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Date	14 th December 2022	Email	Chris.Hirst@hants.gov.uk

For the attention of G Christie

Land at Cowplain School, Hart Plain Avenue, Waterlooville

Erection of a 64 bed care home (within Use Class C2) and 6No. dwellings (within Use Class C3) with associated works including access, parking and landscaping.

Thank you for consulting the Highway Authority on the above planning application. The applicant is seeking planning permission for the provision of a 64-bed care home and 6 residential properties with vehicular access to both sites provided from Hart Plain Avenue.

The applicant has submitted a Transport Statement (TS) to address the highway implications of the proposed development. Following a review of this document, the Highway Authority wish to make the following comments.

Pre-Application

The applicant previously engaged in pre-application discussions with the Highway Authority to discuss the scope of the TS. A pre-app response was provided, and further discussions were held regarding the proposed accesses serving both the care home and residential dwellings, along with offsite mitigation given the extant parking on Hart Plain Avenue.

Points arising from the pre-app are addressed in more detail within this response.

Existing Conditions

The proposed development is located on Hart Plain Avenue which currently serves a number of residential properties along with Hart Plain Infant School and The Cowplain School. To the west, Hart Plain Avenue connects to Milton

Director of Economy, Transport and Environment
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Road which provides wider access to Waterloooville, albeit the junction is restricted to a left in/left out only arrangement, whilst to the east, the road connects with the A3, providing onwards connections to the A3(M). Hart Plain Avenue is subject to a 20mph speed limit and provides footways on both sides of the carriageway.

To inform visibility requirements for the site access, speed surveys were undertaken on Hart Plain Avenue in May 2021. The surveys demonstrated 85th percentile vehicle speeds of 31.8mph heading eastbound and 31.2mph westbound. These speeds have been utilised to provide visibility splays from the site access which are compliant with HCC TG3 guidance. This point is discussed further in this response.

Sustainable Transport Provision

Walking and Cycling

Table 4.1 of the TS lists a number of facilities and amenities located within a walkable distance of the proposed development. These facilities include Horndean post office, the co-op store on Milton Road and Rowlands Pharmacy.

To the east of the site, a shared use path is available to the west of the A3 which merges into an on-road cycle lane heading northbound towards the Lidl and nearby facilities. Entering Hart Plain Avenue heading westbound towards the site, cyclists will be on carriageway where the shared use facilities narrow to footway. Cyclists approaching the site from the west will also be on carriageway.

Bus

The nearest public bus service to the site is located to the west on Milton Road. The stops serve bus numbers 7, 39 and D2 which provide services to Havant, Waterloooville and Portsmouth.

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.

Rail

The closest railway station to the site is located in Bedhampton, 6.2km away. Given that the station sits outside a walkable and cyclable distance, it is unlikely that rail travel will represent an alternative mode of transport for staff at the care home.

Personal Injury Accident Data

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 to provide the latest accident data for the area.

Development Proposals

The proposed development consists of the provision of a 64-bed care home and 6 residential properties located to the south of Hart Plain Avenue. The care home will be accessed via a new bellmouth junction onto Hart Plain Avenue, whilst the residential properties will be supported by their own private driveways. These accesses are shown in drawing number 4528-WRD-XX-ZZ-DR-A-0500 Rev P014.

Site Access

Access to the new care home is proposed in the form of a new bellmouth junction located to the east of Hartwood Gardens. Visibility from the site access has been shown to a 'y' distance of 55m to the east and west, as requested during pre-application discussions. The visibility splay requirements have been based upon the recorded 85th percentile speeds on the road. 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.

Tracking for a family car, box van, refuse vehicle and fire tender has been shown in drawing numbers PC2284-RHD-GE-SW-DR-R-0050, PC2284-RHD-GE-SW-DR-R-0051, PC2284-RHD-GE-SW-DR-R-0052 and PC2284-RHD-GE-SW-DR-R-0055. 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. 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.

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.

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.

Parking Provision

Based on HBC's adopted parking standards, a 64-bed care home would require 37 car parking spaces (equating to a parking ratio of 0.57 spaces per bed). However, it is noted that the applicant is proposing a total of 29 car parking spaces (ratio of 0.45 per bed). To justify the under provision, the applicant has undertaken a parking accumulation assessment based on TRICS data to analyse the maximum level of parking occupation based on surveyed data.

The assessment demonstrates that a maximum 49% occupation of the 29 car parking spaces is anticipated, occurring between 13:00 – 14:00. It is also noted that 10 parking spaces will be occupied overnight given the care home's 24-hour operation and staff shift patterns. Furthermore, the sites used within the TRICS search have been assessed to understand the ratio of car parking spaces provided against the number of bedrooms provided on site, the average of which is 0.36.

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 visibility splays. 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. In their capacity as local parking authority, Havant Borough Council should also confirm whether they consider the proposed level of parking to be suitable.

Trip Generation

To establish the trip generation from the proposed development, the applicant has utilised the TRICS database for Care Home and Residential sites in England in an edge of town or suburban location. The results have been presented as total person (multi-modal) trip rates which are sub categorised into vehicular rates of 0.125 and 0.151 in the respective AM and PM peak hours for the care home, and 0.633 and 0.384 in the respective AM and PM peak hours for the dwellings. The resultant trips are outlined below.

	Care Home	Dwellings	Total (two-way)
AM Peak Hour	8	4	12
PM Peak Hour	10	3	13

Whilst the additional trips are not considered to result in a severe impact on the local highway network, the Highway Authority's concerns regarding the parking situation along Hart Plain Avenue may be exacerbated by the additional trips conflicting with the parked vehicles, particularly during school drop off time. The applicant is required to engage with the Highway Authority to ensure that the additional vehicular trips to the site do not result in a highway safety concern as a result of the interaction with parked cars on Hart Plain Avenue.

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.

Background/ introduction + aims

This section should contain the following:

- Developer's view on travel planning / statement from the developer supporting the contents of the travel plan.

Guidance

Section 2 should reference additional national and local policy documents relevant to the TP (Travel Plan). These may include, but are not limited to:

Regional

- Hampshire's Local Transport Plan 2011-2031 (2013)
- Hampshire County Council's Parking Standards
- Neighbourhood Plans (where applicable)

This section should also reference the developer's policies on sustainable travel. If the developer does not have a policy on sustainable travel, a statement of support for the aims of the Travel Plan from a senior member of staff at Frontier Estates Ltd would suffice.

Existing site conditions / site audit

Section 3 should include the following details:

- Nearest (or relevant) train stations, including:
 - Provision; car parking, cycle parking (quantity and type), waiting areas, accessibility etc.

Site Audit – proposed layout

Section 4 should include the following details:

- Car parking, including:
 - LPA/LHA SPD guidelines (including electric vehicles)
- Accesses, if they are changing, including:
 - The impact on sustainable travel

Measures – Section 7

There are a few additional measures which should be considered for inclusion within this FTP. Some of these measures may be applicable only to residents or employees, or to both groups

Cycling

- Secure, well lit, covered cycle storage with pumps
- Cycle to Work scheme (tax-free loans for staff)
- Assistance to staff in accessing information about safe cycling, appropriate clothing, local cycle routes etc.
- Bike maintenance events e.g., Bike Dr, minimum annually
- Bike services stations (staff and visitors)

Public Transport

- Guaranteed ride home for staff in emergency situations
- Introduce “collection from station” service for visitors

Car Park Management

- Consider the introduction of charging for parking
- Allocate priority parking space to car sharers

Marketing and Promotion

- Provision of information to all occupants, residents, visitors, and staff on how to access the site by means other than the car through a variety of methods, including
 - Introduction of a personalised journey planning scheme
 - Advertising TP to staff through recruitment, e.g., how to get there for interview and on the website

This section should include a **final total cost estimate** which will be used to set the Travel Plan Cash Deposit.

Management / TPC role

Section 8 relevant to management of the travel plan and the travel plan co-ordinator roles should include the following details:

- A concise breakdown of:
 - Start date (to be at least 3 months prior to occupation to ensure uptake)
 - Time spent on travel plan per week
 - Number of weeks per year to be working on the travel plan
 - Cost per hour
 - End date (cannot be before the end of the travel plan, unless another TPC is to be employed)
 - Overall cost

Monitoring

Section 9 relevant to monitoring should include the following details:

- Monitoring timetable as laid out below:

	Baseline (Year 1)	Year 2	Year 3	Year 4	Year 5
Level of report	To be submitted one year after occupation. This will include the baseline survey results found in the updated Full Travel Plan and a monitoring report.	Monitoring Report	Full Surveys - Monitoring Report	Monitoring Report	Full Surveys - Monitoring Report

- Recognition that HCC requires a 35% response rate for questionnaire surveys.
- Measures to ensure that this response rate is met, e.g., a voucher for supermarket or online retailer.
- Alternative method of survey if 35% response rate not achieved, e.g., ATCs/TRICS.

A minimum 35% response rate must be attained for travel questionnaire surveys to be considered statistically significant; commitment to this figure

should be included in this section. If this cannot be achieved, then discussions should be had with HCC regarding carrying out TRICS SAM (Standard Assessment Methodology) or ATC (Automatic Traffic Count) surveys.

There are currently no/insufficient (delete as applicable) measures in place to encourage members of staff to complete a questionnaire survey. Entry into a prize draw could be offered to those who complete a survey, although it should be noted that the prize should **not** be travel-related (e.g., bus tickets, cycle vouchers, etc).

Action plan

Section 10:

This section contains all the details necessary, but the amount suggested is insufficient, by comparison with other travel plans for comparable size care homes that HCC has assessed. For example, a recent travel plan submitted for a care home suggested a budget of £11,000 for the Travel Plan co-ordinator role over the lifetime of the plan.

Delivery and Enforcement

A section relevant to enforcement needs to be in the Travel Plan and contain the following detail:

- Paragraph explaining the role of the Section 106 agreement including the value of the Travel Plan Cash Deposit (where applicable)
- Commitment to pay HCC's [monitoring and approval](#) fees
- Commitment to provide a Travel Plan Cash Deposit of equal value to travel plan measures
- Sanctions in the event of non-compliance

Conclusion

A final paragraph should conclude the travel plan summarising the key points from each section.

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

Recommendation

The Highway Authority requires the following additional information before a recommendation can be made on the proposed development.

- Provision of up to date PIA data;
- Engagement with the Highway Authority to discuss contributions towards bus facilities on Milton Road, TRO measures on Hart Plain Avenue and a contribution towards school transport measures;
- Confirmation regarding the separation between the care home access and western access serving the new residential dwellings;
- Amendments to the access serving the residential properties;
- Amendments to the internal layout of the site; and
- Updates to the Framework Travel Plan.

I trust that the above is clear. Should you have any queries, please do not hesitate to contact Chris Hirst on the number noted above.

Yours Sincerely,

Chris Hirst.