



B R I G H T P L A N

**OAK VIEW NURSING HOME, 47-49
BEACH ROAD, HAYLING ISLAND**

PROPOSED EXTENSION

Transport Statement

Prepared on Behalf of
English Oak Care Homes

PMGL/18/4482s

12 February 2020



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1 INTRODUCTION

- 1.1.1 Transport Statement (TS) has been prepared by Bright Plan Ltd on behalf of English Oak Care Homes to support a planning application for a proposed first floor extension to an existing nursing home at 47-49 Beach Road, Hayling Island. The application site is located on the western side of the A3023 Beach Road as shown in **Figure 1.1**.



Figure 1.1: Application Site Location

- 1.1.2 The existing site currently comprises a 40-bedroom care home catering for a total of 42 residents, accessed from 2 vehicle crossovers. The proposed development would involve the construction of a first-floor extension to provide a total of 51 bedrooms catering for 51 residents.

1.2 Scope of Transport Statement

- 1.2.1 This TS outlines the key transport planning matters in accordance with national, regional and local guidance, reviewing the site's accessibility, relevant planning history, the proposed development layout, car and cycle parking requirements, access arrangements, servicing arrangements, and the proposed trip impact on the local road network.
- 1.2.2 The remainder of this report comprises the following sections:
- i. **Section 2** sets out the baseline transport conditions in the local area and highway network, and provides a review of highway safety;
 - ii. **Section 3** provides an assessment of the proposed access and internal layout design, cycle parking provision, and the site's servicing arrangements;
 - iii. **Section 4** reviews the proposed car parking arrangement including the results of a car parking survey undertaken on the local road network;
 - iv. **Section 5** considers the anticipated traffic impact on the local highway network supported by trip generation assessment;
 - v. **Section 6** provides a summary of the TS conclusions.

2 BASELINE CONDITIONS

2.1 Site Location and Description

- 2.1.1 The existing site encompasses an area of 0.2ha currently occupied by the existing nursing home. The site is bordered by the A3023 Beach Road to the east, residential properties to the north and south, and a recreation ground to the west. The existing site context is demonstrated in **Figure 2.1**.



Figure 2.1: Aerial View of Site Location

2.2 Existing Vehicle Access

- 2.2.1 Vehicle access to the site is currently served from two c.5m wide vehicle crossovers adjoining the western side of the A3023 Beach Road. A white zigzag marking associated with the zebra crossing to the north of the site prevent parking in the vicinity of the northern access. The vehicle crossovers also serve as the site's means of pedestrian access. The exiting vehicle access is shown in **Figure 2.2**.



Northern Access



Southern Access

Figure 2.2: Existing Vehicle Access Points

2.3 Local Road Network

- 2.3.1 The A3023 Beach Road comprises a 2-way single carriageway running north-south serving as a key distributor road through the centre of Hayling Island. The road is c.9.5m wide in the vicinity of the site and is flanked by footways on either side of the carriageway. The road is subject to a 30mph speed limit and has unrestricted parking along the site frontage, excluding in proximity the zebra crossing. The A3023 Beach Road's highway features are shown in **Figure 2.3**.



Figure 2.3: The A3023 Beach Road Looking North

2.4 Wider Highway Network

- 2.4.1 The A3023 runs north-south through Hayling Island providing access to the A27 and A259. The A27 runs east-west along the south coast and provides access locally to Southampton, Portsmouth, Chichester and Worthing. The A259 provides an alternative east-west route and provides access to Emsworth, Nutbourne and Bognor Regis. The site's location in the context of the wider highway network is shown in **Figure 2.4**.



Figure 2.4: Wider Highway Network

2.5 Accessibility Credentials

Pedestrian Accessibility

- 2.5.1 Pedestrian access to the site is currently served from c.2m wide footways flanking either side of the A3023 Beach Road. The footway connects with the wider footway network providing continuous pedestrian links throughout the local area and providing access to local services and amenities on-foot. The existing pedestrian infrastructure in the vicinity of the site is shown in **Figure 2.5**.



Footway Flanking Beach Road



Zebra Crossing

Figure 2.5: Pedestrian Infrastructure in the Vicinity of the Site



- 2.5.2 The Chartered Institute of Highways and Transportation's (CIHT) publication 'Providing for Journeys on Foot' (2000) states that the average length of a journey on foot is 1km. It further recommends a preferred maximum walking distance of 2km for commuting journeys. As shown on **Plan 01**, a wide range of local services and amenities, including local bus stops, are situated within 1km of the application site and are therefore accessible on foot.

Cycle Accessibility

- 2.5.3 The National Cycle Route no.2 is situated c.550m to the west of the site and can be accessed via Station Road or Sea Front. The route runs north-south along the western side of Hayling Island providing continuous off-road cycle access to Havant town centre. In addition, local cycle routes provide cycle access along the southern coast and throughout Hayling Island. The local cycle routes are shown on **Plan 01**.
- 2.5.4 The CIHT's publication 'Cycle Friendly Infrastructure' (1996), suggests that reasonably fit individuals can comfortably cycle a distance of 8km to workplace destinations. Havant and Portsmouth (via the Hayling Ferry) are therefore accessible from the site by cycle.

Accessibility by Bus

- 2.5.5 The application site is within a desirable walking distance of a number of local bus stops, the closest being the 'Barley Mow' stops c.230m to the north of the site. The stops serve the no.30 and no.31 which provide regular services to Havant, Purbrook and Eastoke. Details of the services are provided in **Figure 2.5**.

Service	Route Summary	Typical Frequency	Hours of Operation
30	Havant - West Town - Beachlands - Eastoke - Mengham - Havant	Mon-Sat: 1 every 30min Sun: 1 every hour	Mon-Fri: 05:39 – 21:15 Sat: 06:08 – 21:15 Sun: 08:20 – 19:50
31	Havant - Mengham - Eastoke - Beachlands - West Town - Havant	Mon-Sat: 1 every 30min Sun: 1 every hour	Mon-Fri: 06:20 – 22:37 Sat: 07:10 – 22:37 Sun: 09:42 – 19:12

Figure 2.5: Bus Services Available from Local bus Stops

Accessibility by Train

- 2.5.6 Havant railway station is located c.7km to the north of the site and is accessible via the no.30 and no.31 bus services. The station provides services to Southampton, Portsmouth, Chichester, Barnham, Brighton, Horsham, London Victoria, and London Waterloo. A summary of services available from Havant railway station is provided in **Figure 2.6**.



Destination	Route Summary	Typical Journey Time	Typical Frequency
Portsmouth	Havant – Fratton – Portsmouth	12 min	6 every hour
Chichester	Havant – Emsworth – Southbourne – Chichester	13 min	5 every hour
Barnham	Havant – Emsworth – Southbourne – Chichester – Barnham	21 min	5 every hour
Southampton	Havant – Cosham – Fareham – Swanwick – Southampton Central	40 min	2 every hour
Horsham	Havant – Chichester – Horsham	48min – 1hr 1min	3 every hour
Brighton	Havant – Chichester – Worthing – Shoreham-by-Sea – Brighton	1hr 5min – 1hr 11min	2 every hour
London Waterloo	Havant – Petersfield – Haslemere – Guildford – Woking – London Waterloo	1hr 17min – 1hr 33min	3 every hour
London Victoria	Havant – Chichester – Horsham – Crawley – Gatwick Airport – London Victoria	1hr 43min – 1hr 51min	5 every hour

Figure 2.6: Services Available from Havant Railway Station

Accessibility by Ferry

- 2.5.7 The Hayling Island – Eastney ferry crossing is situated c.2.6km to the west of the site, providing convenient pedestrian/cycle access to Portsmouth. A summary of Hayling Ferry service is provided in **Figure 2.7**.

Day	Typical Frequency	Operating Hours
Monday – Friday	1 every 30min	06:45 – 18:45
Saturday – Sunday	1 every hour	08:45 – 18:30

Figure 2.7: Hayling Island Ferry Service

2.6 Accident Data

- 2.6.1 To determine highway safety on the local road network an assessment of Personal Injury Accidents (PIAs) has been undertaken for a 5-year period from January 2014 to January 2019 using the CrashMap online data portal. The study considered the A3023 Beach Road c.400m to the north and south of the site.
- 2.6.2 Patterns displayed in the data can be assessed with regards to their proximity, frequency, severity and the cause of incident to establish if there are any underlying highways design issues that require a more detailed investigation. Collisions are classified as 'slight', 'serious' or 'fatal', depending on the severity of the injuries sustained. The location of the incidents relative to the site is displayed on **Figure 2.8**.

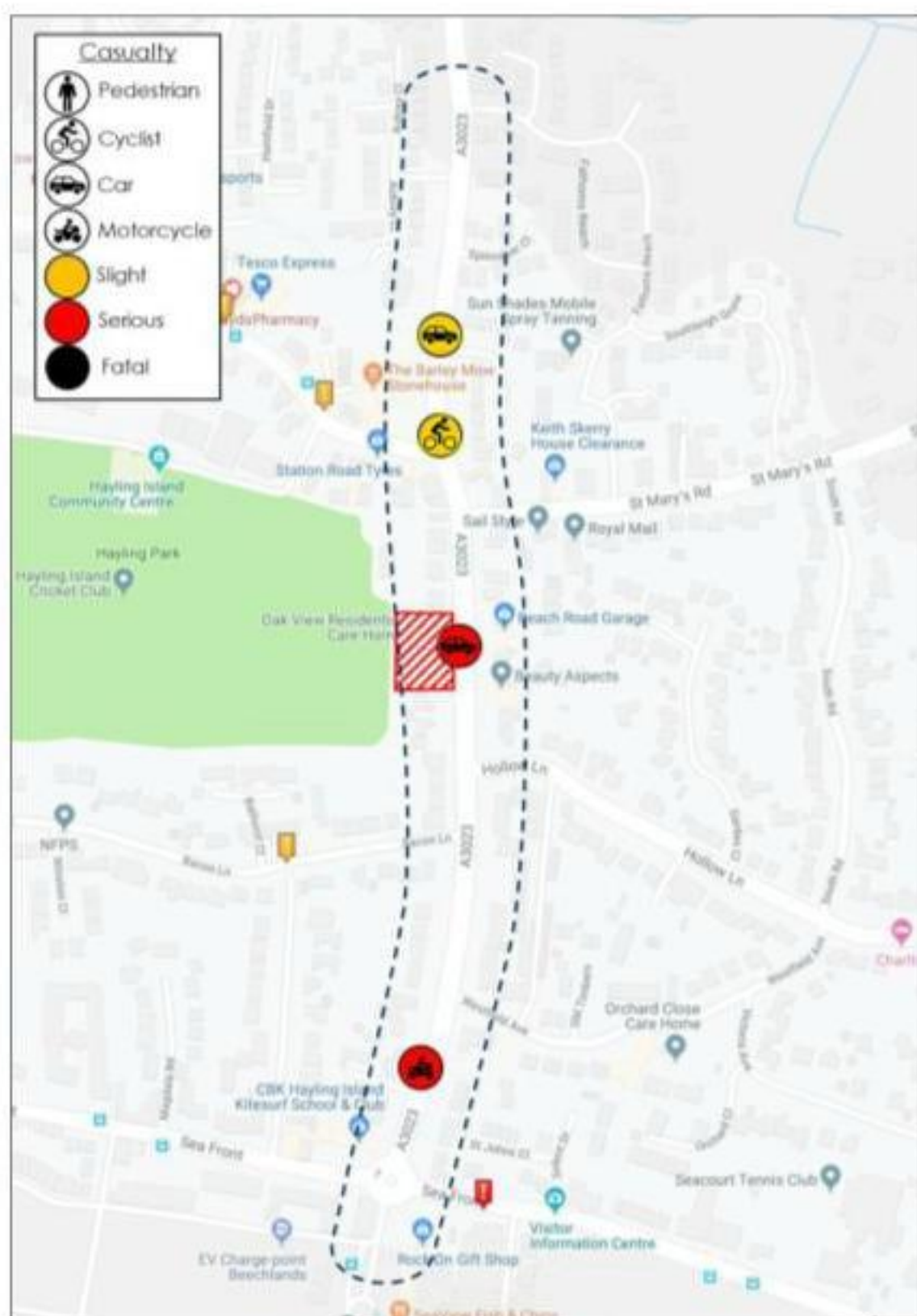


Figure 2.8: PIA Distribution

- 2.6.3 A total of 4 PIAs were recorded in the 5-year period, comprising of 2 'serious' incidents and 2 'slight' incidents. The serious incident involved a single vehicle colliding with a parked car, which in turn collided with another car (full CrashMap report attached at **Appendix A**). The incident is unrelated to the site access and does not raise a highway safety concern. The PIA record does not reveal any pattern that in terms of distribution, severity or cause that could be exacerbated by the proposed development.



3 PROPOSED DEVELOPMENT

- 3.1.1 The proposed development would involve the construction of a first-floor extension to the existing care home, increasing the total to number of bedrooms from 40 to 51 bedrooms (increase of 9 residents). The proposals would have no material impact on the existing access arrangements. The site layout is attached at **Appendix B**.

3.2 Vehicle Access

- 3.2.1 Vehicle access to the site would be served from the existing vehicle crossovers. The northern access would serve the northern parking court and can comfortably accommodate access/egress by private cars. The southern access would serve the southern parking court where deliveries would be made. A vehicle swept path analysis has been undertaken demonstrating access and turning manoeuvres in **Drawing 2019/4482/005**.

Visibility

- 3.2.2 Visibility requirements from both accesses have been based on a 30mph design speed in accordance with the posted speed limit on the A3023 Beach Road. Using the calculation coefficients set out in 'Manual for Streets' (MfS) design guidance, a stopping site distance (adjusted for bonnet length) of 43.0m would be required in both the lead and trailing directions. Visibility from the access accordingly achieves the necessary sightlines in both directions as demonstrated in **Drawing 2018/4482/001**.

3.3 Pedestrian Access

- 3.3.1 Primary pedestrian access to the site would continue to be served from the southern access point. The northern access would additionally serve as a secondary pedestrian access for staff.

3.4 Emergency Access

- 3.4.1 The access geometries would allow fire tenders (the largest emergency vehicle) to comfortably access, turn and egress in a forward gear. A vehicle tracking exercise has been undertaken demonstrating access and turning by a fire tender in **Drawing 2018/4482/002** and **2018/4482/003**.
- 3.4.2 The proposed development would provide fire tender access within 45m of all buildings, in accordance with Building Regulation requirements for emergency vehicles.

3.5 Servicing

- 3.5.1 Refuse collection would continue as per the existing arrangements. The development would not result in any additional demand for deliveries or refuse collection.

3.6 Staff Requirements

- 3.6.1 Staffing requirements for the care home following completion of the proposed extension have been identified by the operators of the care home, as summarised in **Figure 3.1**.



Time of Day	Job	Number of Staff
AM	Care Staff	12
	Kitchen	1
	Maintenance	1
	Admin	1
	Management	1
	Total on Site	16
PM	Care Staff	11
	Kitchen	1
	Cleaners	3
	Maintenance	1
	Admin	1
	Management	1
	Total on Site	18
Overnight	Care Staff	3
	Total on Site	3

Figure 3.1: Existing and Anticipated Number of Staff on Site

- 3.6.2 The proposed development is expected to result in a maximum of 16 staff on site in the morning, and a maximum of 18 staff during the afternoon.

3.7 Staff Travel Survey

- 3.7.1 To establish the modes of transport used by staff when travelling to and from the existing nursing home, information has been obtained from the operators of the nursing home. The mode share of existing staff is shown in **Figure 3.2**.

Mode of Transport	Number of Staff	Percentage
Car (Driver)	2	11%
Car (Dropped off)	5	28%
Cycle	2	11%
Walk	6	33%
Dropped off/ Walk	3	17%
Total	18	100%

Figure 3.2: Staff Travel Survey Results

- 3.7.2 It is identified that only 11% of staff currently drive to the site, and that the majority of staff walk to the site.

3.8 Travel Plan

- 3.8.1 A Framework Travel Plan (FTP) has been prepared in conjunction with this Transport Statement. The FTP sets out a series of measures and initiatives aimed at encouraging staff to use sustainable travel modes when travelling to and from the site.
- 3.8.2 The FTP includes a target to ensure that the percentage of staff travelling to work by private car does not increase from the current 11% ensuring a low demand for staff car parking at the site.



4 PARKING PROVISION

4.1 Overview

- 4.1.1 The site has 2 car parks served from separate access points. There is a capacity for 7 cars in the northern car park and 5 cars in the southern car park totalling 12 spaces. The previous planning application (ref. APP/18/00379) proposed 15 spaces, however review of site staffing requirements, visitor demand and parking availability on the local road network in this TS reveals that the reduced provision would appropriately serve the site.
- 4.1.2 The car park's design would accord with MfS design guidance, with all bays providing minimum dimension of 2.4m x 4.8m with reversing distance of 6.0m. A vehicle swept path analysis has been undertaken demonstrating car parking manoeuvres in **Drawing 2018/4482/003**.

4.2 Car Parking Provision

- 4.2.1 Havant Borough Council's (HBC) car parking standards are set out in the council's Supplementary Planning Document: "Parking" (July 2016). The required car parking and the on-site provision is shown in **Figure 4.2**.

	Number of Residents/Staff	HBC Minimum Car Parking Standard		Proposed Provision
		Parking Standard	Required Provision	
Residents	51	1 space per 4 residents	13	12
Staff	18	1 space per staff	18	
Total	-	-	31	

Figure 4.2: Car Parking Provision

- 4.2.2 As shown in **Figure 4.2**, the site provides an under provision of 19 spaces compared with HBC's standards. However, as identified in **Figure 3.2**, only 2 members of staff currently drive to the site, which is not anticipated to increase following the development. Therefore, in reality, there would only be a requirement for 2 staff spaces which is significantly lower than HBC's standard (18 staff spaces). In addition, the Travel Plan for the site would have a target to ensure that the number of staff driving to the site does not increase.
- 4.2.3 It is expected that the shortfall in on-site car parking would be accommodated on the local road network as per the existing situation. As such, an independent parking survey has been undertaken by 'Obtrada' to assess the existing on-street parking demand and available capacity on the local road network to accommodate any overspill from the application site.

4.3 Car Parking Survey

Methodology

- 4.3.1 The survey followed the established 'Lambeth' methodology in the mornings of Friday 13th and Tuesday 17th September 2019. The 'Lambeth' methodology aims to identify the peak parking conditions in residential areas by undertaking a survey early in the morning when residents are typically at home and therefore parked on the local road network. As such, the survey represents the worst-case scenario.
- 4.3.2 The survey area includes all feasible on-street parking areas within a 200m walking distance of the application site (c. 2.5 min walk). Parked vehicle counts were recorded at 01:00am on Friday 13th and 01:00am on Tuesday 17th as per the methodology requirements.



- 4.3.3 The parking counts are compared to the total capacity in the study area to determine the parking stress as a percentage. In calculating the maximum capacity, areas in front of dropped kerbs that serve private driveways and disabled parking bays were excluded. The study area and maximum parking capacity on each road is demonstrated in **Figures 4.3** and **4.4**.



Figure 4.3: Survey Area

Street	Capacity
Beach Road	22
Station Road	0
St Marys Road	12
Hollow Lane	15
Bacon Lane	2
Total	51

Figure 4.4: Maximum Parking Capacities

Results

- 4.3.4 This section summarises the results from the car parking survey conducted by Obtrada. The survey identifies the remaining capacity in the study area allowing for the additional parking demand associated with the application site. As addressed in **Section 4.2**, the site would provide a shortfall of 16 spaces compared with HBC's standards, however as only 2 members of staff drive to the site, the actual staff parking requirement would be significantly lower than the standards require.
- 4.3.5 The survey measured parking 'stress' as a percentage of the overall spaces occupied by parked vehicles. The average stress over the two surveys days has been used for the analysis. The survey data is attached at **Appendix C**, and a summary of the results is provided in **Figure 4.5**.



Street	Capacity	Cars Parked	Remaining Spaces	Parking Stress
Beach Road	22	10	12	43%
Station Road	0	0	0	N/A
St Marys Road	12	4	8	29%
Hollow Lane	15	0	15	0%
Bacon Lane	2	0	2	0%
Total	51	13	38	25%

Figure 4.5: Survey Results (2 Day Average) *discrepancies due to rounding

- 4.3.6 The survey revealed an average parking stress of 25% across the overall study area equating to 38 remaining parking spaces within a 200m walking distance of the site. It is therefore demonstrable that the local road network could comfortably accommodate the shortfall of 19 spaces required by HBC's standards.
- 4.3.7 It is notable, as previously identified, that the actual staff parking requirement would be significantly lower than required by HBC's standards and as such any overspill of parking would be significantly lower than 19 spaces.
- 4.3.8 The overnight survey also represents the worst-case parking scenario in terms of residential parking pressure, meaning there would be more parking available during opening times of the nursing home.

4.4 Cycle Parking Provision

- 4.4.1 Cycle parking would be provided in accordance with HBC's cycle parking standards as set out in "Parking" (July 2016). Cycle parking has been based on the maximum number of on-site staff at a time. The required and proposed cycle parking provision is shown in **Figure 4.1**.

	Number of Residents/Staff	HBC Minimum Cycle Parking Standard		Proposed Provision
		Parking Standard	Required Provision	
Residents	51	1 loop/hoop per 4 units	13	16
Staff	18	1 long stay spaces per 6 staff	3	3
Total	-	-	3 long stay and 13 visitor	3 long stay and 16 visitor

Figure 4.1: Cycle Parking Provision

- 4.4.2 Staff cycle parking would be provided within a secure, sheltered cycle stores to the south of the building. Visitor cycle parking would be provided by Sheffield stands situated in the car parks.



5 TRIP GENERATION AND TRAFFIC IMPACT

- 5.1.1 To assess the traffic impact of the proposals, the TRICS database (version 7.6.2) has been interrogated to anticipate the likely traffic volumes generated by the proposed development. The proposal would result in a net increase of 9 residents on the site.
- 5.1.2 To establish the number of the trips generated by the additional residents, the parameters identified in **Figure 5.1** have been used to filter the TRICS database.

TRICS (Version 7.6.2)	
Filtering Parameter:	Criteria Selected:
i. Land use	Health – Care Home (Elderly Residential)
ii. Regions	England (Excluding Greater London)
iii. Number of Residents	17 to 100 Residents
iv. Date Range	01/01/11 to 02/05/19
v. Count Type	Manual Count
vi. Selected Days	Weekdays
vii. Selected Locations	• Suburban Area • Edge of Town

Figure 5.1: TRICS Filtering Parameters

- 5.1.3 The TRICS output is provided at **Appendix D**, whilst a summary of the weekday peak hour and daily trip rates, along with the subsequent vehicle movements associated with the development is provided in **Figure 5.2**.

TRICS Trip Rate per Resident (9 Residents)			
	Arrivals	Departures	Two-way Total
AM Peak Hour	0.063	0.070	0.133
PM Peak Hour	0.076	0.108	0.184
Daily Traffic	1.045	1.077	2.122

TRICS Vehicle Trip Generation			
AM Peak Hour	1	1	1
PM Peak Hour	1	1	2
Daily Traffic	9	10	19

Figure 5.2: Anticipated Trip Generation

- 5.1.4 The TRICS assessment suggests that the development would generate an additional 19 daily 2-way vehicle movements of which 1 would occur during the network's AM peak traffic hour (08:00-09:00), and 2 would occur in the network's PM peak hour (17:00-18:00). The trip generation would have a negligible impact on the local road network's operation.



6 SUMMARY AND CONCLUSIONS

- 6.1.1 This TS has been prepared by Bright Plan on behalf of English Oak Care Homes to support a planning application for a first-floor extension to an existing care home. The findings from this report are as follows:
- i. A study of PIA incidents in the vicinity of the site found no pattern in terms of incident, location, frequency and severity that would be of concern to highway safety in a post development context.
 - ii. The development would be served from the 2 existing vehicle crossovers adjoining the western side of the A3023 Beach Road. The accesses can accommodate manoeuvres by private cars and delivery vehicles.
 - iii. Visibility from the access achieves the required sightlines in both the primary and secondary directions in accordance with the MfS requirements for 30mph roads.
 - iv. The site's internal geometries are such that large service vehicles can negotiate internal roads and perform turning manoeuvres within the site, allowing service vehicles to enter and exit the site in a forward gear.
 - v. Refuse collection would continue as per the current arrangement with no additional requirements for collections. Bin carry distances between the property and collectors are in line with the maximum thresholds set out in MfS.
 - vi. The proposed development's cycle parking provision has been provided in accordance with HBC's residential cycle parking standards.
 - vii. A Framework Travel Plan has been prepared setting out a series of measures and initiatives aimed at encouraging staff to use sustainable travel modes when travelling to and from the site. The FTP includes a target to ensure that the percentage of staff travelling to work by private car does not increase from the current 11% ensuring a low demand for staff car parking at the site.
 - viii. The application site provides 12 car parking spaces which falls 19 spaces short of HBC's car parking standards, however the actual staff parking demand would be significantly lower than standards require.
 - ix. A car parking survey has been undertaken demonstrating that there is sufficient capacity on the local road network to accommodate the shortfall.
 - x. The trip generation assessment suggests that the development will generate an additional 19 daily vehicle trips, with 1 additional trip in the network's AM peak traffic hour, and 2 additional trips in the PM peak hour.
 - xi. The number of daily vehicle trips generated by the proposed development and the movements during the AM and PM peak traffic hours would have a negligible impact upon local road network in terms of highway capacity and safety.



PLANS

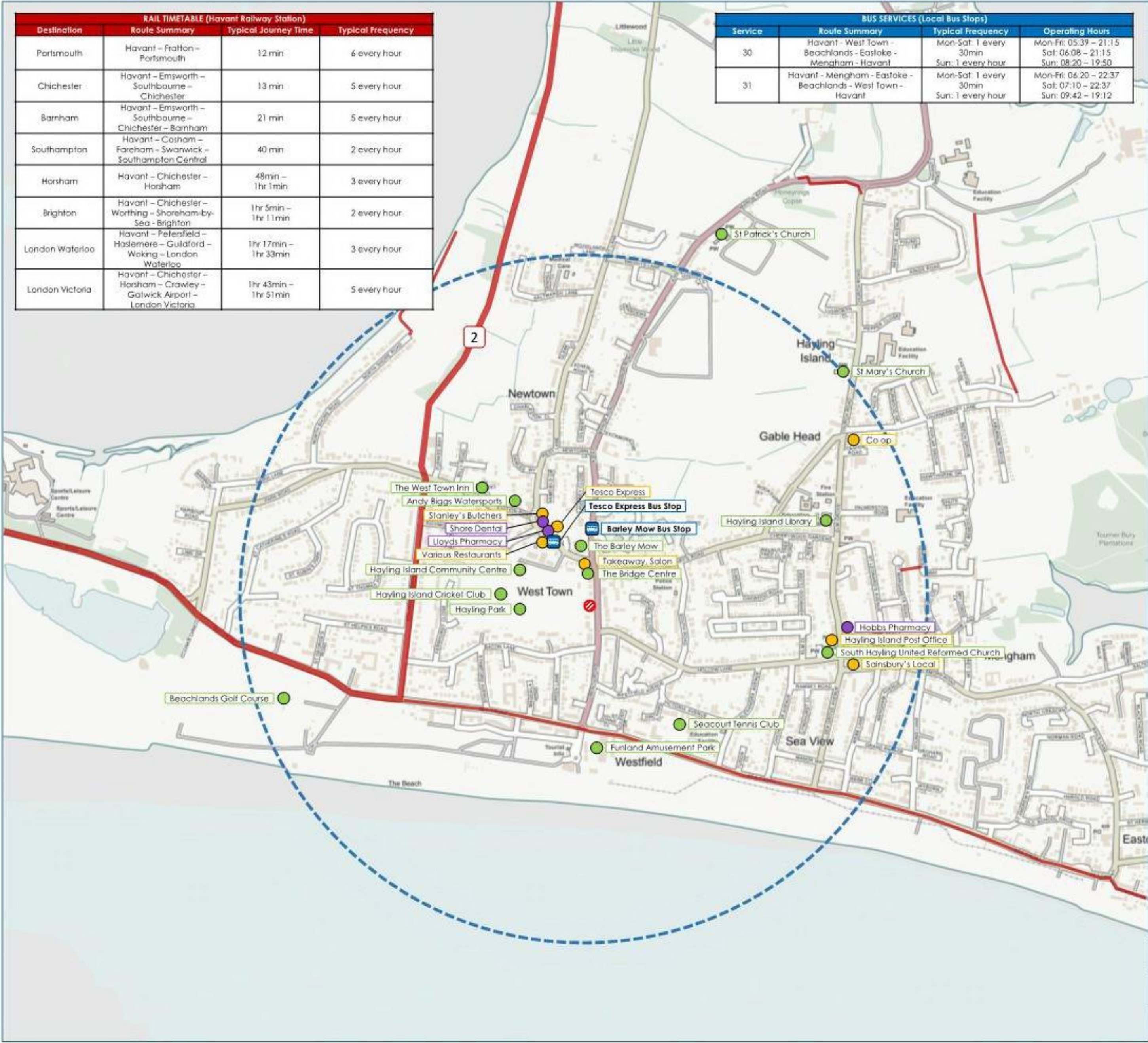
Plan 01 Accessibility Plan

RAIL TIMETABLE (Havant Railway Station)			
Destination	Route Summary	Typical Journey Time	Typical Frequency
Portsmouth	Havant – Fratton – Portsmouth	12 min	6 every hour
Chichester	Havant – Emsworth – Southbourne – Chichester	13 min	5 every hour
Barnham	Havant – Emsworth – Southbourne – Chichester – Barnham	21 min	5 every hour
Southampton	Havant – Cosham – Fareham – Swanwick – Southampton Central	40 min	2 every hour
Horsham	Havant – Chichester – Horsham	48min – 1hr 1min	3 every hour
Brighton	Havant – Chichester – Worthing – Shoreham-by-Sea – Brighton	1hr 5min – 1hr 11min	2 every hour
London Waterloo	Havant – Petersfield – Haslemere – Guildford – Woking – London Waterloo	1hr 17min – 1hr 33min	3 every hour
London Victoria	Havant – Chichester – Horsham – Crawley – Gatwick Airport – London Victoria	1hr 43min – 1hr 51min	5 every hour

BUS SERVICES (Local Bus Stops)			
Service	Route Summary	Typical Frequency	Operating Hours
30	Havant – West Town – Beachlands – Eastoke – Mengham – Havant	Mon-Sat: 1 every 30min Sun: 1 every hour	Mon-Fri: 05:39 – 21:15 Sat: 06:08 – 21:15 Sun: 08:20 – 19:50
31	Havant – Mengham – Eastoke – Beachlands – West Town – Havant	Mon-Sat: 1 every 30min Sun: 1 every hour	Mon-Fri: 06:20 – 22:37 Sat: 07:10 – 22:37 Sun: 09:42 – 19:12

LEGEND

-  SITE LOCATION
-  RAIL STATION
-  RAILWAY
-  BUS STOPS
-  NATIONAL CYCLE ROUTE
-  LOCAL CYCLE ROUTE
-  1KM ISOCHROME
-  2KM ISOCHROME
-  RETAIL
-  LEISURE
-  HEALTH CARE
-  INDUSTRIAL



BRIGHT PLAN

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Client: English Oak Care Homes

Project: Oak View Nursing Home, 47-49 Beech Road, Hayling Island

Title: Accessibility Plan

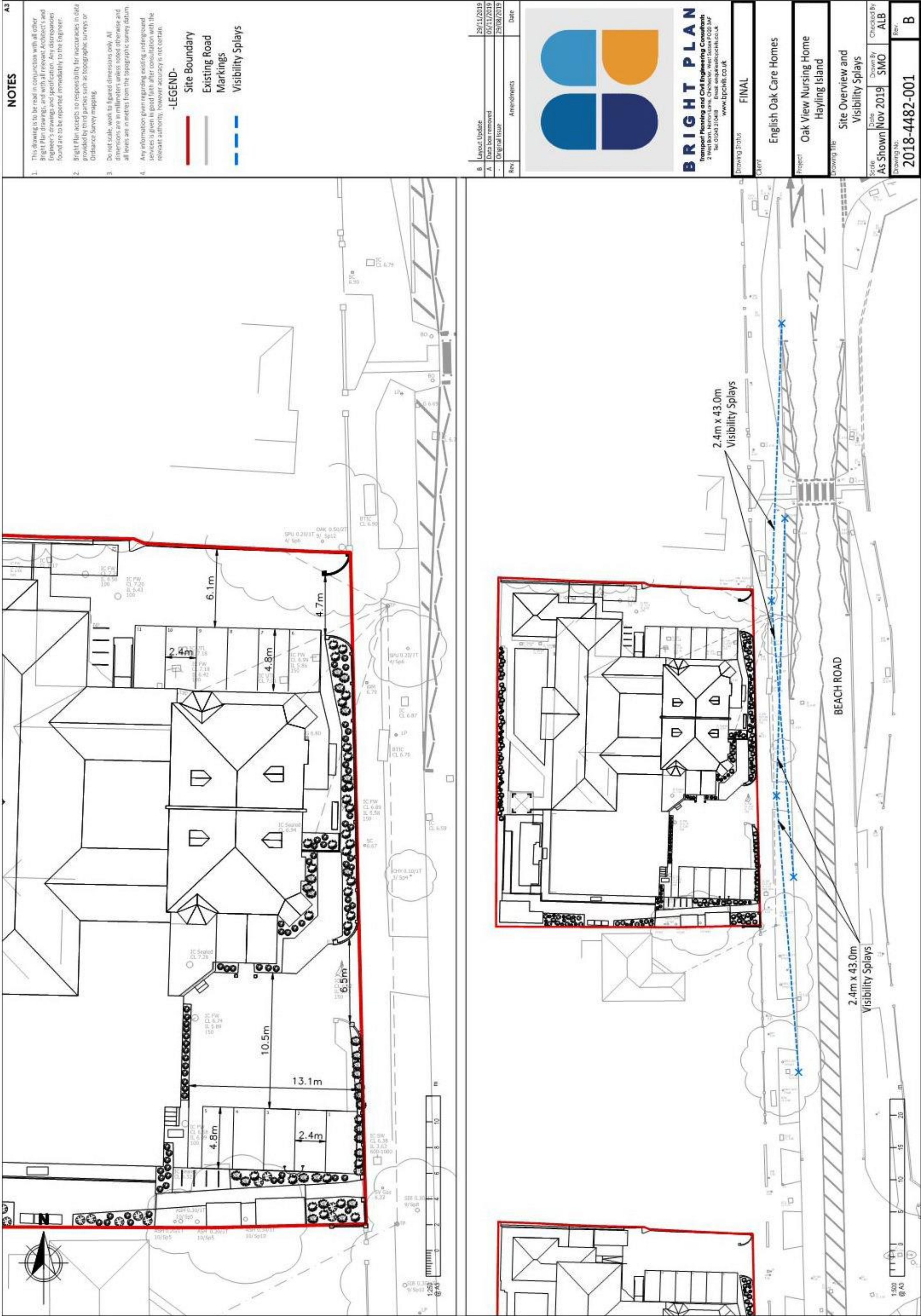
Scale: NTS Date: August 19 Drawn By: EJD Checked By: ALB

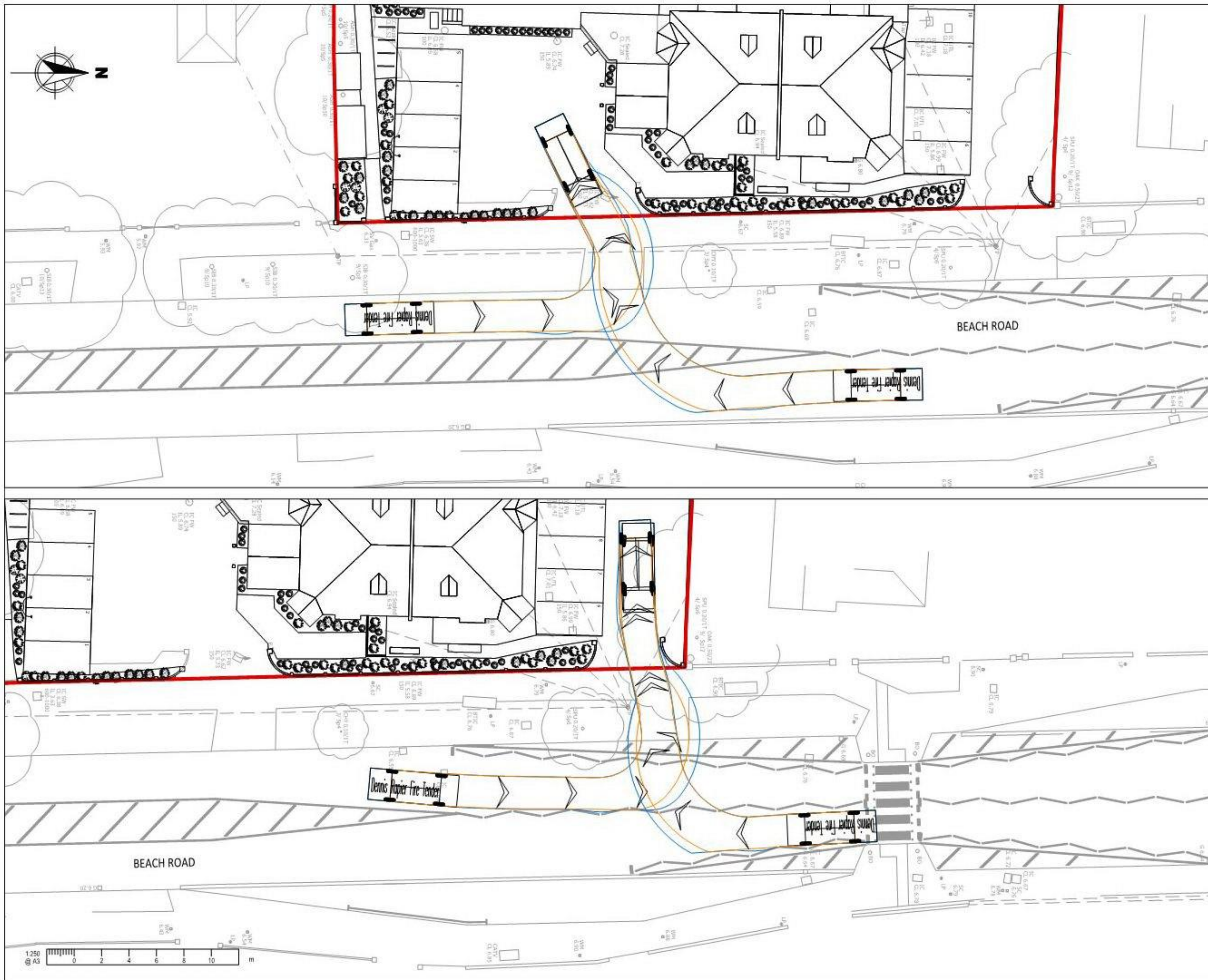
Plan No: Plan 01 Job No: 4482 Rev: -



DRAWINGS

- 001** Site Overview and Visibility Splay
- 002** Fire Tender Swept Path Analysis
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- 005** 7.5T Panel Van Swept Path Analysis





NOTES

A3

1. This drawing is to be read in conjunction with all other Bright Plan drawings, and with all relevant Architect's and Engineer's drawings and specification. Any discrepancies found are to be reported immediately to the Engineer.
2. Bright Plan accepts no responsibility for inaccuracies in data provided by third parties such as topographic surveys or Ordnance Survey mapping.
3. Do not scale, work to figured dimensions only. All dimensions are in millimeters unless noted otherwise and all levels are in metres from the topographic survey datum.
4. Any information given regarding existing underground services is given in good faith after consultation with the relevant authority, however accuracy is not certain.

-LEGEND-

- Site Boundary
- Existing Road
- Markings

-Swept Path-

- Wheel Track
- Over Swing



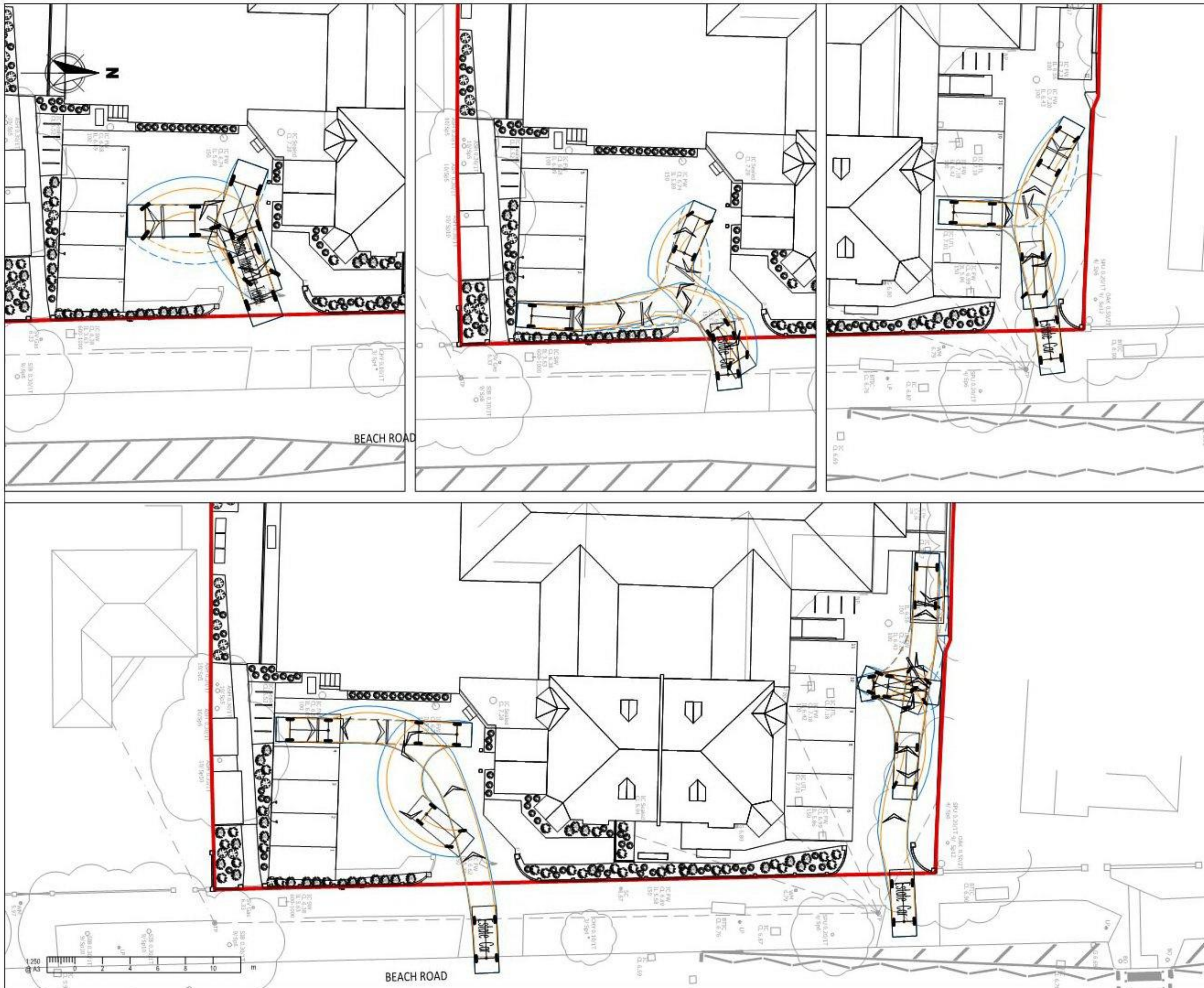
Dennis Rapier Fire Tender
Overall Length 6.490m
Overall Width 2.300m
Overall Body Height 3.498m
Min Body Ground Clearance 0.383m
Track Width 2.300m
Lock to lock time 5.00s
Kerb to Kerb Turning Radius 6.095m

B	Layout Update	29/11/2019
A	Tracking Amended	05/11/2019
-	Original Issue	29/08/2019
Rev	Amendments	Date



BRIGHT PLAN
Transport Planning and Civil Engineering Consultants
2 West Barn, Norton Lane, Chichester, West Sussex PO20 3AP
Tel: 01243 210418 Email: enquiries@bpcivils.co.uk
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Drawing Status	FINAL		
Client	English Oak Care Homes		
Project	Oak View Nursing Home Hayling Island		
Drawing Title	Fire Tender Swept Path Analysis		
Scale	Date	Drawn By	Checked By
1:250	Nov 2019	SMO	ALB
Drawing No.	2018-4482-002		Rev.
			B



NOTES

A3

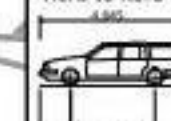
1. This drawing is to be read in conjunction with all other Bright Plan drawings, and with all relevant Architect's and Engineer's drawings and specification. Any discrepancies found are to be reported immediately to the Engineer.
2. Bright Plan accepts no responsibility for inaccuracies in data provided by third parties such as topographic surveys or Ordnance Survey mapping.
3. Do not scale, work to figured dimensions only. All dimensions are in millimetres unless noted otherwise and all levels are in metres from the topographic survey datum.
4. Any information given regarding existing underground services is given in good faith after consultation with the relevant authority, however accuracy is not certain.

-LEGEND-

- Site Boundary
- Existing Road
- Markings
- Swept Path-
- Wheel Track
- Over Swing



Dennis Rapier Fire Tender
Overall Length 6.490m
Overall Width 2.300m
Overall Body Height 3.498m
Min Body Ground Clearance 0.383m
Track Width 2.300m
Lock to lock time 5.00s
Kerb to Kerb Turning Radius 6.095m



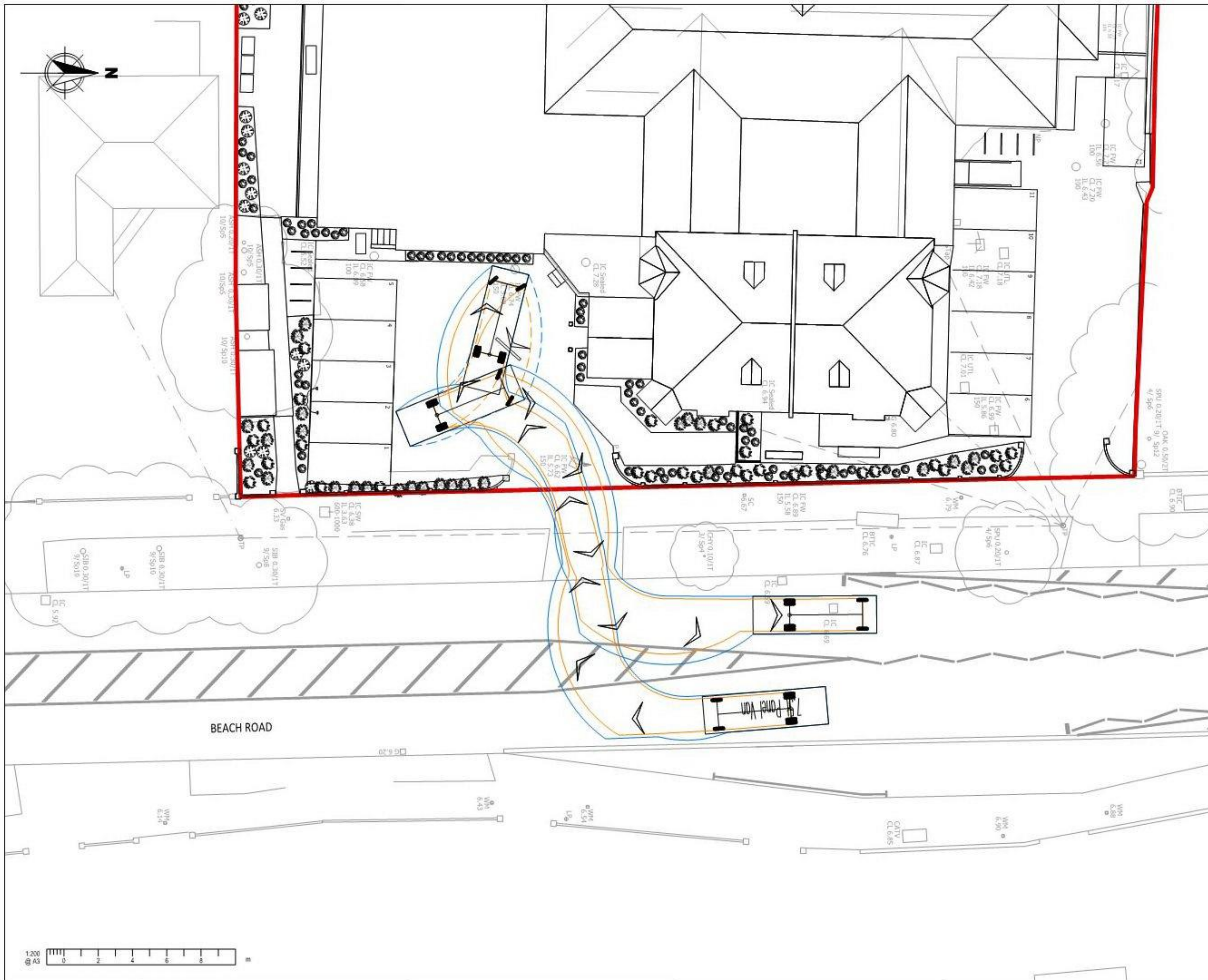
Estate Car
Overall Length 4.845m
Overall Width 1.750m
Overall Body Height 1.424m
Min Body Ground Clearance 0.189m
Max Track Width 1.655m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 4.950m

A	Revised Layout	29/11/2019
-	Original Issue	29/08/2019
Rev	Amendments	Date



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Drawing Status	FINAL		
Client	English Oak Care Homes		
Project	Oak View Nursing Home Hayling Island		
Drawing Title	Parking and Turning Swept Path Analysis		
Scale	Date	Drawn By	Checked By
1:250	Aug 2019	SMO	ALB
Drawing No.	2018-4482-003		Rev.
			A



NOTES

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3. Do not scale, work to figured dimensions only. All dimensions are in millimeters unless noted otherwise and all levels are in metres from the topographic survey datum.

4. Any information given regarding existing underground services is given in good faith after consultation with the relevant authority, however accuracy is not certain.

LEGEND

Site Boundary

Existing Road

Markings

Swept Path

Wheel Track

Over Swing

7.5t Panel Van

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Track Width

Lock to lock time

Kerb to Kerb Turning Radius

7.210m

2.192m

2.544m

0.316m

1.865m

4.00s

7.400m

Revised Layout

Original Issue

Amendments

Date

29/11/2019

29/08/2019

BRIGHT PLAN

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Drawing Status

Client

Project

Drawing Title

Scale

Date

Drawn By

Checked By

Drawing No.

Rev.

DRAFT

English Oak Care Homes

Oak View Nursing Home
Hayling Island

7.5t Panel Van
Swept Path Analysis

1:200

Nov 2019

SMO

ALB

2018-4482-005

A



APPENDICES



Appendix A CrashMap Report



crashmap.co.uk

Crash Date: Friday, March 13, 2015 **Time of Crash:** 10:16:00 AM **Crash Reference:** 2015440086186

Highest Injury Severity: Serious
Highway Authority: Hampshire
Local Authority: Havant District (B)
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Not at or within 20 metres of junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Not Applicable

Road Number: A3023

Number of Casualties: 2

Number of Vehicles: 3

OS Grid Reference: 471459 99321



For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
3	Car (excluding private hire)	-1	Unknown	Unknown	Vehicle is parked in the carriageway	Back	Other	None	None
2	Car (excluding private hire)	-1	Unknown	Unknown	Vehicle is parked in the carriageway	Back	Other	None	None
1	Car (excluding private hire)	2	Male	66 - 75	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	66 - 75	Unknown or other	Unknown or other
1	2	Serious	Vehicle or pillion passenger	Female	66 - 75	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Appendix B Site Layout



Proposed West Elevation - 1:200 - Showing Neighbouring Properties



Proposed East Elevation - 1:200 - Showing Neighbouring Properties



The drawings, details and specifications are solely for the purpose of seeking Planning and Building Regulation approvals. They are not intended as a specification of works, and PMG Ltd accepts no liability should they be used in this manner.

Drawing to be read in conjunction with specification, details notes and any specialist design elements. Any works carried out prior to approval are done so at the clients/builders own risk.

The contractor is responsible for checking all scaled and stated dimensions prior to commencement on site. The length of all structural elements are to be checked on site prior to placing orders.

The builder is to expose any existing structural elements (foundations, walls, lintels, floors, beams, roofs etc) which are accepting additional loads for Building Control and client approval prior to commencement.

This drawing is the copyright of PMG Ltd and must not be copied, reproduced or replicated in any way without prior consent. These drawings and other documents are not transferable by use by any other person.

Any boundaries shown on the plan are their assumed location/line and the client should check the precise line of any boundaries prior to commencement. No works to project over the boundary line.

Client is to resolve all matters relating to the Party Wall etc Act 1996 prior to commencing building works.

PMG Ltd will not be liable for the accuracy of any hidden details; such as wall constructions, lintels, existing beams, foundations, drainage, etc. It is the responsibility of the client and his appointed contractor to expose all hidden features prior to commencement of any building works. The client should arrange for all drainage to be surveyed and traced prior to commencement to ensure that the drainage layouts shown on the plans are correct. The client should arrange for a trial hole to be excavated, prior to commencement, and for Building Control inspection to allow the proposed foundation type and depth to be agreed.

All drainage layouts shown on the plans are indicative only. The client must appoint a drainage survey and tracing company to ascertain the exact layout, depth and condition of the existing drainage prior to the commencement of any building works.

Project Title
Proposed Extensions & Alterations
Oak View Nursing Home
47-49 Beech Road
Hayling Island
Hampshire

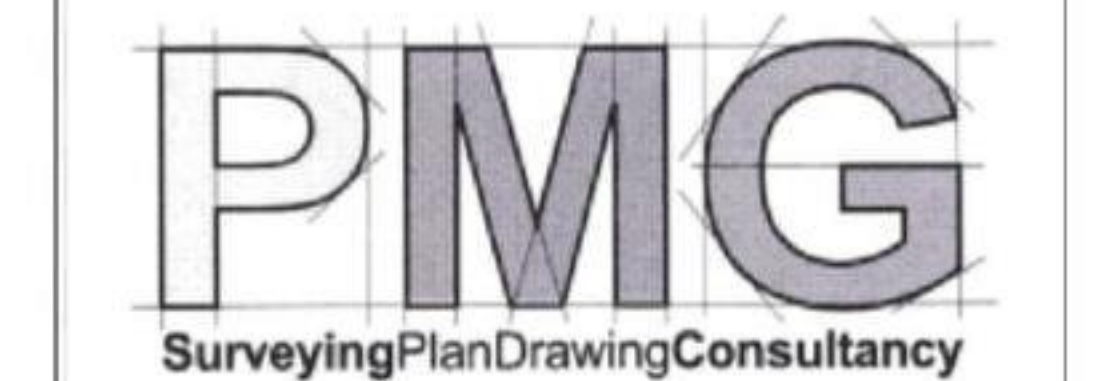
Drawing Title
Proposed Site Plans

Client
Oak View Nursing Home

Date:
May 2019

Scale:
1: 200 at A1

Drawing No.
SK008 rev K

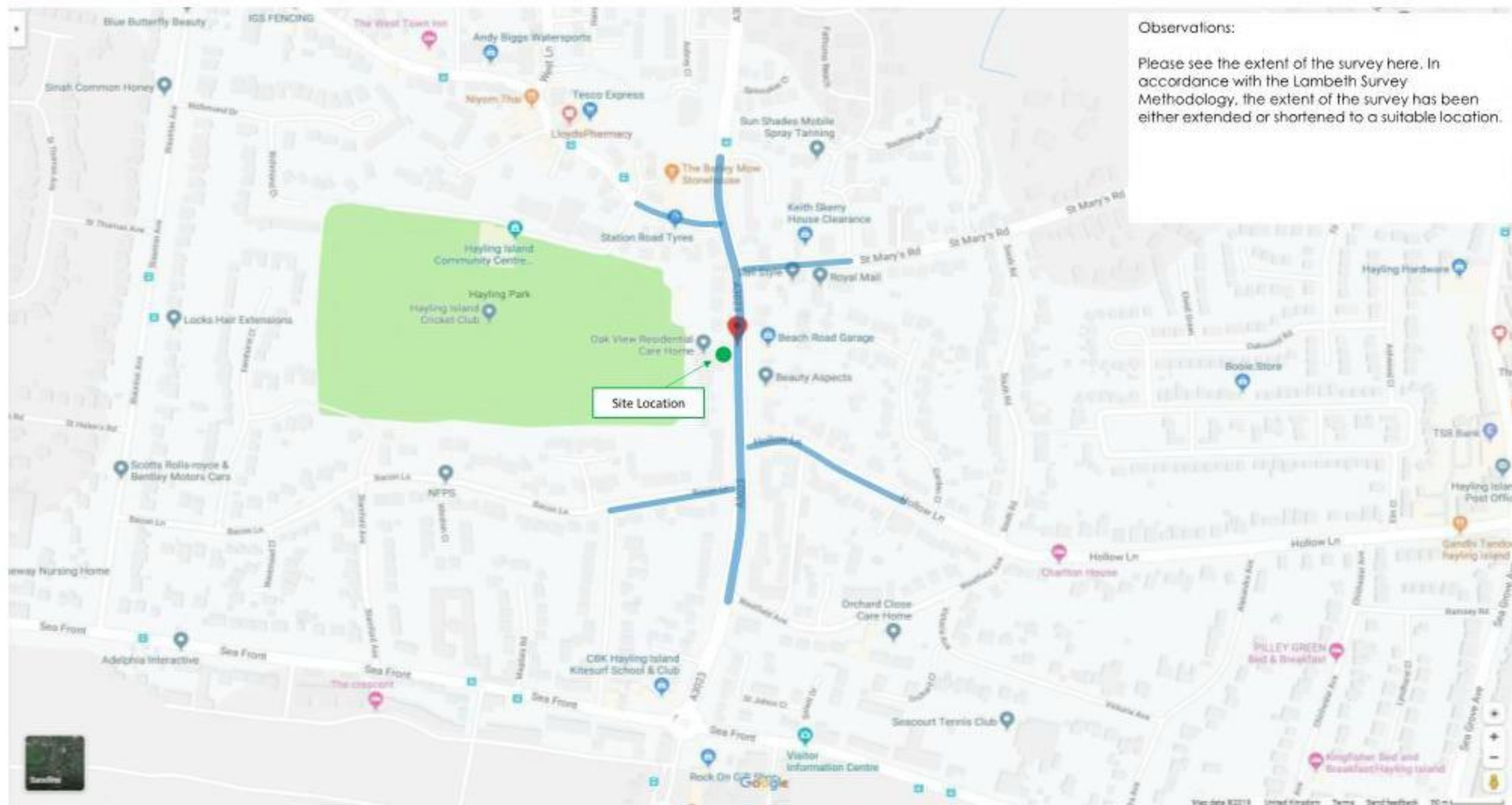


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Appendix C Car Parking Survey





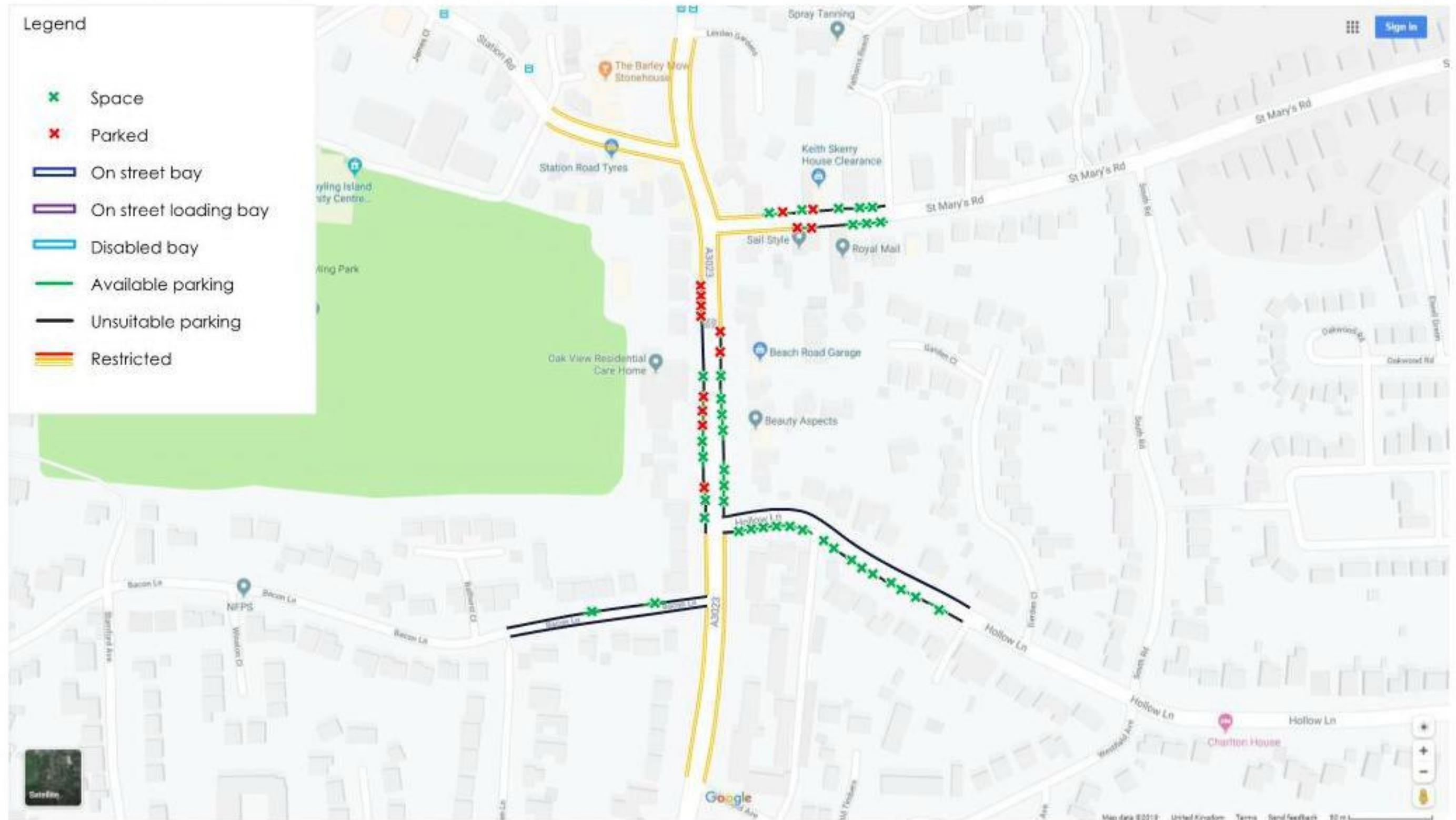
0039 - Oak View Residential Care Home, 49 Beach Rd, Hayling Island

13 - September - 2019 - 01:00am

Street	Available Parking				Parking Restriction										Total Legal Parking			Waiting Restriction					Other				Total Parking Stress		
	Marked Bays		Unrestricted		Permit Holders		Pay & Display		Disabled		Motorcycle Bay		Single Yellow Out of hours		Parked	Spaces	Total Legal Parking	Double Yellow	Bus Stop	Turning Area	Footpath	Dropped Kerb	Single Yellow		Single Red		Parked	Spaces	Total Parking Stress
	Parked	Spaces	Parked	Spaces	Parked	Spaces	Parked	Spaces	Parked	Spaces	Parked	Spaces	Parked	Spaces									Parked	Spaces	Parked	Spaces			
Beach Road			10	22											10	22	45%									10	22	45%	
Station Road			0	0											0	0	N/A									0	0	N/A	
St Marys Road			4	12											4	12	33%									4	12	33%	
Hollow Lane			0	15											0	15	0%									0	15	0%	
Bacon Lane			0	2											0	2	0%									0	2	0%	
															0	0	N/A									0	0	N/A	
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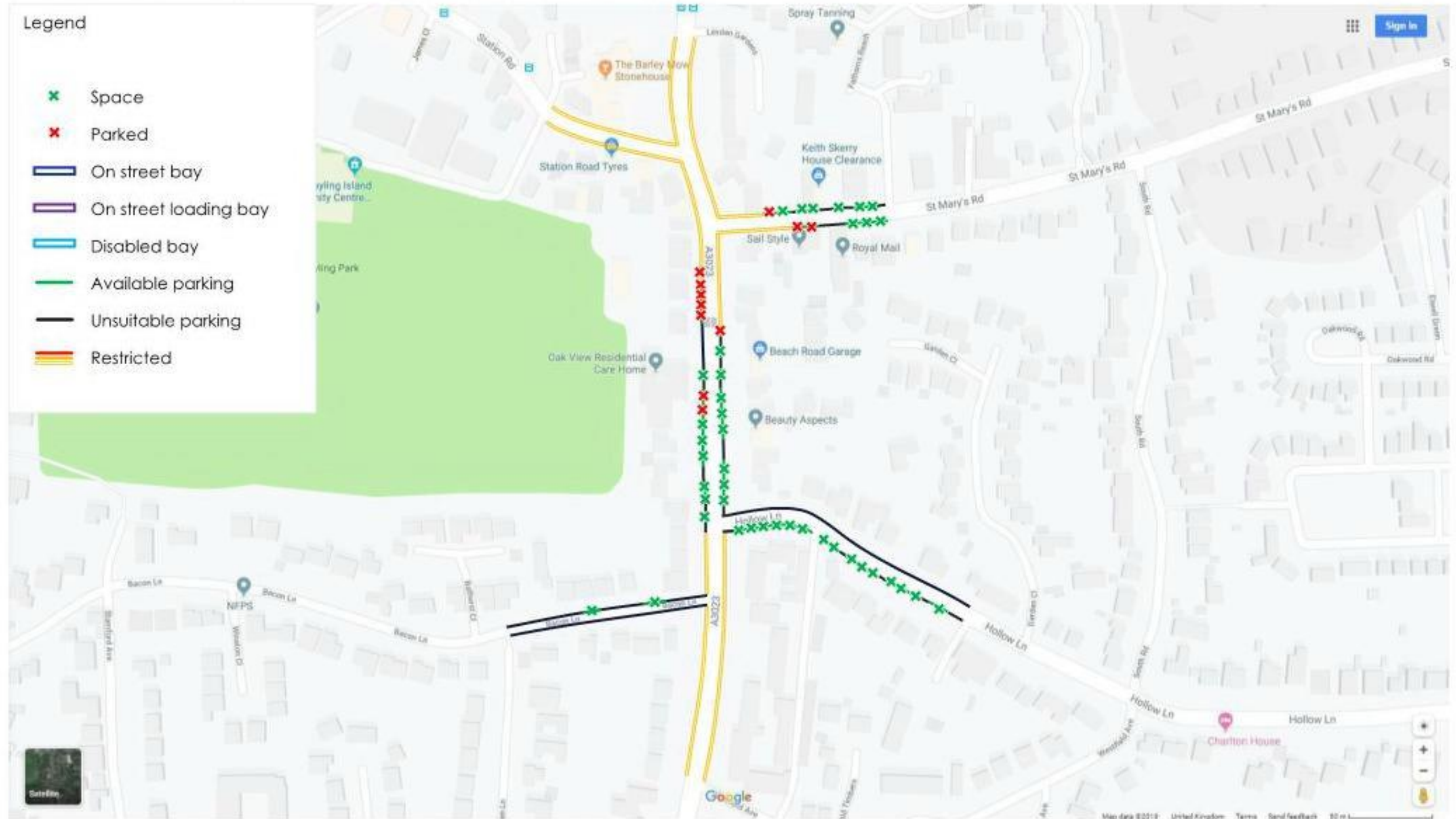


Beach Road, Hayling Island – PO11 0JG - **13th September at 01:00am**





Beach Road, Hayling Island – PO11 0JG - **17th September at 01:00am**





Appendix D TRICS Data Output

Calculation Reference: AUDIT-305901-190820-0840

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
 Category : F - CARE HOME (ELDERLY RESIDENTIAL)

VEHICLESSelected regions and areas:

02 SOUTH EAST	
WG WOKINGHAM	1 days
06 WEST MIDLANDS	
WK WARWICKSHIRE	1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE	
NY NORTH YORKSHIRE	1 days
08 NORTH WEST	
LC LANCASHIRE	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of residents
 Actual Range: 31 to 58 (units:)
 Range Selected by User: 17 to 100 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 02/05/19

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Tuesday	2 days
Thursday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	2

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	4
------------------	---

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:Use Class:

C2	4 days
----	--------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Secondary Filtering selection (Cont.):Population within 1 mile:

5,001 to 10,000	2 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	1 days
1.6 to 2.0	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	4 days
----	--------

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	4 days
-----------------	--------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	LC-05-F-02	NURSING HOME		LANCASHIRE
	LYTHAM ROAD			
	BLACKPOOL			
	SQUIRES GATE			
	Edge of Town			
	Residential Zone			
	Total Number of residents:	31		
	Survey date: TUESDAY	27/09/16		Survey Type: MANUAL
2	NY-05-F-05	NURSING HOME		NORTH YORKSHIRE
	SEAGRIM CRESCENT			
	RICHMOND			
	Edge of Town			
	Residential Zone			
	Total Number of residents:	37		
	Survey date: MONDAY	04/03/19		Survey Type: MANUAL
3	WG-05-F-01	NURSING HOME		WOKINGHAM
	BARKHAM ROAD			
	WOKINGHAM			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of residents:	58		
	Survey date: TUESDAY	20/11/12		Survey Type: MANUAL
4	WK-05-F-01	NURSING HOME		WARWICKSHIRE
	CLARENDON SQUARE			
	LEAMINGTON SPA			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of residents:	32		
	Survey date: THURSDAY	25/10/12		Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

VEHICLES**Calculation factor: 1 RESIDE****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	40	0.070	4	40	0.057	4	40	0.127
08:00 - 09:00	4	40	0.063	4	40	0.070	4	40	0.133
09:00 - 10:00	4	40	0.095	4	40	0.044	4	40	0.139
10:00 - 11:00	4	40	0.057	4	40	0.082	4	40	0.139
11:00 - 12:00	4	40	0.089	4	40	0.114	4	40	0.203
12:00 - 13:00	4	40	0.076	4	40	0.063	4	40	0.139
13:00 - 14:00	4	40	0.146	4	40	0.057	4	40	0.203
14:00 - 15:00	4	40	0.082	4	40	0.133	4	40	0.215
15:00 - 16:00	4	40	0.089	4	40	0.120	4	40	0.209
16:00 - 17:00	4	40	0.063	4	40	0.070	4	40	0.133
17:00 - 18:00	4	40	0.076	4	40	0.108	4	40	0.184
18:00 - 19:00	4	40	0.057	4	40	0.070	4	40	0.127
19:00 - 20:00	4	40	0.038	4	40	0.051	4	40	0.089
20:00 - 21:00	4	40	0.044	4	40	0.038	4	40	0.082
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.045				1.077	2.122	

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.