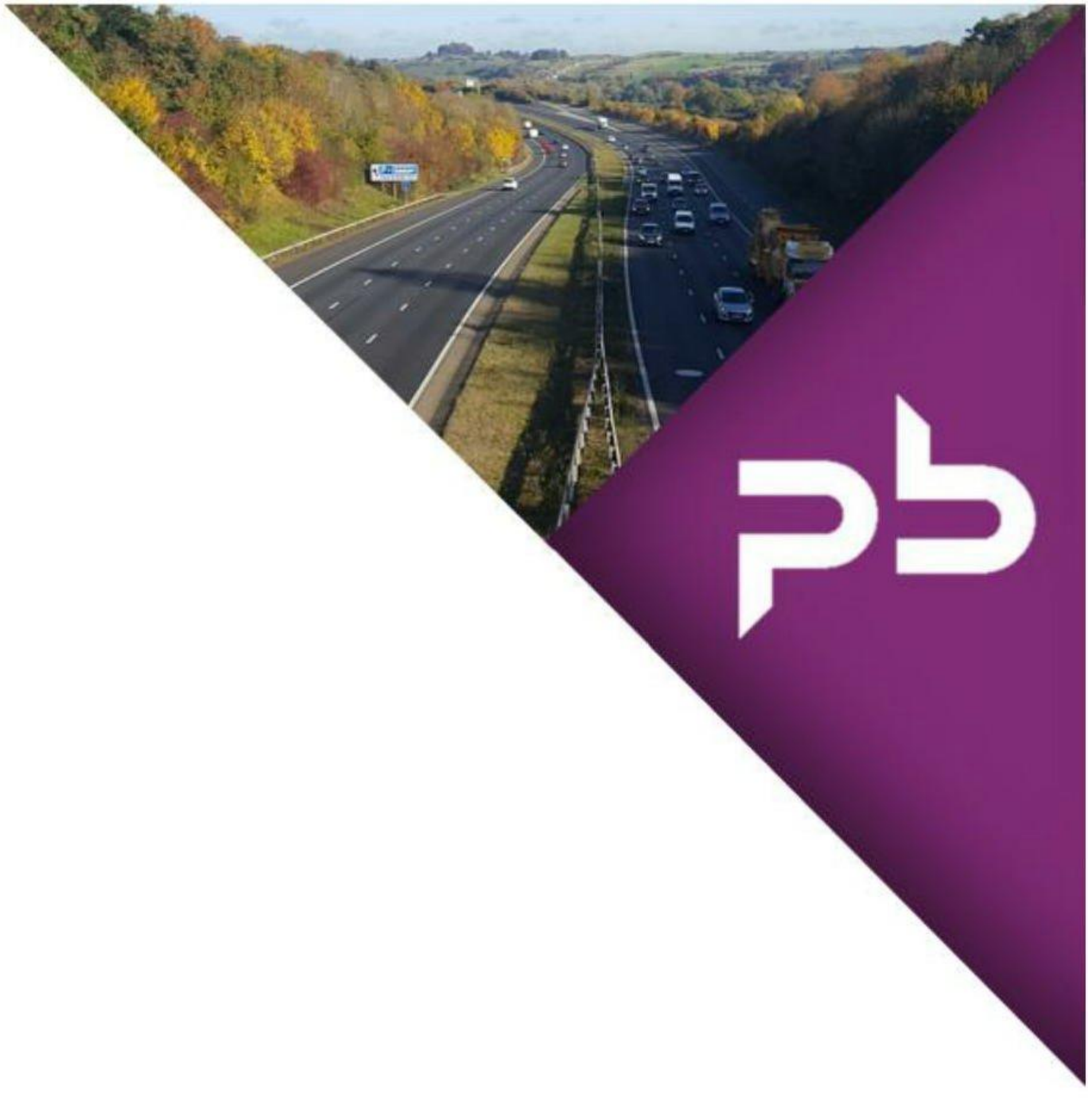


THE ORCHARD HOUSE, WESTERN AVENUE, EMSWORTH

TRANSPORT STATEMENT

May 2017

McCarthy & Stone Ltd

RETIREMENT LIVING DEVELOPMENT
THE ORCHARD HOUSE, WESTERN AVENUE
EMSWORTH

TRANSPORT STATEMENT

CONTROLLED DOCUMENT

PB-Associates Document No:	034.0099/TS/1		
Status:	Original	*Copy No:*	

	Name	*Signature*	*Date*
Prepared by:	Shaan Novitzki	[redacted]	May 2017
Checked:	Jon Huggett		May 2017
PBA Approved:	Paul Basham		May 2017

Revision Record					
Rev.	*Date*	*By*	*Summary of Changes*	*Chkd*	*Aprvd*
2	22/5/17	SN	Client Comment	JH	JH

McCarthy & Stone

McCarthy & Stone
South West House
1 Embankment Way
Ringwood
BH24 1EU

paulbasham associates

Paul Basham Associates Ltd
Lancaster Court
8 Barnes Wallis Road
Fareham
Hampshire
PO15 5TU

RETIREMENT LIVING DEVELOPMENT
THE ORCHARD HOUSE, WESTERN AVENUE
EMSWORTH

TRANSPORT STATEMENT

Contents

1. INTRODUCTION 2
2. EXISTING CONDITIONS 4
3. DEVELOPMENT PROPOSALS 9
4. TRIP GENERATION AND HIGHWAY IMPACT 12
5. SUMMARY AND CONCLUSIONS 17

Figures

Figure 1 – Site Location
Figure 2 – PIA Data

Tables

Table 1 – Local Amenities and their Distances by Various Travel Modes
Table 2 – Local Bus Services
Table 3 – TRICS Trip Generation- Residential 'Houses Privately Owned'
Table 4 – TRICS Trip Generation- Residential 'Retirement' use
Table 5 – Net Trip Impact
Table 6 – Destinations and % distribution of all development trips
Table 7 – Summary of Waiting Times at the Junction between Western Avenue and Havant Road

Appendices

Appendix A – Site Layout
Appendix B – Pre-Application Feedback
Appendix C – Accessibility Map
Appendix D – Accident Reports
Appendix E – Proposed Western Avenue Improvements and Visibility Splays
Appendix F – Vehicle Tracking
Appendix G – TRICS Outputs
Appendix H – McCarthy & Stone Independent Trip Rate Research
Appendix I – Video Survey Outputs
Appendix J– Distribution Diagrams

1. INTRODUCTION

1.1 This Transport Statement (TS) has been prepared by Paul Basham Associates (PBA) on behalf of McCarthy & Stone Ltd to support a full planning application for a 'Retirement Living' development comprising 25 age restricted apartments on Land at The Orchard House, Western Avenue, Emsworth. The site location is demonstrated in **Figure 1**, whilst the proposed site layout is included as **Appendix A**.

Figure 1: Site Location

1.2 'Retirement Living' Developments are designed to meet the needs of the elderly who require an element of support to allow them to live a relatively independent life. They consist of individual apartments for the residents, but include communal facilities such as resident lounges, communal laundry and a guest suite where friends or relatives can stay when visiting. The sites are minimally staffed with only a house manager on duty during office hours and alarm call systems in place for residents to call for help in an emergency.

1.3 The characteristics of residents of 'Retirement Living' sites are summarised as follows:

- Designed to accommodate elderly persons who live a relatively independent life;
- Average age of entry is early to mid 70s;
- The vast majority of purchasers are individuals rather than couples;
- Consist of individual apartments with communal lounge and gardens;
- 1 member of full time staff (house manager).

1.4 The highway matters addressed within this TS have been informed by a pre-application consultation, with feedback received in October 2016. The response identified the need for additional information on access rights, servicing arrangements, the required/proposed extent of upgrading works on Western Avenue and parking provision. For reference these highways comments are attached as **Appendix B**.

1.5 With this feedback in mind the scope of this TS addresses accessibility, access arrangements, parking provision, visibility splays, personal injury accident data, trip generation and highway impact before drawing conclusions.

2. EXISTING CONDITIONS

2.1 The existing site comprises of one residential dwelling with five parking spaces. The existing dwelling is accessed via Western Avenue, a private road approximately 100m in length connecting to Havant Road via a vehicle crossover. Western Avenue currently serves Springfield Nursing Home and private residential dwellings. Given the short length and residential cul-de-sac nature of Western Avenue, vehicle speeds along the carriageway are low. The existing access onto Havant Road is shown in **Photograph 1**.

Photograph 1: Existing access onto Havant Road

2.2 The site is located approximately 2.5km to the west of Havant and 1km to the west of Emsworth Town Centre (12 minute walk - based on 3mph walking speed - or 5 minute bus journey). Emsworth Town Centre offers a range of amenities such as a pharmacy, a post office, banks, convenience stores, restaurants, convenience stores and Emsworth Surgery and Emsworth Dental Surgery.

2.3 Local services and their distances and times by foot, cycle and bus are summarised in **Table 1**, whilst an accessibility map is attached as **Appendix C**.

Amenity	Distance	Walking Time (in minutes and based on 3mph walking speed)	Time by Bus (minutes)
Bus Stop	300m	2	-
Train Station	1.3km	15	9
Convenience Store	1km	12	5
Doctors	1km	12	5
Dentist	1km	12	5
Local Centre	1km	12	5

Table 1: Local Amenities and their Distances by Various Travel Modes

2.4 It should be noted that **Table 1** uses an estimated walking speed of 3mph as an average given that walking speeds will vary from resident to resident. Older residents may be slower and therefore the times shown in the table above can be increased by a third to accommodate this. Even factoring this in would result in the bus stop being an approximate 3 minute walk and the centre of Emsworth being within a 20 minute walk.

Local Road and Pedestrian Network

2.5 Western Avenue is a private street approximately 5.5m wide. The road currently acts as an informal shared surface for existing residents and visitors. Whilst a right of access exists along Western Avenue, there is no legal right to park on the carriageway, with parking provision for the existing care home provided in the form of demarcated bays to the east and west of the carriageway.

2.6 Western Avenue is accessed from Havant Road (A259) via a vehicle crossover. Havant Road is approximately 12m wide with 1.5m wide mandatory cycleways on either side of the road and hatching along the centre line. Havant Road has continuous footways of 2m on both sides of the carriageway, which provides a link to Emsworth Town Centre. Havant Road acts as a distributor road into Chichester to the east and Havant and the A27 to the west.

2.7 The route into Emsworth Town Centre via Havant Road is facilitated by dropped kerbs, tactile paving, informal crossing points and a signalised crossing point located 300m to the east of the site. The pedestrian environment on Havant Road is supported by a gentle topography, which presents opportunities for residents to walk into the town centre. The existing pedestrian conditions on Havant Road are demonstrated in **Photographs 2** and **3**.

Photograph 2: Existing Pedestrian Conditions on Havant Road

Photograph 3: Pedestrian Crossing on Havant Road (to west)

Cycling Network

2.8 Whilst cycling may not be an appropriate mode of transport for all residents, the active cycling environment surrounding the site would be a viable mode of transport for staff/visitors. On Havant Road there are mandatory on-road cycle lanes on both sides of the carriageway, which have breaks across accesses. This route is part of the National Cycle Network (NCN) Route Number 2, which connects cyclists into Emsworth Town Centre, Havant and Hayling Island. The condition of NCN Route 2 in the vicinity of the site is shown in **Photograph 4**.

Photograph 4: Cycle Lane on Havant Road (A259)

Local Bus Network

2.9 There are two bus stops accessible within a 2 minute walk of the site on Havant Road. Both stops on Havant Road are facilitated by a shelter, flag pole, timetable and layby. Bus services at these stops are operated by Stagecoach and Emsworth & District and are summarised in **Table 2**.

Service	Operator	Route	Times		
			Monday -Friday	Saturday	Sunday
245	Emsworth & District	Emsworth-Oakland's School	*One service in the AM and PM	-	-
700 Coastliner	Stagecoach	Flansham Park-Bognor Regis-Chichester-Havant-Portsmouth	Every 20 minutes	Every 20 minutes	Every 30 minutes

Table 2: Local Bus Services

*This bus is a school service which only operates Monday-Friday during term time

2.10 Within the immediate vicinity of the site Stagecoach operate one regular service that runs every 20 minutes Monday-Saturday between 5am and 11pm. Journeys into Havant last approximately 20 minutes, with journeys into Chichester lasting approximately 25 minutes.

Local Rail Network

2.11 Emsworth Rail Station is located approximately 1.2km to the north-east of the site and is accessible via a 9 minute bus journey or 15 minute walk. Emsworth Rail Station offers users 15 cycle storage spaces, 6 parking spaces (including 1 accessible space), CCTV, waiting rooms, step free access and customer help points.

2.12 Services from this station are managed by Southern Rail, with services operating to London, Portsmouth, Brighton and Southampton. Intermediary stops include Chichester, Fareham and Havant. Services at this station typically run once per hour, with services to Southampton Central, Portsmouth Harbour and Brighton operating twice an hour. Journeys into Portsmouth, Southampton, Littlehampton last between 21-74 minutes, with journeys into Brighton being just over 1 hour and journeys into London Victoria lasting 1 hour and 40 minutes.

Personal Injury Accident Data

2.13 Personal Injury Accident (PIA) data within the vicinity of the site has been collected for a period of three years between January 2014 and December 2016. The PIA data within the site vicinity is shown in **Figure 2**.

Figure 2: PIA Data

2.14 The PIA data indicates that there have been no incidents within the immediate vicinity of the site access on Havant Road. The PIA also illustrates that to the east of the site there have been two slight accidents at the Beach Road/Havant Road junction and to the west there have been two slight incidents on Havant Road, with a cluster of two slight and one serious accident at the Nore Farm Avenue/Havant Road Junction. These accidents were caused by driver error and unfortunate circumstance and do not highlight any existing concerns in terms of highway safety within the vicinity of the site access. Accident reports for these incidents are attached as **Appendix D**.

2.15 PIA data also indicates that there have been no incidents within the vicinity of the site access on Havant Road for a 15 year period, further demonstrating the safe conditions within the vicinity of the site access.

Summary

2.16 The site is situated within a relatively accessible location, with numerous local amenities available within Emsworth Town Centre, which is a 12 minutes walking distance from site. Local bus services within the immediate vicinity of the site operate every 20 minutes and connect to local facilities within Havant, Emsworth and Chichester. Emsworth Rail Station presents opportunities for abled residents, staff and visitors travelling further afield, with services into neighbouring local centres such as Southampton.

3. DEVELOPMENT PROPOSALS

3.1 The development comprises 25 two-bedroom age restricted 'Retirement Living' apartments, with access to remain as existing. The site layout attached as **Appendix A**.

Access Arrangements

3.2 Access to the site would remain as existing, with site vehicles having a right of access over Western Avenue. Western Avenue forms a vehicle crossover onto Havant Road, which is currently c.7m wide and able to accommodate for the two-way movement of vehicles in accordance with Manual for Streets (MfS) guidance.

3.3 Given the straight alignment of Havant Road and wide (approximately 2.5m) footways in this location, visibility at the existing junction is very good. In addition, as detailed previously, PIA data indicating that no accidents have occurred at or near the site access over a 15 year period. The existing visibility splays are visually shown in **Photographs 5** and **6**.

Photograph 5: Visibility in the Primary Direction

Photograph 6: Visibility in the Secondary Direction

3.4 The site would be accessed through an extension of Western Avenue to the south. The extension of the road would provide access to the site's parking provision to the south and east, with pedestrian entrances provided on the northern and eastern sides of the building.

3.5 Approximately 65m from the junction with Havant Road the Western Avenue carriageway narrows to below 4m for a distance of 30m before reaching the site. Whilst this reduced width is intended to be retained, there is excellent inter-visibility on either side of this pinch point (as shown in **Appendix E**) and this, along with the low vehicle flows and speeds anticipated in this location, would mean that there are no concerns with the operation or safety of Western Avenue at this point.

3.6 Specifically there are only two houses and the site itself that are accessed via this pinch point and therefore the number of vehicles using this section of carriageway will be low (approximately one every 8-10 minutes using the trip generation calculations in **Section 4**). In addition given that vehicles will be accessing or egressing the site or driveways at this point vehicle speeds would be low (approx. 10-15mph) It is therefore considered that the proposals will not negatively impact on the free flow of traffic along the public highway or Western Avenue.

Offsite Works

3.7 As part of the development improvements would be made to the existing carriageway along Western Avenue. In particular Western Avenue would be resurfaced to improve conditions for both vehicles and pedestrians when accessing existing dwellings and the proposed development. The proposed improvements to Western Avenue are outlined in the drawing attached as **Appendix E**.

Parking Provision

3.8 McCarthy & Stone 'Retirement Living' developments are designed to meet the needs of elderly persons who require an element of support but largely want to live independently, and therefore parking demand for the site proposals would not coincide with traditional parking standards.

3.9 According to Havant Borough Council's (HBC) Parking Supplementary Planning Document (SPD) the standards for C3 require (for shared/communal parking) 0.9 spaces per 1 bed unit and 1.3 spaces for 2 bed units. Allowing for visitor spaces as well would lead to a requirement for 39 spaces in total, however as noted in the SPD (Note 2 of Table 4B), tenure and age can influence car ownership and the nature of the development should be considered in this instance.

3.10 In particular HBC's SPD does outline that parking provision for sheltered accommodation will be considered on 'case by case basis' (Note 3 of Table 4C). In this case the apartments will be typically single occupancy with residents in their early to mid-70s and therefore it is well recognised that car ownership and parking demand at this site would be significantly lower than general market schemes.

3.11 Parking provision has therefore been designed HBC's residential parking standards in mind in that the development proposes the provision of 28 spaces (including two disabled bays), which covers the expected demand for residents as well as providing additional spaces for staff and visitors. The level of parking provision proposed would prevent overspill parking from occurring on Western Avenue, with all demand contained within the site. In addition the development will include a buggy store to reduce resident's reliance on the private car.

3.12 A tracking exercise has been completed to ensure that the parking provision proposed is suitable and accessible. This tracking is attached as **Appendix F**.

Cycle Parking

3.13 As previously stated HBC do not provide parking standards for 'retirement' developments. Due to the nature of the development as 'Retirement Living', residents are unlikely to take part in active cycling. McCarthy & Stone's independent research indicates that for residents living within 'Retirement Living' apartments, the cycle ownership rate is 0.0289 per unit. This would equate to ownership of 1 cycle per 25 flats. The development therefore proposes a store on the ground floor which will accommodate for both cycles and buggies. The location of this store is indicated on the site layout (**Appendix A**).

Servicing Arrangements

3.14 The existing dwellings and Care Home on Western Avenue are currently serviced via Havant Road, with the refuse vehicle reversing into Western Avenue from the main road. The development proposes a significant betterment over the existing servicing arrangements, with the provision of a turning head, ensuring that service vehicles do not need to reverse with onto or off of Havant Road. The site's turning head would allow refuse and fire tenders to enter, turn and exit the site and Western Avenue in forward gear. Tracking of the proposed turning head has been undertaken and is attached as **Appendix F**.

Summary

3.15 As can be seen above the scheme would provide an overall betterment to the operation and safety of Western Avenue through the proposed carriageway resurfacing and the construction of a turning head to allow service vehicles to safely access all properties in this location in a forward gear. In addition the proposed level of parking would ensure that the demands of residents and visitors are met without leading to overspill parking on Western Avenue.

4. TRIP GENERATION AND HIGHWAY IMPACT

Existing Trip Generation

4.1 The site is currently 1 large residential dwelling and the expected level of traffic generated by the existing site has been calculated using the TRICS V7.4.1 database. The resultant trip rates are presented below in **Table 3**, with the full TRICS outputs included in **Appendix G**. This TRIC assessment used the following parameters:

- Residential 'Houses Privately Owned'
- England and Wales- Excluding Greater London
- 6-10 Units
- Monday-Friday
- Edge of Town/ Suburban Area

TRICS (v.7.4.1)	AM Peak (0800-0900)		PM Peak (1700-1800)		Daily (12 Hours)
	Arrivals	Departures	Arrivals	Departures	
Trip Rate	0.143	0.333	0.476	0.214	5.022
Trip Generation (1 Unit)	0	0	0	0	5

Table 3: TRICS Trip Generation- Residential 'House Privately Owned'

4.2 The TRICS outputs demonstrate that the existing dwelling is anticipated to generate no trips in the AM or PM Peaks, with 5 trips anticipated over a 12 hour period.

Proposed Trip Generation

4.3 As the nature of McCarthy & Stone 'Retirement Living' developments differ from traditional retirement schemes, traffic counts were commissioned at other similar McCarthy & Stone developments in the UK. The relevant trip data extracted from McCarthy & Stone's independent research is attached within **Appendix H** and applied to the proposed development in **Table 4**.

4.4 In order to provide a fully robust assessment the TRICS database has also been consulted for 'Retirement Flat' developments of similar size, in similar locations. The results of this assessment are summarised in **Table 4**, with outputs also attached in **Appendix G**. The list of parameters used are as follows:

- Residential 'Retirement Flats';
- England and Wales- Excluding Greater London;
- Monday- Friday;
- 28-50 units; and
- Suburban Area and Edge of Town locations.

TRICS (v.7.4.1)	AM Peak (0800-0900)		PM Peak (1700-1800)		Daily (12 Hours)
	Arrivals	Departures	Arrivals	Departures	
Retirement Flat Trip Rate (Per unit)	0.112	0.089	0.045	0.077	2.912
25 Retirement Flats	3	2	1	2	73
McCarthy & Stone Retirement Living Unit Trip Rate	0.106		0.100		1.66
25 'Retirement Living' Flats	3		3		42

Table 4: TRICS Trip Generation- Residential 'Retirement' Use

4.5 **Table 4** demonstrates that the development proposals are anticipated to generate 3-5 trips in the AM Peak, 3 trips in the PM Peak and 42-73 trips across a 12 hour period. This is equivalent to circa 4-6 trips per hour.

4.6 It should be noted that the use of the TRICS database in this instance represents a worst case scenario given that the trip rates are derived from surveys at a number of retirement schemes which will have different age profiles to the proposed development, including residents being 55+ rather than the typical mid 70s age of entry for McCarthy & Stone schemes. Given younger residents are more likely to drive and be more active this would result in a higher trip generation than that expected at this site.

Highway Impact

4.7 A net impact assessment of the site proposals using the 'worst case' scenario is shown in **Table 5**. This assessment indicates that the development proposals are anticipated to have a maximum net increase of 56 additional trips over a 12 hour period. In comparison to the number of vehicles using Havant Road on a daily basis 56 additional trips is minor.

	AM Peak (0800-0900)	PM Peak (1700-1800)	Daily (12 Hours)
Existing	0	0	5
25 unit 'Retirement' Development	5	3	73
Net Impact	+5	+3	+68

Table 5: Net Trip Impact

4.8 To further assess the impact of the proposed development a three-day video survey was undertaken at the junction between Western Avenue and Havant Road on the 2nd May 2017. These surveys were conducted at 0700-1000 to capture the AM Peak and at 1600-1900 to capture the PM Peak. This data

was used to determine existing traffic flows, turning counts and waiting times at the junction between Western Avenue and Havant Road, as it has been expressed by residents that queuing already occurs on Western Avenue when vehicles are attempting to access Havant Road. We therefore trust that the survey assists in addressing concerns raised by local residents at the public consultation. Full outputs of these surveys ae attached as **Appendix I**.

4.9 To determine the distribution of vehicles from the site, 2011 Census Data at the Middle Super Output Level for Havant 013 has been consulted. The dataset used to calculate the trip distributions was WU03EW- Origin and Destination, which was filtered to only highlight destinations with five or more trips. This data indicates that from Western Avenue 59% of vehicles turn left onto Havant Road (westbound) and 41% of vehicles turn right onto Havant Road (eastbound). A summary of this data is provided in **Table 6**.

Origin Area:		**Havant 013**	
Destination	Direction from Site	Number of Trips	Percentage of Trips (%)
Portsmouth	L	598	21
Emsworth	R	375	13.2
Chichester	R	344	12.1
Havant	L	330	11.6
North of Emsworth	R	123	4.3
East of Emsworth	R	104	3.7
West Leigh	L	84	2.9
East of Waterlooville	R	52	1.8
Southampton	L	49	1.7
West of Bedhampton	L	45	1.6
Bedhampton	L	45	1.6
Hayling Island	L	36	1.3
West of Chichester	R	38	1.3
South of Cowplain	L	35	1.2
South of Bishops Waltham	L	34	1.2
North of Chichester	R	33	1.2
Petersfield	L	31	1.1
Waterlooville	L	30	1.1
South of Whiteley	L	25	0.9
West of Perersfield	L	22	0.8
East of Fareham	L	22	0.8
North of Portchester	L	24	0.8
North of Havant	L	21	0.7
Bognor Regis	R	20	0.7

City of London	L	16	0.6
Westminster	L	17	0.6
North west of Horndean	R	16	0.6
Swanwick	L	16	0.6
North of Bedhampton	R	17	0.6
Birdham	R	17	0.6

Table 6: Destinations and % distribution of all development trips

4.10 To assess the impact of development trips at this junction the additional 'worst case' trips generated from the proposed development have been added and distributed in accordance with 2011 Census Data. This distribution diagram is attached as **Appendix J** and demonstrates a Baseline 2017 scenario based solely on survey data and a 2017 baseline scenario which includes the additional trips generated by the proposed development.

4.11 The development is anticipated to increase movements into the site from Havant Road by 2 in the AM Peak. In accordance with 2011 Census data these trips will access the development from Havant Road (eastbound). The proposed development is also anticipated to generated 2 additional departures in the AM Peak. One trip is anticipated to turn left onto Havant Road (westbound) and the other is anticipated to turn right onto Havant Road (eastbound) at this junction onto Havant Road (westbound).

4.12 During the PM Peak, the development is anticipated to generate an additional arrival and 2 additional departures. In line with Census data the additional arrival generated by the site is anticipated to travel eastbound along Havant Road, turning right onto Western Avenue. It is anticipated that out of the 2 additional trips departing the site 1 would turn left on Havant Road (westbound) and 1 would turn right onto Havant Road (eastbound).

4.13 As the above shows the development would result in a very minor increase in trips in the busiest times of the day. In addition a majority of departures would turn left out, which would require less waiting time when exiting Western Avenue. Although the number of right trips entering the site would increase a right turn pocket is provided on Havant Road allowing vehicles entering the site to wait, without disrupting the main line flow along Havant Road.

4.14 As previously mentioned, the video survey at the junction between Western Avenue and Havant Road also recorded waiting time for vehicles entering Havant Road. Waiting times on Western Avenue are summarised in **Table 7** and indicate that vehicles are waiting an average of 68 seconds in the AM Peak and 32 seconds in the PM Peak. At any one time only one vehicle was waiting to exit Western Avenue and no instances of obstruction by large vehicles such as ambulances were observed.

Peak Period	Day	Time	Waiting Time (mm:ss)	Vehicle Classification
AM Peak	Tuesday	08:02	00:12	LGV
	Tuesday	08:02	00:13	Car
	Tuesday	08:40	00:31	Taxi
	Wednesday	08:03	01:25	Car
	Wednesday	08:52	00:05	car
	Thursday	08:00	00:11	Car
	Thursday	08:01	00:10	Car
	Thursday	08.01	00:49	Car
	Thursday	08:01	00:28	Car
	Thursday	08:23	00:16	Car
PM Peak	Tuesday	17:04	00:05	Car
	Tuesday	17:07	00:29	Car
	Wednesday	17:00	00:07	Car
	Wednesday	17:06	00:16	Car
	Wednesday	17:06	00:08	Car
	Wednesday	17:07	00:17	Car
	Wednesday	17:12	00:17	Car
	Wednesday	17:18	00:10	Car
	Wednesday	17:24	00:56	Car
	Wednesday	17:34	00:15	Car
	Thursday	17:06	00:11	Car

Table 7: Summary of Waiting Times at the Junction Between Western Avenue and Havant Road

4.15 The video survey also indicated that there were no issues raised along Western Avenue, with vehicles able to continuously enter and exit Western Avenue when accessing the existing care home and residential dwellings.

Summary

4.16 Overall, there is anticipated to be an addition of 5 trips in the AM Peak and 3 trips in the PM peak, with 73 additional trips anticipated over a 12 hour period. This increase would have a minimal impact on the existing junction between Western Avenue and Havant Road, particularly across the AM and PM Peak periods. In addition this level of trip generation would not have a significant impact on the operation or safety of Western Avenue itself as discussed in Section 3 and as shown in the plan attached in **Appendix E**. Therefore, it is considered that the additional trips generated by the development would have a negligible impact on the operation and safety of the local highway network.

5. SUMMARY AND CONCLUSIONS

5.1 This TS has been prepared by PBA on behalf of McCarthy & Stone Ltd to support a full planning application for a 'Retirement Living' development comprising 25 age restricted apartments on land at The Orchard House, Western Avenue, Emsworth.

5.2 The site is located within a relatively accessible location with Emsworth Town Centre located within a 12 minute walk. Emsworth Town Centre offers numerous services including shops, supermarkets, restaurants, a doctors' surgery and a dentist. The site is also within close proximity to Emsworth Rail Station and two bus stops. The closest bus stops on Havant Road provide access to the Number 700 Coastliner bus service, which operates every 20 minutes. This service operates between Havant and Chichester, with stops in Emsworth Town Centre. Journeys to Emsworth Town Centre on these services last approximately 5 minutes.

5.3 The existing dwelling is currently accessed via Western Avenue, which is a private street. There is a right of access over Western Avenue to the site. It is proposed that the existing junction is maintained. The development proposes that an extension of Western Avenue would form the entrance into the site, with the proposals including the resurfacing of Western Avenue.

5.4 The level of parking provision proposed has been informed by HBC's residential parking standards as well as considering the likely tenure (single occupancy) and age (mid-70s and upwards) of residents. With these in mind the development proposes a total of 28 parking spaces. This is considered to be sufficient to ensure that all parking demand is met on site, with all site users able to be accommodated within the development.

5.5 The site proposes the development of a service vehicle turning head, which would provide a significant betterment to the existing servicing arrangements. In particular, the site's addition of a turning head would allow service vehicles to enter, turn and exit the site in forward gear without impacting on Havant Road. The site proposes a communal bin store which would be within 10m of the refuse vehicle in accordance with MfS guidance. Fire appliances would be able to be within 45m of all units in accordance with Building Regulations.

5.6 Vehicular trip rates have been assessed using both McCarthy & Stone independent research and the TRICS database, which indicates a worst-case scenario of 5 vehicle movements in the AM, 3 in the PM and 73 across a 12 hour period. The number of trips anticipated by the development would increase movements along Western Avenue, with the road improved to accommodate extra movements created by the site. The number of additional trips generated by the site are minimal in comparison to the level of vehicles using Havant Road on a daily basis and therefore, the site is considered not to have a material impact on the operation of the local highway network or on the operation or safety of Western Avenue.

5.7 This TS has demonstrated that the development proposals will not have a severe impact on the operation of the local highway network. We would therefore encourage HBC to look favourably on this application in terms of highways.

Appendix A

This drawing is the copyright of Re-Format LLP and may not be copied, altered or reproduced in any way or passed to a third party without written authority. All dimensions subject to site survey and site verification. Do not scale for construction ®

rev.	issue name	date	changes description	status	modified by	checked by
P39	Pink File Issue - Boundary Amended 2	5/11/2017	Planning boundary amended	S1	KM	NA
P38	Pink File Issue - Boundary Amended	5/10/2017	Planning boundary amended	S1	KM	NA
P37	Pink File Issue - Amendments	5/8/2017	Co-ordinated with the landscape	S1	KM	NA
P36	Pink File Issue	4/28/2017	Layout changed to T-shape	S1	KM	NA
P35	Green File Issue	12/15/2016	General amendments			
P34	Green File Issue	12/9/2016	Layout changed			
P33	Green File Issue	12/2/2016	General amendments			
P32	Second Issue	11/29/2016	General amendments			
P31	First Issue	11/25/2016				

Key:

- 2 Bed Apartments
- Ancillary accomodation
- Comunal areas
- Circulation
- Planning boundary

RE–FORM AT

www.re-format.co.uk mail@re-format.co.uk +44 (0)1730 778773

project title
Retirement Living
The Orchard, Western Avenue, Emsworth

document title
Site Plan

N

Date	drawn by	checked by	approved by
April 2017	KM	NA	NA

0 1 5 10 15M
scale 1:200

Scale at A1
1:200

region	project no.	stage no.	discipline	number	
SO -	2379 -	03 -	AC -	0001	Site Plan

status	suitability description	revision
S1	Suitable for co-ordination	P39

Appendix B

Havant BOROUGH COUNCIL

Public Service Plaza
Civic Centre Road
Havant
Hampshire PO9 2AX

T 023 9247 4174
F 023 9248 0263

www.havant.gov.uk

Mr G Cherrett
Southern Land Consultancy Ltd
Barranca
Swelling Hill
Ropley
Alresford
SO24 0DA

Our Ref: GEN/16/00958
Direct Line: (023) 9244 6546
Ask For: Mrs R McMurray
Email: planning.development@havant.gov.uk

24 October 2016

Site Location: Orchard House, Western Avenue, Emsworth, PO10 7LP
Re: Proposed redevelopment of site to retirement apartments.

Dear Mr Cherrett

I am writing to you further to your enquiry received on the 30 August 2016 and subsequent site visits carried out in October 2016 regarding the above address and I apologise for the delay to this response.

Proposal

The proposal is to demolish the existing house which sits within a large plot and build a development of 30 retirement apartments of up to 3 storeys in height to be served from the existing private road serving Orchard House and associated parking.

Principle of Development

The site is within the urban area where Policy AL2 Urban Area Boundaries and Undeveloped Gaps between Settlements) and Policy CS17 Concentration and Distribution of Development within the Urban Areas supports development on underused land within the urban area. Furthermore Policy CS9 supports the provision of further residential development, and the principle of development is supported.

Impact on the character of the area and appearance of the area

The site is currently in residential use and surrounded by residential development of mainly two-storey in height. The development on the junction with Havant Road is nursing home and has extended up into the roof space so is 2 1/2 storey. The properties to the east in Beach Road are mainly large detached dwellings with large rear gardens, only one which has carried out a back land form of development. The neighbour to the south, Vine House is a large two storey detached dwelling with a large rear garden. The neighbour to the north, Claremont, has a much smaller garden in comparison.

The scale of the development at three-storey height, with a much larger footprint compared to the surrounding development is considered to be out of scale with the character and appearance of the area. A three-storey building of this scale would dominate the outlook from the properties in Beach Road and have an adverse impact on their amentiy.

The concentration of the parking at the rear of the site would have an adverse impact on the current quiet enjoyment of back gardens for properties on Beach Road which share a boundary. The vehicular activity and noise associated with up to 30 vehicles would be likely

to create an unreasonable level of noise disturbance.

Parking and Highways

The development would be served by a private road with the ownership being shared by several properties. It is difficult to give a view at present as to whether this would be acceptable as this depends on the present condition of the road and whether (most likely) this would need upgrading as it use would increase significantly increasing from serving 6no. properties to over 30. Further information is also required on access rights, servicing for the new development. Notice should be served on any persons that have ownership or easements rights. You should be satisfied that you have the necessary rights of access and can achieve the required standards.

The layout plan shows 29no. spaces which means if the apartments are 1no. bedroom, then only one further space is required for the development to meet the adopted parking standards. However, if the apartments are to include 2no. bedroom properties, then further parking is require to meet the adopted standards (2no. spaces for 2 & 3 bed units). Cycle parking should also be provided or each property.

Tree considerations

Following a site from the Council's Tree Officer, it has been identified that there are 3no. trees on the site which vary merit, those being the birch, sycamore and holm oak identified on the Tree Constraints Plan DN: 9243/01. The Holm Oak is within the footprint of the proposed building and this will therefore need to be considered. Any application coming forward should provide a tree survey / constraints plan for the site for consideration.

Environmental considerations

The Solent Disturbance and Mitigation Project (SDMP) has shown that recreational activity close to the Langstone and Chichester Harbour Special Protection Area (SPA) can have an adverse impact on bird populations. In order to mitigate this impact a contribution per dwelling of £176, plus a monitoring fee (£8.8 per dwelling) would be required.

Contributions

In addition to the contribution to the Solent Mitigation strategy identified above, the development would be CIL liable and details of this are available on the planning pages of the Council's web site at:-

http://www.havant.gov.uk/community-infrastructure-levy/havant-borough-council-devel

With regards to affordable housing, Policy CS9 requires an onsite provision of 30-40% affordable housing for developments of over 11 units.

I anticipate that there could be a requirement for an education contribution and am currently awaiting confirmation of this from Hampshire CC. I will update you when this information is received.

Summary

In conclusion the principle of development is supported as a site in the urban area however the density and format as proposed is not acceptable and further information is required regarding the impact on the adjacent trees and access road. I hope this response is of assistance and should you wish to discuss the proposal then please contact me.

Please note that the above comments are the opinion of an individual Planning Officer and

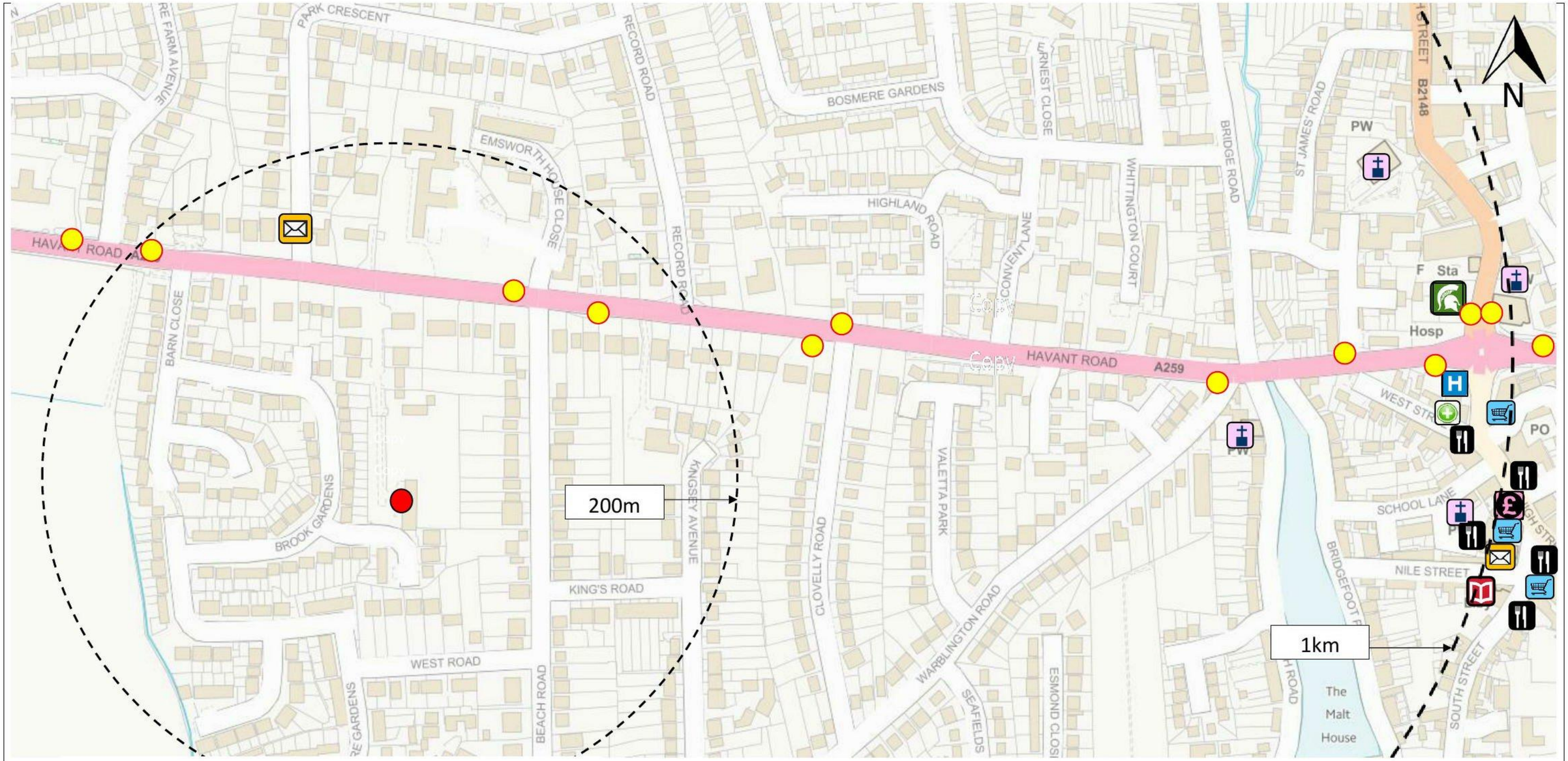
are in no way binding upon the Council when determining an application for planning permission and nor will they prejudice the outcome of any application submitted.

This advice also only relates to planning matters, and does not relate to any other application that may be required under the Building Regulations or under any other Act, Regulation, Byelaw or Order where the Council's approval may be needed. For further guidance as to the need for consent under the Building Regulations please phone 023 9244 6571.

Yours sincerely

Mrs R McMurray
Principal Planner
Our Ref: GEN/16/00958

Appendix C



Key

Site Location	Bank	Post Office/Post Box	Hospital/Medical Centre
Bus Stop	Library	Pub/Restaurant	Convenience Store/ Community Store
Pharmacy	Museum	Place of Worship	

Project Number: 034.0099	Title:	paulbasham associates	Checked By: BW	Checked Date: 27.03.17	Scale: N/A
Project Name: Orchard House, Western Avenue, Emsworth	ACCESSIBILITY MAP		Drawn By: SN	Drawn Date: 27.03.17	