
Former Satra Innovation Centre
Rockingham Road,
Kettering
NN16 9JD

Supplementary Highways Note

March 2018

1. Introduction

- 1.1. This Supplementary Highways Note is submitted on behalf of Avery Healthcare (the “Applicant”) in support of a detailed planning application for the redevelopment of the now vacant Satra House site to provide a new 42 bedroom dementia care home, a 77 bedroom nursing home and the conversion of the existing Victorian villa to provide 8 no. assisted living apartments, together with associated car parking landscaping and amenity space provision.
- 1.2. The note has been prepared in response to written comments received from the Local Highways Authority dated 21 February 2018 (as subsequently discussed at a meeting with highways and planning officers on 15 March 2018).
- 1.3. This note should be read alongside the relevant documents submitted with the original application including the Transport Statement, Framework Travel Plan, Planning Policy Statement and Design and Access Statement.

2. Background to the Proposal

- 2.1 By means of background, Avery Healthcare develop and run industry-leading residential, dementia and nursing care homes and specialist retirement housing schemes and have a portfolio of 49 care homes and 3 retirement communities across the country with 2 further retirement communities opening within the next 2 months.
- 2.2 Avery are already established in the local area, and own and operate the award winning scheme at Elm Bank on Northampton Road which the Council have identified as an example of the level of quality that they wish to achieve on the subject site. Avery are an NHS contracted care provider and in Northampton they are currently providing contracted wards to Northampton General Hospital.
- 2.3 Avery are partnering on this project with Seagrave Developments Ltd who are a well renowned local construction company.
- 2.4 The two proposed care homes on the subject site will provide 24 hour support and care for the frail elderly. Each of the homes will be registered with the Care Quality Commission (CQC) and between them the facilities will offer a full range of residential, nursing and dementia care including end of life and palliative services. Avery offer a continuing care pathway, where the needs of residents can be met on one site as their care requirements may change. Given the level of care provided, the mobility of residents is often limited and no residents in either of the care homes are expected to own cars or mobility scooters.
- 2.5 The assisted living apartments will provide self-contained accommodation that encourages residents to maintain independence, whilst at the same time benefitting from a range of care and support services provided on site.
- 2.6 By virtue of the level of care to be provided each element of the proposed use will fall within Class C2 of the Use Classes Order.

3. Highways Response

Access Arrangements

- 3.1 The scheme is to make use of the two existing access points from Rockingham Road, the principle of which has been established through the former office use of the building. In response to comments made by the Highways Authority, the following revisions to the scheme have been made to ensure that these access arrangements allow for safe access and egress:

Appendix A contains the revised site layout, which shows how the site would be served by two improved accesses from Rockingham Road. These would both comprise a 6 metres wide carriageway and formal kerb radii, which would make them suitable in allowing for two-way access/egress. The northern access would serve the proposed villa, whilst the southern access would serve the proposed care home. Various swept path manoeuvres have been included in the Transport Statement demonstrating how the improved accesses could accommodate all likely vehicles types to the site.

2.4 x 43 metres visibility splays are achievable from both site accesses, commensurate with the 30mph speed limit on Rockingham Road. Furthermore, the existing columns and wall would be realigned at the access points to ensure that 2x2 metres pedestrian intervisibility is achievable at both sides. The geometry of the accesses and achievable visibility, meets the requirements of NCC's pre-application comments.

- 3.2 The applicant confirms that the access from Avon Close is to be retained for emergency purposes only. This is indicated on the amended site layout plan. The gate will be permanently closed and the care home manager will hold the key for use in emergency situations.
- 3.3 Whilst noting that the Avon Close access is technically capable of accommodating additional vehicle movements, the applicant is aware that any permanent use of this access is strongly resisted by the local community. This application has been put forward as a direct response to the concerns raised by members of the public during the course of pre-application consultation.

Car Parking

- 3.4 The scheme will accommodate a total of 68 vehicles including 5 disabled bays, 2 delivery/ambulance spaces and 12 cycle spaces. Neither the LPA nor the County Council have adopted car parking standards and therefore provision is therefore to be determined on a case by case basis.
- 3.5 In this case, the level of provision equates to 12 spaces for the assisted living apartments (one space per apartment together with visitor provision) together with 56 spaces for the 119 care home bedrooms. We understand that the level of provision for the apartments is acceptable and that further clarification is sought in respect of the care home provision.

- 3.6 In summary, the level of car parking for the proposed care homes is at a ratio of 1 space per 2.1 beds. This is 40% more generous than the rule of thumb calculation applied by the applicant across its care home schemes which equates to 1 space per 3 beds.
- 3.7 Based on its experience from other comparable homes, and in this case having regard to the very good accessibility of the subject site, Avery is entirely confident that the level of provision is appropriate to meet the day to day requirements of the two care homes without leading to pressures for staff or visitors to the care home to park on surrounding roads. Importantly, it is not within Avery's commercial interests to deliver an under-provision. In particular, we note the following:
- No residents will own cars or mobility scooters
 - There are no resident staff
 - The majority of staff work shifts and therefore spaces can be shared throughout a 24 hour period.
 - Staff shift patterns avoid the morning and evening peaks and can be staggered to avoid any accumulation of cars
 - A high proportion of staff and visitors are anticipated to either live locally and Avery will seek to encourage public transport use wherever possible
 - There is no restriction on visitor hours so as to ensure that car movements are dispersed throughout the day
 - The provision of a Draft Travel Plan will further reduce car use
- 3.8 The TRICS analysis provided within the Transport Statement further projects, with reference to precedent care home schemes, that the maximum parking accumulation on site will be significantly below the proposed level of provision.
- 3.9 Notwithstanding the above, the layout of the proposed development provides scope to incorporate additional car parking spaces in the unforeseen event that provision needs to be increased. This would be at the expense of areas of proposed landscaping.
- 3.10 Moreover, the applicant accepts a planning condition to confirm that the use of the site (excluding the assisted living apartments) be restricted to that of a care home for the elderly falling within Use Class C2, in order to protect against any future use coming forward which might generate greater parking demands.

Deliveries/Servicing

- 3.11 Avery Healthcare would have a number of day to day suppliers visit the site. Local fresh produce (butchers and greengrocer) would be delivered daily in large vans similar in size to an ambulance. Dry goods would be delivered on a weekly basis from a regional supplier, which would likely be via 7.5 tonne lorries with tail lifts, however staff at this company would survey the site beforehand to determine the most appropriate vehicle type.
- 3.12 The largest vehicle that would visit the site would be a refuse collection vehicle. Drawing Number F17132/02 of the Transport Statement shows the dimensions of the wagon Biffa used by Avery Healthcare, which could satisfactorily enter, turn and depart the site in a forward gear. Refuse collection visits would occur no more than once per day. The bin storage area

is located at the sites southern boundary allowing refuse vehicles to park directly outside, thereby reducing carrying distances.

- 3.13 The servicing vehicles outlined above would service both sides of the care home during the same visit. The site would effectively operate as one large home (with one kitchen, one laundry room and one bin storage area). This would reduce the number of service vehicle movements required by each side of the care home per day. Overall, there should be a relatively low volume of service vehicles visit the site per day that should not cause any severe on-site impacts.

Staffing

- 3.14 The proposed development would employ up to 50 members of staff on-site at any one time, a large proportion of which are likely to live locally (based on staff location of residence at other Avery Care Homes across the country). There would be no members of staff residing on-site.
- 3.15 The majority of staff would work set shift patterns, however the shift times would be set to avoid the morning and evening peak hours and could be staggered to limit vehicles accumulating on-site. Notwithstanding the above, the parking provision of 68 spaces across the site is significantly in excess of the anticipated parking demand and should therefore not give rise to any off-site pressures.
- 3.16 There would be no restriction on visitor arrival and departure times. This should ensure that visitor movements are dispersed throughout the day, to restrict any accumulation of vehicles on-site. Visitor movements would only occur via the Rockingham Road accesses unless in the event of an emergency.
- 3.17 The site would provide 24 hours support and the facilities would offer a range of residential, nursing and dementia care. Residents at Avery Healthcare are able to change care home locations as their level of care changes. The mobility of residents is often limited and given the level of care provided no residents are expected to own a car or mobility scooter. The site would however provide 8 mobility scooter parking spaces for visitors within the northern car park, which would all be provided with electrical charging points. The footpath leading into the site from the northern Rockingham Road access would be 1.8 metres wide and therefore suitable in accommodating mobility scooters.
- 3.18 Avery Healthcare offer a variety of daily activities, which includes physical exercise classes, mental workshop activities and social events. These activities take place both on site, within the formal gardens/events lawn and at external locations. Residents are taken off-site via minibuses, which would be able to park within the drop off space located at the sites southern boundary.

Technical Highways Response

Gradients

- 3.19 The site has a varying topography, which along the southern boundary causes the driveway to slope downhill east to west. Drawing Number AL(2)211 (Appendix B) contains a section drawing along the southern Rockingham Road access. This shows how the proposed driveway would have a gradient of approximately 1:10 from the highway boundary to the western side of the care home, which becomes relatively flat opposite the dementia care home. The revised site layout shows how 20 parking spaces adjacent to the driveway would be dedicated to staff. This approach was recommended during the meeting on 15 February, as it was considered that staff spaces would experience a much lower turnover, given the length of the shift times and therefore any increased gradient would pose less of an issue. Furthermore, staff are likely to be more able-bodied people and should have no issues satisfactorily entering and departing their vehicles at these spaces. The remaining 48 spaces across the site would be provided on relatively flat ground and therefore should be suitable for use by all visitors.
- 3.20 In terms of servicing, Paragraph 6.8.9 of Manual for Streets (taken from note, BS 5906: 2005) recommends that carriageway gradients should not exceed 1:12 along any section where bins are to be carried. Whilst the gradient of the proposed driveway slightly exceeds this recommendation, any refuse collection vehicle would be able to park directly adjacent to the bin store area. This would limit the carrying distance to approximately 4-5 metres, which should not cause any insurmountable issues.

Pedestrian Access

- 3.21 The revised layout plan shows how each Rockingham Road access would provide a 1.8 metres wide pedestrian footpath into the site. A footpath of 1.8 metres was recommended during the meeting on 15 February as being acceptable and would ensure that two adults with a single pushchair could walk side by side, as outlined in Figure 6.8 of Manual for Streets. These footpaths would separate pedestrians from vehicles at the access point and also connect pedestrians from the site to Rockingham Road and towards the local bus stops.
- 3.22 The footpath at the northern Rockingham Road access would direct pedestrians to the entrance of the villa. It would also give pedestrians the opportunity to reach the footway along the eastern side of the villa, which extends directly to the formal garden, outdoor eating and events space and orchard, located to the south of the villa. This footpath extends around the villa, which provides pedestrians with direct access to the events lawn, located at the northern boundary of the site. The footways on-site are generally 2 metres in width and therefore satisfactory in accommodating wheelchair users, mobility scooters etc.
- 3.23 The footpath at the southern Rockingham Road access leads to a zebra crossing at the southern end of the 23 No. car park at the southwestern part of the site. This would give pedestrians a safe crossing point from the access to the main care home entrance. Pedestrians would also be able to reach the orchard and formal garden using the footway which extends around the eastern side of the car home. This footway has varying widths of between 1.6 and 3 metres, which is suitable in accommodating wheelchair and mobility scooter users.

Cycle Stores

- 3.24 Figure 8.6 of Manual for Streets provides guidance on cycle parking. It recommends that Sheffield stands are provided, which are constructed a minimum of 0.55 metres away from any hard boundary and have a minimum spacing of 0.9 metres between stands. In terms of provision, the local standards suggest the site should provide a total of 10 cycle parking spaces.
- 3.25 The revised site layout shows how the site would provide a total of 10 Sheffield stands (accommodating 20 bicycles). Appendix C shows how the site would provide four areas of cycle parking, details of which are outlined below:
- Viewport 1 shows the first set of cycle parking spaces located outside the northern wall of the villa. This cycle storage area would provide 2 Sheffield stands, which would be positioned 0.55 metres from any hard boundary and have a spacing of 1.2 metres.
 - Viewport 2 shows the second set of cycle parking spaces, located at the western side of the orchard, towards the eastern part of the site. This cycle storage area would provide 2 Sheffield stands, which would not be bound by any hard boundary. The spaces would have a spacing of approximately 1.3 metres.
 - Viewport 3 shows the third set of cycle parking spaces, located outside the southern wall of the dementia care home. This cycle storage area would provide 3 Sheffield stands, which would be positioned approximately 0.8 metres from any hard boundary and have a spacing of 1.2 metres.
 - Viewport 4 shows the fourth set of cycle parking spaces, located outside the southwestern wall of the care home. This cycle parking area would provide 3 Sheffield stands, which would be positioned approximately 0.6 metres from any hard boundary and would have a spacing of 1.2 metres.
- 3.26 In terms of usage, the TRICS data suggests that there is likely to only ever be one bicycle on-site at any one time. However, by providing a greater number of cycle parking spaces which exceeds the demand, alongside a Travel Plan, it is considered that the demand for cycling could increase.

Notes
 This drawing is to be read in conjunction with all related Architects and Engineers drawings and any other relevant information.
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REV	DATE	REVISION	INITIALS	CHECK
A	18.10.2017	Drawing updated following review with planning officer. Footprint revised, western building pulled away from adjacent plotline.	RMJB	SEL
B	26.10.2017	Parking bay sizes revised in accordance with Northampton Council guidance of 2.3x0.5m.	RMJB	SEL
C	15.11.2017	Building footprint and immediate landscape altered.	LA	SEL
D	28.11.2017	Site entry/access strategy identified on layout.	LA	SEL
E	04.12.2017	Building redesign following client feedback.	RMJB	SEL
F	15.12.2017	Scheme revised following discussion with planning authority, courtyard widened and dementia home revised to reduce impact on west site boundary.	RMJB	SEL
G	10.01.2018	Access strategy revised in accordance with discussion and comments received from LPA.	RMJB	SEL
H	20.01.2018	Do not scale rule removed of LPA request.	RMJB	SEL
J	12.02.2018	Site plan coordinated with SE levels and landscape proposals.	RMJB	SEL
K	14.02.2018	North level coordinated with SE and retaining work outset.	RMJB	SEL
L	23.02.2018	Drawing updated following comments received from local highway authority.	RMJB	SEL
M	21.03.2018	Drawing updated following meeting with local highway authority, staff parking areas shown, pedestrian visibility gully coordinated with consultants details.	RMJB	SEL



DRAWING STATUS
 AS-RECORDED
 AS-BUILT
 FOR CONSTRUCTION
 FOR COORDINATION
 FOR PLANNING
 FOR DISCUSSION
 FOR TENDER



2nd Floor | 22 Pavement
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 info@tdc-arch.design



Client
 Proposed Care Homes, Kettering

Drawing Title
 Site Plan (Proposed)

Scale
 1:200 @ A0
 Date
 Aug 2017

Drawn by
 RMJB
 Checked by
 SEL

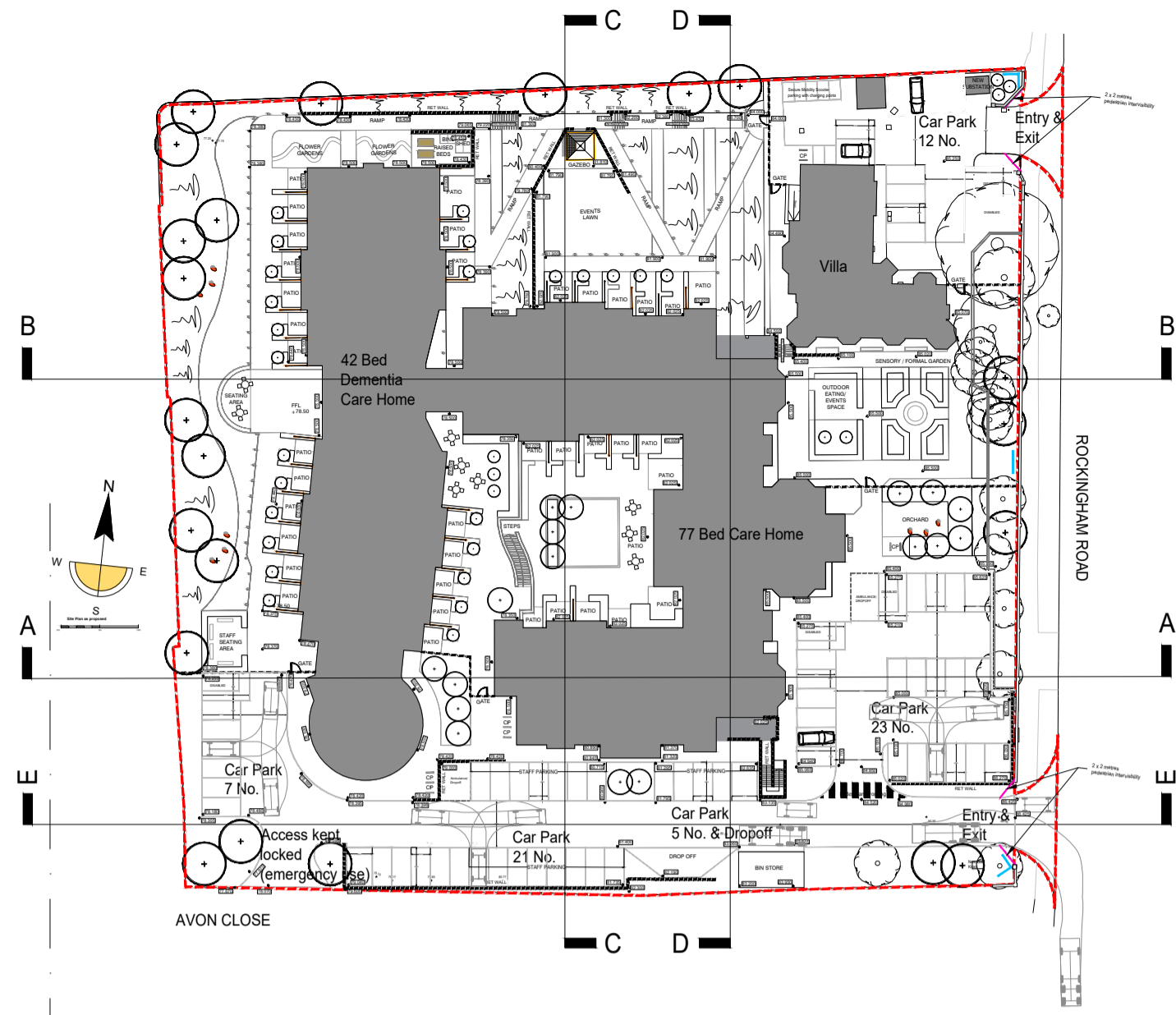
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 Drawing No.
 AL(9)902
 Rev.
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Notes

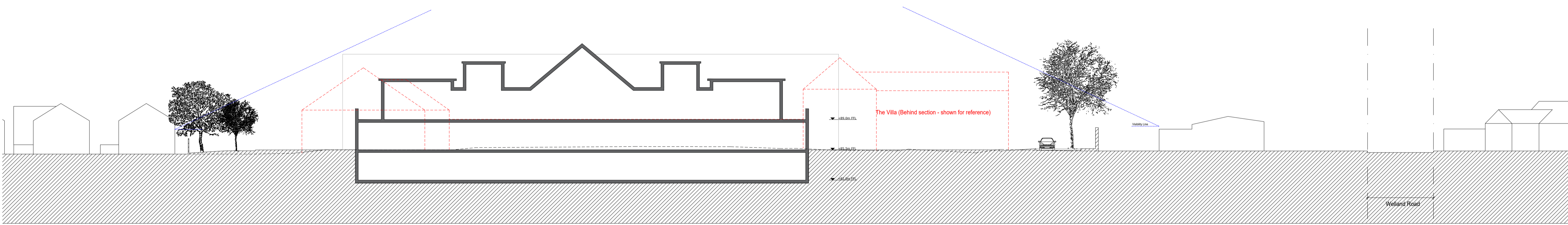
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REV	DATE	REVISION	INITIALS	CHECK
A	20.10.2017	Drawing updated following review with planning officer, footprint revised, western building pulled away from adjacent properties.	RMJB	SEL
B	08.12.2017	Drawing updated following review after public consultation	LA	SEL
C	12.01.2018	Planning Issue	RMJB	SEL
D	25.01.2018	Do not scale note removed at LPA request	RMJB	SEL
E	09.02.2018	Tender Issue	RMJB	SEL
F	21.03.2018	Site plan layout updated: staff parking areas shown, pedestrian visibility splays coordinated with consultants details, section E-E added.	RMJB	SEL



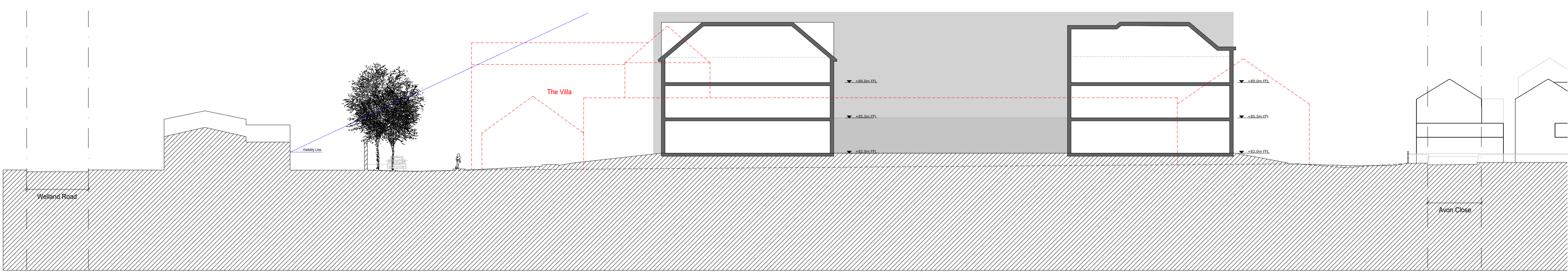
Section E



Section D

DRAWING STATUS

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FOR COORDINATION	<input type="checkbox"/>
FOR PLANNING	<input checked="" type="checkbox"/>
FOR DISCUSSION	<input type="checkbox"/>
FOR TENDER	<input type="checkbox"/>



Section C

TDC ARCH DESIGN
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Client

Project
Proposed Care Homes, Kettering

Drawing Title
Site Sections Sheet 2

Scale
1:250 @ A1
1:500 @ A3

Date
Aug 2017

Drawn by
LA

Checked by
SEL

Job No.
A172009

Drawing No.
AL(2)211

Rev.
F

