



**ZA921: Little Court, Wrattling Road, Haverhill**  
**Transport Technical Note: Site Car Parking Provision**  
**CARE (Little Court)**  
**June 2021**

**Application Reference: SCC/CON/1157/21**

## **1.0 Introduction**

1.1 This Transport Technical Note has been prepared in relation to the following development at Little Court, Haverhill Road, Little Wrattling, CB9 7UD:-

*Specialist dementia care village for up to 120 residents, including: 20 x 6 bedroom apartments provided within five buildings; central amenity building containing shop, restaurant, pub, communal hall, offices and staff accommodation; club/hobby rooms; treatment/counselling rooms; vehicle and cycle parking; landscaping proposals and associated works.*

1.2 The application was submitted in early 2021. Suffolk County Council (SCC) as the Highway Authority prepared a response to the application on 6<sup>th</sup> April 2021. The response is included in **Appendix A**. SCC stated that they maintain a holding objection on the grounds of highway safety. A meeting was held with the planning case office and the highways officer on 7<sup>th</sup> June 2021. One of SCC's key concerns is car parking provision and the possibility of "overspill" parking on the A143 presenting a safety issue.

1.3 This Technical Note has been prepared to provide more information to SCC on the car parking provision and demonstrate that what is proposed is sufficient for anticipated car parking demand.

## **2.0 Parking Provision**

2.1 Section 3.5 of the Transport Assessment (reference: CCE/ZA921/TA-02, dated February 2021) prepared for the planning application details the car parking provision. The key points are summarised below:

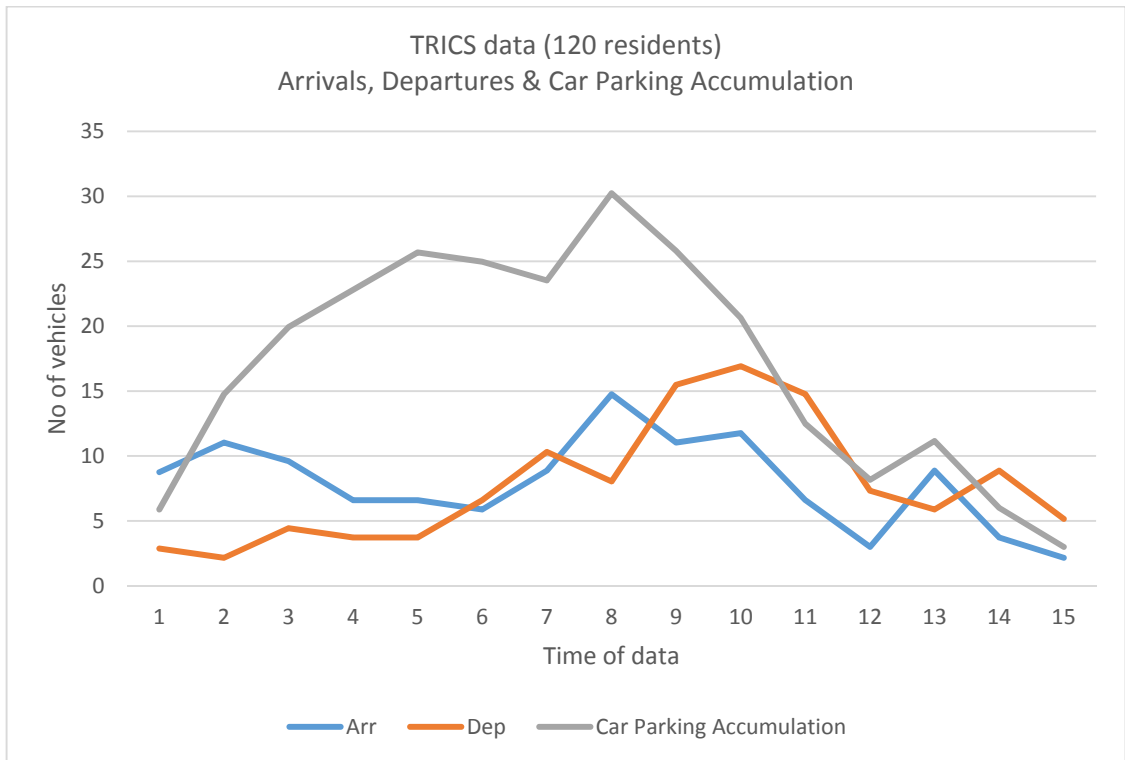
- The Care Home will employ circa 165 staff. The site will be staffed 24 hours a day so the staff will be spread across several shifts and it is therefore estimated that 55 staff will on site at any one time.
- The residents of the Care Home will **not** own cars or be able to drive.
- SCC do not have specific parking standards for specialist care facilities such as that proposed. The nearest parking standards are for a Residential Care Home which require 1 space per full time equivalent staff + 1 visitor space per 3 beds. Providing parking in strict accordance with the SCC guidance would require a very large car park



which would be significantly underutilised. It is therefore considered appropriate to provide parking based on the number of staff on at any one time and the number of residents.

- In terms of visitor parking, there will be no restrictions to visiting hours (apart from at night when the residents will be asleep) so visitors can arrive at any time during the day. Much of the medical needs of residents will be provided on site by specifically trained staff therefore there is limited need for visits from external service providers unlike standard Care Homes. There will be occasional visits from hair dressers, podiatrists etc. which will be regular, but not daily.
- 65 car parking spaces are proposed. This includes 6 disabled bays and 25 electric charging enabled bays. This level of car parking can adequately accommodate staff and visitors.
- The site will have a dedicated minibus. This can be used to transport staff to and from the site. It can also be used to transport residents to any specific external appointments.
- Pedestrian and cycle facilities to the site will be provided as part of the proposals.
- It is proposed to provide 5 electric bikes for staff to use on loan to travel to and from work. **Electric charging points for cyclists will be provided.** The majority of Haverhill and the surrounding residential areas are within an acceptable 5km cycle ride of the site and it is considered that cycling will form a realistic mode of travel for staff. It is hoped that the availability of electric bikes will maximise the number of staff choosing to cycle. 20 covered, secure cycle parking will be provided and staff will have access to lockers and showers within the Care Home.

2.2 The graph overleaf was included in the Transport Assessment (see paragraph 4.2.3 of the TA). The graph shows the estimated vehicle arrivals and departures across the course to the day based on 120 residents. Rather than “peaks” in arrival and departures, staff will arrive and depart throughout the day. There will be staff on site 24hours a day, 7 days a week. A car parking accumulation has been added to the graph to show how the arrivals and departures throughout the day impact on the car parking capacity.

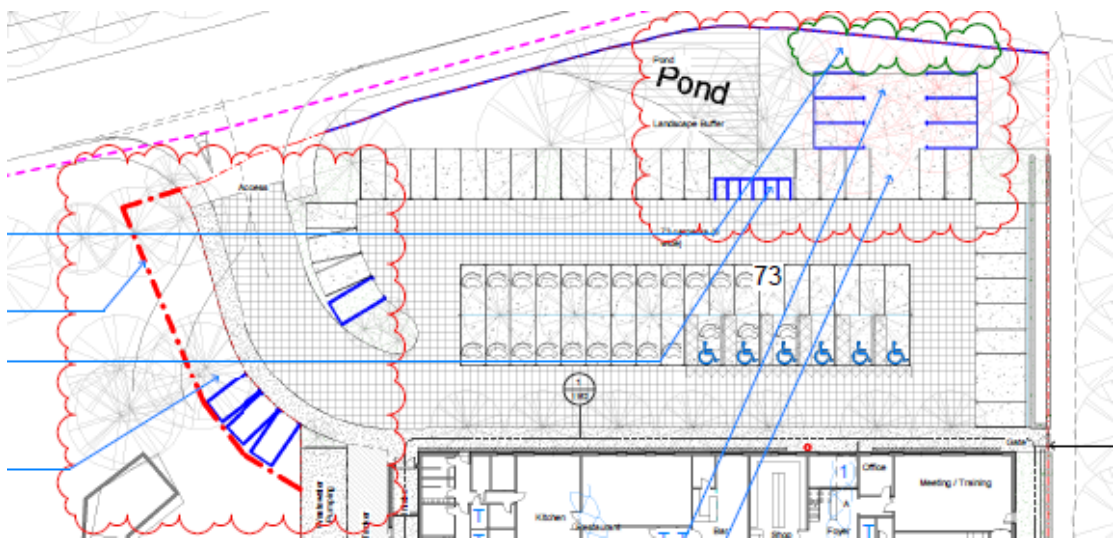


2.3 The graph shows that the maximum car parking demand will be in the region of 30 vehicles. This can be accommodated within the proposed car park.

### 3.0 Additional Car Parking

3.1 Since the meeting with SCC, the site layout has been reviewed. 6 new motorcycle parking spaces can be provided and an 8 additional car parking spaces. This will bring the total parking provision to 73 vehicles spaces (61% ratio to resident numbers), 6 motorcycle spaces (a further 5% provision) and 20 covered, secure cycle parking spaces.

3.2 The location of the additional parking spaces are shown in blue on the plan overleaf.



**Insert 3.1: Additional vehicle and motorcycle parking to be accommodated within the layout (8 additional vehicle spaces and 6 motorcycle spaces).**

#### 4.0 Additional Evidence of Parking Provision

4.1 The Dementia Care Home parking provision has been carefully considered and informed by research on the topic. **Appendix B** contains a report prepared by Hampshire County Council in April 2020 titled “Older Adults’ Affordable Extra Care Parking Guidance” (OAEC). It is intended that this is a guide to the parking parameters of OAEC developments for parties involved in the procurement, development and running of Extra Care facilities in Hampshire. Whilst the proposed site is not in Hampshire the guidance it still considered to be a useful and relevant source of research.

4.2 The key finding from the research are summarised below, with comments specific to this site added as commentary:-

- *Visits from professionals, such as GPs, district nurses, OTs, social workers predominantly occur during working hours.*

**CCE Comment:** - Specialist care will be provided by the staff on the site so trips by external medical staff to the proposed site will be low.

- *Research shows that care staff in Extra Care schemes live locally and travel to work via alternative transport methods, such as bicycles, on foot or by bus. There can be a higher incidence of emergency vehicle visits, given the nature of care required by residents.*

**CCE Comment:** - The client anticipates that the majority of staff will be local and is committed to providing a Travel Plan to encourage employees to use sustainable modes of transport to travel to work. The site is located outside the urban area of Haverhill but still within a



reasonable cycle distance (within 5km). A footway/cycleway is proposed as part of the development. A request bus stop will also be provided in the vicinity of the site access and the site will run its own dedicated minibus for staff.

- *Hampshire County Council's Adults Health and Care has previously recommended a 50% parking ratio for new schemes in suburban settings, with a lower ratio being acceptable in town centre locations (or for locations where other parking arrangements for staff are easily accessible).*

**CCE Comment:** - The proposed development provides parking at a ratio of 61% (73 spaces for 120 residents) plus an additional 6 motorcycle spaces.

- *Access, turning, loading and un-loading for servicing, deliveries and refuse vehicles must all accommodated within the extra care facility's site boundaries.*

**CCE Comment:** - The masterplan can achieve this.

- *The research results show that sites located in, or next to, town centres can comfortably operate with a minimal parking standard of 30-50% ratio of parking spaces to units, as there are always parking spaces vacant across the sites throughout the day and early evening (see attract of Figure 7 from the report overleaf).*

Location	Location Type	No. Flats	No. Parking Spaces	Parking Ratio	Average No. Empty Spaces*	Percentage of empty spaces
Basingstoke	Suburban	64	20	31.25%	6	30.00%
Basingstoke	Suburban	51	22	43.14%	1	4.55%
Gosport	Suburban	50	26	52.00%	13.8	53.08%
Aldershot	Suburban	52	12	23.08%	5	41.67%
Farnborough	Suburban	40	10	25.00%	4.25	42.50%
Farnborough	Suburban	40	10	25.00%	4.25	42.50%
Fleet	Town Centre	332	114	34.34%	32.8	28.77%
Fleet	Town Centre	75	24	32.00%	2.75	11.46%

Figure 7: Results HCC of parking survey (2019)

**CCE Comment:** - whilst the proposed site is not in or immediately adjacent to Haverhill town centre it will be accessible by sustainable modes. The committed residential development on the eastern edge of Haverhill will reduce the gap between the site and residential areas where future employees are likely to reside. The proposed parking provision at Little Court will be 61%. The highest parking provision in the research study was 52% in Gosport. This was on average only 50% full.



- *Travel Plans are commonly provided at OAEC schemes where walking, cycling, public transport, community transport and promotional/marketing strategies all work together with the reduced parking provision strategy.*

**CCE Comment:-**The client is committed to providing a staff Travel Plan that can form a prior to occupation condition.

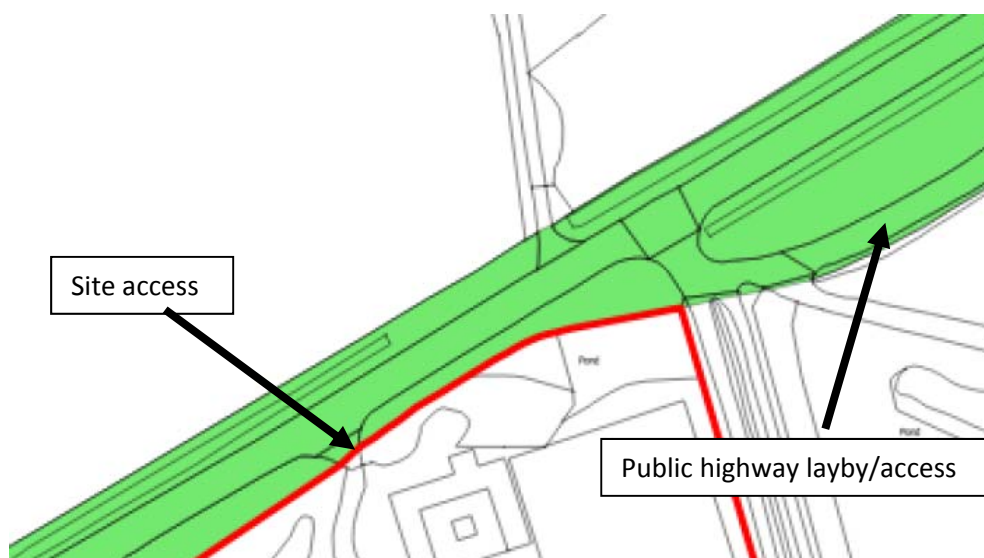
- *It is the recommendation of this report that OAEC schemes operate with a parking spaces ratio of 30-50%, are sited in well-connected, sustainable locations, and are designed to ensure there is no disruption or significant adverse impact to the parking and access amenity of the local neighbourhood.*

**CCE Comment:** The proposed parking provision will exceed this ratio at 61% parking provision in relation to resident numbers.

## 5.0 Preventing overspill parking on to the A143.

5.1 It is considered that the proposed 73 car parking spaces are adequate for the staff and visitors associated with the site. However, SCC concern was the implication of overspill parking on the A143 in the event that there were no spaces available within the site.

5.2 If visitors arrive at the car park and there are no spaces they would firstly report to reception. Parking can then be managed by the staff on site. The main concern of SCC was parking on the verge adjacent to the A143. There a layby just east of the site which forms part of the publically maintainable highway and this could be safely used for parking in the unlikely event that it was necessary.



**Insert 5.1: Pubic Highway**

- 5.3 Flexible verge markers can also be used to prevent parking on the verge in the vicinity of the site access. It is not considered that parking on the verge would be the first option visitors consider. They would first enter the site and report to reception before considering parking on a verge next to a derestricted road.



**Insert 5.2: Example of flexible verge markers to prevent parking on the verge.**

## **6.0 Allocation of Car Parking Spaces**

- 6.1 It is in the best of interests of CARE to manage the parking on site adequately and safely. This is the first of this type of the facility in the UK and it is planned to be an exemplar for more facilities across the UK.
- 6.2 Staff parking is something that the company can manage. The number of staff, shift patterns and home location of staff will be known and arrivals by car can therefore be managed. CARE are committed to implementing the Travel Plan prepared as part of the application submission. This can form a prior to occupation condition. CARE are also committed to paying the £1,000 a year monitoring fee to SCC for a 5 year period to show their commitment to encouraging sustainable travel to and from the site.
- 6.3 Of the 73 car parking spaces, 24 will be dedicated to visitor parking. This is the equivalent to 20% of residents having a visitor at any one time. The remaining 49 spaces will be for staff who will have the support of the minibus. This car parking allocation can be monitored as part of the Travel Plan.



## 7.0 Summary

- 7.1 This Technical Note has been prepared to provide more detail on the background research used to inform the car parking provision on site.
- 7.2 Since the submission of the application, an additional 8 car parking spaces and 6 motorcycle parking spaces will be provided on site bring the total provision to:--
- 73 vehicles spaces (61% ratio of parking to residents)
  - 6 motorcycle spaces (an additional 5%)
  - 20 cycle parking spaces
- 7.3 The study undertaken by Hampshire County Council recommends a parking ratio to residents of between 30% - 50-%. The proposal exceed this at 61% (plus an additional 5% with motorcycle parking).
- 7.4 Staff parking will be managed by a Travel Plan which can be conditioned prior to occupation and supported by a dedicated mini bus, car sharing, walking, cycling and public transport facilities.
- 7.5 Flexible verge markers can be provided in the vicinity of the site access to prevent parking on the verge. There is nearby layby with the public highway which could be used safely for parking in the very unlikely event that it was required.





## Appendix A

Your Ref:DC/21/0315/FUL  
Our Ref: SCC/CON/1157/21  
Date: 6 April 2021  
Highways Enquiries to: Highways.DevelopmentControl@suffolk.gov.uk



**All planning enquiries should be sent to the Local Planning Authority.**

Email: [planning.help@westsuffolk.gov.uk](mailto:planning.help@westsuffolk.gov.uk)

The Planning Department  
West Suffolk (BSE)  
Development Management  
West Suffolk House  
Western Way  
Bury St Edmunds  
Suffolk  
IP33 3YU

For the attention of: Penny Mills - SEBC

Dear Penny Mills - SEBC

**TOWN AND COUNTRY PLANNING ACT 1990 CONSULTATION RETURN: DC/21/0315/FUL**

**PROPOSAL:** Planning Application - Specialist dementia care village for up to 120 residents, including: 20 x 6 bedroom apartments provided within five buildings; central amenity building containing shop, restaurant, pub, communal hall, offices and staff accommodation; club/hobby rooms; treatment/counselling rooms; vehicle and cycle parking; landscaping proposals and associated works

Location

**LOCATION:** Little Court Haverhill Road Little Wratting CB9 7UD

**ROAD CLASS:**

Notice is hereby given that the County Council as Highway Authority make the following comments which form a HOLDING OBJECTION on the grounds of highway safety:

Parking:

- If the site is taken as a Residential Care Home then 1 space per FTE staff member and 1 space per 3 beds for visitors is recommend. It should be noted that visitors includes medical and social visitors as well as relatives and friends. The level is set to acknowledge that while not all staff will drive there will be times when more than 3 residents have visitors. So this recommendation aims to provide enough parking while accepting there will be times when the car park is under-utilised. This is particularly important in locations where additional parking in public car-parks or on-street is not available.
- The application is for 120 (max) residents and the Travel Plan states 165 staff will be employed, with 55 being on site at any one time. Therefore the level of parking recommended would be 55 for staff + 40 for visitors = 95. The proposed 65 spaces is severely below the recommendations.
- The Travel Plan assumed (para 3.4.1) that the majority of staff will live locally and not drive however this is not evidenced.
- The Travel Plan refers to potential bus service improvements with the Great Wilsey Park development (para 3.3.3) however as these are an aspiration of that development and the timing and phasing is not certain, no benefit to other applications can be assumed or relied upon.
- We do however recommend the applicant considers a new bus stop by the site to help promote the use of public transport or staff and visitors. This would consist of a bus stops, with DDA kerbs, hard-standing and signs, on each side of the road with due consideration given to how pedestrians will cross to/from the northern (Bury direction) side of the A143.

- We note the potential for site-owned mini bus (noted in the Travel Plan and Transport Statement) but this must be a planning condition to be enforceable, and as Travel Plans are generally very hard to monitor and enforce and we therefore do not recommend relying on this as robust mitigation for an under-allocation of parking. If the applicant wishes for the Travel Plan to be a planning condition they must also contribute to the cost of external monitoring by Suffolk County Council.

#### Cycling & Walking:

- The site does not benefit from a cycle path or footway from Haverhill, or any other local town or village and therefore safe cycling and walking to the site cannot be assumed.
- We recommend the applicant provide an off-road footway and cycleway linking the site to Haverhill via the infrastructure already available or to be provided by the Great Wilsey development as part of currently approved highway improvement works. We cannot accept any sustainable links based on an assumption of infrastructure not yet delivered, regardless of planning consents, in case they do not come forward.
- Cycle storage is shown on the site layout drawing, which may be acceptable, but actual design, including racking, weatherproofing and security, must be submitted for both staff and visitors. The Travel Plan suggests many residents will have relatives that live locally and therefore good provision should be made for cycle storage for visitors suitable for both adults and children and include non standard cycles (such as trailers). The applicant should also consider provided points for charging electric cycles for staff.

#### Access:

The proposed access is illustrated as an appendix of the Transport Assessment, however it should be submitted as a stand alone drawing which can be directly referred to in any planning conditions.

With regard to drawing ZA921-PL-DR-001 P04 (appendix E of the TA):

- A cycleway is proposed to link to the access to Broadlands Hall which is also a Public Right of Way. While this may be an acceptable link from the Chalkstone Way and Kedington areas, it does not easily link to western side of the development.
- In any event the applicant should discuss any required PROW improvements and upgrades with Suffolk County Council PROW team. We cannot assume at this point that an upgrade of FP No. 5 to a bridleway will be acceptable.
- This proposed cycleway is very close to existing trees and the roots will be affected by the cycleway construction. The Highway Authority does not routinely adopt non-standard construction.
- The highway authority can only adopt new infrastructure which has a clear benefit for the general public. As the proposed cycleway is designed for access to this retirement/care home development only, we suggest a connection directly into the site further south away from the highway, although this will also need to be discussed with the PROW team.
- If any existing trees or hedges are to be removed to provide adequate visibility this must be clearly shown.
- An existing access to the west of the proposed access is stated as 'to be retained'. As shown this is unacceptable because it is not designed to join the new access at a suitable angle, is not sufficiently wide for 2 vehicles to pass and the path of exiting vehicles will cross the proposed pedestrian crossing point.
- The use of this 'existing access' is not clearly shown on the Traffic Impacts part of the TA. The additional vehicle movements must be fully understood.
- The design of the cycleway way shows pedestrians and cyclists (dismounted) must cross the proposed access, then immediately cross the existing access.
- The access design must pass a Road Safety Audit.

The highway authority will maintain an objection until the above concerns are suitably addressed.

Yours sincerely,

**Hen Abbott**

## **Development Management Engineer**

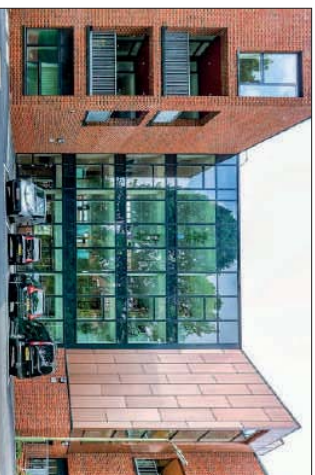
Growth, Highways and Infrastructure



## Appendix B

# Older Adults' Affordable Extra Care Parking Guidance

April 2020



ROLE	REVISION	NAME	DATE
Report Author	A	Katherine Snell	20.04.2020
Report Checker	A	Stephen White	27.04.2020
Project Director	A	Simon Maggs	27.04.2020

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All drawings in this document are illustrative and not to scale.

# Contents

1	introduction	4
2	planning use context	6
3	operational parameters	7
4	key parking rationale and parameters	8
5	use of parking	9
6	travel planning	10
7	case studies	11
8	summary	15

## 1 introduction

### 1.1 Purpose

Hampshire County Council (HCC) has an Older Adults' Extra Care (OAEC) programme which aims to transform and modernise older persons' accommodation. HCC does this by developing new and existing sites to provide opportunities for independent living, whilst delivering the care and support required by its OAEC residents.

This document has been prepared by HCC's Adults' Health and Care Department, in conjunction with its Highways Authority and Property Services departments. It is intended that this is a guide to the parking parameters of OAEC developments for parties involved in the procurement, development and running of Extra Care facilities in Hampshire.

It is generally accepted that Extra Care parking requirements are lower than residential standards (C3 Use Class) and that they relate more closely to those for residential institutions (C2 Use Class), including older persons' housing. However, there is an inconsistent approach across Local Planning Authorities (LPAs) in identifying OAEC needs in parking Supplementary Planning Documents (SPDs). This is, in part, due to the complexities of defining the applicable Use Class for an OAEC development.

This document aims to guide its planning officers with an explanation of how the OAEC sites HCC is associated with operate, and, what the associated parking implications are. It is appropriate that each planning application is judged on its merits, on a case-by-case basis, to determine the appropriate Use Class. This document aims to guide planning decisions by presenting common themes and patterns in OAEC developments to complement existing parking SPDs, and other site specific information.

### 1.2 Status

For clarity, this document is an evidence-based guidance document, and does not replace adopted parking standards or planning policy.

This document pertains to Older Adults' Extra Care schemes which are designed primarily to support people with an assessed social care need, and is not directly applicable to other forms of independent or retirement living, which may have different parking requirements.



Figure 2. Types of retirement housing illustrated in Happi 3 Report ([www.housinglin.org.uk](http://www.housinglin.org.uk))

## 2 planning use context

### 2.1 Planning use definition of Older Adults' Extra Care (OAEC)

Planning applications for Extra Care housing fall into either: category C2 Use Class, which covers "residential institutions", or C3 Use Class, which refers to "dwelling houses".

Use Classes for specialist housing for older adults should be considered with relevance to the project brief and HCC's requirements. The definition in the brief of what forms the 'planning unit' will be critical. Most relevant will be the degree of care and support to be provided.

There are precedents for either C2 or C3 planning classes, however, HCC usually advocates a C3 Use Class to emphasise the housing element.

### 2.2 What OAEC developments look like

Extra Care schemes usually consist of between 50 and 100 apartments, with an average occupant age of 76 yrs.

They're a housing product for adults aged 55+, with care staff available on site 24/7 (similar to care homes). They consist of one or two-bed, fully independent apartments, and related communal facilities (similar to sheltered or supported housing). They can operate across a range of tenures; however, they're usually made up of affordable options – including rent and shared ownership. The occupants have security of tenure and all housing rights afforded by their occupancy agreements, and cannot be required to move unless they're in breach of their occupancy agreement. In contrast to other forms of independent or retirement living, Extra Care schemes are developed to support those with an assessed social care need.

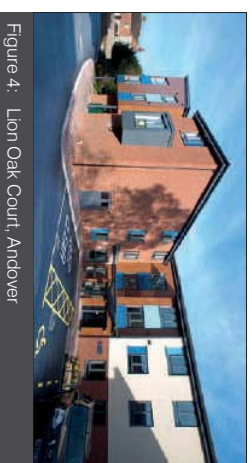


Figure 4: Lion Oak Court, Andover

On occasion, sites may also incorporate a community hub /day centre. In such circumstances, the traffic generated will in be in direct association with the D1 Use Class and the appropriate traffic data and impact assessments will accompany the planning application.

#### Use Classes Order 1987 (as amended) as follows:

Use Class C2: Residential institutions are defined as:

- Use for the provision of residential accommodation and care to adults in need of care (other than a use within class C3 (dwelling houses)).
- Use as a hospital or nursing home.
- Use as a residential school, college or training centre.

Use Class C3: Dwelling houses defined as:

- C3(a) covers use by a single person or a family (a couple whether married or not, a person related to one another with members of the family of one of the couple to be treated as members of the family of the other), an employer and certain domestic employees (such as an au pair, nanny, nurse, governess, servant, chauffeur, gardener, secretary and personal assistant), a carer and the person receiving the care and a foster parent and foster child.
- C3(b): up to six adults living together as a single household and receiving care e.g. supported housing schemes such as those for adults with learning disabilities or mental health problems.
- C3(c) allows for groups of adults (up to six) living together as a single household. This allows for those groupings that do not fall within the C4 HMO definition, but which fall within the previous C3 use class, to be provided for i.e. a small religious community may fall into this section as could a homeowner who is living with a lodger.

The 'extra' in extra care housing is generally recognised to be access to care services that can:

- Respond quickly to residents' changing needs;
- Provide unplanned care as and when required, in addition to planned care;
- Provide an emergency response.

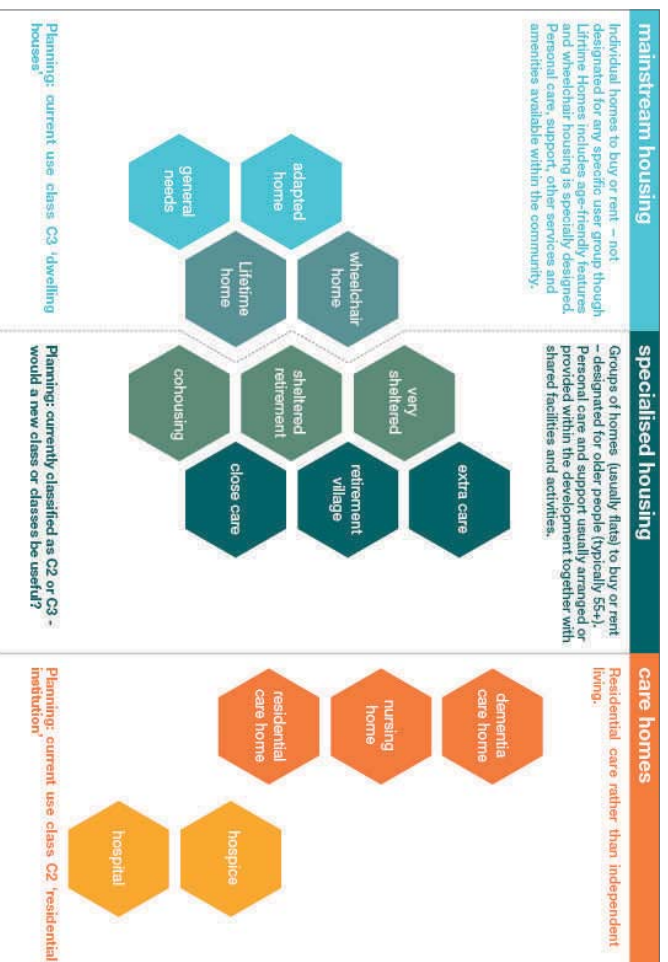


Figure 3: Jppr – For Future Living – Innovative Approaches to Joining Up Houses and Health (www.housinglin.org.uk)



## 3 operational parameters

### 3.1 Usual on-site facilities / amenities

OAEC schemes can have on-site facilities and amenities more commonly found in traditional care homes, retirement villages and private residential accommodation, which may generate trips to the site. These can be split into public/communal/private uses and usually generate minimal additional traffic in their own right.

Typical on-site facilities include:

- on-site restaurant – designed to support the needs of, and offer to, the residents; they are also open to resident's guests. No additional vehicular trips are associated with its use, for guests or visitors, as it will only be a local attraction. However, there are associated food delivery and refuse collection vehicular trips.
- laundry facilities – for residents only, most residents will also have laundry facilities in their apartments. No additional vehicular trips associated with its use.
- buggy store – usually located centrally, with external access and secured for residents use only. No additional vehicular trips associated with its use.
- small office accommodation – for the Registered Provider's housing staff and its on-site care staff, to provide office services and accommodation for staff. No additional vehicular trips associated with its use.
- multi-purpose treatment room – available for handressing and Community Nurse treatments. There will be some vehicular trips associated with its use.
- assisted bathrooms – designed to be modified to match scheme resident's changing needs.

### 3.2 Site staff

A small number of housing staff (one or two) may be in occupation between 9-5 Monday-Friday, with catering staff on the premises in the middle of the day.

The number of care staff varies and is dependent on the level of need within the scheme at any given time. It can vary between one member of staff overnight (10pm-8am) to up to six at peak times (8-10am, 8-10pm). This is in addition to the care manager.



Figure 5: Dining room at Juniper Court, Gosport

Facility	Private	Communal	Public
Restaurant with Café			
Laundry			
Private buggy (mobility scooters) store			
Office			
Multi-purpose treatment room			

Figure 6: Standard facilities with types of uses

### 3.3 Car ownership

OAEC schemes have an average resident age of 76 yrs old, and, because the majority of residents require some degree of assistance with their physical care needs, car ownership and car use is low – particularly for those in affordable rented tenured accommodation. Visits from professionals, such as GPs, district nurses, OTs, social workers predominantly occur during working hours.

Research shows that care staff in Extra Care schemes live locally and travel to work via alternative transport methods, such as bicycles, on foot or by bus. There can be a higher incidence of emergency vehicle visits, given the nature of care required by residents.

## 4 key parking rationale and parameters

### 4.1 Parking spaces

It is generally accepted that Older Adults' Extra Care parking needs are considerably lower than standard residential (C3) standards and that they relate more closely to C2 residential institutions (including older adults' housing).

Hampshire County Council's Adults Health and Care has previously recommended a 50% parking ratio for new schemes in suburban settings, with a lower ratio being acceptable in town centre locations (or for locations where other parking arrangements for staff are easily accessible).

Access, turning, loading and un-loading for servicing, deliveries and refuse vehicles must all be accommodated within the extra care facility's site boundaries.

### 4.2 Access arrangements

These properties are normally built to the requirements of the Approved Document, Part M: Access to and use of buildings, Section M4(3): wheelchair user dwellings.

All pedestrian access routes through the site have to have the fewest number of changes in levels; and/or barriers, for the scheme's residents. These routes must complement the location of the existing facilities, as well as provide access to the local residential area and, in particular, connections to bus stops and controlled pedestrian crossings, wherever possible.

The number of pedestrian access points will depend on the site constraints, boundary conditions and any surrounding neighbourhood amenities. These access points should aim to offer as many choices of direct routes for the residents, in keeping with the HAPPI principles and those of good urban design and local planning policy.

Vehicular access will depend on the specifics of the site and highway constraints.

Sufficient parking should be provided to ensure vehicular access is not impaired, to retain safety and avoid issues on the public highways or pavements.

Generally, the variety of parking needs are met on OAEC sites on the following basis:

- internal accommodation for mobility scooters and wheelchairs to be provided on site, this needs to be centrally located with secure access for the residents;
- sheltered, well-lit, compact cycle stores to be provided for bicycles;
- unallocated car parking spaces for residents, staff and visitors (personal and professional) will account for the majority of parking on site;
- accessible parking spaces to be provided on an average basis of 10% of the required (either Use Class C2 or C3) car parking provision;
- minibus parking should be provided near to the main entrance – for ease of access for residents; and,
- Emergency Services access will be required to each development, and the appropriate swept paths for fire tender vehicles must be incorporated into the site.

### 4.3 OAEC Key Design considerations

Emphasising the space of the home to meet the needs and aspirations of our ageing population, The HAPPI report (2009) has identified ten key design elements which both guide and reflect parking and access:

- space and flexibility;
- daylight in the home and in shared spaces;
- balconies and outdoor space;
- adaptability and 'care ready' design;
- positive use of circulation space;
- shared facilities and 'hubs';
- plants, trees, and the natural environment;
- energy efficiency and sustainable design;
- storage for belongings and bicycles; and,
- external shared surfaces and 'home zones'.

# 5 use of parking

## 5.1 Analysis of Data

To further understand the parking requirements of OAEC schemes, and, any impact parking will have on the local neighbourhood, HCC has undertaken a parking survey of seven Hampshire OAEC sites. This parking research has informed the table below.

With a high average occupant age, and, because the majority of residents require some degree of assistance with their physical care needs, car ownership and car use on OAEC schemes is low – particularly for those living in affordable, rented tenured accommodation.

Visits from professionals, for example: GPs, district nurses, Occupational Therapists, and social workers, will mostly occur during working hours. Staff trips are included in the figures for trip generation from the site.

Additionally, it must be noted that there may be a high incidence of emergency vehicles visits, this is because of the age of, and nature of care required by, scheme residents.

A review of travel to work by OAEC scheme staff shows that the majority of care staff don't travel by car. This is because: they either live within walking distance, or they travel to work by public transport. The use of non-car use by OAEC scheme staff is facilitated by HCC's preference for locating Extra Care schemes close to public transport routes – the purpose of which is, primarily, to provide access to the wider community for scheme residents.

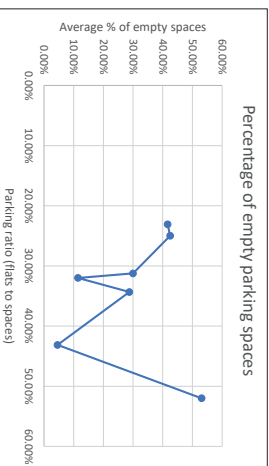


Figure 8: Parking ratio and car park space demand

The research results on this page show that sites located in, or next to, town centres can comfortably operate with a minimal parking standard of 30-50% ratio of parking spaces to units, as there are always parking spaces vacant across the sites throughout the day and early evening.



Figure 9: Newtramm Court, Basingstoke car park

Location	Location Type	No. Flats	No. Parking Spaces	Parking Ratio	Average No. Empty Spaces*	Percentage of empty spaces
Basingstoke	Suburban	64	20	31.25%	6	30.00%
Basingstoke	Suburban	51	22	43.14%	1	4.55%
Gosport	Suburban	50	26	52.00%	13.8	53.08%
Aldershot	Suburban	52	12	23.08%	5	41.67%
Farnborough	Suburban	40	10	25.00%	4.25	42.50%
Farnborough	Suburban	40	10	25.00%	4.25	42.50%
Fleet	Town Centre	332	114	34.34%	32.8	28.77%
Fleet	Town Centre	75	24	32.00%	2.75	11.46%

Figure 7: Results HCC of parking survey (2019)

# 6 travel planning

## 6.1 Purpose & scope of OAEC Travel Plans

OAEC schemes are developed with Travel Plans (TPs), which present the sustainable transport objectives to the site for all residents, staff and visitors. They are produced to raise awareness of sustainable transport options, with the aim of encouraging individuals to change their travel behaviour. They take into account existing parking conditions and any implications for changes to the local highway network capacity and site access. The TPs set out all the ways in which these objectives will be achieved.

TPs commonly introduce the specific targets over a five-year time frame, with interim targets in years one and three which aim to achieve the TP objectives.

TPs review the local transport conditions, along with trip generations from the site's previous uses, to produce a forecast of trip rates and modal splits that will not have an unacceptable impact on local parking, access or highway conditions.

### 6.2 Objectives of OAEC Travel Plans

TPs are written to raise awareness of sustainable transport options, to encourage individuals to change their travel behaviour, and to support reduced parking on site, some of the TP objectives are to:

- increase the use of alternative modes of transport to reduce the need for single occupancy private car travel;
- include options for walking, cycling and public transport use;
- address the access needs of the site users by supporting walking, cycling and public transport;
- create an attractive and liveable site with safe and direct routes for pedestrians.

### 6.3 Measures and actions

In practice, these objectives are met on-site through a package of specific measures devised to achieve the targets and meet the objectives of the Travel Plan.

These targets commonly include: walking, cycling, public transport, community transport and promotional/marketing strategies, which are designed to work with the parking strategy's priority of low numbers of private car parking spaces on site, and connected and accessible sites.

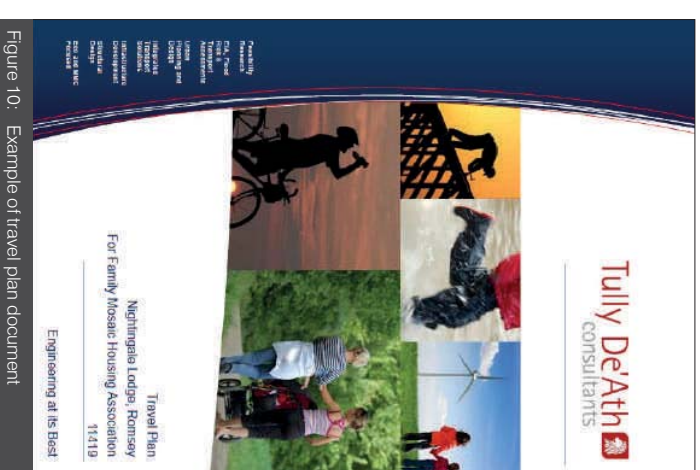


Figure 10: Example of travel plan document

# 7 case studies

## 7.1 Chesil Lodge, Winchester

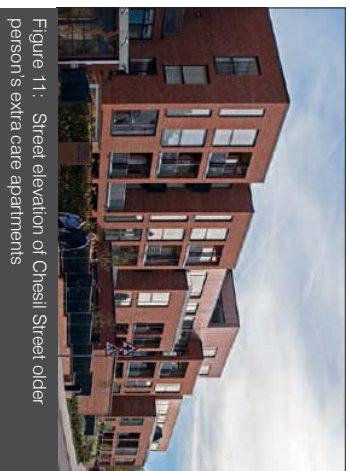


Figure 11: Street elevation of Chesil Street older person's extra care apartments

Chesil Lodge is an exemplary Older Adults' Extra Care development located in Winchester Town Centre, south Hampshire. It is an urban scheme, sited close to the city centre's amenities and facilities.

Chesil Lodge comprises 52 apartments, of which 22 are one-bedroom apartments and 20 are two-bedroom

apartments. This site was considered to be suitable for a car free scheme, with under-croft parking provided as the primary replacement for the previous open car park.

Overall there are 38 car parking spaces associated with the scheme – 27 of these are replacement spaces for ones that existed on the site before the OAECC development was built.

There is a parking ratio of 10%, at five spaces for 52 apartments. Other parking has been provided in the under-croft of the apartment building, and several spaces are located around the periphery of the site, as compensation to the community for the lost public and on-street parking that occurred as a result of the scheme's development

Five parking spaces and a bus drop-off lay-by are sited at street level. These parking bays are, primarily, to provide parking for visiting health professionals but additionally are available for residents and visitors to the scheme.

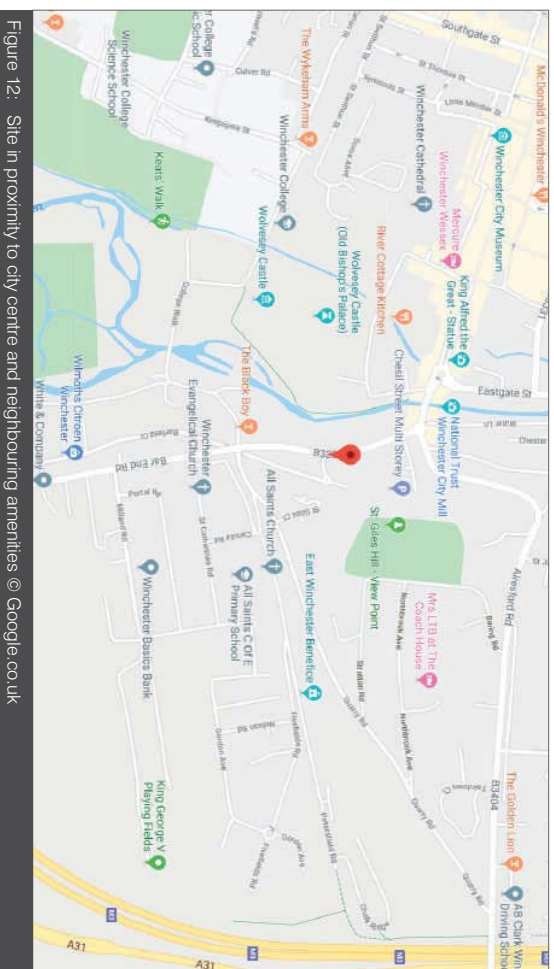


Figure 12: Site in proximity to city centre and neighbouring amenities © Google.co.uk

## case study 1

All of the scheme's parking bays are located close to buildings' entrances, with the accessibility of its car parking recognised as integral to the success of older adults' residential schemes.

On-street parking for local residents is also provided to the east of the site, on Barfield Close. The inclusion of parking at the rear of the building creates a positive frontage on Chesil Street and preserves the street scene from vehicular dominance.

Chesil Lodge is a good example of how a scheme with low-parking dependency can work successfully in practice.

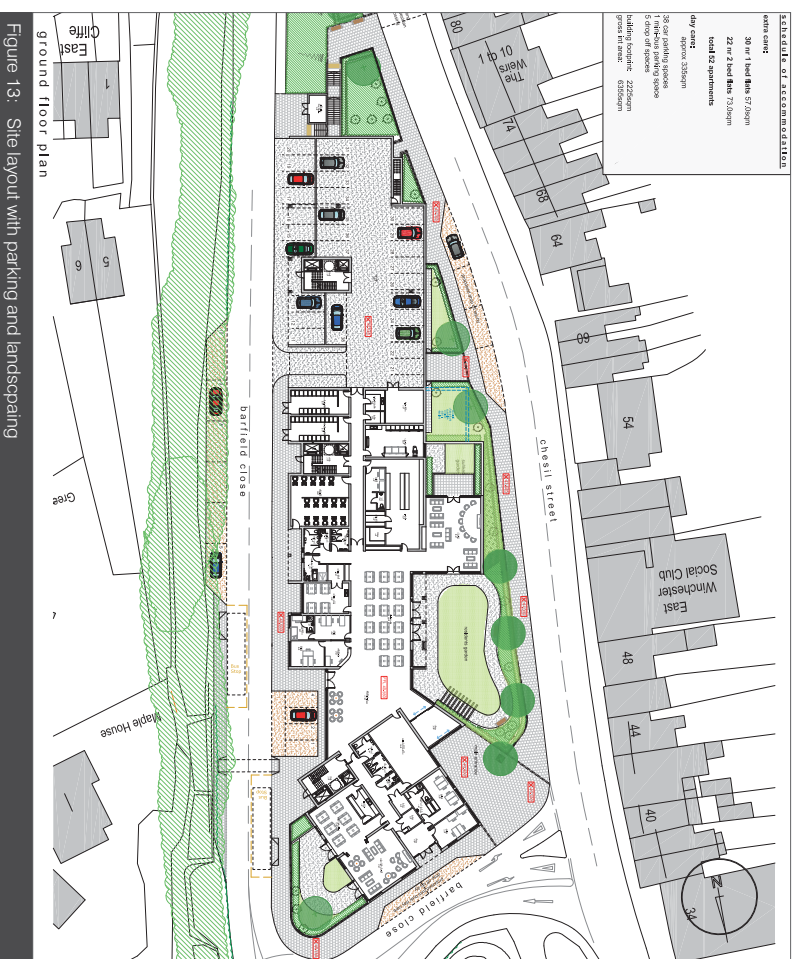


Figure 13: Site layout with parking and landscaping



# 8 summary

This document has been produced by Hampshire County Council to guide planning officers through how the OAEC sites that HCC is associated with operate, and what the associated parking implications are for schemes designed to support those with an assessed health or social care need. This is to assist HCC's programme of Older Adults' Extra Care (OAEC) developments.

OAEC planning applications can be either a C2 or C3 planning Use Class, however, HCC usually advocates a C3 Use Class, this is to emphasise the housing element.

Schemes that HCC is involved in, of this type, predominantly comprise between 50 and 100 independent apartments, and are for adults aged 55+, providing them with varied care packages to suit their evolving needs. These schemes usually consist of primarily affordable options, including rent and shared ownership.

OAEC developments commonly include a range of on-site facilities and amenities, which can be split into public, communal, and private uses. These generate minimal additional traffic, and include:

- on-site restaurant;
- laundry facilities;
- buggy store;
- small office accommodation;
- multi-purpose treatment room; and
- assisted bathrooms.

Car ownership on Extra Care schemes is low, with most vehicle trips generated during working hours by residents or visiting health professionals. There can be a higher incidence of emergency vehicles visits to these schemes, due to the nature of the care required by the residents.

It is generally accepted that OAEC parking needs are considerably lower than usual residential (C3) standards and that they relate more closely to C2 residential institutions (including older persons' housing).

To further understand the parking requirements of OAEC schemes, results from a parking survey on seven Hampshire sites have been included in this document. These results show that sites located in, and next to, town centres can comfortably operate with a minimal parking standard of 30-50%, as there are always parking spaces vacant across the sites throughout the day and early evening.

Travel Plans are commonly provided at OAEC schemes where walking, cycling, public transport, community transport and promotional/marketing strategies all work together with the reduced parking provision strategy.



Figure 17. Elevation showing under-croft parking at Chesil Street OAEC scheme, Winchester

# summary

## 8.1 Recommendations

It is the recommendation of this report that OAEC schemes operate with a parking spaces ratio of 30-50%, are sited in well-connected, sustainable locations, and are designed to ensure there is no disruption or significant adverse impact to the parking and access amenity of the local neighbourhood.

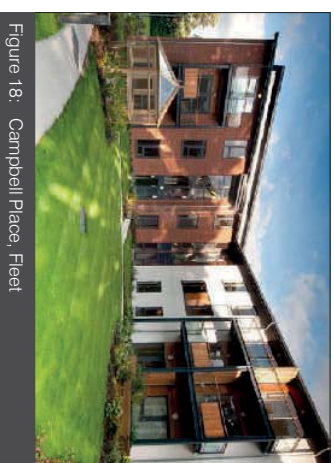


Figure 18: Campbell Place, Fleet

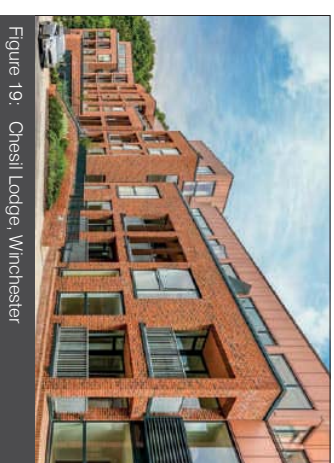


Figure 19: Chesil Lodge, Winchester