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Enquiries To Chris Hirst

Direct Line 0370 779 0563

Date 10 December 2020

My reference 030265

Your reference APP/20/00761

Email havantdc@hants.gov.uk

Dear Sir,

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

Erection of a 64 bed older persons care home (Use Class C2) together with construction of new access road, car/cycle parking, drainage works, hard/soft landscaping and other associated infrastructure.

Thank you for re-consultation on the above planning application. Following the Highway Authority's original response, the applicant has submitted a Supplementary Transport Assessment (STA) to address the comments raised which were as follows:

- Tracking for a refuse and delivery vehicle entering and egressing in a forward gear;
- Evidence to justify the lower car ownership assumed in the TRICS search; and
- Updated committed development and outputs for the modelling.

Following a review of the STA, the Highway Authority raised further comments regarding the tracking undertaken. The applicant subsequently produced a further note to address the comments raised. Following a review of these documents, the Highway Authority wish to make the following comments.

Refuse Tracking

Within the STA, refuse tracking was undertaken for a 9.86m long large refuse vehicle,

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Stuart Jarvis BSc DipTP FCIHT MRTPI*

as demonstrated in figure 14. Refuse collection in Havant Borough Council is undertaken by super large refuse vehicles which measure 11.2m in length. The applicant was therefore requested to re-track the correct sized refuse vehicle to ensure that the movement can be undertaken. Similarly, updated tracking was requested for a delivery vehicle parking in the layby to prevent it from overhanging the footway.

A subsequent note was produced by the applicant to re-track the aforementioned vehicles and also to comment on the adoption status of the internal layout. With regards to the latter point, the applicant has confirmed that the new access road leading from the Brookvale development will not be offered for adoption at this stage, nor will the internal road layout and footways. As such HCC would not directly object to the proposals. However, it would be advisable that the developer ensures that the roads and footways are designed to minimum industry standards and / or Hampshire County Council's best practice as set out in <https://www.hants.gov.uk/transport/developers/constructionstandards> , and that an appropriate Private Management Plan is put in place to deal with any future issues.

However, having reviewed the latest tracking drawings:

- The delivery vehicle can now avoid overhanging the footway by reversing to the back of the layby, although it will still overhang the main road; and
- The super large refuse vehicle has to undertake the tight manoeuvre within the car park, narrowly avoiding the disabled parking bays, but it can reverse out and back towards the bin store. It also overhangs the footway when turning into the site.

Given the internal site roads and footways are not to be adopted, and the movements can physically be made, no objection is made on highways grounds, though it would be suggested that the Case Officer takes a view on the issues above and consults their Direct Services team (refuse collections) to ensure they content that adequate space is afforded for them to confidently make the manoeuvres expected when servicing the site in the vehicles they have available. If this is not the case, the Case Officer should further liaise with HCC Highways given that this could result in reverse movements being made on the highway which would not be welcomed for highway safety reasons.

Notwithstanding the comments as outlined above, it is acknowledged that there is potential for further development to come forward on the wider site area, and the applicant should be made aware that if this was for a quantum of development sufficient for adoption (8 plus units), then the issues with overhang, etc. as described above would have an impact on the viability of S38 adoption should the access road become the access for the wider development. It is understood that any future adoption would only take place on the new access spur which does not currently feature any overhang from the tracking. The comments above have been made for the applicant's and local planning authority's awareness.

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Trip Rate Generation

The applicant has clarified the approach towards the trip rate derivation for the proposed development. The trip rates were derived from 5 existing care home sites which provided trip rates of 0.194 in the AM peak hour and 0.178 in the PM peak hour (both two-way).

The trip rate assessment presented within the original Transport Assessment (TA) incorrectly referred to adjustments in the trip rates relating to car ownership. The trip rates presented in support of the Helmsley House application are therefore 0.200 in the AM peak hour and 0.165 in the PM peak hour, as set out in the original TA, resulting in vehicular trips of 13 and 11 in the respective peak hours.

Junction Modelling

Within the Highway Authority's previous response, the applicant was requested to include the Colt International development (APP/18/00244), Eastleigh House (APP/16/01078) and Land East of Horndean Road (55562/005) as committed developments within the model to correctly reflect the flows along Bartons Road.

These developments and their associated flows have now been reflected in the junction modelling under the 2025 model scenario which indicates that the highest Ratio to Flow Capacity (RFC) at the junction will be 0.377 on the Crematorium approach to the staggered crossroads in the AM peak hour. The junction is therefore forecast to be operating with sufficient spare capacity under the future year scenario.

Recommendation

The applicant has overcome the comments raised within the original response. The Highway Authority therefore raise no reasons for refusal, subject to the following conditions:

Conditions

A Construction Traffic Management Plan shall be submitted to, and approved in writing, by the Local Planning Authority (in consultation with Hampshire County Council Highway Authority) before development commences. This should include construction traffic routes and their management and control, parking and turning provision to be made on site, measures to prevent mud being deposited on the highway, adequate provision for addressing any abnormal wear and tear to the highway, and a programme for construction.

Reason:

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In the interest of highway safety

Construction of the site access works onto the Brookvale access road prior to the commencement of development

Reason:

To ensure appropriate access is available during construction.

I trust that the above is clear but, should you have any queries please, feel free to contact Chris Hirst on the number noted above.

Yours Sincerely,

Chris Hirst – Transport Planner

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