GE-SW-DR-R-0061 rev P02 (Appendix A)**, has been prepared to provide more space in relation to the turning head facility. The length and width of the turning head have been increased by around 1.5 metres. The car parking spaces located close to the turning head have been moved by around 1 metre to provide an increased access road width.
- 1.1.15 The updated site layout has been tracked for a large refuse vehicle of 11.2 metres in length. The tracking demonstrates that this turning movement can be undertaken with a margin between the track and parked vehicles. **Appendix A** contains an updated vehicle tracking diagram for the revised turning head.

Crossover Access to Dwellings

6. *Access into the individual dwellings to the east of the care home is proposed in the form of vehicle crossovers. The accesses shown in drawing number PC2284-RHD-GE-SW-DR-R-0001 appear to have radii and therefore do not appear to be standard driveway crossovers. To reinforce priority for pedestrians over the accesses, the crossovers should be rationalised, with each radius removed.*

- 1.1.16 As requested by HCC, the updated site layout has incorporated standard vehicle crossovers in relation to the proposed six new residential dwellings as shown in drawing number **PC2284-RHD-GE-SW-DR-R-0061 rev P02 (Appendix A)**.

Uncontrolled Crossing

7. *It is also noted that the existing uncontrolled crossing outside of property number 54 is due to be retained. However, it appears that this crossing point is located in the centre of the easternmost access into the proposed dwellings. The applicant should clarify the position of the crossing point in relation to the accesses to ensure that it will not be affected by the works.*

- 1.1.17 A review of the uncontrolled crossing's location in relation to the standard vehicle crossovers connected to the proposed new residential dwellings has been undertaken. This review identified a conflict between one of the vehicle crossovers proposed and the location of the uncontrolled crossing point.
- 1.1.18 In response, the uncontrolled crossing point is proposed to be relocated around 2 metres to the west of its existing location (illustrated in **Appendix A**). This minor amendment can be considered an improvement as the crossing facility would be positioned on the other side of an existing road gully, on the lower side of the crossfall of the road, thereby preventing water from pooling or flowing

across the uncontrolled crossing point. Instead, water would be captured by the gully on the higher side of the crossfall.

Car Parking Demand

8. Whilst the Highway Authority notes the assessment undertaken within the TS, Hart Plain Avenue is particularly sensitive to on-street parking given the proximity to a number of nearby schools. The provision of parking on-site may prove to be suitable; however, until the site is open and fully occupied, it will not be possible to confirm this matter. The Highway Authority will therefore require the applicant to engage in discussions regarding measures to prevent parking from the site on Hart Plain Avenue, particularly given the extant parking situation and the need to maintain the site access.

- 1.1.19 The Transport Statement (TS) states that the maximum anticipated parking demand for the care home is only 13 vehicles in comparison to the proposed 29-space car park, therefore overspill car parking is unlikely. This position has been recognised by HCC, with acceptance of the presented TRICS analysis. Overspill parking from the care home is unlikely to occur.
- 1.1.20 The provision of 29 car parking spaces for a 64-bed care home results in a car parking ratio of 0.453 spaces per bedroom. This exceeds the mean average ratio of 0.36 spaces per bedroom for similar Care Homes, as presented in the TS.
- 1.1.21 For all care home development sites contained in TRICS (those listed in **Appendix B** – list excludes sites in Ireland), the average level of car parking provision is 0.403 spaces per resident, and therefore the development site would provide a higher than typical level of on-site car parking for the size and type of development proposed.
- 1.1.22 **Appendix B** presents a list of all care home TRICS sites in England, Scotland and Wales, alongside the number of residents in each care home and the maximum surveyed car parking demand for each. For TRICS surveys, the surveyed parking demand includes off-site car parking. Fifty-four care home sites within TRICS include a survey of car parking demand and of these, 48 TRICS sites experienced a maximum car parking demand of fewer than 0.453 spaces per resident.
- 1.1.23 The average maximum car parking demand for the care home TRICS sites listed in **Appendix B** is 0.261 cars per care home resident and if this was experienced at the development site then this would equate to 17 parked vehicles, which is well within the capacity of the proposed car park. Based on the large number of surveys contained in TRICS, it is not anticipated that the proposed care home development would result in any on-street car parking.
- 1.1.24 Based on the above, it is not proposed that the applicant fund measures on Hart Plain Avenue to prevent or discourage on-street car parking from taking place. Such a requirement is not considered reasonable in the context of the development and its likely parking demand.
- 1.1.25 With reference to the need to maintain the site access, RHDHV would highlight that Hart Plain Avenue is within a 20mph zone. In this situation, Section 7.8.5 of Manual for Streets sets out the following connected to obstacles to visibility. *“Parking in visibility splays in built-up areas is quite common, yet it does not appear to create significant problems in practice. In some circumstances, where vehicle speeds are low, some encroachment may be acceptable.”*

- 1.1.26 In response to the HCC position that on-street care home parking may only become apparent following the opening of the Care Home, our position is that the Framework Travel Plan (FTP) provides a recognised and robust mechanism to encourage and promote sustainable travel to the Site. Therefore, the FTP provides the appropriate mechanism to monitor future travel patterns, with the ability to introduce measures to further minimise any potential for overspill car parking to occur. The Travel Plan has been amended to reflect the comments of HCC and this is discussed, overleaf.
- 1.1.27 Taking all these points into consideration it is our opinion that the request to secure future 'possible' mitigation measures, such as Traffic Regulation Orders, cannot be supported or shown to satisfy the statutory planning tests, on being 'necessary and reasonable'.

Reduce the Reliance on School Children Travelling by Private Car

9. On the topic of car parking, HCC states ***This should include discussions on measures to reduce the reliance on school children travelling to nearby schools via the private car, with alternative sustainable transport measures promoted in its place.***
- 1.1.28 It is Royal HaskoningDHV's (RHDHV's) view that the care home development should not be required to mitigate journeys undertaken to the adjacent school. The care home development would not affect travel patterns to the school and the request for mitigation does not meet the tests required for a planning obligation to be imposed. The test requires the obligation to be:
- necessary to make the development acceptable in planning terms
 - directly related to the development
 - and fairly and reasonably related in scale and kind to the development
- 1.1.29 In RHDHV's view, a contribution to mitigate car borne travel by local school children is not necessary to make the care home development acceptable, it would not be directly related to the care home development and is not fair or reasonable.

Travel Plan

10. ***Travel Plan - The Framework Travel Plan has been assessed using Hampshire County Council's (HCC's) evaluation criteria for the assessment of travel plans – "A guide to development related travel plans." The changes noted below will need to be made to the document before it can be considered acceptable.***
- 1.1.30 The updated Framework Travel Plan has been prepared in response to the comments raised by HCC and is issued as a standalone document. It is anticipated that the document has been updated in a way that makes it acceptable to HCC Officers.
- 1.1.31 In summary, the following changes have been made to the document.
- **Section 1:** A developer's view which supports the content of the Travel Plan is now included in the report's introduction.
 - **Section 2:** The document now includes reference to HCC's Local Transport Plan and the locally adopted car parking standards. The Travel Plan confirms that the site is not located in an area where a Neighbourhood Plan has been adopted.
 - **Section 3:** Additional description is provided of the facilities at Bedhapton railway station.

- **Section 4:** Reference is now made to the provision of an electric car charge point.
- **Section 7:** Reference is made to the provision of a cycle pump within the cycle storage area.
- **Section 7:** The following 'measures' have been added to the Travel Plan:
 - The occupier would consider allocating car parking spaces for car sharers, close to the care home entrance.
 - The Travel Plan Coordinator would organise a bike maintenance event at least once each year.
 - The Travel Plan noticeboard and staff travel packs would assist staff in accessing information about safe cycling, appropriate clothing, local cycle routes.
 - Prior to a job interview, the Travel Plan Coordinator would provide candidates with information about access to the care home by sustainable modes of transport.

Of note, Section 7 has not included the following HCC suggestions for measures:

- A 'collection from station' service for care home visitors (the nearest station is circa 6km from the site).
- The implementation of car parking charges, which would only act to push cars onto the street.
- **Sections 7 and 8:** The Travel Plan measures and Travel Plan Coordinator role are costed, with the costing provided in Appendix E of the document.
- **Section 9:** Commits to Travel Plan monitoring in line with HCC's assessment process.
- **Section 9:** Confirms that HCC's Travel Plan monitoring fees are acceptable.

2 Summary

2.1.1 In summary, RHDHV's response to each comment made by HCC is summarised below, by item number.

1. The applicant accepts the revised approach a fund new bus shelter on Milton Road for southbound services, and an agreement is being sought from HCC in relation to the cost and acceptance of securing this through a suitably worded Section 106 agreement.
2. In view of the scale and nature of the proposed development, it is considered that traffic associated with the development will not have an adverse impact on road safety conditions.
3. Junction separation distances accord with the requirements of HCC, as agreed pre-application.
4. The on-site loading bay has been re-positioned, moving the facility further from Hart Plain Avenue. It has been demonstrated that vehicles can track around the loading bay and that vehicles can position themselves correctly at the point of give-way, at the site access junction.
5. Revisions have been made to the site layout to improve the turning head operation. These revisions provide additional room for manoeuvring vehicles and provide a margin between the turning movement of a refuse lorry and parked cars.
6. As required by HCC, the access to the residential dwellings are now proposed as vehicle crossovers.
7. The existing uncontrolled crossing on Hart Plain Avenue would be relocated by around 2 metres to avoid the proposed accesses to residential properties.
8. It is not anticipated that the development would result in on-street car parking. The car parking accumulation assessment contained within the TS suggests the car park would operate with a significant reserve capacity, and the wider dataset within the TRICS database supports this presumption. It is noted that the trip attraction assessment for the care home development has been accepted by HCC. The Travel Plan will act to reduce car use and it is not proposed that the applicant support measures on Hart Plain Avenue to prevent on-street car parking.
9. It is not expected that the care home development would fund measures that mitigate school children travelling by car.
10. The Travel Plan has been updated to reflect the requirements of HCC.

2.1.2 In summary, this technical note supports the TS conclusion that the development would not result in an adverse transport impact and the development is therefore supported by transport planning policies at a national, regional and local level.

2.1.3 In light of the above clarifications, the amended Site layout and the updated Framework Travel Plan, RHDHV consider that all of HCC's comments have been satisfactorily addressed and continue to demonstrate that the development proposals are fully acceptable in planning terms.

Appendix A – Updated Site Access Arrangement with Tracking



Based upon Superplan Ordnance Survey® map with the permission of Ordnance Survey on behalf of The Controller of Her Majesty's Stationery Office, © Crown copyright AL 100017728.

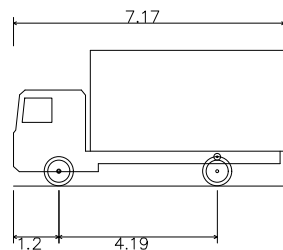
PROPOSED DROPPED KERBS WITH UNCONTROLLED TACTILE CROSSINGS

PROPOSED VEHICULAR
ACCESS CROSSOVER

PROPOSED KERBLINE

EXISTING KERBLINE

PEDESTRIAN ACCESS



FTA Design 7.5 Tonne Rigid Vehicle (2016)	
Overall Length	7.170m
Overall Width	2.300m
Overall Body Height	3.580m
Min Body Ground Clearance	0.375m
Track Width	2.120m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	7.000m

PROPOSED LOADING
BAY ARRANGEMENT

PROPOSED VEHICULAR ACCESS CROSSOVER

PROPOSED PARKING
BAY ARRANGEMENT
AND TURNING HEAD
AREA FOR REFUSE
VEHICLE

**NOT FOR
CONSTRUCTION**

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TITLE

SWEPT PATH ANALYSIS-RIGID VEHICLE

PROJECT

LAND AT COWPLAINS SCHOOL,
WATERLOOVILLE



2 Abbey Gardens
Great College Street, Westminster
London, SW1P 3NN
Tel +44(0)207 222 2111
www.royalhaskoningindhiv.com

JOB No. PC2284

DATE 21-02-23

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Appendix B – TRICS Data Review

All TRICS Sites in the catagory 05 - Health F - Care Home, Elderly Residential (excluding Ireland)

TRICS Reference	Description	Town/City	Area	Location	Most Recent Survey	Day of Week	Care Home Residents	Max. Surveyed Parking Demand	Ratio of Max. Parking Demand/ Residents
BG-05-F-04	NURSING HOME	BRIDGEND	BRIDGEND	Suburban Area (PPS6 Out of Centre)	30/07/1996	Tuesday	62	17	0.27
BG-05-F-02	NURSING HOME	BRIDGEND	BRIDGEND	Edge of Town	01/08/1996	Thursday	46	19	0.41
BG-05-F-03	NURSING HOME	BRIDGEND	BRIDGEND	Edge of Town	06/08/1996	Tuesday	45	20	0.44
BG-05-F-01	NURSING HOME	BLACKMILL	BRIDGEND	Neighbourhood Centre (PPS6 Local Centre)	08/08/1996	Thursday	60	15	0.25
NA-05-F-01	NURSING HOME	SALTCOATS	NORTH AYRSHIRE	Edge of Town	04/09/1997	Thursday	150	30	0.20
KC-05-F-01	NURSING HOME	MAIDSTONE	KENT	Suburban Area (PPS6 Out of Centre)	20/11/1997	Thursday	40	13	0.33
DC-05-F-01	NURSING HOME	WIMBORNE	DORSET	Edge of Town	29/04/1998	Wednesday	27	15	0.56
LC-05-F-01	NURSING HOME	PRESTON	LANCASHIRE	Neighbourhood Centre (PPS6 Local Centre)	23/10/1998	Friday	26	8	0.31
ES-05-F-01	NURSING HOME	EASTBOURNE	EAST SUSSEX	Suburban Area (PPS6 Out of Centre)	14/07/2001	Saturday	54	22	0.41
GM-05-F-01	NURSING HOME	MANCHESTER	GREATER MANCHESTER	Suburban Area (PPS6 Out of Centre)	18/06/2004	Friday	110	16	0.15
GM-05-F-02	NURSING HOME	BOLTON	GREATER MANCHESTER	Suburban Area (PPS6 Out of Centre)	22/06/2004	Tuesday	180	34	0.19
CT-05-F-01	NURSING HOME	DUNSTABLE	BEDFORDSHIRE	Suburban Area (PPS6 Out of Centre)	05/07/2004	Monday	60	15	0.25
TV-05-F-01	NURSING HOME	DARLINGTON	TEES VALLEY	Suburban Area (PPS6 Out of Centre)	25/04/2005	Monday	59	10	0.17
TW-05-F-01	NURSING HOME	FELLING	TYNE & WEAR	Neighbourhood Centre (PPS6 Local Centre)	04/05/2005	Wednesday	68	8	0.12
AS-05-F-01	NURSING HOME	ABERDEEN	ABERDEENSHIRE	Suburban Area (PPS6 Out of Centre)	26/05/2005	Thursday	53	10	0.19
HI-05-F-01	NURSING HOME	NAIRN	HIGHLAND	Edge of Town	09/05/2006	Tuesday	44	22	0.50
CF-05-F-01	NURSING HOME	CARDIFF	CARDIFF	Suburban Area (PPS6 Out of Centre)	11/10/2006	Wednesday	48	21	0.44
BC-05-F-01	NURSING HOME	BOURNEMOUTH	DORSET	Suburban Area (PPS6 Out of Centre)	16/07/2008	Wednesday	43	4	0.09
HF-05-F-01	NURSING HOME	WATFORD	HERTFORDSHIRE	Suburban Area (PPS6 Out of Centre)	16/07/2008	Wednesday	120	29	0.24
CP-05-F-01	NURS./RES. HOMES	NEAR CARDIFF	CAERPHILLY	Neighbourhood Centre (PPS6 Local Centre)	19/09/2008	Friday	93	28	0.30
NY-05-F-01	NURSING HOME	RIPON	NORTH YORKSHIRE	Suburban Area (PPS6 Out of Centre)	22/09/2008	Monday	38	10	0.26
EC-05-F-01	NURSING HOME	NEAR CREWE	CHESHIRE	Neighbourhood Centre (PPS6 Local Centre)	17/10/2008	Friday	88	16	0.18
NN-05-F-02	NURSING HOME	CORBY	NORTHAMPTONSHIRE	Edge of Town Centre	21/11/2008	Friday	55	13	0.24
WY-05-F-01	NURSING HOME	LEEDS	WEST YORKSHIRE	Suburban Area (PPS6 Out of Centre)	15/06/2010	Tuesday	58	12	0.21
HO-05-F-01	NURSING HOME	HOUNSLOW	HOUNSLOW	Edge of Town Centre	19/06/2010	Saturday	59	10	0.17
NY-05-F-04	NURSING HOME	BOROUGHBRIDGE	NORTH YORKSHIRE	Edge of Town	16/10/2011	Sunday	76	21	0.28
AG-05-F-01	NURSING HOME	ARBROATH	ANGUS	Suburban Area (PPS6 Out of Centre)	20/05/2012	Sunday	48	17	0.35
WG-05-F-01	NURSING HOME	WOKINGHAM	WOKINGHAM	Suburban Area (PPS6 Out of Centre)	20/11/2012	Tuesday	58	16	0.28
GM-05-F-03	NURSING HOME	ROCHDALE	GREATER MANCHESTER	Edge of Town	29/05/2013	Wednesday	30	11	0.37
LN-05-F-01	NURSING HOME	LINCOLN	LINCOLNSHIRE	Suburban Area (PPS6 Out of Centre)	30/06/2013	Sunday	38	9	0.24
HF-05-F-02	NURSING HOME	ST ALBANS	HERTFORDSHIRE	Edge of Town Centre	01/10/2013	Tuesday	25	6	0.24
TW-05-F-02	NURSING HOME	GATESHEAD	TYNE & WEAR	Suburban Area (PPS6 Out of Centre)	05/10/2013	Saturday	60	6	0.10
SS-05-F-01	NURSING HOME	SOUTHEND-ON-SEA	ESSEX	Edge of Town Centre	24/10/2013	Thursday	17	8	0.47
EN-05-F-01	NURSING HOME	ENFIELD	ENFIELD	Neighbourhood Centre (PPS6 Local Centre)	16/11/2013	Saturday	33	8	0.24
SW-05-F-01	NURSING HOME	SWANSEA	SWANSEA	Edge of Town Centre	11/12/2013	Wednesday	78	20	0.26
SR-05-F-01	NURSING HOME	DUNBLANE	STIRLING	Suburban Area (PPS6 Out of Centre)	18/06/2014	Wednesday	60	28	0.47
DY-05-F-01	NURSING HOME	DERBY	DERBYSHIRE	Suburban Area (PPS6 Out of Centre)	21/10/2014	Tuesday	70	15	0.21
SF-05-F-01	CARE HOME	IPSWICH	SUFFOLK	Edge of Town	18/09/2015	Friday	17	4	0.24
WM-05-F-01	NURSING HOME	BIRMINGHAM	WEST MIDLANDS	Edge of Town	08/11/2015	Sunday	65	16	0.25
SP-05-F-01	CARE HOME	SOUTHAMPTON	HAMPSHIRE	Edge of Town	24/11/2015	Tuesday	42	24	0.57
EB-05-F-01	NURSING HOME	EDINBURGH	CITY OF EDINBURGH	Suburban Area (PPS6 Out of Centre)	19/03/2016	Saturday	56	13	0.23
ES-05-F-02	CARE HOME	HAILSHAM	EAST SUSSEX	Edge of Town Centre	13/07/2016	Wednesday	69	35	0.51
BP-05-F-01	NURSING HOME	BLACKPOOL	LANCASHIRE	Edge of Town	27/09/2016	Tuesday	31	4	0.13
PB-05-F-01	NURSING HOME	PETERBOROUGH	CAMBRIDGESHIRE	Suburban Area (PPS6 Out of Centre)	16/10/2016	Sunday	48	21	0.44
NT-05-F-02	NURSING HOME	NEAR NOTTINGHAM	NOTTINGHAMSHIRE	Edge of Town Centre	14/11/2016	Monday	34	10	0.29
EN-05-F-02	CARE HOME	ENFIELD	ENFIELD	Edge of Town	17/11/2016	Thursday	60	12	0.20
NY-05-F-05	NURSING HOME	RICHMOND	NORTH YORKSHIRE	Edge of Town	04/03/2019	Monday	37	13	0.35
TW-05-F-03	NURSING HOME	GATESHEAD	TYNE & WEAR	Suburban Area (PPS6 Out of Centre)	02/05/2019	Thursday	52	9	0.17
IS-05-F-01	NURSING HOME	HIGHBURY	ISLINGTON	Suburban Area (PPS6 Out of Centre)	05/11/2019	Tuesday	51	9	0.18
KI-05-F-01	NURSING HOME	KINGSTON UPON THAMES	KINGSTON	Suburban Area (PPS6 Out of Centre)	05/11/2019	Tuesday	89	26	0.29
BN-05-F-01	NURSING HOME	FINCHLEY	BARNET	Neighbourhood Centre (PPS6 Local Centre)	09/11/2021	Tuesday	40	8	0.20
FA-05-F-01	NURSING HOME	Flakirk	Falkirk	Neighbourhood Centre (PPS6 Local Centre)	20/04/2022	Wednesday	56	4	0.07
WS-05-F-02	NURSING HOME	Worthing	Worthing Borough	Suburban Area (PPS6 Out of Centre)	17/05/2022	Tuesday	54	8	0.15
NN-05-F-01	NURSING HOME	Kettering	Northamptonshire	Edge of Town	13/06/2022	Monday	60	20	0.33

KEY

Parking demand below 0.453 cars per resident
Parking demand above 0.453 cars per resident

48
6

Monday to Friday Survey

Saturday and Sunday Survey

NOTE: Excluding surveys undertaken in Ireland

Appendix C - Updated Architectural Plan

DO NOT SCALE FROM THIS DRAWING

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Use annotated dimensions in all instances. Dimensions to be site checked prior to commencement of works on site or prior to any prefabrication. Vestar Group Ltd. is to be notified of any discrepancies in all instances.

This information contained must be read in conjunction with any relevant specifications, building regulations, British and European standards and checked against all additional consulted and specialist manufacturers information.

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Easement based on a 3m offset from foul and surface water pipes, location as indicated on Clear View's survey drawing, REF:13056-001

Plot 1 Area: 5208.9 m²
1.30 acres
0.53 hectares

Plot 2 Area: 2176.4 m²
0.52 acres
0.21 hectares

Site boundary

Proposed railing
Refer to Landscape Designer's specification

Proposed fence
Refer to Landscape Designer's specification

Foul Drainage

Surface Water Drainage

G4-B1 Tree reference / classification
Refer to Arboricultural Drawing

RPA

Existing tree

Proposed tree planting
Refer to Landscape Designer's specification

Proposed low maintenance planting

Proposed grassed area

Proposed tarmac area

Proposed block paving

Proposed paving

Easement

Proposed footpath paving

Main Entrance

Service Entrance

Scale 1 : 200

0 2 4 10 20 m

P01	First Issue	JD	20.05.21
P02	Updated housing layout	JD	26.05.21
P03	Updated care home layout	JD	27.05.21
P04	Updated Layout	EH	28.05.21
P05	Updated layout for Pre-application	EH	14.06.21
P06	Updated housing layout	EH	25.08.21
P07	Revised site layout to reflect updated site boundary	EH	14.09.21
P08	Revised to incorporate planning officers comments	EH	10.12.21
P09	Revised G4 bed layout	EH	20.12.21
P10	Revised layout to accommodate revised red line boundary	EH	18.01.21
P11	Updated for coordination with TLP	EH	26.01.21
P12	Updated following review of landscape design	EH	18.02.22
P13	Updated to reflect operators comments	EH	28.06.22
P14	Planning issue	EH	15.08.22
P15	Roof raised forming a roof well to hide ASHP	EH	23.08.22
P16	RLB updated along eastern boundary to align with Tile Plan SH3555 as per client request	JM	28.02.23
P17	Western dwelling mirrored to avoid overlooking to site	JM	01.03.23
P18	Site Plan revised showing Highways amendments	JM	

PLANNING

vestar*

architecture + design

1 SOUTHFIELD GRANGE APPLETON ROEBUCK YORK YO23 7EH
www.vestar.co.uk hello@vestar.co.uk

CLIENT

FRONTIER

PROJECT

Land at Cowplain Community School
Hart Plain Avenue
Watercroule
PO8 8RY

DRAWING TITLE

Proposed Site Plan

SCALE @ A0
As indicated

DATE
17.05.21

DRAWN
EH

CHECKED
JD

DRAWING NUMBER
4528-WRD-XX-ZZ-DR-A-0500

REVISION
P018

SUITABILITY
S3

Proposed Site Plan

1 : 200