

A Planning Application by
BEDHAMPTON CARE HOME LTD

In respect of
**Portsdown View Care Home,
BEDHAMPTON**

Transport Statement

August 2022



Document Management

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1 Introduction

- 1.1 Transport Planning Associates (TPA) has been commissioned by Bedhampton Care Home Ltd to prepare this Transport Statement in support of its planning application to Havant Borough Council (HBC) for the development of a 71-bed Care Home.
- 1.2 The site is located along the southern side of the A2030 Havant Road in Bedhampton, Havant. Bedhampton is located approximately 3km west of Havant, 4km south of Waterlooville and 7.25km northeast of Portsmouth. The site location in the context of the local highway network and public transport facilities is illustrated in **Figure 1.1**.

Figure 1.1 Site Location Plan



Source: © OpenStreetMap contributors. Note: Location Indicative

Planning History

- 1.3 The proposed 71-bed Care Home will replace a previously consented scheme for a 66-bed Care Home, which was approved as part of a wider planning application. The site forms part of the Forty Acre Farm Development, (Planning Application Reference APP/18/00450) which was for the:

"Erection of 320 dwellings (including a 30% provision of affordable homes), 66-bed care home, provision of public open space, habitat mitigation zone, allotments, closure of existing access and creation of 2 new access points and associated infrastructure following demolition of existing buildings (approved 17.1.2020)."

- 1.4 The planning application at Forty Acre Farm was granted planning permission in January 2020.

Scope of Report

- 1.5 This Transport Statement has been prepared in support of the planning application for the development of a 71-bed Care Home in Bedhampton. It considers the likely transport and highway impacts of the proposed development on the local transport and highway networks.

- 1.6 The Transport Statement will be structured thus:

- **Chapter 2** – sets out the *Baseline Transport Conditions* around the site;
- **Chapter 3** – sets out the *Car and Cycle Parking Standards and the Provision*;
- **Chapter 4** – confirms the *Development Proposals and sets out the proposed access and parking arrangements*;
- **Chapter 5** – reviews the likely *Development Impact* of the proposed development;
- **Chapter 6** – sets out the *Summary and Conclusions* of the report.

Report Conclusions

- 1.7 The proposed Care Home is located in a sustainable location, is considered to be compliant with parking policy and will not have a detrimental impact on the local transport and highway networks. It is therefore considered that there are no transport or highways reasons for refusal of the planning application.

2 Baseline Transport Conditions

Site Location

- 2.1 The site is located along the southern side of the A2030 Havant Road in the village of Bedhampton, Hampshire. The site is bound by the A2030 Havant Road to the north, a consented residential development to the east and south and existing residential properties to the west.
- 2.2 Bedhampton is located in the Borough of Havant on the south coast of Hampshire. Bedhampton is located approximately 3km west of Havant, 4km south of Waterlooville and 7.25km northeast of Portsmouth.

Existing Site Use

- 2.3 Construction of the care home approved under Planning Application Reference APP/18/00450 commenced in October 2021 and is scheduled for completion in Spring 2023. Access to the site is via St. Agnes Close.

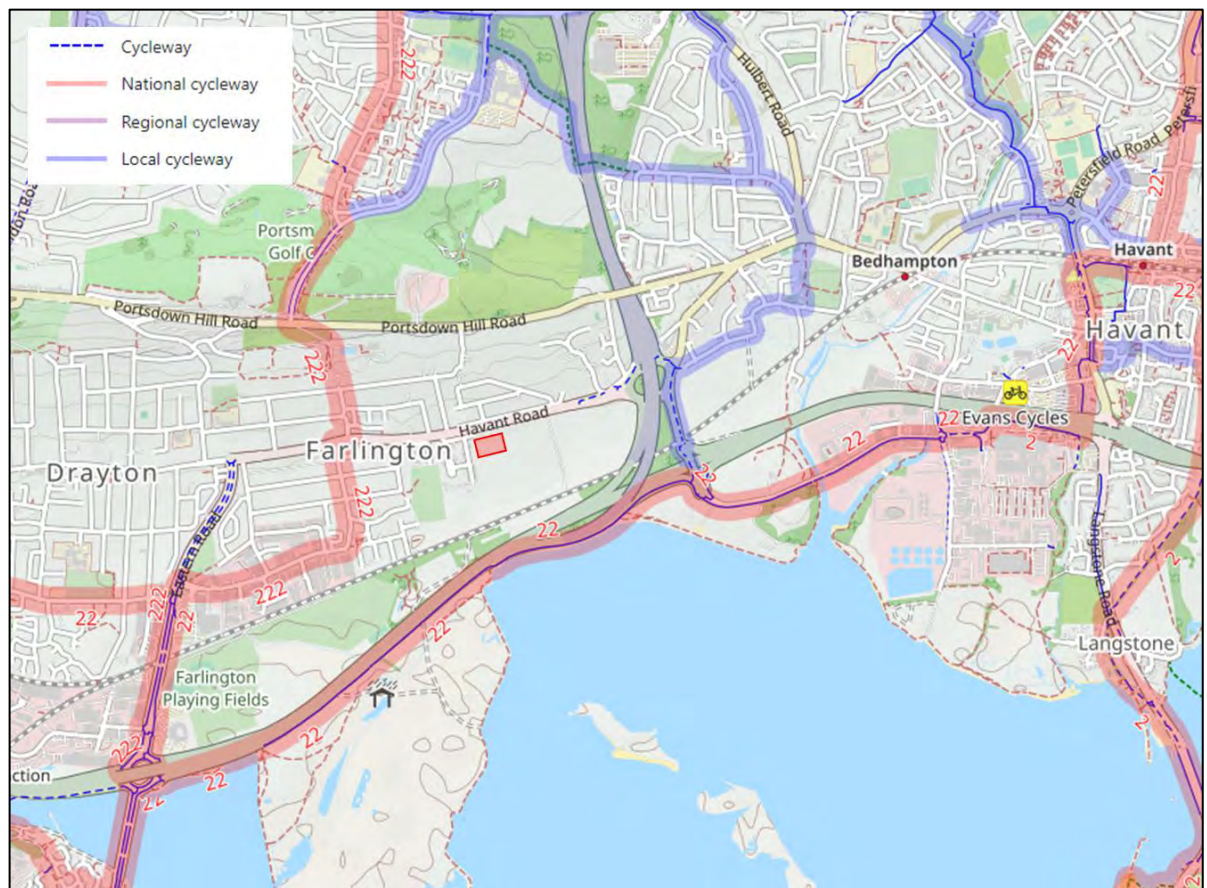
Existing Pedestrian Infrastructure

- 2.4 Footways are provided on both sides of the A2030 Havant Road for its length. The northern footway has a width of approximately 1.5m, while the footway on the southern side of Havant Road has a width of approximately 2.5m. From the east of the informal crossing point at the Rectory Road / Havant Road junction the footway on the southern side of the A2030 Havant Road becomes a shared footway / cycleway. The footways along the A2030 Havant Road provide connections to the local bus stops, facilities, services and shops in Farlington and Bedhampton.
- 2.5 Footway / cycleways with a width of approximately 2.5m are currently provided around the northern side of the Bedhampton Roundabout, which is located approximately 800m to the east of the site. The footway / cycleways provide connections between the site and the footways within Bedhampton and Havant. To support and facilitate pedestrian and cycle movements along the footway / cycleway a number of crossing points, which benefit from dropped kerbs and tactile paving, are provided.
- 2.6 The local network of footways benefit from the provision of dropped kerbs and / or tactile paving at local junctions and the provision of informal pedestrian crossing points to both the east and west of the site.

- 2.7 Street lighting is provided along the local highway network for the convenience and safety of pedestrians.

Existing Cycling Infrastructure

- 2.8 An on-road cycle lane currently runs along the northern side of Havant Road from the Havant Road / East Lodge Park junction to the Rectory Road / Havant Road junction. At the Rectory Road / Havant Road junction, an informal crossing point provides access to the shared footway / cycleway that runs along the southern side of the A2030 Havant Road from the informal crossing to the Bedhampton Roundabout. This shared footway / cycleway runs along the northern boundary of the site.
- 2.9 As outlined earlier, at the Bedhampton Roundabout there is a network of shared footways / cycleways. These provide links towards the Harts Farm Way and a signposted cycle route along Lower Road.
- 2.10 There are two National Cycle Routes (NCR) that can be accessed within approximately 1km of the site within Farlington. NCR 22 runs from NCR 20 in Banstead to the Isle of Wight via Guildford, Havant and Portsmouth. While NCR 222 runs on partially traffic-free routes between Eastney in Portsmouth and NCR 22 in Petersfield.
- 2.11 In addition to the above, the local road network benefits from a gentle gradient, helping to make cycling an attractive mode of transport. The local cycle network is outlined within **Figure 2.1**.

Figure 2.1 Local Cycle Routes

Source: © OpenStreetMap contributors.

Local Amenities

- 2.12 The National Design Guide, 2019, suggests that walkable neighbourhoods should be within walking distance of local facilities, which is generally ***"considered to be no more than a 10-minute walk (800m radius)."***
- 2.13 Manual for Streets suggests that ***"walkable neighbourhoods are typically characterised as having a range of facilities within 10 minutes (up to about 800m) walking distance of residential areas... However, this is not a upper limit and.... walking offers the greatest potential to replace car trips, particularly those under 2km."***
- 2.14 The Institute of Highways and Transportations 'Providing for Journeys on Foot, 2000' suggests that walking distances will vary depending on the journey purpose and outlines these distances, which are reproduced in **Table 2.1**.

Table 2.1 IHT Suggests Acceptable Walking Distance

	Town Centres	Commuting / School	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1,000m	800m
Preferred Maximum	800m	2,000m	1,200m

Source: Table 3.2 of the Institution of Highways & Transportation (IHT) publication 'Providing for Journeys on Foot, 2000'

- 2.15 In addition, the Chartered Institute of Transportation's publication 'Planning for Walking 2015' sets out that:

*"Most people will only walk if their destination is less than a mile away. Land use patterns most conducive to walking are thus mixed in use and resemble patchworks of "walkable neighbourhoods," with a typical catchment of around 800m, or 10 minutes' walk"*¹

- 2.16 The bicycle is an effective mode of transport for short trips up to five to eight kilometres (approximately 20 – 35 minutes)². Sustrans has identified a maximum distance which daily commutes could be undertaken by cycle as:

*"We know that in some areas most people are unlikely to walk for more than 2 km (1.2 miles), but are most likely to cycle between 2 (1.2 miles) and 5 km (3.1 miles) for their daily commute."*³

- 2.17 Taking all three documents into consideration, it is reasonable to allow differing distances based on age, mobility issues, journey type, nature of the local facility and local topography. The distance to local facilities and services, which is measured from the centre of the site, is set out in **Table 2.2**.

¹ Page 29, Chartered Institute for Highways and Transportation's Planning for Walking (2015)

² Changing Journeys to Work, An Employers Guide to Green Commuter Plans, Transport (2000)

³ <https://www.sustrans.org.uk/blog/how-transport-modelling-helps-us-plan-cycle-friendly-cities>

Table 2.2 Local Amenities

Amenity		Distance
Transport	Rectory Avenue Bus Stops	100m
	Bedhampton Rail Station	2.2km
Local Facilities	Sunshine Inn Public House	730m
	Pearl of the Orient Take-away	730m
	Tesco Express	740m
	Farlington Post Office	740m
	Drayton Local Centre	1.6km
	Bedhampton District Centre	2km
	Sainsbury's	2.3km
	Havant Town Centre	3km
	Cosham District Centre	3.5km
Healthcare	Sovereign Pharmacy	1.6km
	Drayton Doctors Surgery	1.6km
	Drayton Community Pharmacy	1.6km
	Queen Alexandra Hospital	4.2km

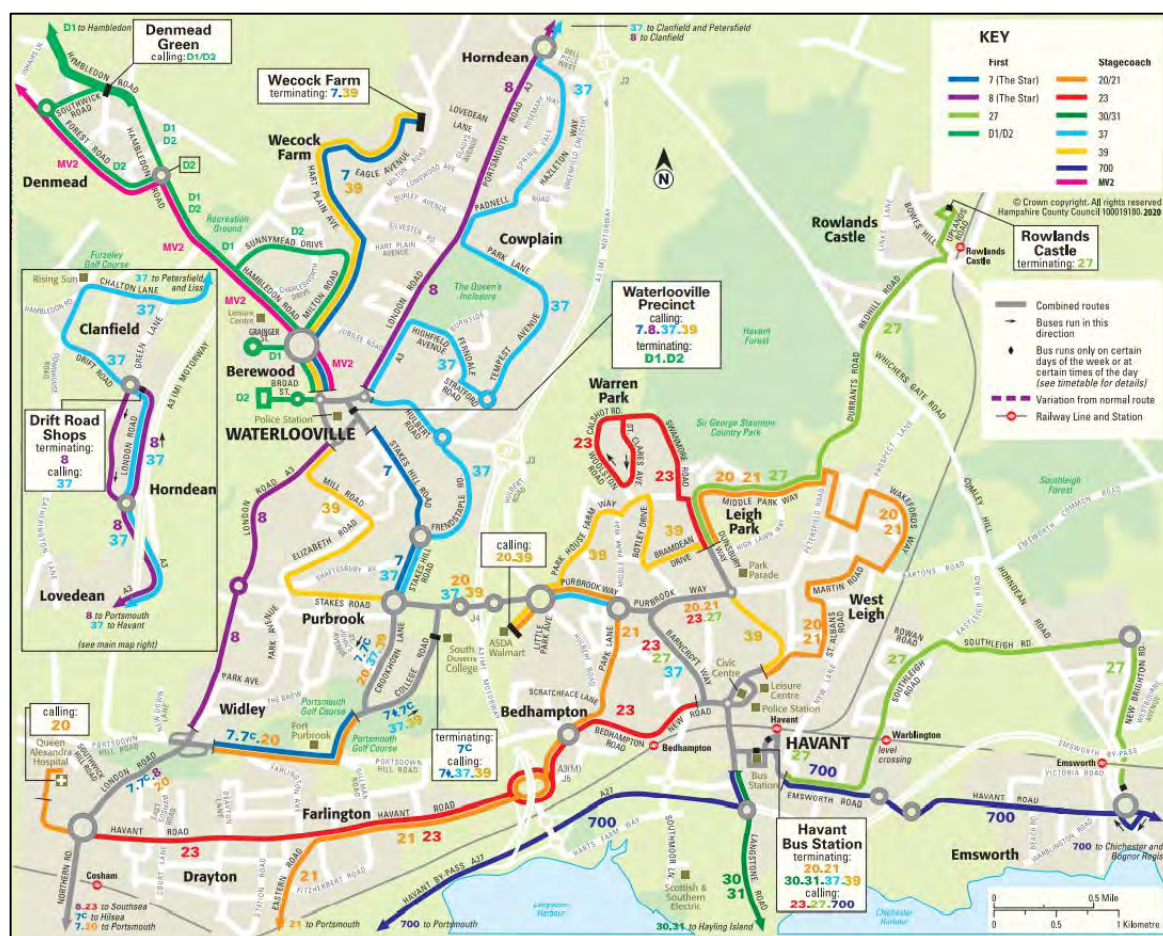
Notes: Measured from the centre of the site

- 2.18 As outlined in **Table 2.2**, there is a range of local services and facilities located within walking and cycling distance of the site, which staff, residents and visitors will be able to access and utilise.

Public Transport Services

Bus Services

- 2.19 The nearest bus stops to the site are located along the A2030 Havant Road, approximately 100m from the centre of the site. These bus stops are served by bus routes 21 and 23, which operate to destinations including Havant, Portsmouth, Southsea and Leigh Park.
- 2.20 The routes of the local bus services along with the location of bus interchanges and rail stations are illustrated in **Figure 2.2**.

Figure 2.2 Bus Routes

Source: Hampshire County Council

- 2.21 The bus stops along the A2030 Havant Road consist of the flag and pole design with shelters, seating, timetabling information and raised kerb levels also present. The bus routes that operate from the local bus stops are outlined in **Table 2.3** below.

Table 2.3 Summary of Bus Services from Local Bus Stops

Route No.	Route	Daytime Service Frequency		
		Monday-Friday	Saturday	Sunday
21	Havant – Bedhampton – Farlington – Hilsea – Fratton – Portsmouth	Every 30 Mins	Every 30 Mins	Hourly
23	Leigh Park – Havant – Bedhampton – Cosham – Portsmouth – Southsea	Every 10 Mins	Every 12 Mins	Every 15 Mins

Source: www.stagecoachbus.com

- 2.22 The first and last bus times of the bus services listed in **Table 2.3** are shown in **Table 2.4** below.

Table 2.4 First and Last Bus Times

Route	Direction of Travel	Towards		From	
		First Bus	Last Bus	First Bus	Last Bus
21	Havant - Portsmouth	07:30	21:08	07:58	21:09
	Portsmouth - Havant	07:51	21:45	07:57	22:16
23	Leigh Park - Southsea	06:32	22:05	06:34	22:33
	Southsea - Leigh Park	07:25	23:25	08:11	00:05

Source: www.stagecoachbus.com

- 2.23 As outlined above, the local bus routes operate throughout the day, including early in the morning and late into the evening, providing local workers with realistic alternative travel options at unsociable hours.

Local Rail Services

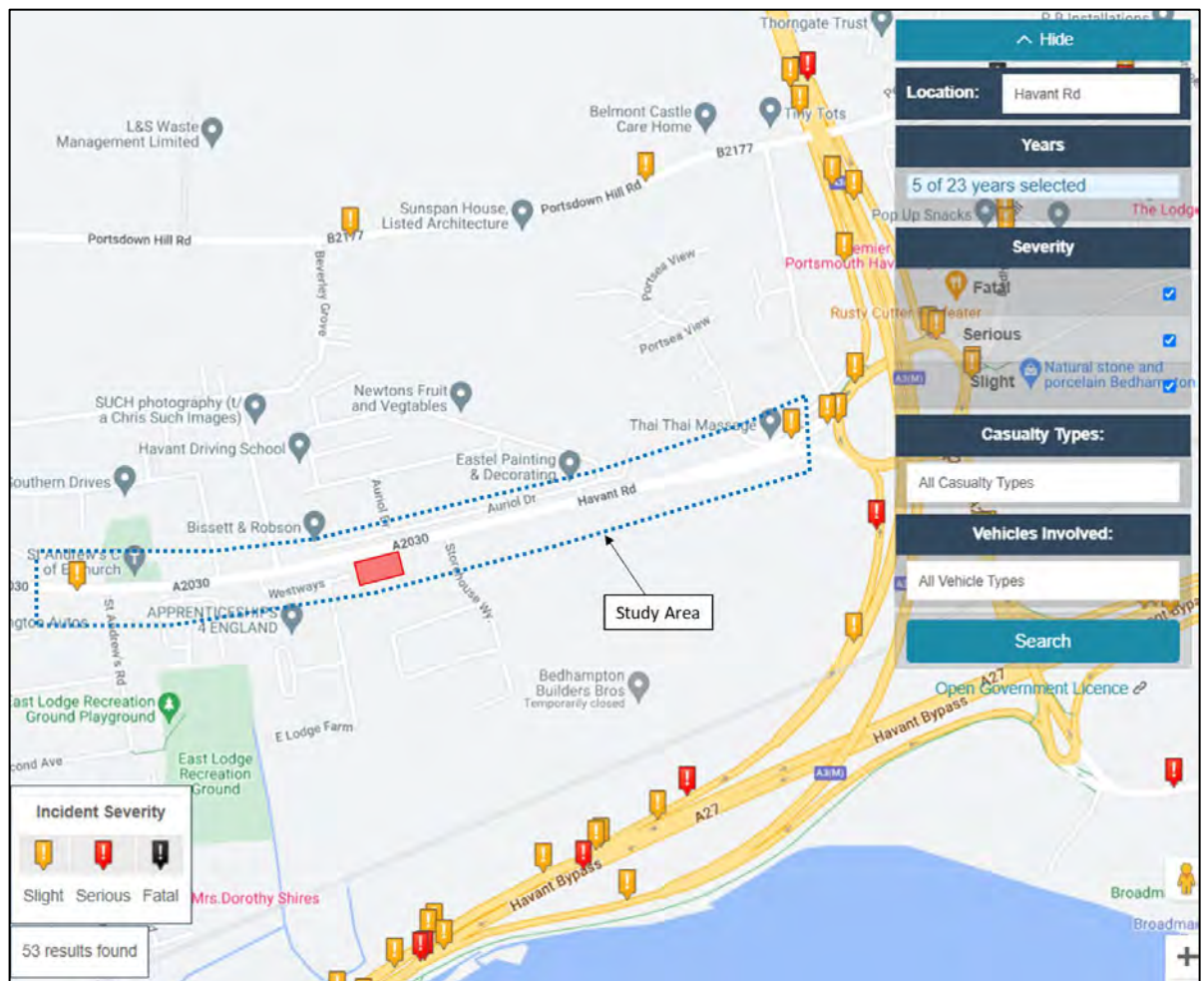
- 2.24 Bedhampton Railway Station is located approximately 2.2km to the east of the site. The station is operated by South Western Railway with services provided by South Western Railway and Southern. The station is located within a circa 8-minute cycle or an 8-minute journey on bus route 23.
- 2.25 Bedhampton Rail Station provides frequent rail services to destinations including Portsmouth and Southsea, London Waterloo, Havant, Fratton, Littlehampton and Guildford.
- 2.26 During off-peak hours services between London Waterloo and Portsmouth and Southsea operate at a frequency of one train per hour with services between Portsmouth and Southsea and Littlehampton also operating at a frequency of one train per hour. During the AM and PM peaks, the number of services at the station increases, with additional services towards Portsmouth and Southsea.
- 2.27 Journeys to Portsmouth and Southsea take approximately 15 minutes, journeys to London Waterloo approximately 96 minutes and journeys to Littlehampton approximately 42 minutes.
- 2.28 The station is equipped with 20 sheltered and secure cycle parking spaces, ticket machines, smart card validators, customer help points, CCTV and part-time staffing Monday to Saturday.

Local Highway Network

- 2.29 The A2030 Havant Road, which runs along the northern boundary of the site, is a two-lane single carriageway road with a width of approximately 9m. The A2030 Havant Road runs east to west from the A3 in Cosham to the Bedhampton Roundabout, where the A27 and A3(M) can be accessed.
- 2.30 The speed limit on the A2030 Havant Road changes along the site frontage. To the west of the speed limit change, the A2030 Havant Road is subject to 30mph speed limit while to the east the A2030 Havant Road is subject to a 40mph speed limit. Along the site frontage and within in approximately 400m of the site double yellow lines are in place to restrict parking.
- 2.31 Approximately 700m to the east of the site is the Bedhampton Roundabout. The Bedhampton Roundabout is a partially signalised roundabout which connects Havant Road to the A3(M), A27 and Bedhampton Hill.
- 2.32 The A3(M) runs from London to Portsmouth via Petersfield and Guildford and is primarily a dual carriageway along its length. At the Bedhampton Roundabout, the A3(M) merges into the A27. The A27 runs east to west between Polegate near Eastbourne and the M27 in Cosham, the A27 provides connections to Portsmouth, Chichester, Worthing, Brighton and Lewes.

Personal Injury Accident Data

- 2.33 Personal Injury Accident (PIA) data is collected by the police about road traffic incidents where someone is injured, the PIA data records the location of the crash, the severity of the accident (ranked either: Slight, Serious or Fatal), the cause of the crash, the vehicles or persons involved and the conditions.
- 2.34 PIA data has been obtained from Crashmap for the most recent five years (60 months) up to 2021 for the vicinity of the site. The PIA data from Crashmap is reproduced in **Figure 2.3** below.

Figure 2.3 Location of Accidents

Source: Crashmap

- 2.35 There were no recorded injury accidents within the immediate vicinity of the site. However, within approximately 500m of the site two accidents have been recorded. Both recorded accidents resulted in slight injuries and occurred on the A2030 Havant Road.
- 2.36 The two accidents over a 60-month period equates to one accident every 30 months or 0.03 accidents a month. As such, it is considered that there is no accident issue in the local area. This is line with the consented scheme at the site, which concluded that the frequency and distribution of the PIA's did not indicate any cause for concern on the local highway network.

Summary

- 2.37 The site is located in a sustainable location with access to a high-frequency bus service, a range of local cycle routes, the National Cycle Network and a network of footways. In addition, it is considered that there is no accident issue in the local area.

- 2.38 The sustainability of the site was assessed as part of consented scheme with the local highway authority concluding that the proposed improvements being provided as part of the consented scheme at Forty Acre Farm will ensure the site is suitably located.

3 Parking Standards

- 3.1 The parking standards for cars and cycles are outlined in HBCs 'Parking, Supplementary Planning Document' (SPD), which was adopted in July 2016, before being partially updated in September 2019.
- 3.2 The Parking SPD sets out the off-street parking standards for new development within the Borough of Havant, with planning applications being assessed against this guidance. The document provides parking levels for cars, cycles, motorcycles and disabled users.

Cycle Parking

- 3.3 Cycle parking standards for Nursing / Rest Homes are outlined within Table 4C of the Parking SPD. The parking standards are as follows:

Table 3.1 Cycle Parking Standards

Land Use	Sub Use	Minimum Car Parking Requirement	Notes
C3 Dwelling Houses – Older Peoples' Housing	Nursing and Rest Homes	1 long stay cycle space per 6 staff and 1 loop / hoop per 4 units	The resulting level of parking would allow flexibility for visitors, visiting health care professionals, ambulances, etc. As staff are likely to operate over a 24 hour period the calculation based on the number of staff should be based on the number typically present on the site at any one time. Information to support this should be submitted with any planning application and should form the basis of pre-application discussions

Source: Table 4C. Parking SPD

- 3.4 In relation to communal cycle parking the Parking SPD notes the following:

"Cycle parking (including that for visitors) should allow for the frame and both wheels to be locked to the fixture. Cycle stands which only grip the cycle by a wheel are not recommended as they offer only limited security and can result in damage to wheel rims".

- 3.5 Based on the standards outlined in **Table 3.1** above, the proposed development should provide 41 cycle parking spaces. However, as noted earlier, residents at the Care Home are unlikely to be able to

drive / or cycle and as such the cycle parking is anticipated to be used only by staff and visitors. As such, the provision of 10 covered and secure cycle parking spaces is considered to be appropriate, given the staffing numbers outlined within Chapter 4.

- 3.6 In addition, the proposed 71-bed Care Home provides a total of 10 cycle parking spaces, which equates to a parking ratio of 0.14 parking spaces per bedroom. The parking ratio of 0.14 spaces per bedroom is slightly higher than for the consented application, which provided 0.12 spaces per bedroom. As such, the proposed cycle parking numbers are considered to be acceptable.

Car Parking

- 3.7 Car parking standards for Nursing / Rest Homes are outlined within Table 4C of the Parking SPD. The parking standards are as follows:

Table 3.2 Car Parking Standards

Land Use	Sub Use	Minimum Car Parking Requirement	Notes
C3 Dwelling Houses – Older Peoples' Housing	Nursing and Rest Homes	1 space per 4 residents and 1 space per staff	The resulting level of parking would allow flexibility for visitors, visiting health care professionals, ambulances, etc. As staff are likely to operate over a 24 hour period the calculation based on the number of staff should be based on the number typically present on the site at any one time. Information to support this should be submitted with any planning application and should form the basis of pre-application discussions

Source: Table 4C. Parking SPD

- 3.8 Within the notes supporting Table 4C, Note 3, states:

"Given the broad range of accommodation available and the varying needs of occupants the Council will consider the parking requirements of older people' housing on a case by case basis and will require a full assessment of individual needs to be submitted in the Design and Access Statement, Transport Assessment or other supporting information"

- 3.9 Based on the standards outlined in **Table 3.2** above, the proposed development should provide 45 car parking spaces. However, it is noted that residents at the Care Home are unlikely to have the

capacity to drive or cycle given the high levels of dependency anticipated. As such, it is likely that the car park will only be used only by staff and visitors at the site. In addition to the above, staff will be encouraged to travel to the site via sustainable modes of transport and will be required to ask permission from the Management Team to park on-site. Therefore, the provision of 30 car parking spaces is considered to be appropriate.

3.10 The proposed 71-bed Care Home provides a total of 30 car parking spaces, which equates to a parking ratio of 0.42 parking spaces per bedroom. The parking ratio of 0.42 spaces per bedroom is the same as that for the consented application, which provided 28 car parking spaces. As such, the proposed car parking numbers are considered to be acceptable.

3.11 Two of the 30 car parking spaces provided at the Care Home will be allocated for disabled users. This is in accordance with the requirements of Inclusive Mobility, which is referenced within the Parking SPD.

3.12 In relation to Electric Vehicles (EV) the Parking SPD states:

"The NPPF states that there is an overall need to reduce the use of high-emission vehicles and that developments should be located and designed where practical to incorporate facilities for charging plug-in and other ultra-low emission vehicles"

3.13 In support of the above statement, the proposed development will provide one active EV charging point. The specifications for the EV charging point are included at **Appendix A** for ease of reference.

3.14 Notwithstanding the above, to be robust, a parking accumulation has been undertaken. The parking accumulation is based on the TRICS data outlined within Chapter 5 and reproduced in **Appendix B**. The parking accumulation is outlined in **Table 3.3** below.

Table 3.3 Parking Accumulation

Time	Parking Accumulation Weekday		Spaces Used
	Arrivals	Departures	
00:00-07:00	Overnight Baseline*		9
07:00-08:00	5	2	12
08:00-09:00	5	4	13
09:00-10:00	5	2	16
10:00-11:00	5	4	17
11:00-12:00	5	5	17
12:00-13:00	5	5	17
13:00-14:00	7	4	20
14:00-15:00	6	9	17
15:00-16:00	8	11	14
16:00-17:00	4	8	10
17:00-18:00	3	4	9
18:00-19:00	2	2	9

Based on TRICS Data

* = Overnight baseline based on anticipated number of overnight staff as outlined within Chapter 4.

- 3.15 As outlined in **Table 3.3** the proposed Care Home is likely to result in a maximum of 20 vehicles being parked on-site during the peak parking demand period and therefore provision of 30 car parking spaces is considered to be appropriate. The additional spaces will allow increased parking during peak periods such as during staff shift change over, on the weekend and over holiday periods (such as Christmas).

4 Proposed Development

- 4.1 The proposed development is for the construction of a 71-bed Care Home along with associated car and cycle parking, access and landscaping. The 71-bed Care Home will replace a previously consented 66-bed Care Home.
- 4.2 The site masterplan is included within Hay Associates Drawing H213 PL-08 (A), which is reproduced in **Appendix C**.

Likely Staffing Numbers and Shift Patterns

- 4.3 The Care Home will be staffed 24 hours a day, employing in the region of 63 employees in both full-time and part-time roles. Whilst the exact staffing numbers and split are not known at this stage, **Table 4.1** below outlines the likely staffing numbers based on a scheme of a similar size.

Table 4.1 Staff Roles

Job Description	Shift Pattern	AM	PM	Night
Manager / Deputy/ Admin / Activities	09:00 - 17:30	5	5	0
Receptionist	09:00 - 17:30	1	1	0
Senior Carer	08:00 - 14:00 14:00 - 20:00 20:00 - 08:00	3	3	2
Care Assistant	08:00 - 14:00 14:00 - 20:00 20:00 - 08:00	11	11	7
Hospitality	09:00 - 17:30	3	3	0
Kitchen Staff	09:00 - 17:30	3	3	0
Maintenance Staff	09:00 - 17:30	1	1	0
Total		27	27	9

- 4.4 Part-time care assistants work more flexible times to suit the peak times within the main shifts. As such, these staffing patterns ensure that staff who use cars will arrive and depart at staggered times during the course of the day.

Access

Pedestrian and Cycle

- 4.5 There are two pedestrian accesses into the site, one along the southern boundary of the site and one along the northern boundary of the site.
- 4.6 The first of these pedestrian accesses will be provided along the eastern side of the site access road and will form an extension of the footways provided within the Forty Acre Farm Development. The footway will have a width of 1.6m, which is the same width as the footway that will be extended into the site from the Forty Acre Farm Development.
- 4.7 The second pedestrian link will be via a 2.5m wide footpath located along the northern boundary of the site. It will provide a direct link between the Care Home site and the A2030 Havant Road, where the local bus stops, facilities and cycle route are located.
- 4.8 Within the site, a number of footways and footpaths will be provided to link different areas of the site.

Vehicle

- 4.9 Vehicle access to the site will be via an extension to an internal road within the Forty Acre Farm Development. The access will have a width of 4.8m, which is a suitable width for a car and a larger vehicle, such as a refuse vehicle to pass⁴.

Parking

Cycle Parking

- 4.10 The proposed development will provide 10 cycle parking spaces. The provision of 10 cycle parking spaces is considered to be acceptable given the previously consented parking numbers and the likely staffing levels.
- 4.11 The cycle parking store will be located adjacent to the main entrance and is accessible via the on-site footways. The cycle parking will be covered, well lit and secure.

⁴ Figure 7.1 of Manual for Streets

Car Parking

- 4.12 The proposed development will provide 30 car parking spaces of which two will be allocated for disabled users. The provision of 30 parking spaces is considered to be appropriate given the previously consented parking numbers, the likely staffing levels, the requirement for staff to ask permission to park a car on site and the parking accumulation.
- 4.13 Two of the car parking spaces provided at the Care Home will be allocated for disabled users, in accordance with the requirements of Inclusive Mobility, which is referenced within the Parking SPD.
- 4.14 In support of the above statement, the proposed development will provide one active EV charging point, which is considered to be in line with the overall needs and aspirations of the NPPF.
- 4.15 A minibus parking space is being provided adjacent to the main entrance of the site. The minibus parking space will be made available for ambulances and other emergency services if / when the need arises.
- 4.16 In addition, a delivery / loading bay is being provided along the western side of the site access road adjacent to the site boundary. The delivery / loading bay will cater for deliveries to the site, however this will also be made available to the emergency services if / when the need arises.

Servicing and Deliveries

- 4.17 A bin store will be provided on-site, this will be located to the east of the site access and opposite the delivery / loading bay. Refuse vehicles will be able to turn and get within 10m of the bin store as outlined within TPA drawing **2106-027 SP03**. This ensures that the development is in accordance with Manual for Streets.

Emergency Access

- 4.18 Emergency vehicles will be able to turn on-site and get within the required 45m distance of the building, as outlined within TPA drawing **2106-027 SP04**. This ensures that the development is in accordance with Manual for Streets.

5 Development Impact

- 5.1 As noted within Chapter 2 the proposed 71-bed Care Home replaces a previously consented 66-bed Care Home at the site. As such, to understand the impact of the five additional bedrooms an updated and revised trip rate and trip attraction is proposed, with this being compared to the consented trip attraction.

Consented Trip Attraction

- 5.2 As part of the consented scheme a Transport Assessment⁵ written by Paul Basham Associates Ltd, was submitted. The Transport Assessment, sets out the trip rates and attraction for the consented 66-bed Care Home. The trip rates were extracted from the Trip Rate Information Computer System (TRICS) database v.7.3.2.
- 5.3 The consented trip rates, which have been extracted from the Transport Assessment, are outlined in **Table 5.1** below.

Table 5.1 Trip Rates – Consented Care Home (per Resident / Bed)

	AM (08:00 - 09:00)		PM (17:00 - 18:00)		Daily
	Arrive	Depart	Arrive	Depart	Two-Way
Vehicle	0.084	0.066	0.049	0.092	1.484

Source: Page 40. Revised Transport Assessment Paul Basham Associates Ltd –

- 5.4 The consented trip attraction, which has been extracted from the Transport Assessment, is outlined within **Table 5.2** below.

Table 5.2 Trip Attraction – Consented 66 bed Care Home

	AM (08:00 - 09:00)		PM (17:00 - 18:00)		Daily
	Arrive	Depart	Arrive	Depart	Two-Way
Vehicle	5	4	3	6	122

Source: Page 40. Revised Transport Assessment Paul Basham Associates Ltd

⁵ Report No 041.0023/RTA/3

- 5.5 As shown in **Table 5.2**, the consented 66-bed Care Home was anticipated to have a total trip attraction of nine two-way vehicular movements during the AM peak hour, nine two-way vehicular movements during the PM peak hour and a total daily flow of 122 vehicles.

Proposed Trip Attraction

- 5.6 Since the consented application was submitted, the TRICS database, from where the trip rates were extracted, has been updated, from version 7.3.2 to 7.9.1. As part of these updates, a range of new sites will have been added, with some older sites being removed. As such, a new set of trip rates will be extracted to support the proposed Care Home.
- 5.7 To ensure a robust and comparable analysis, the selection criteria used within the consented scheme will be replicated. This selection criteria is as follows:
- Land Use Class: 05 – Health;
 - Sub Land Use: F – Care Home (Elderly Residential);
 - Located within England (Excluding London);
 - Vehicles surveys;
 - Weekday Surveys;
 - Located within “Suburban” and “Edge of Town” locations; and,
 - Surveyed within the latest eight years.

- 5.8 The TRICS database yielded a total of six sites. The site selection is summarised in **Table 5.3**.

Table 5.3 TRICS Site Selection – Proposed Care Home

TRICS Ref.	Location	Survey Date	Number of Residents
DS-05-F-01	Derby	21/10/14	70
HC-05-F-01	Southampton	24/11/15	42
LC-05-F-02	Blackpool	27/09/16	31
NY-05-F-05	Richmond	04/03/19	37
SF-05-F-01	Ipswich	18/09/15	17
TW-05-F-03	Gateshead	02/05/19	52

Source: TRICS version 7.9.1

- 5.9 **Table 5.4** shows the vehicle trip rates for the proposed Care Home, the full TRICS report is enclosed at **Appendix B**.

Table 5.4 Trip Rate (per Resident / Bed)

	AM (08:00 - 09:00)		PM (17:00 - 18:00)		Daily	
	Arrive	Depart	Arrive	Depart	Arrive	Depart
Vehicle	0.076	0.052	0.040	0.056	0.944	0.958

Source: TRICS version 7.9.1

- 5.10 Based on **Table 5.4** above, **Table 5.5** below outlines the likely trip attraction of the proposed 71-bed Care Home.

Table 5.5 Trip Attraction for 71-Bed Care Home

	AM (08:00 - 09:00)		PM (17:00 - 18:00)		Daily	
	Arrive	Depart	Arrive	Depart	Arrive	Depart
Vehicle	5	4	3	4	67	68

Source: TRICS version 7.9.1

- 5.11 As shown in **Table 5.5**, the proposed Care Home is anticipated to have a total trip attraction of nine two-way vehicular movements during the AM peak hour, seven two-way vehicular movements during the PM peak hour and a total daily flow of 135 vehicles.
- 5.12 This equates to a vehicle accessing / egressing the site approximately every five to six minutes during peak hours, which is considered to be negligible.

Development Impact

- 5.13 The consented and proposed vehicle trips outlined in **Table 5.2** and **Table 5.5** have been used to compare the potential net impact of the proposed Care Home. This is illustrated in **Table 5.6**.

Table 5.6 Net Impact of the proposed development

	AM Peak		PM Peak		Daily
	Arrive	Depart	Arrive	Depart	Two-Way
Consented Trip Gen	5	4	3	6	122
Proposed Trip Gen	5	4	3	4	135
Variation	+/- 0	+/- 0	+/- 0	- 2	+13

- 5.14 As shown within **Table 5.6**, the proposed Care Home is anticipated to result in the same number of trips during the AM peak hour, a reduction of two trips during the PM peak hour and a daily increase of 13 additional vehicle movements.
- 5.15 Given that the proposed Care Home is likely to result in a similar number of trips to the consented scheme, it is considered that the proposed development will result in a negligible impact on the local highway network.

Summary

- 5.16 The proposed development will have a negligible impact on the local highway; with the proposed 71-bed Care Home attracting a similar number of vehicle trips as assumed as part of the consented 66-bed scheme, therefore there is no requirement to undertake any junction capacity assessments.

6 Summary and Conclusions

Summary

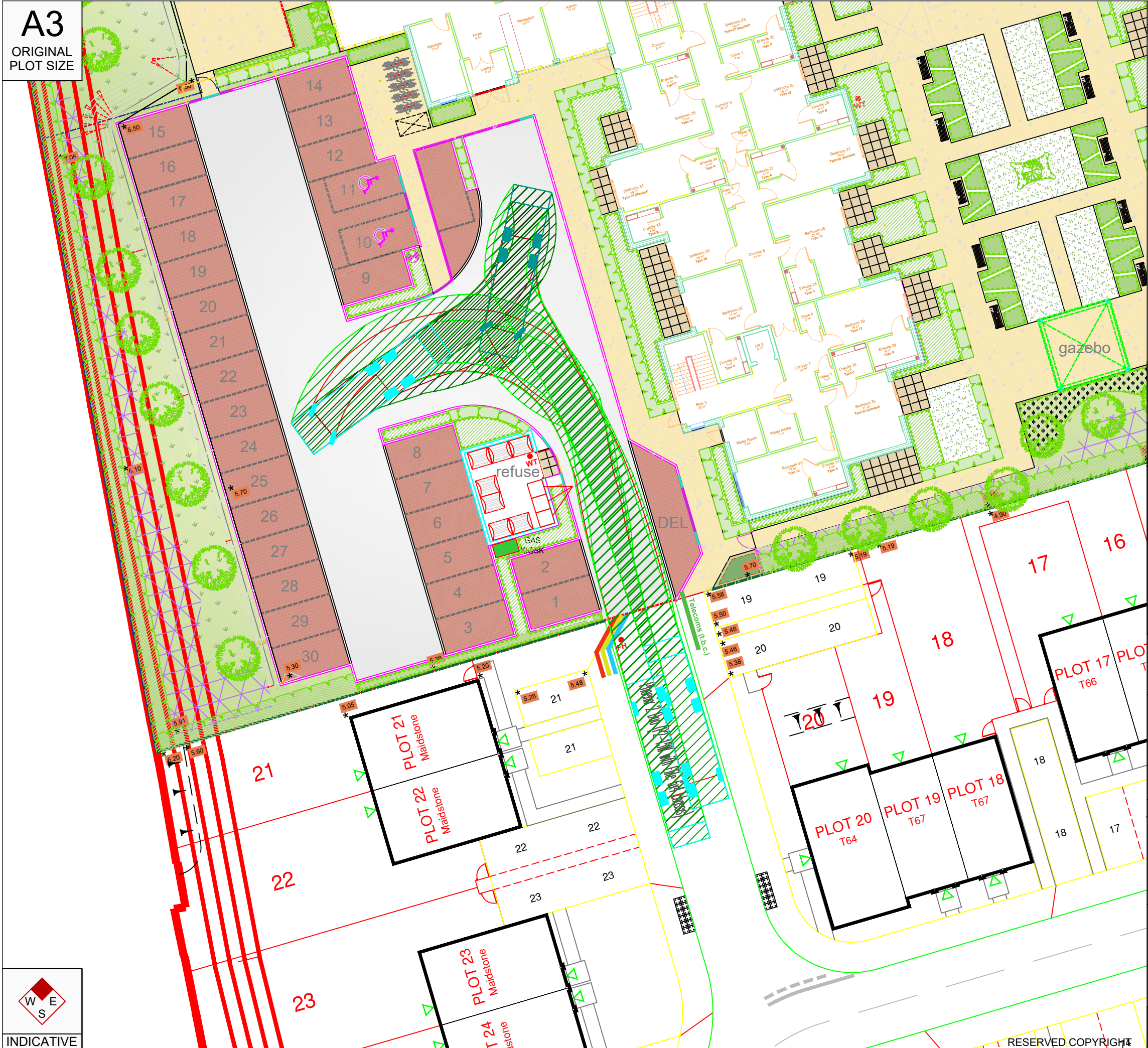
- 6.1 Transport Planning Associates (TPA) has been commissioned by Bedhampton Care Home Ltd to prepare this Transport Statement in support of its planning application to HBC for the development of a 71-bed Care Home.
- 6.2 The site is located along the southern side of the A2030 Havant Road in Bedhampton, Havant. Bedhampton is located approximately 3km west of Havant, 4km south of Waterloo and 7.25km northeast of Portsmouth.
- 6.3 The proposed 71-bed Care Home will replace a previously consented scheme for a 66-bed Care Home, which was approved as part of a wider planning application (Planning Application Reference APP/18/00450).
- 6.4 The site is located in a sustainable location with access to a high-frequency bus service, a range of local cycle routes, the National Cycle Network and a range of footways. In addition, it is considered that there is no accident issue in the local area.
- 6.5 The proposed development is for the construction of a 71-bed Care Home along with associated car and cycle parking, access and landscaping. The 71-bed Care Home will replace a previously consented 66-bed Care Home.
- 6.6 The proposed development will provide 10 cycle parking spaces. The provision of 10 cycle parking spaces is considered to be acceptable given the previously consented parking numbers and the likely staffing numbers.
- 6.7 The proposed development will provide 30 car parking spaces of which two will be allocated for disabled users. The provision of 30 parking spaces is considered to be appropriate given the previously consented parking numbers, the likely staffing numbers, the requirement for staff to ask permission to park a car on site and the parking accumulation.
- 6.8 The proposed Care Home is anticipated to result in the same number of trips during the AM peak hour, a reduction of two trips during the PM peak hour and a daily increase of 13 additional vehicle movements, which is similar to the trip generation of the consented scheme.

- 6.9 Given that the proposed Care Home is likely to result in a similar number of trips to the consented scheme, it is considered that the proposed development will result in a negligible impact on the local highway network.

Conclusions

- 6.10 The proposed Care Home is located in a sustainable location, is considered to be compliant with parking policy and will not have a detrimental impact on the local transport and highway networks. It is therefore considered that there are no transport or highways reasons for refusal of the planning application.

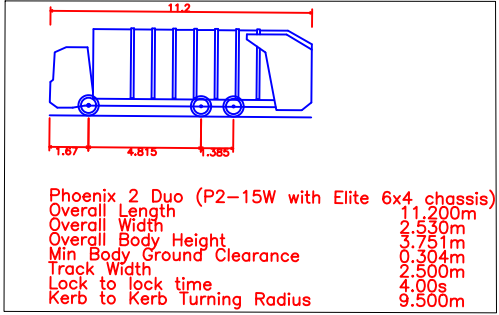
Drawings



A3
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PLOT SIZE

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- NOTES:
1. Based on Hay Associates Drawing H213 PL-08 (A).
 2. Swept Path Analysis of a Phoenix2 Duo (Autotrack Vehicle Reference No. N/A).



Key:

- Vehicle Pathway.
- Vehicle Overhang.

Rev	Date	Details	Drawn by	Checked by	Approved by
-	-	-	-	-	-

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CLIENT:
Halebourne Stag Lodge Limited

PROJECT:
Portsdown View Care Home,
Bedhampton

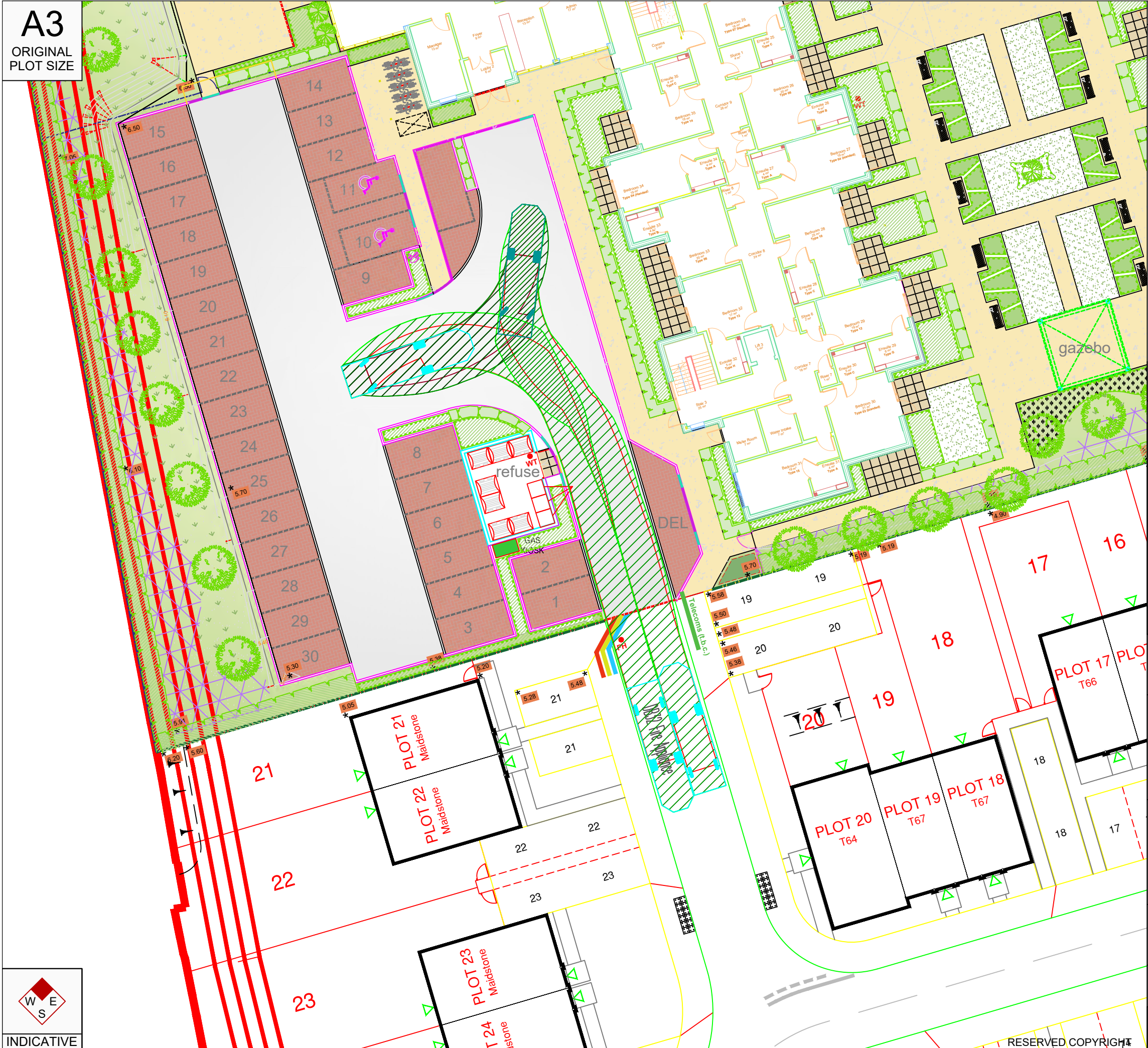
TITLE:
Swept Path Analysis of a
Phoenix 2 Duo

STATUS:
FOR INFORMATION

SCALE: 1:500	DATE: 28/06/22	DRAWN: DC	CHECKED: TW	APPROVED: DF
JOB NO: 2206-027	DRAWING NO: SP03	REVISION: -		



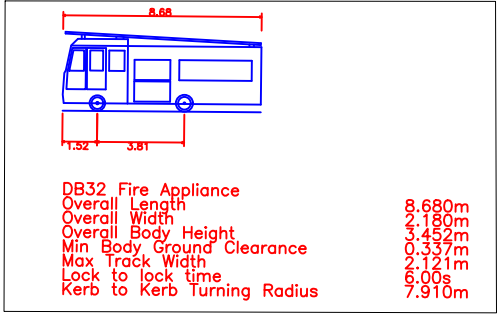
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- NOTES:
1. Based on Hay Associates Drawing H213 PL-08 (A).
 2. Swept Path Analysis of a DB32 Fire Appliance (Autotrack Vehicle Reference No. N/A).



Key:

- Vehicle Pathway.
- Vehicle Overhang.

Rev	Date	Details	Drawn by	Checked by	Approved by
-	-	-	-	-	-

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CLIENT:
Halebourne Stag Lodge Limited

PROJECT:
Portsdown View Care Home, Bedhampton

TITLE:
Swept Path Analysis of a DB32 Fire Appliance

STATUS:
FOR INFORMATION

SCALE: 1:500	DATE: 28/06/22	DRAWN: DC	CHECKED: TW	APPROVED: DF
JOB NO: 2206-027	DRAWING NO: SP04	REVISION: -		



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APPENDIX A

BASICCHARGE:EV

FREE-TO-USE

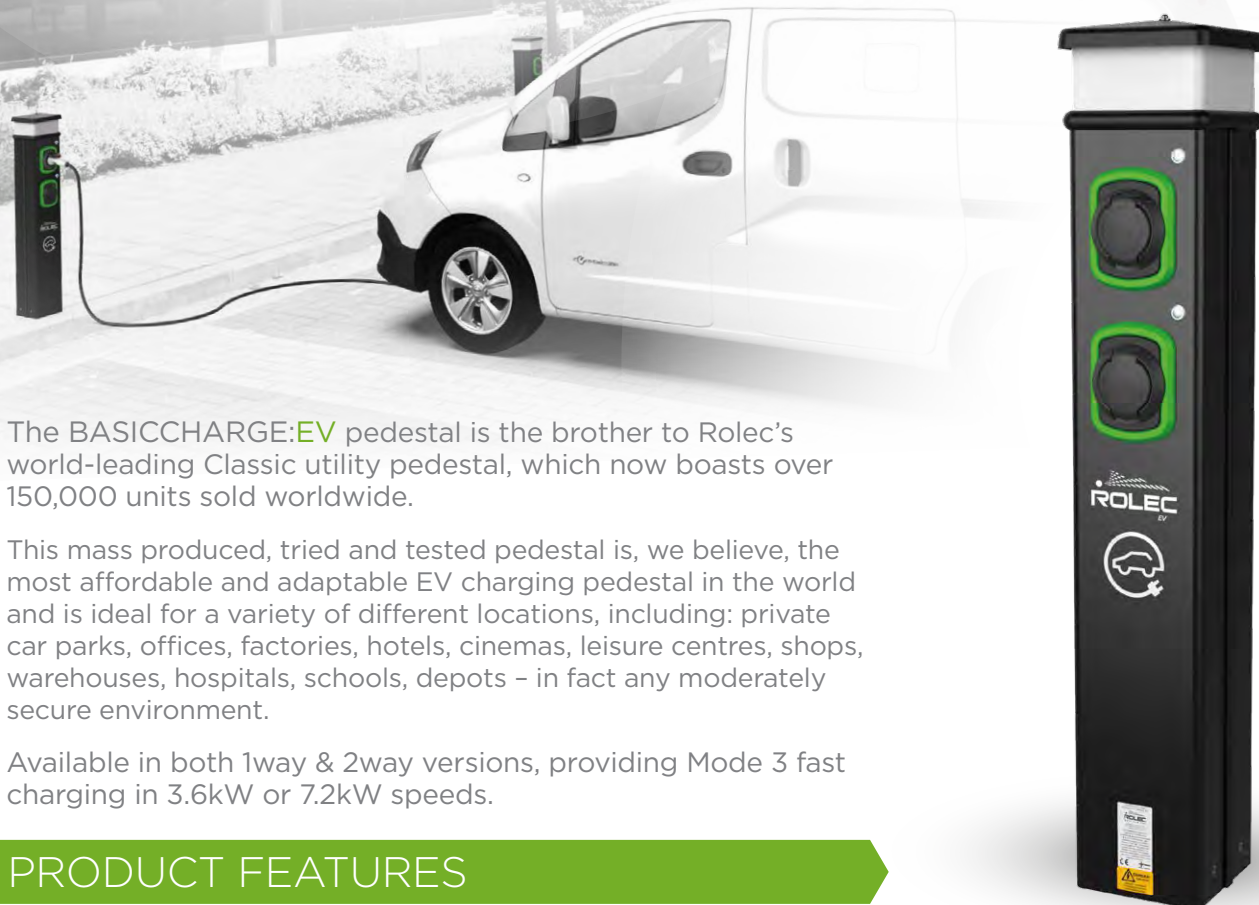
Type 2, Mode 3 Charging Socket(s)

3.6kW or 7.2kW

ROLEC

EV

MANUFACTURED IN THE UK



The BASICCHARGE:EV pedestal is the brother to Rolec's world-leading Classic utility pedestal, which now boasts over 150,000 units sold worldwide.

This mass produced, tried and tested pedestal is, we believe, the most affordable and adaptable EV charging pedestal in the world and is ideal for a variety of different locations, including: private car parks, offices, factories, hotels, cinemas, leisure centres, shops, warehouses, hospitals, schools, depots – in fact any moderately secure environment.

Available in both 1way & 2way versions, providing Mode 3 fast charging in 3.6kW or 7.2kW speeds.

PRODUCT FEATURES

- IEC 61851-1 Mode 3 fast charging
- Available in 1way and 2way versions
- Charging speeds - 3.6kW (16A) & 7.2kW (32A)
- IEC 62196 (Type 2) charging socket(s) c/w security hatchlock(s)
- Photocell controlled LED amenity lighting head
- Surface or roof mountable
- Built-in overload and fault current protection (RCBO)
- Built-in LED charging status indicator
- OLEV Grant Fundable under the Workplace Charging Scheme
- Easy to install and maintain
- IP65 British Standard Institute (BSI) certified
- Corrosion resistant & UV stabilised
- CE certified

Unit shown: BASICCHARGE:EV
2way Socket (Type 2) Charging Pedestal



Grant
Fundable



Branding & Colour
Options Available



LED Amenity
Lighting



IP65
Weather Proof



UV
Stabilised

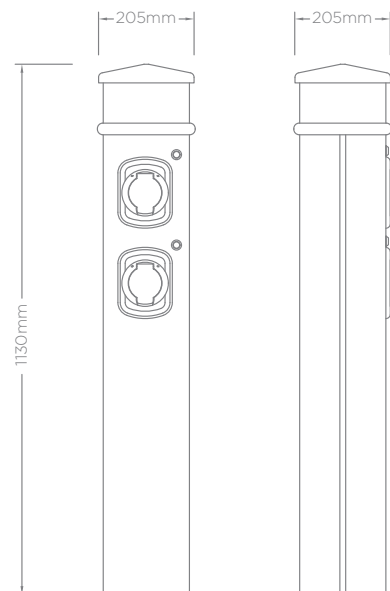


CE
Certified

SPECIFICATIONS

PHYSICAL

Dimensions	205mm x 1130mm x 205mm (W x H x D)
Standard Body Colour	Black (Other colours available upon request)
Standard Pod Colour	Green (Other colours available upon request)
Pedestal Material	High impact resistant aluminium composite outer shell
Internal Chassis	Heavy duty, hot dipped galvanised steel
Operating Temperature	-30°C to +50°C
Certifications & Compliances	Wiring Regulations - BS 7671 (18th Edition) IET EV Regulations, Glow Wire Testing - IEC 60695-2-13 EMC Compliance - EN 61000-6-3:2007, EN 61000-6-2:2005 Safety Compliance - EN 60950-1:2006, EN 60950-22:2006, Low Voltage Directive (LVD) 2014/35/EU Environmental Protection - IP65 (Category 1) Weatherproof BS EN 60529, UL94 Flame Rating at V2 for 1.5mm and 3.0mm



ELECTRICAL

Product Code	EVCL2005	EVCL2006	EVCL2015	EVCL2016
Charging Socket(s)	1x IEC 62196 (Type 2)		2x IEC 62196 (Type 2)	
Rated Output	3.6kW	7.2kW	3.6kW	7.2kW
Rated Current	16A	32A	16A	32A
Charge Protocol	Mode 3			
EV Charging Compliance	EN 61851-1:2001, EN 61851-21:2002, EN 61851-22:2002			
Input Voltage	230V AC/50Hz (Single Phase)			
Overload & Fault Current Protection	Built-in 30mA Type A RCBO & 6mA DC Sensitive Device			
	1x 20A	1x 40A	2x 20A	2x 40A
Incoming Cable Terminals	3 x 35mm			



OPTIONS & ACCESSORIES

- Key switch control charging
- Available with powder coated aluminium outer shell
- Available with powder coated stainless steel outer shell
- IP65 protected 13A domestic socket (Mode 2 charging or maintenance)
- Built-in class 1 MID compliant kWh meter
- Built-in time clock providing charge time management
- Corporate branding (colours, logo badge, etc.)
- Galvanised steel ground mounting base
- Protection barriers
- Charge point signage
- EV charging cables (Type 1 to Type 2 or Type 2 to Type 2)



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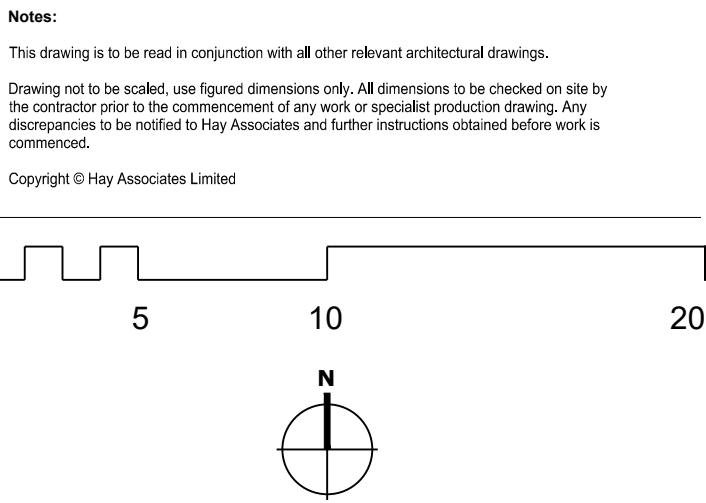
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APPENDIX B



NOTE:
FOR SOFT LANDSCAPING PROPOSALS
REFER TO ACD ENVIRONMENTAL SOFT
LANDSCAPE SPECIFICATION AND
DRAWINGS.

KEY TO SYMBOLS	SITE BOUNDARY LINE	NEW TREES - REFER TO LANDSCAPE PROPOSALS	PROPOSED WILDFLOWER AREAS - REFER TO LANDSCAPE PROPOSALS	PROPOSED RESIN BONDED GRAVEL	PROPOSED 600x600mm BUFF PAVING SLABS SUBJECT TO LANDSCAPE PROPOSALS	BRINDLE COLOURED BLOCK PAVED PARKING BAYS WITH FLUSH PCC EDGING & CHARCOAL COLOURED BLOCK DEMARCATIONS	BOUNDARY TREATMENT BY BARRATT/DWH	0.9m HIGH DIAMOND WOOD RAIL FENCE (KNEE RAIL) PLAINED FINISH
	PROPOSED GRASSED ZONES REFER TO LANDSCAPE PROPOSALS	PROPOSED SHRUBS REFER TO LANDSCAPE PROPOSALS	PROPOSED BULB & GRASSLAND AREAS - REFER TO LANDSCAPE PROPOSALS	PROPOSED HEDGING REFER TO LANDSCAPE PROPOSALS	EVCP - ELECTRIC VEHICLE CHARGING POINT	TARMAC ACCESS ROAD	1.8m HIGH CLOSE BOARDED FENCE & LOCKABLE GATES	1.8m HIGH GREEN WELDMESH FENCE & LOCKABLE GATES

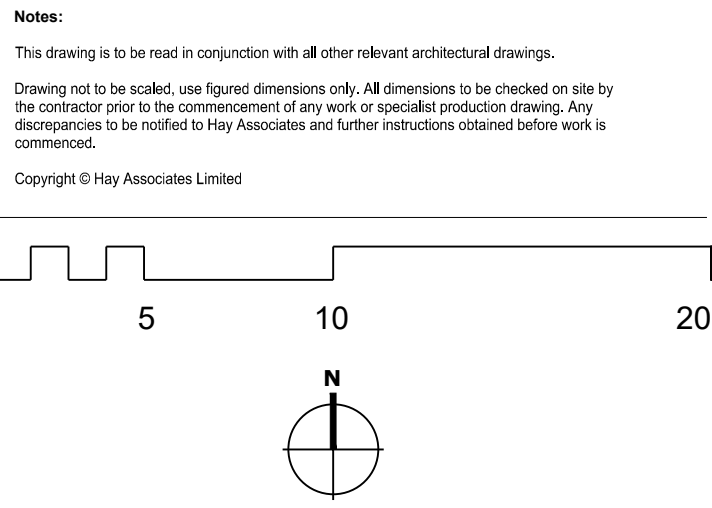
A	PLANNING ISSUE	28.07.2022
Rev.	Notes:	Date:

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Client Bedhampton Care Home Limited
Project Portsdown View Care Home, Bedhampton
Title CARE HOME - SITE PLAN PROPOSED
Scale 1:200 @ A1 **Date** July 2022 **Drawn by** MH **Checked by** MH
Project No. H213 **Drawing No.** PL-08 **Revision** A **Status** PLANNING

APPENDIX C



NOTE:
FOR SOFT LANDSCAPING PROPOSALS
REFER TO ACD ENVIRONMENTAL SOFT
LANDSCAPE SPECIFICATION AND
DRAWINGS.

KEY TO SYMBOLS	SITE BOUNDARY LINE	NEW TREES - REFER TO LANDSCAPE PROPOSALS	PROPOSED WILDFLOWER AREAS - REFER TO LANDSCAPE PROPOSALS	PROPOSED RESIN BONDED GRAVEL	PROPOSED 600x600mm BUFF PAVING SLABS SUBJECT TO LANDSCAPE PROPOSALS	BRINDLE COLOURED BLOCK PAVED PARKING BAYS WITH FLUSH PCC EDGING & CHARCOAL COLOURED BLOCK DEMARCATIONS	BOUNDARY TREATMENT BY BARRATT/DWH	0.9m HIGH DIAMOND WOOD RAIL FENCE (KNEE RAIL) PLAINED FINISH
	PROPOSED GRASSED ZONES REFER TO LANDSCAPE PROPOSALS	PROPOSED SHRUBS REFER TO LANDSCAPE PROPOSALS	PROPOSED BULB & GRASSLAND AREAS - REFER TO LANDSCAPE PROPOSALS	PROPOSED HEDGING REFER TO LANDSCAPE PROPOSALS	EVCP - ELECTRIC VEHICLE CHARGING POINT	TARMAC ACCESS ROAD	1.8m HIGH CLOSE BOARDED FENCE & LOCKABLE GATES	1.8m HIGH GREEN WELDMESH FENCE & LOCKABLE GATES

A	PLANNING ISSUE	28.07.2022
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Client Bedhampton Care Home Limited
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Scale 1:200 @ A1 **Date** July 2022 **Drawn by** MH **Checked by** MH
Project No. H213 **Drawing No.** PL-08 **Revision** A **Status** PLANNING