

**Travel Plan for Proposed Residential Care Facility**  
**42, Bedhampton Hill Road, Havant.**

**1.0 Introduction & Planning History**

1. We were initially briefed on the site to provide 3 new Lodges and a conversion and extension tot the existing Lodge building, providing 18 residential bedrooms in total.

2. An outline application was made for Phase 1. **Ref. No: APP/13/00457 Approved.**

3. A reserved matters application was then lodged, which increased the content/size of the main Lodge therefore exceeding the area originally granted outline consent for. **Ref. No: APP/13/01206 Approved**

4. The scheme was therefore reduced in area around the Lodge to accord with the outline consented areas, and planning consent granted with the appropriate calculated CIL charge attached thereto.

5. An additional and subsequent application was then made for the proposed extension works to the Lodge itself, to which CIL was not applied either in error on the Local Authority's behalf or maybe, as we all might have thought, it was in any event not applicable. As it transpires, CIL is not relevant on this application in isolation since the overall development area is only 67m2.

**Approval ref. APP/13/00457 29th May 2014**

6. A detailed planning application was then made for Phase 2.

This comprised a separate building containing the community pool and affiliated facilities independently accessed and therefore not subject to CIL, along with a 97m2 extension to Lodge 1.

Application ref. - **APP/15/00476 Approval granted on 18th September 2015**

The local authority has sought to retrospectively augment the areas previously approved outlined in item 5 above and unilaterally burden the scheme with the CIL charge in this respect. This is contrary to the contents of Richard Nash e-mail dated 12<sup>th</sup> August last year stating that no CIL charge would apply.

Our client has now decided not to proceed with the extension to Lodge 1 following discussions with relatives of existing residential clients, on which this new application has been based.

## **2.00 Phase 2 Revised Application**

The provision of a therapy pool and community hall will have occasional visitors with an undetermined frequency and number, and will have delivery access and refuse collection only from Bedhampton Hill Road, for which the new and relocated vehicular access is proposed.. Public access to the development will be from Bedhampton Hill Road from this new vehicular access..

### **2.0 Number of Employees**

The staffing level has been identified as a total of 14 staff (FTE).

### **3.0 Operating Times**

While the existing residential care facility is operated on a 24 hour basis, seven days a week, the precise usage times of this proposal are as yet unknown. However, it is likely to operate between the hours of 9am and 6pm.

### **4.0 Parking, Cycle & Loading Provision**

There will be a total of 18 car spaces on site.

10 for staff parking, and one for people with disabilities will be located to the west of the campus.

The new community facility will have 2 no. staff spaces.

5 no. visitor's spaces, one of which is for people with disabilities will be provided as a shared provision in front of the new facility to the east.

In addition, there is a larger space provided for minibus and ambulance parking.

15 no. secure cycle spaces are provided for staff and visitors.

Vehicular access for servicing will be from Bedhampton Hill Road.

### **5.0 On Site Facilities**

Each existing residential lodge is provided with a changing room and shower facility, along with a rest room and locker area and disabled toilet for overnight staff.

The proposed community facility is provided with changing and shower facilities.

### **6.0 Promotion of Alternative Travel**

Employment of local people who do not have to travel long distances will be encouraged, and any job vacancies would be advertised in local papers or via local agencies.

Off site users of the new community facility will be brought to the site by minibuses, while site incumbent users will be assisted across the campus as may be required.

Personal travel plans would be available to any member of staff who might request one, and a travel pack would be given to each employee, containing:

Bus, train and ferry timetables

Local car park locations

Indicate approximate distances of bus stops.

Details of bus/train/ferry ticket prices

## **7.0 Public Transport**

The facility operators will promote the use of public transport by ensuring local bus, train and ferry timetables are available for staff, and would provide interest free loans so the employee could purchase an annual season ticket and pay for it over 12 months.

The operators would provide details of transport timetables and ticket prices in each staff rest room.

## **8.0 Cycling**

The operator would promote cycling by providing a salary sacrifice scheme (tax free scheme) to purchase cycles and cycling equipment, and could offer a 'bike buddy' system to help the less confident cyclist to build up their confidence.

Bike pools could also be provided for any member of staff to hire.  
Changing and drying rooms are provided in each unit.

## **9.0 Walking**

The operator promotes walking via the provision of a walking buddy scheme, and the availability of drying areas etc.

## **10.0 Deliveries**

Where possible, the companies would try to reduce the individual numbers of deliveries made each week by combining any deliveries where possible. The delivery vehicles could also be used to transport any staff which needs to attend a different site at the same time a delivery is made.

### **11.0 Travel Plan Coordinator**

The operator would elect a Travel Plan Coordinator who would be responsible for implementing such plans and monitor its success, and keep the plan up to date.

### **12.0 Targets**

The operator would be encouraged to have 50% of staff travel to work by the measures outlined above.

### **13.0 Residential Operation**

- o 6 bedroom main house will have 4 staff during the day (including the manager) + 1 part time. At night 2 staff
- o Each 4 bedroom bungalow will have either 2 or 3 staff during the day + 2 night staff.

Car spaces will not be allocated, and staffing will work on shifts of 3 at a time.

Occasional visitors to the development would be able to park within the site.

Deliveries can be made via Bedhampton Hill Road.

The entrance lobbies would have internet access to public transport timetables and fare regimes, and location of local bus stops and car parks identified.

### **14.0 Community Facility Operation**

- o The facility will have 3 staff during the day (including the manager) + 1 part time.

Car spaces will not be allocated, and staffing will work on shifts of 3 at a time.

Occasional visitors to the development would be able to park within the site.

Deliveries can be made via Bedhampton Hill Road.

The entrance lobbies would have internet access to public transport timetables and fare regimes, and location of local bus stops and car parks identified.

### **15.0 Transport Statement**

The previously existing Hill Lodge had accommodated sufficient parking for six vehicles on open tarmac in addition to garage parking for 4 cars.

Cars and delivery vehicles used the service road regularly to park at varying hours of the day and evening. Bedhampton Hill Road served as the dropping off point for deliveries and refuse collections. Intuitively, there was historically potentially similar traffic movement than we are likely to generate with our proposal for 9 car spaces, bearing in mind the shift pattern of working as mentioned under 13.00 above..

It is therefore fair to say that the proposal compares favourably with the previously existing situation, and will have little or no impact on the surrounding highway infrastructure.

**PGP Architects**

**January 2016**