REPORT

Land Adjoining Helmsley House, Bartons Road, Havant

Car Park Management Plan

Client:	Anavo Developments Limited
Reference:	PC8475-RHD-ZZ-XX-RP-R-0001
Status:	Final/01
Date:	17 February 2026

itp by Haskoning

by Haskoning

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Table of Contents

1	**Introduction**	**1**
1.1	Overview	1
1.2	Development Summary	2
1.3	CPMP Objectives	2
1.4	Report Structure	3
2	**Existing Site Context**	**4**
2.1	Overview	4
2.2	Local Highway Network	4
3	**Consented Development**	**5**
3.1	Overview	5
3.2	Parking Provision	6
3.3	Blue Badge Holder Parking Provision	7
3.4	Electric Vehicle Charging Provision	7
3.5	Cycle Parking Provision	7
4	**Management Plan and Measures**	**8**
4.1	Management and Maintenance Responsibilities	8
4.2	Measures	8
4.3	Enforcement Process	9
4.4	Car Park Maintenance	10
5	**Ongoing Update of the Plan**	**11**
5.2	Integration with Travel Plan	11
6	**Summary**	**12**

Table of Tables

Table 3.1 Staff Roles and Shift Patterns 5

Table of Figures

Figure 1.1 Site Location 2

Figure 3.1 Landscape Architectural Layout of On-site Parking Area 6

Appendices

Appendix A – Site Layout

1 Introduction

1.1 Overview

1.1.1 This Car Park Management Plan (CPMP) has been prepared by ITP, the UK-based Transport Advisory Group of Haskoning, on behalf of Anavo Developments Limited. This report has been prepared in association with development of a Care Home on land adjoining Helmsley House, Bartons Road, Havant , Havant, Hampshire (the 'Site').

1.1.2 The Site location is indicated in **Figure** 1.1. The local authority is Havant Borough Council (HBC), and the highway authority is Hampshire Couty Council (HCC).

1.1.3 The purpose of this CPMP is to discharge Condition 8 associated with planning permission at the Site (REF: APP/23/00665), consented on 26th February 2024. The application proposes the following:

"Erection of a 78 bed older persons care home (Use class C2) together with construction of new access road, car/cycle parking, drainage works, hard/soft landscaping and other associated infrastructure."

1.1.4 Planning Condition 8 of APP/23/00665 states:

"The development hereby permitted shall not be occupied unless and until full details of the management of the car parking have been submitted to and approved in writing by the Local Planning Authority. The details shall include:

- *Details of staff parking management including full details of shift patterns.*
- *Measures to be employed to avoid staff or visitor parking to Normandy Way or to nearby residential roads.*
- *Details of the management regime for car parking management.*
- *Details of measures to encourage staff to car share, use non-car based transport options.*

The operation of car parking at the site shall be in full accordance with the approved details.

***Reason**: To ensure that car parking takes place on site in order to avoid amenity and congestion issues on the local road network and having due regard to Havant Borough Local Plan (Core Strategy) policies CS20 and DM14 and the National Planning Policy Framework."*

Figure 1.1 Site Location

1.2 Development Summary

1.2.1 The consented development includes the redevelopment of the Site to provide a 78-bedroom residential Care Home. Vehicular access will be provided from Normandy Way, via a new simple priority T-junction.

1.2.2 A total of 33 car parking spaces are provided to serve the development, of which three are designated 'blue-badge' holder spaces. 18 secure and sheltered cycle parking spaces are proposed, in the form of Sheffield Stands within a dedicated store.

1.2.3 The consented Site layout is included in **Appendix A**.

1.3 CPMP Objectives

1.3.1 The objectives of this CPMP have been developed with reference to the details included within Condition 8, and are as follows:

- Prevent incidences of parking on Normandy Way, or other local residential roads.
- Facilitate the appropriate and designated use of the car parking facilities, including during shift changeovers.
- Encourage a reduction in cars travel at the Site, through encouraging car-sharing and travel by active and sustainable modes.

1.4 Report Structure

1.4.1 Following this section, this report is structured as follows:

- **Section 2** provides a summary of the local context,
- **Section 3** summarises the consented development,
- **Section 4** outlines the proposed measures and management of this plan,
- **Section 5** sets out how the plan will be updated, and
- **Section 6** summarises this report.

2 Existing Site Context

2.1 Overview

2.1.1 The Site is located on a vacant plot of land, measuring approximately 0.65 Hectares (Ha). The Site is located at the eastern extent of Havant, approximately three km northeast of the town centre. The Site is bordered to the east by Normandy Way. To the north are residential developments, including the 72-dwelling Redrow / Harbour Views development (Planning Ref: APP/19/00007), accessed from Bartons Road, and to the south is a 175 dwelling Bellway / Brookvale development (Planning Refs: APP/15/01435 & APP/18/00453).

2.2 Local Highway Network

Normandy Way

2.2.1 Normandy Way is a two-way road which extends along the east side of the Site boundary. Constructed in 2020, the road routes south from Bartons Road for approximately 500m, ending in a turning head within the Bellway / Brookvale housing development.

2.2.2 Normandy Way has wide footways on both sides of the carriageway, which tie into footways on Bartons Road. There are traffic calming measures in the form of speed bumps at regular intervals along the road. To the south of the Site, there are regular street lights on Normandy Way.

2.2.3 There are no waiting or parking restrictions on Normandy Way.

Bartons Road

2.2.4 Bartons Road is a two-way road that extends in an east-west alignment for approximately 1.5km between Petersfield Road and Comley Hill / Horndean Road. Bartons Road is formed of one lane of traffic in each direction, with a right-turn ghost island at the junction with Normandy Way. In the vicinity of the Site, Bartons Road is subject to a 40mph speed limit.

2.2.5 There is a footway at the south of the carriageway, which connects into footways on Normandy Way. Approximately 300m west of the Site there is a footway to the north of the carriageway, which extends to the western edge of Bartons Road. There are proposals to extend this footway to the east, in association with the Redrow / Harbour Views development.

3 Consented Development

3.1 Overview

3.1.1 The consented development, to which this CPMP relates, comprises a 78-bed care home. It is envisaged that, at peak occupancy, the development would accommodate 78 residents and 75 members of staff.

3.1.2 The expected staff members and shift patterns were set out in the Travel Statement prepared by Cole Easdon (Issue 4, dated July 2023), submitted as part of the consented application for the Site, and is recreated in **Table** 3.1.

Table 3.1 Staff Roles and Shift Patterns

Shift Pattern		Days of the week shift applies"	Job Role	No. of staff on Site
Start time	Finish time			
07.00	19.00	Mon – Sun	Kitchen	2
07.30	13.30	Mon – Sun	Day Care staff	19
07.30	15.00	Mon – Fri	Housekeeping Supervisor	1
07.30	15.00	Mon – Sun	Housekeepers	2
07.30	15.00	Mon – Sun	Laundry	2
07.30	19.30	Mon – Sun	Home Maker	3
09:00	17:00	Mon – Fri	Administration	1
09.00	17.00	Mon – Fri	Receptionist	1
09.00	17.00	Mon – Fri	Maintenance	2
09.00	16.00	Mon – Fri	PRA/Marketing	1
09.00	17.00	Mon – Fri	Home Manger	1
09.00	17.00	Mon – Fri	Clinical Lead	1
10.00	15.00	Sat – Sun	Receptionist	1
10.00	14.30	Mon – Sun	Activities Early	3
10.00	14.30	Mon – Sun	Activities staff	3
13.30	19.30	Mon – Sun	Day Care Staff	18
19.30	07.30	Mon – Sun	Night Care Staff	14

Source: Table 7.1 of Travel Statement for Consented Scheme at the Site (Cole Easton, July 2023 – Planning REF: APP/23/00665) -

3.1.3 As indicated above, staff shift changeovers occur three times a day; 07:00 to 08:00, 13:00 to 14:00, and 19:00 to 20:00. Peak travel demand, and hence highest car parking demand, is expected to occur at these times.

3.1.4 It is noted that shift changeover times have been arranged such that as many as possible occur within typical operation of public transport and hours of daylight, allowing travel by active and sustainable modes to be a real alternative to car travel.

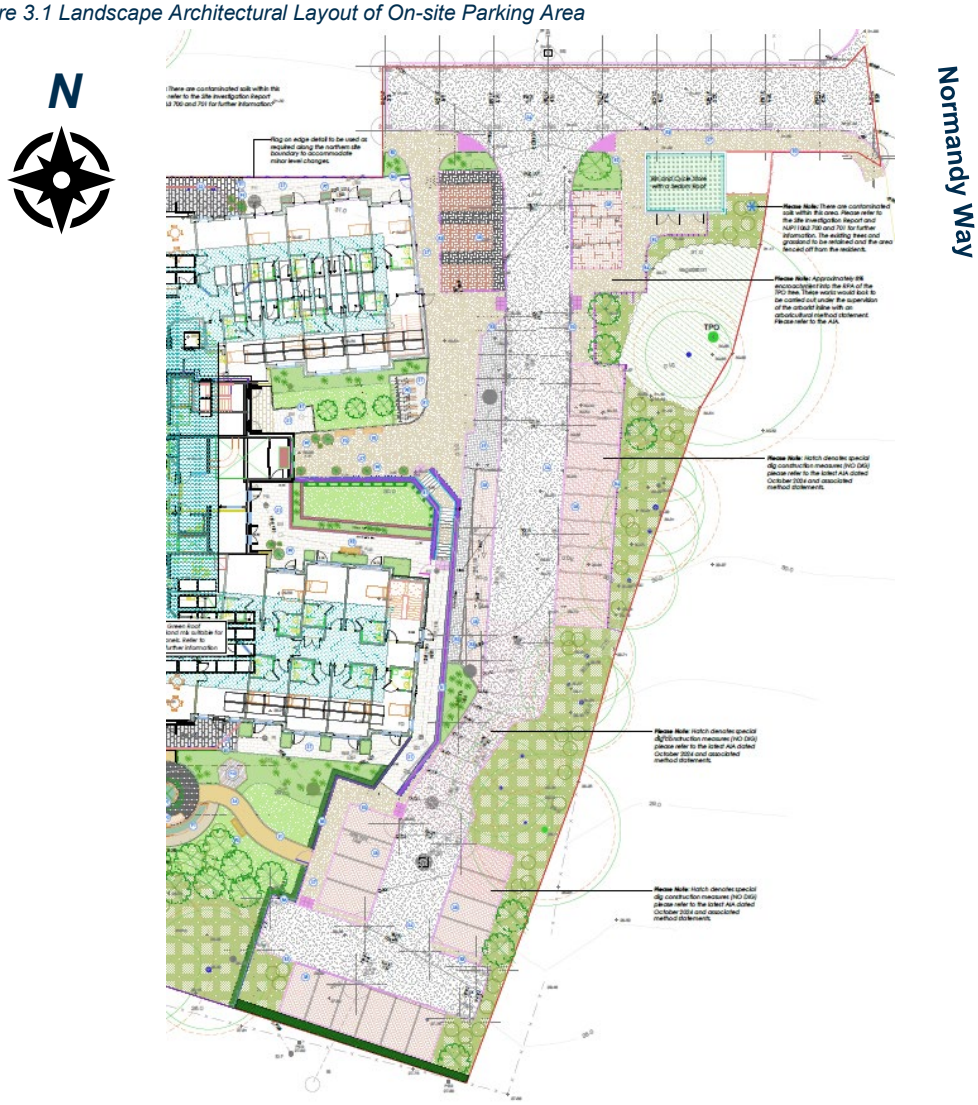
3.1.5 There are expected to be approximately 25 visitors on weekdays, and up to 50 visitors at weekends. Visits to the Site are expected to occur between 10:00 and 20:00.

3.2 Parking Provision

3.2.1 The consented scheme has a total of 33 car parking spaces to support the development, including three blue badge holder spaces. The Site's car parking arrangements are presented in the Site layout included in **Appendix A** and shown at **Figure 3.1**.

3.2.2 In addition to the parking bays, a loading and servicing bay is included to accommodate deliveries and servicing at the Site. This prevents parking bays being occupied by smaller delivery and servicing vehicles.

Figure 3.1 Landscape Architectural Layout of On-site Parking Area



Source: DEP Landscape Architecture Drawing 5245-02-G Dated May 2024

3.2.3 The parking area will be lit in line with local guidance and policy. Segregated pedestrian routes through the Site are proposed to ensure safe movement between cars and the development.

3.3 Blue Badge Holder Parking Provision

3.3.1 A total of three blue badge holder spaces would be provided to support the care home development. The spaces would be provided adjacent to the main entrance, for ease of use. Blue badge holder spaces would be provided with dimensions of 2.4m by 4.8 and 1.2m clearance zone between adjacent bays.

3.4 Electric Vehicle Charging Provision

3.4.1 The consented scheme includes four bays with active EV charging points, all of which are located to the north of the Site, close to the access point.

3.5 Cycle Parking Provision

3.5.1 The consented scheme includes 18 cycle parking spaces for the use of both staff and visitors. These will be located within a dedicated store, south of the access junction.

4 Management Plan and Measures

4.1 Management and Maintenance Responsibilities

4.1.1 For the purpose of this management plan the managing agent responsible for the management of the Site is referred as the 'Site Occupier'. The Site Occupier will be responsible for monitoring, managing and maintaining the car park on a day-to-day basis. Where responsibilities are defined in respect of the Site Occupier, it is noted that the Site Occupier may appoint a contractor to carry out duties related to parking management and enforcement, as necessary.

4.2 Measures

Hard Measures

4.2.1 Hard measures are those which are included within the layout and design of the proposed development.

4.2.2 Car parking spaces will be clearly delineated as indicated in **Figure 3.1**. The car park layout would also include signage, at driver eye-level, setting out who is permitted to use the space. Blue badge holder spaces will be served by additional clearance zones that will be indicated by contrasting coloured block paving, differentiating these spaces from other on-site parking provisions.

4.2.3 It is proposed that the parking area is reserved for only staff and visitors. Where appropriate, the occupier may display parking rules and enforcement measures on notices within the car park, as a 'contract to park', in line with Section 56 and Schedule 4 of the Protection of Freedoms Act (2012). This would allow the occupier to reserve the right to fine drivers who leave their vehicles on-site without permission or for extended periods of time.

4.2.4 The proposed loading / servicing bay to the front of the Site will accommodate all deliveries and servicing vehicles, meaning car parking spaces will not be occupied by vehicles other than staff or visitor vehicles.

Soft Measures

4.2.5 To manage the number of vehicles using the car park, alternative modes of travel around the Site will be communicated to staff. Options for car sharing, including local car clubs, will be communicated among staff at the Site, to make staff aware of alternatives to single-occupancy car travel. Consideration will be given to allowing priority parking for those who car share or use car clubs, to encourage uptake.

4.2.6 In accordance with the approved Travel Plan for the consented scheme, two of the spaces within the car parking area will be allocated for those participating in the car share scheme. These will be located close to the development's entrance, so that car sharers have priority over single occupant car users.

4.2.7 Communication of alternative modes of travel available around the Site (including walking, cycling, public transport) will be undertaken as set out in the Travel Plan. Additionally, the Site occupier will be responsible for making staff aware of cycle facilities available at the Site, namely secure, covered cycle parking, to encourage cycling to and from the Site.

Additional Measures

4.2.8 The Site Occupier is responsible for management of the car park facilities. Should the Site Occupier experience difficulties in ensuring that car parking spaces are used by staff and visitors only, then the Site Occupier would consider adopting additional management measures, which could include:

- Placing notices / flyers on cars using the car parking area which are not associated with the care home. These notices would advise drivers that the car parking area is for the use of trips associated with the care home only.
- Issuing permits for staff to display, indicating that they are authorised to park.
- Requiring visitors to register their vehicles in advance, to indicate which vehicles are approved to park within the Site.
- Allocating specific sections of the car park to staff and visitors, for ease of use.
- Implementing a booking system for visitors intending to drive to the Site, to manage parking demand.
- Communicating shift change-over times to visitors, to ensure visitors are aware when peak staff parking demand is likely to occur and hence avoid visiting during these times.

4.2.9 With specific consideration of the immediate highway context outside of the site access, if parking is observed to exceed demand, and overspill parking occurs on Normandy Way, consideration will be given to implementing a booking system for visitors to the Site, to manage the level of visitors at the Site to reduce instances of overflow parking.

4.3 Enforcement Process

4.3.1 Monitoring of car park utilisation would be undertaken by the Site Occupier to ensure that the car parking is used appropriately and effectively.

4.3.2 In the event that the car park is misused, either by vehicles parking outside of delineated spaces or unauthorised vehicles parking within the Site, an enforcement system would be implemented to ensure correct and legal use of car parking spaces. This enforcement system would also be applied at the parking access from Normandy Way to include all land that is within the ownership of the Site, to prevent inappropriate parking that could obstruct access.

4.3.3 Enforcement could apply to:

- Vehicles which are not authorised to park within the Site,
- Vehicles not parking within a demarcated space,
- Vehicles without a blue-badge holder parking within a blue-badge only space, and
- Vehicles parking and causing obstruction, including vehicles on the access road into the Site and on Normandy Way.

4.3.4 The Site occupier would be responsible for asking drivers to park appropriately, move their vehicles or leave the premises.

4.3.5 The following vehicles would be exempt from parking enforcement:

- Emergency service vehicles,
- Any vehicle displaying a Health Emergency Badge,
- Any vehicle displaying a fire brigade notice, and
- Postal vehicles.

4.4 Car Park Maintenance

4.4.1 The maintenance of the car park, including car park landscaping, can be influential in the level to which parking restrictions are adhered to. It is also important to maintain car park landscaping to ensure no parking bays are obscured by growth or planting. The maintenance of the car park will be the responsibility of the Site occupier.

5 Ongoing Update of the Plan

5.1.1 This CPMP is a live document, which can be updated as relevant to implement future changes to car parking operation, allocation and enforcement.

5.1.2 It is not envisaged that formal monitoring of the CPMP would be needed, however, should any potential changes to the car park management be identified by care home staff, this can be implemented to benefit users and the local highway.

5.1.3 The Site occupier should obtain regular feedback from staff and visitors on operational matters, including car park operation. This feedback should be implemented into any future changes to the car park management.

5.2 Integration with Travel Plan

5.2.1 The consented application that forms the basis of this proposed scheme included a Travel Plan (TP) prepared by Cole Easdon. The CPMP will operate in parallel to the TP in place at the Site. The TP includes a monitoring process. Any outcomes of the TP that relate to car parking management can be incorporated into future updates of this CPMP. This includes feedback from staff and visitors received in TP surveys. The TP Coordinator can act as a point of contact for ensuring relevant information is collected from the TP surveys and made available for review and update of the CPMP.

5.2.2 Measures included in the TP to encourage active and sustainable modes of travel can be implemented in parallel with the CPMP, to reduce car travel and hence reduce demand for car parking.

6 Summary

6.1.1 This Car Park Management Plan (CPMP) has been prepared by ITP, the UK-based Transport Advisory Group of Haskoning. This report has been prepared in association with development of a Care Home on land adjoining Normandy Way, Havant, Hampshire (the 'Site').

6.1.2 The purpose of this CPMP is to discharge condition 8 associated with planning permission at the Site (REF: APP/23/00665), consented on 26th February 2024.

6.1.3 The Site is located on a vacant plot of land, measuring approximately 0.65 Hectares (Ha), at the eastern extent of Havant, approximately three km northeast of the town centre. The Site is bordered to the east by Normandy Way. To the north are residential developments, including the 72-dwelling Redrow / Harbour Views development (Planning Ref: APP/19/00007), accessed from Bartons Road, and to the south is a 175 dwelling Bellway / Brookvale development (Planning Refs: APP/15/01435 & APP/18/00453).

6.1.4 The consented development includes the redevelopment of the Site to provide a 78-bedroom residential Care Home. Vehicular access will be provided from Normandy Way, via a new simple priority T-junction.

6.1.5 A total of 33 car parking spaces are provided to serve the development, of which three are designated 'blue-badge' holder spaces only. 18 secure and sheltered cycle parking spaces are proposed, in the form of Sheffield Stands within a dedicated store.

6.1.6 The objectives of this CPMP have been developed with reference to the details included within condition 8, and are as follows:

- Prevent incidences of parking on Normandy Way, or other local residential roads.
- Facilitate the appropriate and designated use of the car parking facilities, including during shift changeovers.
- Encourage a reduction in cars travel at the Site, through encouraging car-sharing and travel by active and sustainable modes.

6.1.7 The development will be managed by the future Site occupier. The occupier will be responsible for monitoring, managing and maintaining the car park on a day-to-day basis. A series of measures are proposed to reduce parking on local roads surrounding the Site, and to encourage a shift to a active and sustainable modes of travel.

6.1.8 This CPMP is a live document, which can be updated as relevant to implement future changes to car parking operation, allocation and enforcement. The CPMP will operate in parallel to the Travel Plan (TP) in place at the Site. The TP includes a monitoring process. Any outcomes of the TP that relate to car parking management can be incorporated into future updates of this CPMP.

Appendix A – Site Layout

HARD LANDSCAPE SPECIFICATIONS

SURFACE TREATMENTS

Paving Flags 1
600 x 400 x 50mm Tobermore Braemar Mayfair flags in Oat (light beige) colour. To be laid stretcher bond. Supplied by wwww.tobermore.co.uk or equal approved manufacturer

Paving Flags 2
600 x 400 x 50mm Tobermore Braemar Mayfair flags in Graphite (dark grey) colour. To be laid stretcher bond. Supplied by wwww.tobermore.co.uk or equal approved manufacturer

Feature Paving
100 x 100 x 50mm Tobermore Sienna Setts in Graphite colour. To be laid stretcher bond and sand jointed. Supplied by wwww.tobermore.co.uk or equal approved manufacturer

Resin Bound Gravel - Winter Pearl
6mm natural aggregate resin bound gravel in winter pearl colour. Residential/ Permeable surface and sub-base should be laid to a min depth of 16mm. Supplied by wwww.sureset.co.uk

Breedon Self Binding Gravel
6mm -fines golden amber breedon gravel to be laid to a cross fall at 60mm depth (compacted thickness 40mm). Supplied by Breedon-special-aggregates.co.uk

Tarmac Road
Main vehicular road to be laid to vehicular grade tarmac to the project engineers specification. *

Tarmac Paths
Main pedestrian access paths to be laid to pedestrian grade tarmac to the project engineers specification. *

Permeable Block Paving 1
Permeable block paving to be 200 x 100 x 60mm Pedestra Hyropave from Tobermore laid in a herringbone pattern in Brindle colour. Supplied by wwww.tobermore.co.uk or equal approved manufacturer

Permeable Block Paving 2
Permeable block paving to be 200 x 100 x 60mm Pedestra Hyropave from Tobermore laid in a herringbone pattern in contrasting Charcoal colour. Supplied by wwww.tobermore.co.uk or equal approved manufacturer

Hazard Warning Flags
400 x 400 x 50mm Tobermore Tactile Hazard Warning flags/ Blister Flags in Natural/ Buff colour (to provide a contrast to adjacent surface as required). * Supplied by www.tobermore.co.uk or equal approved manufacturer

EDGES AND STEPS

Setts Edging
100 x 100 x 50mm Tobermore Sienna Setts in Graphite colour to be used in a single line as an edging detail. Supplied by wwww.tobermore.co.uk or equal approved manufacturer

Concrete Pin Kerb
50mm x 200mm x 915mm standard flat top concrete pin kerb edge. * Supplied by www.marshalls.co.uk or equal approved manufacturer

Concrete Kerb
125mm x 255mm half battered concrete kerbs laid with 125mm upstand, to highways engineers specification and detailed design. * Supplied by www.marshalls .co.uk or an equal approved manufacturer.

Dropped Kerbs and Transition Kerbs
125mm x 150mm half battered concrete kerbs with 25mm upstand to provide a FLUSH kerb detail with associated transition kerbs as required, to highways engineers specification and detailed design. Supplied by www.marshalls .co.uk or an equal approved manufacturer.

Steps
Steps construction to be detailed designed by the project engineers and surfaced in Tobermore Mayfair flags in Silver colour with a contrasting nosing detail. Flags and risers to be supplied by wwww.tobermore.co.uk or equal approved manufacturer.

Handrails
All steps to be fitted with handrails to current part K access requirements. These should comprise a circular handrail set 1000mm above the step surface and protruding 300mm beyond the top and bottom steps. To be made from stainless steel and powder coated in a coloured RAL tbc.

NB: * All other 278 works to the adopted public highway to be detailed designed by the engineers and to be constructed to adoptable standards as required.

RETAINING WALLS AND BOUNDARY TREATMENTS

1100mm Balustrade to Concrete retaining walls with Brick finish
All retaining walls to have 1100mm vertical flat top metal railings to prevent a fall from height. Railings are subject to detailed design and should be galvanized steel with a powder coated finish in a RAL to match the architectural detailing. Fixings and foundations are subject to detailed design by the project structural engineers.

Concrete Retaining walls with brick finish subject to detailed design by the structural engineers. Please refer to NJP drawings.

1100mm Balustrade to Secura Segmental Retaining Walls
All retaining walls to have 1100mm vertical flat top metal railings to prevent a fall from height. Railings are subject to detailed design and should be galvanized steel with a powder coated finish in a RAL to match the architectural detailing. Fixings and foundations are subject to detailed design by the project structural engineers.

Secura Segmental Retaining wall with a matching coping detail to be supplied by Tobermore and subject to detailed design by the structural engineers. Please refer to NJP drawings.

1100mm Balustrade to Vegetative Retaining Walls
All retaining walls to have 1100mm vertical flat top metal railings to prevent a fall from height. Railings are subject to detailed design and should be galvanized steel with a powder coated finish in a RAL to match the architectural detailing. Fixings and foundations are subject to detailed design by the project structural engineers. * Gates to match have been added into the courtyard area to restrict residents access.

Vegetative Retaining wall to be supplied by FLEX MSE and subject to detailed design by the structural engineers. Please refer to NJP drawings.

1800mm Railings
1800mm high bow top metal railings. The railings should be galvanized steel powder coated in a RAL to match the architectural detailing. Supplied by Alpha Rail www.alpharail.co.uk or an equal approved manufacturer. Railings to have matching gates with automated/ key fob activated locks as required to provide a secure environment and to facilitate the fire exit strategy.

Low Brick Wall and Railings to 1800mm
Low brick retaining wall to be detail designed by the project engineer with Bow top railings to achieve a total height of 1800mm and to tie into the adjacent railings. The railings should be galvanized steel powder coated in a RAL to match the architectural detailing. Supplied by Alpha Rail www.alpharail.co.uk or an equal approved manufacturer.

1000mm rounded palisade fence
1000mm low timber palisade fence between garden areas with matching 1m wide palisade gates. Timber to be pressure treated softwood with a smooth sawn, planed finish. Supplied by Jackson Fencing www.jacksons-fencing.co.uk or an equal approved manufacturer.

1100mm timber post and rail fence
1000mm timber post and three rail fence with matching maintenance gates as shown. Timber to be pressure treated softwood with a rough sawn finish. Supplied by Jackson Fencing www.jacksons-fencing.co.uk or an equal approved manufacturer.

1800mm timber closed boarded fence
1800mm robust closed boarded timber fence with timber posts and vertical timber panels, all timber to be pressure treated. Supplied by Jackson Fencing www.jacksons-fencing.co.uk or an equal approved manufacturer.

Timber Bollards with reflective band
Square pyramid top hardwood timber bollard with a red reflective band. Bollard to be 150mm square x 1500mm to be set 1m above ground. Supplied by Marshalls www.marshalls.co.uk or an equal approved manufacturer.

FEATURES

Raised Timber Planters
Woodscape timber retaining wall used to create 1no. curved and 1no. circular raised planters with FSC Hardwood timber and timber coping. Planters to be free standing (attenuation cells underneath restrict depths of foundations). Planters to be filled with a free draining topsoil and compost mix. Subject to detailed design by Woodscape www.woodscape.co.uk or equal approved manufacturer.

Curved Timber Bench
Letchworth curved backrest seat to be constructed from Woodscape FSC Hardwood timber with back and arm rests. Bench to be free standing. Bench subject to detailed design by Woodscape www.woodscape.co.uk or equal approved manufacturer.

Tooling Backrest Seat
Tooling timber seat with curved backrests and arm rest to be constructed from Woodscape FSC Hardwood timber. Benches to be free standing. Subject to detailed design by Woodscape www.woodscape.co.uk or equal approved manufacturer.

Timber Pergola Arches
Pressure treated smooth planed redwood pergola arches to include 2no. 95mm x 95mm posts set 2.4m wide 2.7m high with 34mm x 140mm runners and rafters. Posts to be bolted down to a concrete footing as required. Supplied by www.rutlandcountygardenfurniture.co.uk or equal approved manufacturer.

Cycle Stands
Sheffield cycle stands to be powder coated in a RAL to match the architectural detailing. Stands to be roof fixed. Supplied by Broxap www.broxap.com or equal approved manufacturer.

Square Timber Planters
Timber planters to be constructed from pressure treated new timber sleepers 1000mm x 1000mm x 500mm high. Planters to be lined with a fabric liner and filled with a free draining topsoil and compost mix. Contractor to fabricate.

Rectangular Free Standing Planters
GRP rectangular planters 600mm x 1000mm x 500mm high finished in a RAL colour tbc. Planters to be free standing with drainage holes in the base. Supplied by Europlanters www.europlanters.co.uk

Free Standing Wheelchair Accessible Timber Planters
2no. bespoke timber planters to be constructed from pressure treated softwood t provide a free standing timber trough raised on legs to provide an accessible planter for wheelchair use. For example Medium VegTrug from www.John Lewis or an equal product and supplier.

Cylindrical Free Standing Planters
GRP cylindrical planters to include a mixture of 1.2m dia x 80mm high, 800mm dia x 600mm high and 0.5m dia x 600mm high as shown and finished in a RAL colour tbc. Planters to be free standing with drainage holes in the base. Supplied by Europlanters www.europlanters.co.uk

Timber Gazebo
3.6m and 2.4m hexagonal wooden pressure treated garden gazebos with new england cedar roof to include a timber deck base, laid on a level and compacted MOT sub base. Supplied by www.puregardenbuildings.co.uk or equal approved manufacturer.

Timber Potting Shed
2046mm high x 1085mm x 1190mm, rectangular shiplap cladded potting shed. Features a double door fitted with a pad bolt, with tongue and groove boards for both the roof and floor. With the roof covered in a mineral felt. Supplied by www.sheds.co.uk or equal approved manufacturer.

Supporting Drawings
For all external finishes construction details, drainage design, retaining structures and re-grading works and levels please refer to detailed drawings produced by NJP Consulting Engineers Ltd. For all electricals and lighting design please refer to Betton Consulting drawings.

SOFT LANDSCAPE

Existing Trees to be Retained
Existing trees and TPO Trees to be retained, protected and managed inline with the AIA and supporting Method Statements. Please refer to the separate documents produced by others for further information.

Root Protection Areas
Special dig and construction methods and tree protection measures to be applied within the Root Protection Areas inline with the AIA and supporting Method Statements. Please refer to the separate report and drawings prepared by Trevor Heaps and updated October 2024.

Existing Shrub Under storey to be Retained
Existing under storey to be retained around the site boundaries and reinforced with additional planting as required, localised works to be carried out as required.

Proposed Medium/ Large Trees
Native and fruiting/ Blossom Trees to be planted as 14-16cm girth Extra Heavy Standards within the development. Trees to be planted and secured in place with double timber stakes, cross bar and tree ties.

Proposed Small Trees
Small Growing Ornamental Trees to be planted as 14-16cm girth Extra Heavy Standards within the development. Trees to be planted and secured in place with double timber stakes, cross bar and tree ties.

Proposed Under storey Shrubs
Native and Ornamental shrubs to be planted as 10L pots in individual locations as an under storey to reinforce the existing vegetative buffer around the site.

Ornamental Shrubs
Raised planters and shrub beds to be planted with a mixture of shrubs in 5L pots at 3 per sq.m, grasses and herbaceous perennials in 1L pots at 5 per sq.m and 2SL specimens to be planted in the beds to provide instant height and interest. All beds to be mulched with a small grade bark mulch.

Climbers
To be trained up the pergolas and on the wall and planted as 20L pots supplied on a cane.

Mixed Native Hedge and Mixed Native hedge with 50% Holly
To be planted as 120-150 BR whips in a staggered row at 6 per lin.m to provide a screen to the car parking area.

Vegetative Wall
Reinforced retaining wall to be established with vegetation inline with manufacturers recommendations. ** Refer to notes in the planting specification

Proposed Amenity Grass
Areas to be laid with turf to provide formal amenity lawns and should be regularly maintained.

Existing Grass/ Vegetation to be Retained
Areas of existing grass and vegetation around the site boundaries to be retained. Areas around the edge of development if disturbed should be established with a species rich lawn mix WFG20 Eco Species Rich Lawn to promote species diversity.

Sedum Roof
Proposed sedum roof on the bin/cycle store. To be laid as pre-grown sedum turf on tops of a waterproof membrane with a suitable substrate growing medium and drainage outlets. Subject to detailed design.

Supporting Drawings
Please refer to softworks plans 5245.03.01-02 for detailed planting design, plant schedule and specification notes.

Please Note: There are contaminated soils on site. Please refer to the Site Investigation Report and NJP1063 700 and 701 for further information before carrying out any works on site.

Revision A - Notes on Contamination added to drawing EP 03 06 2024
Revision B - Contaminated soft landscaped areas to be fenced off and existing trees and grassland left undisturbed EP 04 07 2024
Revision C - In line with Planner Comments CC 29 10 2024
Revision D - Updated to reflect the latest AIA 11 11 2024
Revision E - Highways updates and Landscape Enhancements EP06 12 2024
Revision F - Tactile paving and bin store updates EP09 12 2024
Revision G - Additional cycle stands EP10 12 2024
Revision H - Section of railings to c/b fence for privacy 15 12 2025

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Client
Anavo Developments Ltd

Project
Havant Care Homes

Description
Hardworks Plan

Status
For Tender

Scale	Drawn
1:200@A1	EP

Job number	Drawing number	Date	Revision
5245	02	May 24	H

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All levels and dimensions to be checked on site by contractor prior to commencement; Any variations to be reported to the client. This drawing is to be read in conjunction with all others relating to the project and all information derived accordingly; any anomolies to be reported to the client. Do not scale from this drawing. Use figured dimensions only. Work shown on this drawings to be carried out in accordance with current British Standards and Codes of Practice.

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