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Enquiries To Chris Hirst
Direct Line 0370 779 0563
Date 20 October 2020

My reference 029832
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 consultation on the above planning application which seeks to be provide a 64-bed care home with associated access via the site known as 'Brookvale' to the south of Bartons Road.

The applicant has submitted a Transport Assessment (TA) to address the highway implications of the scheme. Following a review of the document, the Highway Authority wish to make the following comments on the application.

Existing Conditions

Helmsley House is an emerging allocation in Havant Borough Council's local plan under policy reference H25. The site lies to the south of Bartons Road and west of the new access road from Bartons Road to the Brookvale development (application reference APP/15/01435 Land South of Bartons Road) which is currently under construction. This site is currently serviced via a

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bellmouth onto Bartons Road, although the access will eventually feature a right turn lane when fully constructed.

To the east, Bartons Road joins with Horndean Road via a staggered crossroads arrangement which provides access to East Hampshire to the north and Emsworth to the south. To the west, the Bartons Road/Petersfield Road signalised junction provides access to Havant and the A27 to the south.

Sustainable Travel

Walking and Cycling

As part of the Brookvale development, a new shared use path will be constructed on the south side of Bartons Road from the Havant garden centre to the junction with New Lane. As part of the Linden homes development (reference APP/14/00502) on the northern side of Bartons Road, footway improvements have also been provided.

These improvements will eventually connect to the new shared use facilities provided as part of the Campfield development which recently received resolution to grant planning permission under planning reference APP/19/00007. This will feature a new shared use path on the northern side of Bartons Road from the existing access to the crematorium to the junction with Eastleigh Road.

Bus and Rail

The nearest bus stops to the site approximately 850m to the west on Bartons Road. These stops service bus routes 20 and 21 which run to locations such as Havant and Portsmouth. There is also a bus stop on Southleigh Road which will be available once the new footpath via Japonica Way has been constructed as part of the Land South of Bartons Road development. The aforementioned improvements will improve connectivity to these stops once constructed.

Warblington station sits 1.5km to the south of Bartons Road and represents the nearest from of rail travel to the site. One train stops at the station every hour between Portsmouth and Chichester. The station sits within the 'preferred maximum' walking distance identified by the CIHT in the 'providing for journeys on foot' document.

Personal Injury Accident Data

Personal Injury Accident (PIA) data has been gathered from a mixture of Hampshire Constabulary and Crashmap between 2014 and 2019. The study location consisted of the area of Bartons Road between New Lane and Horndean Road, a circa 1km area. The data has been analysed and it is noted that there are no recent clusters of accidents which could potentially be exacerbated by the proposed development.

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Proposed Development

The proposed development consists of the construction of a 2-storey, 64 bed care home to the south of Bartons Road. Access is proposed to be taken from the newly constructed access road to the Brookvale development. Visibility splays of 2.4m x 43m will be provided commensurate with a 30mph speed limit which is considered acceptable.

The Planning Authority should be aware that the proposals include a access spur which will be 6m wide and is not proposed to be offered for adoption. Given that the spur is being constructed for future use by additional development to the west within the same Local Plan allocation parcel, the Highway Authority encourages the applicant to engage with the Section 38 team at HCC to formally adopt the new road in order to prevent further access requirements in the future on the newly constructed road to the Brookvale development or potential sterilisation of the remaining available land in the future.

Internal Layout

The proposed layout of the site is presented in drawing number APL003 REVK. The only internal tracking undertaken has been demonstrated in Figure 8 which shows an ambulance reversing into the car park. The Highway Authority queried the servicing arrangement for the site during pre-application discussions which has still not been addressed. It is unclear where delivery vehicles will park and turn within the confines of the site. Tracking is also required to be shown for a refuse vehicle to demonstrate how the refuse store will be accessed and how the refuse vehicle will egress the site in a forward gear. Until this tracking and details on servicing arrangement have been provided, the Highway Authority are unable to confirm whether the internal layout is acceptable.

A total of 29 parking spaces are provided, 3 of which are dedicated disabled parking bays. In their capacity as local parking authority, Havant Borough Council should determine whether the proposed level of parking meets adopted parking standards.

The applicant should also be made aware of the Advanced Payment Code (APC) that will be required by the Highway Authority given that the internal layout will not. Details of this can be found via the following link -

<http://documents.hants.gov.uk/transport/APCProcess-Guidancedocumentforwebsitev22018-04-02.pdf>

Traffic Generation

To understand the likely trip generation from the care home, the TRICS database has been interrogated for Care Homes in comparable locations. Vehicular trip rates have therefore been proposed as 0.200 in the AM peak hour and 0.165 in the PM peak hour (both two-way). This

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equates to trip rates of 13 in the AM peak hour and 11 in the PM peak hour. It is assumed within the TA that the catchment for Helmsley House will have a lower car-ownership than the comparison sites analysed within the TRICS assessment and therefore the impact would be less than demonstrated; however, no assessment has been provided to understand why this would be the case (a point also raised within the Highway Authority's pre-app response). The reason for this assumption should be addressed before the trip rates can be agreed.

An assessment has been also undertaken for the remainder of policy allocation H25 to understand the full traffic impact of the allocated site. The TA assumes a further 17 dwellings could be accommodated, which can only be confirmed in the future when a planning application is made for this parcel of land. Should the quantum of development increase further, the following assessment will need to be revised to reflect the full allocation.

The trip rates for the 17 dwellings have been taken from the approved Campfield application to the north of Bartons Road, placing the two-way vehicular trips as 0.557 and 0.577 in the respective peak hours. This equates to 10 trips in the AM and PM peak hours. The trip rates for the residential element of this site is considered acceptable.

Until further clarity has been provided around the assumptions used to derive the care home trip rates, the total trip rate for the site cannot be accepted.

Trip Distribution

To distribute the residential traffic from the site, the applicant is proposing to utilise the agreed figures from the Land South of Bartons Road and Campfield development. This site distributed 55% to the east along Bartons Road, with the remaining 45% heading west. The distribution assumption for the care home is a 50/50 east/west split. Both of these distribution assessments are considered acceptable.

Once the clarity sought over the trip rates above have been provided, the total number of vehicles heading east/west along Bartons Road can be confirmed.

Junction Modelling

During pre-app discussions, it was agreed that the Bartons Road/Brookvale Site Access would be assessed to 2025 to understand the impact of the additional traffic on the access. It was agreed that this would incorporate the committed improvement at the Crematorium access which features a new right turn lane. To reflect this arrangement, the junction has been modelled as a staggered crossroads which is considered acceptable. To factor up traffic from the current baseline flows, TEMPRO has been utilised to calculate the growth period between 2020 and 2025. The AM growth rate of 1.0644 and PM growth rate of 1.0620 are considered acceptable.

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Furthermore, the following committed developments have been factored into the modelling assessment:

- Linden Homes site ref APP/14/00502
- Land South of Bartons Road – ref APP/15/01435; and
- Campfield – ref APP/19/00007.

During pre-app discussions, the applicant was requested to also 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. The junction model does not include these sites, nor is an explanation provided within the TA as to why they have been excluded. Confirmation is therefore sought from the applicant on this point.

To confirm the acceptability of the model, the Highway Authority requires the model outputs on top of the Ratio to Flow Capacity (RFC) and queue lengths.

Recommendation

The Highway Authority require the following information before a recommendation can be made on the application:

- 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.

I trust the above is clear. Should you have any queries, please contact Chris Hirst on the number noted above.

Yours Sincerely,

Chris Hirst – Transport Planner

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