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Enquiries To Alistair McMurray

Direct Line

Date 25 February 2020

My reference 027746

Your reference APP/20/00002

Email havantdc@hants.gov.uk

Dear ,

Oak View Residential Care Home 47-49 Beach Road, Hayling Island, PO11 0JB

First floor rear extension to provide 11 additional rooms.

The application is supported by a Transport Statement (Brightplan – February 2020).

The application site currently houses 40-bed care home accommodating 42 residents and is served by two points of vehicular access.

The proposal involves a first-floor extension to the existing building in order to create a 51-bedroom facility accommodating 51 residents equating to an increase of 11 bedrooms and 9 residents. Access is proposed as per the existing arrangements.

In order to inform the Transport Statement, a full PIA assessment has been undertaken within the vicinity of the site for the most recent 5-year period. Highways Development Planning is satisfied that there are no existing accidents trends within the vicinity of the site that this development would likely exacerbate.

Whilst access provision is proposed to remain unchanged, the applicant has submitted vehicular visibility splay drawings demonstrating that the required levels of vehicular visibility can be achieved.

*Director of Economy, Transport and Environment
Stuart Jarvis BSc DipTP FCIHT MRTPI*

It would appear that the provisions for numbers and shift patterns of staff will not change or will not significantly change as a result of the proposed extension, nor will there being any changes for emergency service access/refuse collection.

A Framework Travel Plan has been submitted and referred to within the Transport Statement. A full Travel Plan should be secured via a suitably worded condition for any planning permission that may be granted.

The submitted Transport Statement provides details and methodology behind parking provision. The application site is currently considered under-provided against adopted standards. HBC will need to review the issue of parking provision in their capacity as local parking authority and determine if the proposal falls adequately in line with adopted standards.

A parking survey has been undertaken in line with the "Lambeth Methodology" which demonstrates that there is sufficient spare on-street capacity within 200m of the application site.

An interrogation of the TRICS database has been undertaken in order to determine valid trip rates in order to estimate likely increased traffic generation.

The dataset utilised has been provided and is considered to be fully representative in this regard.

The results would demonstrate an additional 19 two-way vehicle movements daily and circa 2 two-way movements during the network peak hours. This level of additional traffic is considered to be immaterial in traffic impact terms.

Subject to HBC's review of parking requirements as detailed above, Highways Development Planning raises no objections to this proposal.

Yours sincerely,

Alistair McMurray

Director of Economy, Transport and Environment
Stuart Jarvis BSc DipTP FCIHT MRTPI