



ODYSSEY MARKIDES

ADVICE NOTE

PROJECT	:	Proposed Extra Care Development, Dukes Meadow, Waterloooville
JOB NO.	:	14-208
NOTE TITLE	:	Transport & Highways Matters Arising
AUTHOR	:	RJH
APPROVED	:	BM / RJH
DATE	:	6th November 2014

1. This note sets out transport and highways matters arising following the submission of a planning application for a proposed Extra Care development at Dukes Meadow in Waterloooville. This specifically covers the following:

- Amendment to car parking provision;
- Visibility at the junction of Foxtail Road with Darnel Road; and
- Access to the Waterloooville Household Waste Recycling Centre.

Amendment to Car Parking Provision

2. Since the initial submission of the application an amendment has been made to the car parking provision; this has been reduced by a single space following changes to improve the configuration of the main car parking area. The provision is therefore now 23 spaces rather than 24. This will not however have any implications for the parking ratio of spaces to extra care units as the number of proposed units has now reduced from 50 to 48. The relevant standards and justification for provision was presented in the Transport Statement and is thus still applicable; this has been replicated in the following paragraphs for ease of reference.
3. Car parking standards for Extra Care facilities are not specifically defined by WCC, HBC, or indeed HCC.
4. Pre-application discussions took place with both WCC and HBC Highways Officers to ascertain the most appropriate car parking provision required for this Extra Care type of development, given the Sui Generis use. WCC and HBC both put forward the car parking standards for Nursing and Rest Homes as the initial basis for the Extra Care provision as these most closely resemble the proposed type of development.

5. The Winchester District Local Plan Review 2006 Saved Policies, together with the adopted policies from Local Plan Part 1 (adopted March 2013), form the development plan for Winchester District and will be the basis for planning decisions. In this regard Policy T4 Parking Standards is a saved policy. This policy refers to and uses the Hampshire Parking Strategy and Standards 2001 adopted SPG.
6. Havant Borough Residential Parking and Cycle Provision SPD (adopted March 2010) sets out the parking standards for the borough. Their 'Standard' requirements set out in Table 6 of the SPD.
7. The notes of the Havant standards state that this parking provision '*would allow flexibility for visitors, visiting health care professionals, ambulances, etc*'. It goes on to state that for staff the number of spaces should be based on '*the number typically present on the site at any one time*'.
8. The Nursing and Rest Home maximum car parking standards are set out in **Table 1**.

Table 1 – Maximum Car Parking Standards

Land Use	Residents	Staff*
Nursing & Rest Home	1 space per 4 residents	1 space per staff

* Applied to the total number of staff that would be on site at any one time

9. It has been advised that there will be a maximum of 12 staff for this Extra Care facility, with a maximum of seven of these staff on site at any one time. These staff will include a development manager, two carers and various facility staff.
10. **Table 2** demonstrates the number of car parking spaces required based on the car parking standards.

Table 2 – Number of Car Parking Spaces

Persons	No. Spaces
Residents	19
Staff	7
Total	26

11. As can be seen a total of 26 car parking spaces would be required. This may be an over provision given, as stated above, the HBC standards state that the parking standards allow for flexibility for visitors and visiting health care professionals.
12. This provision has been compared to other operational / approved Extra Care facilities:
 - There is a site recently constructed in Basingstoke town centre which is a 63 unit Extra Care housing scheme. This has 19 car parking spaces, which equates to 0.31 spaces per unit. If applied to the proposal this would equate to 16 spaces, but obviously this provision reflects its town centre location as would be the case with the HBC and HCC standards which would allow a 50% reduction in the Nursing & Rest Home standards.

- Waring Court in Thatcham is a 51 unit Extra Care housing scheme with 22 car parking spaces. This equates to 0.43 spaces per unit; again if applied to the proposal this would equate to 22 spaces.
 - An approved scheme in Bracknell on the former Garth Hill School site for a 65 unit Extra Care housing scheme, with 33 car parking spaces. This equates to 0.51 spaces per unit which if applied to the proposal would equate to 25 spaces.
13. The proposed level of parking is therefore comparable to other Extra Care facilities.
 14. The car parking provision for this Extra Care facility will include 23 spaces on-site and a further six spaces on the site located c.150m south, which received Outline Planning Permission (No. 10/03252/OUT) for an 82 bed Nursing Care Home in September 2010.
 15. The car parking provision will consist of 19 residential spaces, in accordance with the standards. There will be a further four spaces for staff on site; these will cater for the expected maximum provision of four part-time staff that would be on site at any one time.
 16. The six spaces on the Nursing Care Home site will be for the maximum provision of three full-time staff on site at any one time, with an additional three spaces. These additional three spaces have been provided so that in the future if the residents care needs become more demanding this will be able to be catered for. Furthermore it is anticipated that a proportion of the staffing will be shared with the Nursing Care Home therefore an element of parking for the Extra Care has been placed at the Nursing Care Home.
 17. Of the total of 26 spaces four spaces will be provided for people with disabilities. This represents 15% of the total car parking provision.
 18. It is anticipated that the six additional parking spaces at the Nursing Care Home site will be secured within the Section 106 Agreement in perpetuity.
 19. The car parking swept path plan has been revised with the amended layout as shown on **Drawing no.14-208-003A**, whilst for completeness the fire tender swept path plan is also updated as shown on **Drawing no.14-208-002A**.

Visibility at the Foxtail Road / Darnel Road

20. It is understood that some concerns have been raised by residents that the proposed extra care building will block the sight line onto Darnel Road (the “Main Avenue”) from Foxtail Road. We can confirm that the required visibility set back from the give-way junction of 2.4m will not be compromised by the building, indeed there is both a verge and a footway / cycleway which creates a generous separation between the road and the building line. For information we have annotated the required visibility splay of 2.4m by 43m onto **Drawing no.14-208-001A** which would have informed the original junction design when the residential application was approved. It is not therefore necessary for any amendments to be made to the junction.

Access to the Waterloooville Household Waste Recycling Centre

21. We are aware that there are on-going concerns from new residents of the new Taylor Wimpey development associated with access to the Waterloooville Household Waste Recycling Centre (HWRC) located at the southern end of the overall development, these concerns being tied in with the proposed closure of Sickle Way and additional residential development.

22. We understand that the signed route to the HWRC has always been via the traffic signals from Hambledon Road thence to Darnel Road / Auger Row, albeit in the longer term the principle route will be from the south off the A3 once the new access via Grainger's development is in place, and that Hampshire County Council Highways did not object to the HWRC application.
23. In respect of Sickie Way it is understood that this has always been due to close, with Darnel Road agreed as the entrance to and from the site including the HWRC.
24. It is also important to put the actual Extra Care proposals into context namely:
- The original site was designated for employment usage which would have generated more peak hour traffic;
 - The site already has consent for a 37 unit Extra Care facility and therefore the traffic impact of the current application applies only to the net increase of 10 units. The Transport Statement set out the net traffic impact for 50 units. This has been updated for the amended scheme of 48 units as in the table below:

Net Peak Hour Traffic Generation

Time Period	Approved Dev. Vehicle Generation - 37 units			Net Vehicle Generation – Additional 11 units		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
08:00-09:00	4	5	9	1	2	3
17:00-18:00	4	4	8	1	1	2
19:00-20:00	8	6	14	2	2	4

25. Given the insignificant change against the consented traffic generation it can be seen that this application is not the forum for the other issues. As such this application cannot be penalised for road traffic works outside of the applicants control, such as the Grainger works to the road connection which Taylor Wimpey have entered into.

DRAWINGS