



LAND ADJOINING 4 BROOKFIELD PROVIDENCE HILL, BURSLEDON

TRANSPORT STATEMENT

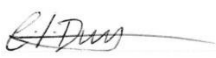
May 2022

Vested Outsourcing Partners

**RESIDENTIAL AND VET SURGERY DEVELOPMENT
LAND ADJOINING 4 BROOKFIELD, PROVIDENCE HILL
BURSLEDON**

TRANSPORT STATEMENT

CONTROLLED DOCUMENT

<i>Document No:</i>		020.0693/TS/3	
<i>Status:</i>	Original	<i>Copy No:</i>	
	<i>Name</i>	<i>Signature</i>	<i>Date</i>
<i>Prepared by:</i>	Caroline Duff		September 2021
<i>Checked by:</i>	Shaan Novitzki		September 2021
<i>Approved by:</i>	Mark Smith		September 2021

Revision Record

Rev.	Date	By	Summary of Changes	Chkd	Aprvd
2	03.12.21	CD	Client Comment and Udated Layout	SN	MS
3	13.05.22	CD	Revised Layout	SN	SN

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Vested Outsourcing Partners
Green Park House
15 Stratton Street
Mayfair
London
W1J 8LQ

Paul Basham Associates Ltd
The Bothy
Cams Hall Estate
Fareham
Hampshire
PO16 8UT

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1. INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of Vested Outsourcing Partners to support a detailed planning application for a mixed-use development comprising of 16 dwellings and a vet surgery at Land Adjoining 4 Brookfield, Providence Hill, Bursledon.
- 1.2 The site is located north of Providence Hill, Bursledon and currently comprises greenfield land. The site is situated on the outskirts of Southampton and approximately 500m north of the centre of Lowford/Bursledon. The site location is identified within **Figure 1**.

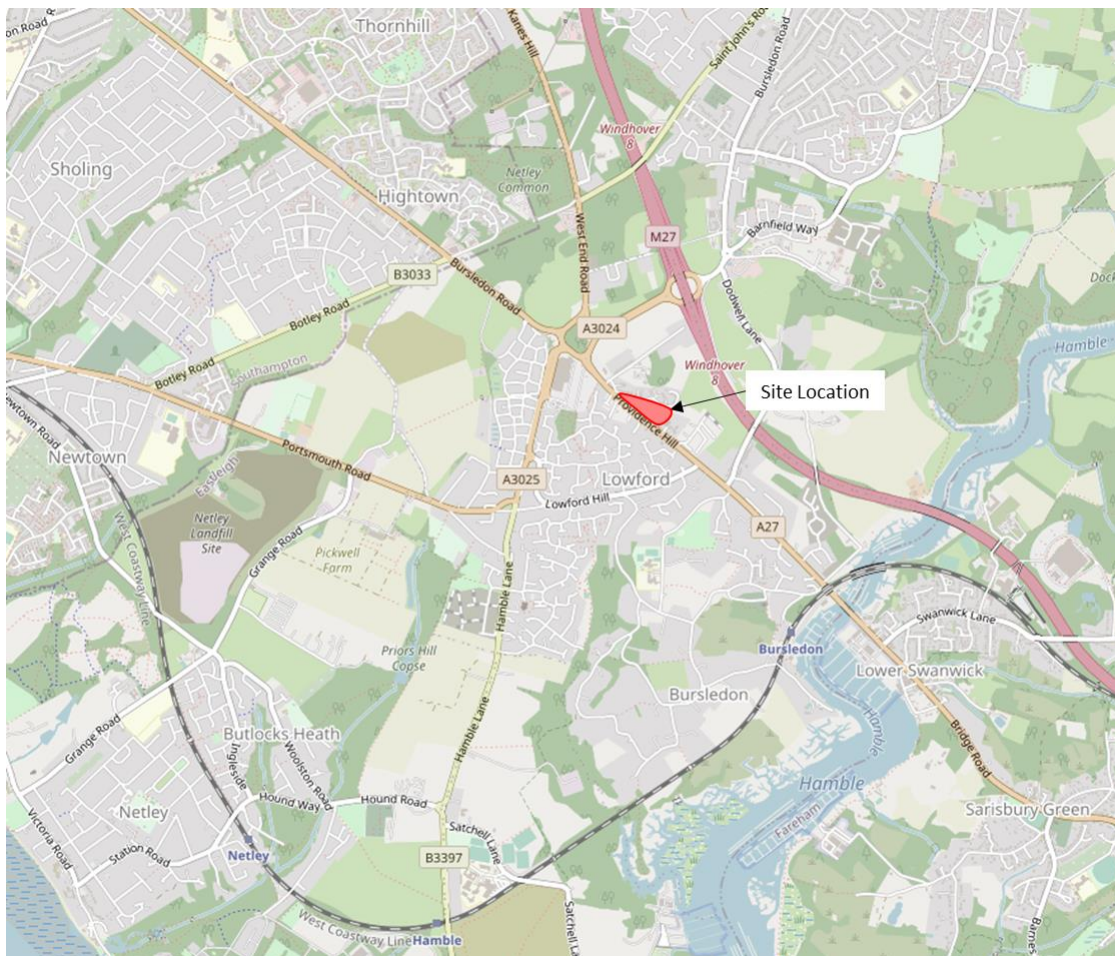


Figure 1: Site Location

- 1.3 The site location was identified in Eastleigh Borough Council's (EBC) Strategic Land Availability Assessment Proforma (2015) as a site suitable for development (site reference: SLAA-4-14-C). In the EBC Local Plan (2016-2036), the site is identified as policy BU1 for proposed Housing & Residential-Led Mixed Use Development Allocation.

- 1.4 Pre-application discussions were undertaken between Paul Basham Associates and Eastleigh Borough Council (EBC) highways officers in November 2016 as part of a previous application on the site (Ref: O/17/80899) for the development of up to 20 units, which was withdrawn in October 2020. It should be noted that the highways comments received as part of the previous application raised no objection in principle to the development.
- 1.5 The scope of this TS will detail the existing conditions and site accessibility, development proposals, car and cycle parking requirements, servicing and visibility requirements, trip generation and a summary of the previously agreed access arrangements.

2. EXISTING SITE CONDITIONS

- 2.1 The site is located north of Providence Hill, Bursledon and currently comprises greenfield land. The site is situated on the outskirts of Southampton and approximately 500m north of the centre of Lowford/Bursledon. The site is bound by a Foreman Homes development (The Goslings) to the north and east, Providence Hill (A27) to the south and residential developments to the west, effectively making this development an infill site.
- 2.2 Providence Hill is subject to a 40mph speed limit across the site frontage. Providence Hill (A27) forms an important part of the local and strategic road network. Footways flank either side of the carriageway, providing a safe and direct route to the wider pedestrian network. The A27 connects Southampton in the west to Park Gate and Fareham in the east. In addition, the M27, which provides a direct route between Portsmouth and Southampton is accessed approximately 500m to the north of the site.

Site Accessibility

- 2.3 The site is situated in proximity to numerous local amenities within Lowford and Bursledon. **Table 1** summarises the local facilities available in proximity to the site and their distance.

Facilities	Distance (Metres)	Walking Time (Minutes)
Bus Stop (eastbound)	100m	1
Bus Stop (westbound)	150m	2
Supermarket	400m	5
Pharmacy	450m	6
Recreation Ground	800m	10
Surgery	850m	10
Post Office	1100m	14
Bursledon Infant and Junior Schools	1200m	15
Bursledon Railway Station	1600m	18

Table 1: Proximity to Local Facilities

- 2.4 **Table 1** shows that there is a high provision of local facilities within walking distance from the site, including a supermarket, pharmacy, post office and recreational facilities, within the recommended walk distance set out in Manual for Streets (MfS).

Pedestrian Infrastructure

- 2.5 There is a high provision of pedestrian infrastructure in the vicinity of the site. Footways are provided on both sides of Providence Hill (A27) carriageway, providing a safe and direct route to both Bursledon and Lowford village centres. The existing pedestrian network is demonstrated in **Photograph 1**.



Photograph 1: Providence Hill (A27) Existing Conditions

- 2.6 To the east of the site pedestrian crossing points are located along Providence Hill in the form of refuge islands with dropped kerbs and tactile paving. A new crossing point has been implemented to the east of the site as a result of application O/14/74322 and will therefore facilitate the movement of pedestrians in this location.
- 2.7 There are numerous Public Rights of Way (PRoW) in the vicinity of the site, providing access towards local facilities. Public footpath 043/13b/1 is located opposite the development site and provides access to connecting routes towards Bursledon.

Cycle Infrastructure

- 2.8 There is an off-road cycle route to the west of the site. Whilst there are no formal cycle lanes present along Providence Hill, the Providence Hill carriageway conditions encourage on-road cycling and is identified as a cycle route on the Eastleigh Borough Council Cycle Map.
- 2.9 Bursledon Road to the Windhover Roundabout has a shared foot/cycleway which forms part of the SCN3 Eastern Cycle Freeway which provides a route towards Bittern.
- 2.10 In addition, the site is in close proximity of both the National Cycle Network (NCN) Route 2, which connects Hamble to Southampton, shown in **Figure 2**.

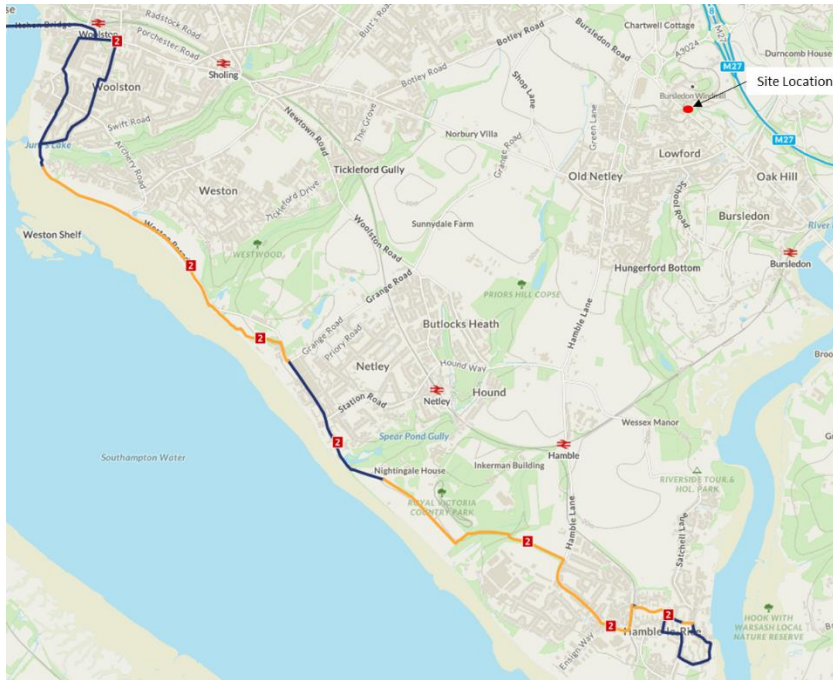


Figure 2: NCN Route 2

Bus Services

- 2.11 The closest bus stops to the site are located to the west of the site access along Providence Hill (A27). The Providence Hill bus stop providing eastbound services is 100m, approximately a 1-minute walk from the site and the bus stop on the opposite side of the road providing westbound services is approximately a 2-minute walk. Both bus stops are in the form of a single pole with a timetable.
- 2.12 Additional bus stops are available on Portsmouth Road, situated approximately 450m south of the site. A summary of the bus services available from both Providence Hill and Portsmouth Road are detailed in **Table 2**.

Service	Bus Stop Location	Route	Frequency		
			Monday-Friday	Saturday	Sunday
X15	Providence Hill	Hamble – Netley – Lowford – Hedge End - Eastleigh	2 Services per day in each direction First Bus: 09:45 Last Bus: 14:20	N/A	N/A
501	Providence Hill	Warburton Road Shops - The Hamble School	Every Morning, plus an afternoon service 3 days a week First Bus: 07:50 Last Bus: 14:45* and 15:05**	N/A	N/A
X4 Solent Rangers	Portsmouth Road	Southampton – Portsmouth Via Bursledon, Park Gate, Titchfield, Fareham and Portchester	Approximately Every 30 minutes First Bus: 07:30 Last Bus: 19:15	Approximately Every 30 minutes First Bus: 07:15 Last Bus: 19:15	Approximately Every 30 minutes First Bus: 07:15 Last Bus: 19:15
X5 Solent Rangers	Portsmouth Road	Southampton – Gosport Via Bursledon, Lockheath, Fareham and Stubbington	Approximately Every 30 minutes First Bus: 07:45 Last Bus: 19:00	Approximately Every 30 minutes First Bus: 07:45 Last Bus: 18:45	Approximately Every 30 minutes First Bus: 07:45 Last Bus: 18:45

(*Monday Only and **Tuesdays and Fridays Only)

Table 2: Summary of Local Bus Services

- 2.13 There is a good provision of bus services accessible from Portsmouth Road and a few services towards Hedge End and Eastleigh Monday-Friday from Providence Hill.
- 2.14 The Solent Ranger Services provide a frequent service seven days a week, providing a good opportunity to encourage residents to use public transport. A journey to Southampton takes approximately 25 minutes whilst a journey to Fareham takes approximately 30 minutes.

Rail Services

- 2.15 Bursledon Railway Station is situated 1.6km (18-minute walk) southeast of the site and is equipped with 10 car parking spaces, 6 cycle storage spaces, customer help points and ramped access for services towards Portsmouth.
- 2.16 The station offers regular services towards Portsmouth and Southampton Central on an hourly basis, serving local stations including Swanwick, Hamble, Fareham, Netley and Sholing. The wider railway network, including services towards London can be accessed from Fareham, Portsmouth and Southampton.

PIA Data Analysis

- 2.17 An analysis of Personal Injury Accident (PIA) data in the vicinity of the site has been assessed for the latest available 5-year period between January 2017 and December 2021. The PIA investigation demonstrates that there has been one slight accident on Providence Hill during this period with a small cluster of incidents at the junction with Portsmouth Road (three slight and one serious accident). The data is shown in **Figure 3**.

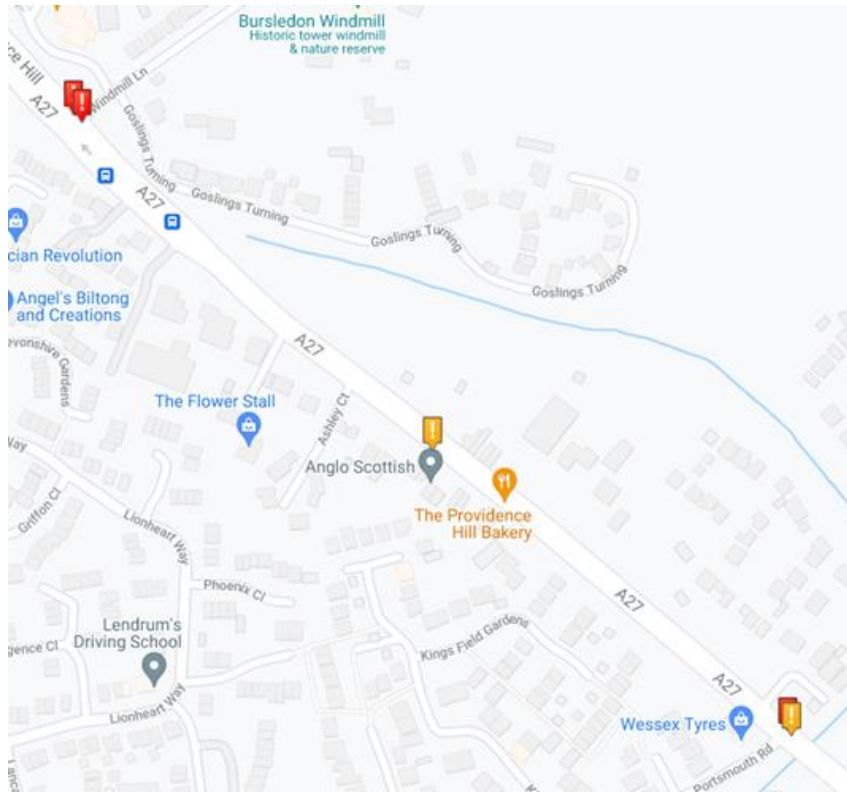


Figure 3: PIA Data (Crashmap)

- 2.18 The data from Crashmap shows that there have been no accidents in the vicinity of the proposed site access in the latest 5-year period (2017-2021).
- 2.19 Despite the small cluster of incidents southeast of the development site (at the Portsmouth Road junction), the results of the PIA investigation do not indicate a highways concern that would worsen as a result of the development, or pose a safety concern to future site users, given the quantum of vehicles currently using the A27 and the minimal increase in traffic generated by the site (as further detailed within **Section 5**).

3. DEVELOPMENT PROPOSALS

- 3.1 The development proposal is for a mixed-use development comprising of 16 dwellings and a vet surgery (700sqm). The proposed accommodation schedule is detailed in **Table 3**, and demonstrated on the site layout included in **Appendix A**.

Number of Bedrooms	Number of Dwellings
2-bed	8
3-bed	5
4-bed	3
Total	16

Table 3: Accommodation Schedule (Residential)

Operation of the Vet Surgery

- 3.2 To understand the future operation of the proposed vet surgery, information has been obtained by the future occupier (Ocean Vets Ltd) to understand the staffing arrangements for the vet surgery.
- 3.3 The proposed vets will comprise of 4 consulting rooms. It would be expected that 3 vets, 5 nurses and 1 receptionist be present at any one time. The proposed opening hours would be 08:30am-18:30pm Monday to Friday and 08:30am-13:00pm on Saturday.

Access Arrangements

- 3.4 The proposed development would be accessed via a single point of access onto Providence Hill. The type of access required to serve the development was previously discussed agreed with EBC highway officers at the preapplication stage for the previous application in 2017 (reference: O/17/80899). While the site does now propose a mixed used development it is considered that the location and design of the previously agreed arrangement is acceptable to support this site.
- 3.5 The access junction is proposed to be in the form of a simple bellmouth junction. The access road will measure c6m in width, enabling two vehicles to pass simultaneously. Footways, c2m in width, will flank the access road and internal roads, connecting the site to the wider pedestrian network. Provision has been made for refuse vehicles accessing the site, resulting in radii of 10m at the access.
- 3.6 It is noted that as part of the previous application a Stage 1 Road Safety Audit (RSA) was carried out by an external auditor. The auditor raised a single comment which was that there was no pedestrian crossing facility provided across the site access. As such, a dropped kerb crossing supported by tactile paving is proposed and demonstrated in **Appendix B**. The RSA is attached as **Appendix C** for reference.

- 3.7 The proposed access arrangements are provided in accordance with those submitted and considered acceptable as part of the previous application (O/17/80899) and should therefore be considered suitable for this application.

Visibility Splays

- 3.8 Providence Hill provides access to a number of residential dwellings. Whilst there are no formal parking restrictions in place, on-street parking is not considered to be a concern to visibility due to the vehicle speeds and nature of Providence Hill.
- 3.9 Although Providence Hill is subject to a 40mph speed limit across the site frontage, speed surveys were undertaken between 28th January 2021 and 3rd February 2021 to establish the recorded vehicle speeds outside the proposed site access. The 85th percentile vehicle speeds were recorded as 38.3mph eastbound and 39.0mph westbound. In accordance with Hampshire County Council's (HCC) Technical Guidance Note 3 visibility splays have therefore been demonstrated as achievable to 2.4m x 74m in the primary direction and 2.4m x 76m in the secondary direction. The visibility splays are demonstrated within **Appendix B**, with the ATC data attached as **Appendix D**.

Internal Road Layout

- 3.10 The parameters of the site layout would be designed to create an attractive and permeable pedestrian and cycle environment. The development access road would measure c.5m in width. A carriageway width of 4.8m is sufficient in accommodating a car and a larger vehicle to pass simultaneously. To summarise, the design principles on which the scheme will be based:
- Access road to measure c.5m in width
 - Road width of 6m provided for the vet surgery car park and access to Plots 3-11
 - 2m wide footway within the development
- 3.11 An internal design speed of 15mph is anticipated with internal junctions and forward alignments designed to achieve the required inter-visibility for vehicles travelling up to 15mph within the site. Any planting provided within the visibility envelope would be maintained to below 600mm in height. The suitability of the internal layout has been assessed and is included in **Appendix B**.

Delivery and Servicing Arrangements

- 3.12 Servicing will take place internally within the site boundary in order to reduce the impact on the local road network. Swept path analysis has been undertaken which confirms that refuse and fire vehicles can enter and exit the site in a forward gear (see **Appendix E**).
- 3.13 Refuse collection for the residential properties would take place in accordance with the bin carry distances identified in MfS guidance for both bin collectors and residents. All properties would be serviced from the site's internal road.
- 3.14 It is understood that refuse collection for the vet surgery would be undertaken privately. To assist with refuse collection a bin store is provided outside the front entrance. As shown in **Appendix E**, the refuse vehicle would reverse into the vet surgery car park before exiting in a forward gear.
- 3.15 In terms of deliveries to the vet's surgery, a 3.5 tonne delivery vehicle will be used, which would not have larger geometries than that of the refuse vehicle that has been tracked in **Appendix E**. Delivery vehicles would reverse into the surgery car park and are able to enter and exit the main site access in a forward gear.
- 3.16 In accordance with Building Regulations, a fire tender vehicle is able to get within 45m of Plots within the site. All plots lie within this distance. The fire vehicle is also able to access the proposed vet surgery. A swept path analysis of the layout for a fire tender has been undertaken and is included in **Appendix E**.

4. PARKING PROVISION

Car Parking Provision- Residential Development

- 4.1 EBC's Residential Parking Standards (2009) identify parking standards for the borough based upon dwelling size and whether the parking is allocated or unallocated. The parking standards identified by EBC for individual/on plot allocation are outlined in **Table 4** for reference.

No. of Bedrooms	Individual/on-plot Allocation
2-Bed	2
3-Bed	2
4-Bed	3
Visitor Parking	0.2 spaces per unit (20%)

Table 4: Eastleigh Borough Council Residential Parking Standards

- 4.2 EBC's parking standards indicate that a total of 35 allocated spaces plus 3 visitor spaces should be provided, equating to a total requirement of 38 spaces.
- 4.3 With EBC's parking standards in mind, the site proposed a total of 39 spaces, comprising 35 allocated spaces (including three garage spaces) and 4 visitor spaces. While the allocated parking provision for Plot 13 falls slightly short of the standards, the number of visitor parking spaces provided is excess of EBC's visitor parking requirements by one space. It is therefore considered that this level of provision ensures that all site users can be accommodated onsite without overspill onto the surrounding highway network.
- 4.4 To ensure that the parking spaces proposed are convenient and accessible swept path analysis has been completed and is shown in **Appendix E**. It should also be noted that the garages proposed would have internal geometries of 3m x 6m in line with EBC's parking standards.

Car Parking Provision- Vet Surgery

- 4.5 EBC do not outline parking standards for non-residential uses and refer to HCC's superseded Parking Strategy and Standards (2002). HCC's parking standards are summarised in **Table 5**.

Development Type	Car Parking Provision	
	Maximum parking limit	Parking in accessible locations (50% of maximum permitted standard)
Doctors, dentists or veterinary surgery	3 spaces per consulting room	1.5 spaces per consulting room

Table 5: HCC Non-Residential Parking Standards

- 4.6 A summary of the proposed parking provision is provided within **Table 6**, and illustrated on the site layout, included in **Appendix A**.

Development Type	Car Parking Provision	
	Parking Required	Parking Provided
Doctors, dentists or veterinary surgery	12	25 (plus two disabled spaces)

Table 6: Proposed Parking Provision (Non-Residential)

- 4.7 The development is proposing to provide 19 car parking spaces, two of which will be disabled parking spaces which is higher than the required parking of 12 spaces (3 per each consulting room). The future operator of the site has suggested that there would be up to 9 staff members on site at any one time and 6-8 clients per hour with appointment times lasting c.30 minutes. Therefore, the provision of 19 spaces ensures that all parking associated with the vets can accommodate staff, change over periods and visitors without overspill onto the surrounding highway network or within the residential aspect of the site.
- 4.8 To prevent unauthorised use of the vet surgery car park it is proposed that the entrance would be gated as shown in **Appendix A**. Tracking of the car park is also provided in **Appendix E**.

Cycle Parking Provision- Residential

- 4.9 EBC's Residential Parking Standards (2009) identify cycle parking standards for the Borough based upon dwelling size and are summarised in **Table 7**.

No. of Bedrooms	Long Stay Individual Cycle Parking Required per dwelling	Individual Spaces Required
2-Bed	1	5
3-Bed	2	18
4-Bed	2	4

Table 7: Residential Cycle Parking

- 4.10 Cycle parking for the residential units would be provided in accordance with EBC's cycle parking standards with spaces available within spaces provided within rear gardens of the curtilage of each dwelling.

Cycle Parking Provision - Vet Surgery

- 4.11 HCC's Parking Strategy and Standards (2002) also identifies cycle parking standards for vet surgeries, which are summarised in **Table 8**.

Development	Cycle Parking Standards		
	Long Stay Cycle Parking Required	Short Stay Cycle Parking Required	Spaces Required
Doctors, dentists or veterinary surgery	1 space per 2 consulting rooms, or 1 space per 6 staff (Whichever is greater)	1 stand per consulting room	2 long-stay and 4 short-stay

Table 8: Non-Residential Cycle Parking

- 4.12 Cycle parking would be provided within the curtilage of the vet surgery in line with the above standards. However given the nature of vets it is unlikely that clients (who would be travelling with sick pets) would seek to cycle and this provision would therefore be aimed primarily at staff.

5. TRIP GENERATION AND HIGHWAY IMPACT

- 5.1 This section of the TS assesses the likely vehicular trip impact of the proposed development on the local road network. Trip rates have been derived from the TRICS database to establish the likely trip generation for the development site.

Residential Development

- 5.2 To establish the likely vehicular trip generation for the residential part of the development, the following parameters from the TRICS database have been used:

- 'Residential', 'Houses Privately Owned' use class
- Sites in England and Wales (Excluding Greater London)
- 6 – 50 Dwellings
- Weekday Surveys Only
- 'Suburban' and 'Edge of Town' Locations
- Sites with no Travel Plan

- 5.3 The results of the TRICS assessment are demonstrated in **Table 9**, with the full outputs included in **Appendix F**. It should also be noted that the parameters of the TRICS search is the same as that previously considered acceptable under the 2017 application.

Vehicle Trips	AM Peak Period (0800-0900)		PM Peak Period (1700-1800)	
	Arrivals	Departures	Arrivals	Departures
Trip Rate (per Dwelling)	0.149	0.364	0.311	0.171
Proposed Residential Dwellings (16 Dwellings)	2	6	5	3

Table 9: Vehicular Trip Generation (Residential)

- 5.4 **Table 9** demonstrates that the residential development could potentially create 8 trips in both the AM and PM peaks. This equates to one trip every 7.5 minutes in the peak hours.

Vet Surgery

- 5.5 The TRICS database does provide a category for veterinary surgeries however there is only two survey site available (CA-05-M-01 and GS-05-M-02). From review of these sites neither are considered to be representative of the proposed development with one being an animal hospital and the other being located on the outskirts of Cambridge City Centre. It is therefore not considered representative to utilise data from the TRICS database for this use.
- 5.6 To establish the likely vehicular trip generation for the vet surgery part of the development, information has been obtained from the future operator. The vets would be open from 08:30am-06:30pm with 9 staff on site (3 vets, 5 nurses and a receptionist) at any one time. The client has confirmed that in their experience and given the number of consultation rooms they would expect to have 6-8 clients visit per hour.
- 5.7 To provide a worst-case scenario it has been assumed that all staff (up to 9 staff on-site at any one time) would arrive in the AM peak. Given that the site would close outside the PM peak (close 18:30), and appointments would run until the site closes it is not anticipated that any staff trips would be generated in the PM peak hour (1700-1800). However, to provide a robust assessment it has been anticipated that 5 members of staff (2 vets and 3 nurses) could leave the site in the PM peak.
- 5.8 It has also been anticipated that half the maximum number of clients (4 clients) would be expected to arrive to the site in the AM peak given that the site proposes to open at 08:30 and that appointments are anticipated to last 30 minutes on average. In the PM peak is it anticipated that the maximum number of clients would arrive (8 clients) with half of the clients (4 clients) departing from the site in the PM peak.
- 5.9 The anticipated trip generation is summarised in **Table 10**.

Vehicle Trips	AM Peak Period (0800-0900)		PM Peak Period (1700-1800)	
	Arrivals	Departures	Arrivals	Departures
Trip Generation (700 sqm)	13	0	8	9

Table 10: Vehicular Trip Generation (Vets)

- 5.10 **Table 10** demonstrates that the vet's development could potentially generate 13 trips in the AM peak and 17 trips in the PM peak.

Total Trip Generation

- 5.11 **Table 11** shows the total impact the development site as a whole when accounting for the residential units and the vet surgery.

Net Impact	AM Peak Period (0800 – 0900)		PM Peak Period (1700 – 1800)	
	Arrivals	Departures	Arrivals	Departures
Residential Dwellings (16 Dwellings)	2	6	5	3
Vet Surgery (700 sqm)	13	0	8	9
Total	21		25	

Table 11: Proposed Development Trip Generation

- 5.12 **Table 11** demonstrates that the overall the development could potentially create 21 trips in the AM peak (08:00-09:00) and 25 trips in the PM peak (17:00-18:00).

Net Impact: Previous Scheme

- 5.13 To establish the difference in trip generation when compared to the previous scheme for 20 units (Ref: O/17/80899) (for which no highways objections were raised) a net impact assessment has been undertaken, shown in **Table 12**.

Net Impact	AM Peak Period (0800 – 0900)		PM Peak Period (1700 – 1800)	
	Arrivals	Departures	Arrivals	Departures
Previous Scheme (2017, 20 Units)	9		9	
Proposed Development	21		25	
Net Impact	+12		+16	

Table 12: Net Impact with Previous Scheme

- 5.14 **Table 12** shows that when compared to the previous scheme, the proposed development would potentially create 12 extra trips in the AM peak and 16 extra trips during the PM peak.

Highway Impact

- 5.15 To summarise, the development could potentially create 21 trips in the AM peak (08:00-09:00) and 25 trips in the PM peak (17:00-18:00). This is considered to provide a worst-case scenario given that staff at the vets would be subject to shift patterns and in practice while there could be up to 8 clients an hour this is unlikely to occur at all hours of the day.

- 5.16 As the existing site is greenfield, the trips generated by the proposed development would be new trips onto the local road network. However, given the strategic nature of the surrounding highway network it is not considered that adding as a worst case one trip every 2.4 minutes during the PM peak would be noticeable above daily fluctuations in traffic.

6. SUMMARY AND CONCLUSIONS

- 6.1 This TS has been prepared by Paul Basham Associates on behalf Vested Outsourcing Partners for a mix-use development comprising of 16 residential dwellings and a Vet Surgery on Land Adjoining 4 Brookfield, Providence Hill, Bursledon.
- 6.2 The site has a high provision of pedestrian and cycle infrastructure in the vicinity of the site, providing access to local facilities within Lowford and Bursledon. There is good provision of bus stops in proximity to the site, enabling travel in the local area, as well as between Southampton, Gosport, Fareham and Portsmouth. Bursledon Railway Station is situated 1.6km from the site and provides regular services between Portsmouth and Southampton. Therefore, the site is highly accessible by sustainable transport modes.
- 6.3 An analysis of PIA data established that there were no highways safety concerns with the highways network surrounding the development site.
- 6.4 The development will be accessed via a new point of access in the form of a simple bellmouth junction from Providence Hill, previously considered acceptable for 20 dwellings as part of application O/17/80899. Visibility splays have been undertaken and demonstrated as achievable to 2.4m x 74m in the primary direction and 2.4m x 76m in the secondary direction in line with HCC's TG3 and 85th percentile speeds on Providence Hill. The access road will have a radius of 10m at the access and measure 6m in width to accommodate refuse vehicles. Footways of 2m in width, will flank the access road and internal roads, connecting to the wider pedestrian network.
- 6.5 As raised in the previous Stage 1 Road Safety Audit (RSA) completed as part of application O/17/80899, a pedestrian crossing facility with tactile paving is proposed across the site access.
- 6.6 Servicing will take place internally within the site boundary. Swept path analysis has been undertaken to ensure a that a refuse vehicle and fire tender can access and egress the site in a forward gear.

- 6.7 In terms of parking provision, the residential development will provide 39 car parking spaces (2/3 spaces per dwelling plus 4 visitor parking spaces). Overall, the site is in excess of EBC's visitor parking requirements by one space with allocated parking provided broadly in line with EBC's parking standards. The proposed parking provision ensures that all site users can be accommodated without overspill onto the surrounding highway network. Cycle parking for the residential dwellings would be provided in accordance with EBC cycle parking standards.
- 6.8 Based on the future occupiers experience of operating other sites of a similar nature, the Vet Surgery proposes 19 car parking space (2 of which are disabled spaces) which is in excess of HCC's parking standards and ensures that staff and visitors can be accommodated on site without overspill onto the surrounding highway network. Cycle parking would be provided within the curtilage of the vet surgery.
- 6.9 When utilising the TRICS database and client data, the proposed development is anticipated to generate 21 trips in the AM peak (08:00-09:00) and 25 trips in the PM peak (17:00-18:00). This is considered to provide a worst-case scenario given that staff at the vets would be subject to shift patterns and in practice while there could be up to 8 clients an hour this is unlikely to occur at all hours of the day. Given the strategic nature of the surrounding highway network is it not considered that the proposed development (generating a worst case of one trip every 2.5 minutes in the AM peak) would have a severe impact notable above daily fluctuations in traffic.
- 6.10 This Transport Statement has demonstrated that the proposed development would not have a severe impact on the operation of the local road network. We would therefore encourage Hampshire County Council to look favourably upon this development in relation to highways.