

Project Name:	Oak Cottage, Winchester Road, Boorley Green
Document Reference:	034.0171/TNU/2
Document Name:	Technical Note Update
Prepared By:	Mark Smith (May 2026)
Checked By:	Fraser Spinney (May 2026)
Approved By:	Mark Smith (May 2026)

Revision Record				
Rev	Date	By	Summary of Changes	Aprvd
2	01.06.26	MDS	Client comment	MDS

Disclaimer

This document has been prepared in accordance with the scope of Paul Basham Associates Ltd's appointment with its client and is subject to the terms of that appointment. It is addressed to and for the sole use and reliance of Paul Basham Associates clients. Paul Basham Associates accepts no liability for any use of this document other than by its client and only for the purposes, stated in the document, for which it was prepared and provided. No person other than the client may copy (in whole or in part), use or rely on the contents of this document, without the prior written permission of a Director of Paul Basham Associates. Any advice, opinions, or recommendations within this document should be read and relied upon only in the context of the document as a whole. The contents of this document are not to be construed as providing legal, business or tax advice or opinion.

© Paul Basham Associates Limited

1. INTRODUCTION

- 1.1 This Technical Note Update (TNU) has been prepared by Paul Basham Associates on behalf of McCarthy and Stone to support their live planning application ref F/26/101013 at Oak Cottage, Winchester Road, Boorley Green for:

“Erection of part two, part three storey retirement living building with 50 apartments, associated communal lounge, house manager’s office, external enclosed refuse and electric scooter/cycle stores and sub-station; erection of a pair of detached dwellings; improved vehicular access and new pedestrian access to Winchester Road, internal roads, car parking and hard and soft landscaping”

- 1.2 Hampshire County Council (HCC) as the highway authority have provided two sets of comments on this application, one relating to highways matters dated 27th March 2026 and the other relating to public rights of way dated 9th April 2026. Both sets of comments raised no objection to the planning application.
- 1.3 Eastleigh Borough Council (EBC) as the planning authority for this application have written to the applicant on 15th May 2026 and raised a number of items, and this TNU has been prepared specifically to consider the transport matters identified within that letter.

2. SITE ACCESSIBILITY

- 2.1 Neither HCC nor EBC have suggested that the site is not accessible for development, indeed the site is allocated for residential C3 uses under Policy BO4 of EBC Local Plan 2016-2036. The letter of 15th May 2026 also states “*Policy DM25 requires proposals for accommodation for older people to be in a sustainable location with good access to public transport, close to local facilities and well integrated into the local community*”.
- 2.2 Reference is then made to Table 1 of the Transport Assessment and Travel Plan, which outlines local facilities and amenities, with associated walking and cycling times based on industry standard average walking and cycling speeds. EBC assert that due to the nature of the development with an average age of entry of 78 years of age, reduced walking speeds should be considered and an updated Table 1 provided accordingly.
- 2.3 The identified average walking speed of 80m per minute is as identified an average, with some people walking faster and others walking slower. The speed at which a person walks is influenced by many factors including (but not limited to) age, health and purpose of journey. For example, an adult and small child on a leisure-based walking trip would be expected to walk slower than a commuter aiming to catch a bus at a set time.
- 2.4 To generalise that elderly persons are slower than average is a presumptuous stereotype, and whilst of course some elderly persons do have health conditions which may affect walking abilities, the proposals accommodate mobility buggy stores (mobility buggy speeds being generally faster than walking pace) and there are also bus stops in the immediate locale for which elderly residents would be eligible for concessionary passes.
- 2.5 Notwithstanding, Table 1 of the Transport Statement and Travel Plan have been revised within the below **Table 1**, with a reduced walking speed of 60m per minute as well as the average walking speed of 80m per minute for comparison purposes. The only other change to **Table 1** is that since the application was submitted the ‘under construction’ Asda Express at Boorley Green has now opened and so this has been added and the further afield Tesco Express removed.

Amenity	Distance from Site Access (Metres)	Walking Time (80m per minute)	Walking Time (60m per minute)	Cycle Time (250m per minute)
Macdonald Botley Green Hotel and Spa	150m	2 mins	2.5 mins	<1 min
Asda Express	250m	3 mins	4 mins	1 min
The Peartree Inn	275m	3 mins	4.5 mins	1 min
Boorley Park Bus Stops	335m	4 mins	5.5 mins	1 min
Pear Tree Bus Stops	360m	5 mins	6 mins	1 min
Boorley Green Community Centre	825m	10 mins	14 mins	3 mins
Hedge End Railway Station	950m	12 mins	16 mins	4 mins
St Lukes Pharmacy	2.0km	25mins	33 mins	8 mins
Botley Post Office	2.1km	26 mins	35 mins	8 mins

Table 1: Local Amenities (Revised Table)

- 2.6 The proposed development adheres to the requirements of Policy DM25, being located close to everyday amenities and facilities, with public transport accessible within 400m of the site and located immediately adjacent to the Boorley Green community which has expanded significantly in the last 10 years through the planning consents issued by EBC.

3. OTHER MATTERS

- 3.1 For completeness, the EBC letter of 15th May raises other highways matters, including access (by vehicle and non-car modes) which were considered acceptable.
- 3.2 Parking was raised within the letter, and a revised layout has been prepared which accommodates a further 3 parking spaces (submitted under separate cover). In addition, the drop off layby is now formally identified as a further two visitor spaces. The total parking provision for this retirement development now equals 44 spaces (previous 39, plus 3 additional plus 2 extra visitor).
- 3.3 Step out strips adjacent to areas of soft landscaping have also been added into the design. EV parking provision was considered acceptable, whilst cycle parking quantum was also considered acceptable subject to annotation amendments (also picked up in the site layout under separate cover).

4. CONCLUSION

- 4.1 We trust that this Technical Note Update supports EBC in making a positive recommendation in relation to application ref F/26/101013.