

Project Name:	Land North of White Stork Road, Boorley Green
Document Reference:	020.0978/TS/2
Document Name:	Transport Statement
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Revision Record				
Rev	Date	By	Summary of Changes	Aprvd
2	30.07.26	SJR	Updated Scheme	TAF

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1. INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of Halebourne Group to support a full application for the development of an 80-unit care home and associated community hub at land north of White Stork Road, Boorley Green, Hedge End. The site location is shown in **Figure 1**, with a site plan to be submitted under separate cover.



Figure 1: Site Location

- 1.2 The scope of this TS considers site accessibility, the development proposals, access, car and cycle parking provision and the traffic impact on the local highway network before drawing conclusions.

2. POLICY

- 2.1 This TS has been produced in accordance with relevant national regional and local policy. The following key documents were reviewed and considered to inform the proposals:

- National Planning Policy Framework (December 2024)
- Eastleigh Borough Council Adopted Local Plan 2016 – 2036 (April 2022)
- Eastleigh Borough Council Parking Standards SPD (adopted September 2025)
- Hampshire County Council Local Transport Plan 4 (February 2024)

- 2.2 Reference will be made to these policy documents throughout the report.

3. SITE HISTORY

- 3.1 The land north of White Stork Road site forms a parcel of land within the wider Boorley Gardens development, permitted under planning reference O/15/75953, that is currently under construction. This outline planning consent was granted in June 2015 for up to 680 residential units with mixed use comprising of retail and/or community/healthcare use, land for a two-form primary school and both formal and informal open space and sports pitches.

- 3.2 A full planning application was submitted in 2023 under planning reference F/23/96629 which was permitted in June 2025 for the erection of a 70-bed care home, incorporating an ancillary community hub with a new vehicular access to White Stork Road. This included an Addendum Parking Note (APN), dated November 2024, through which the justification of the proposed parking provision was accepted. This is considered the extant planning position of the site. It should be noted that since this APN was submitted, an updated parking standards SPD document was adopted by EBC (in September 2025). Whilst this TS therefore assess parking based upon these newest standards, the accepted justification for the site's proposed parking provision previously set out within this APN is still relevant.

- 3.3 A Non-Material Amendment application (F23/96629) was subsequently approved on 12 March 2026, updating the internal layout and external appearance to reflect Connaught

Care's operational requirements, including adjustments to building footprint, reorientation of internal layouts and amendments to plant and access arrangements.

4. EXISTING CONDITIONS

Site and Surroundings

- 4.1 The site is located to the north of White Stork Road within the residential area of Boorley Green, approximately 2.5km northeast of the centre of Hedge End.
- 4.2 The site is bound to the north by land which forms part of the wider Boorley Gardens site that was granted planning consent under planning reference O/15/75953, Winchester Road to the east and White Stork Road to the south and west.

Site Accessibility

- 4.3 Manual for Streets (2007) provides guidance in relation to walking distances, with Section 4.4 stating:

'Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot.'

- 4.4 CIHT's 'Planning for Walking' (2015) builds on the advice presented within Manual for Streets, with Section 6.4 stating:

'Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes' walking distance (around 800 metres). However, the propensity to walk or cycle is not only influenced by distance but also the quality of experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating.'

- 4.5 Planning for Walking also suggests that approximately 80% of journeys shorter than 1 mile (1.6km) are made wholly on foot.
- 4.6 Table 3.2 of the CIHT 'Providing for Journeys on Foot' document identifies a maximum walking distance of 2km for commuter school and sightseeing walking trips, 800m for town centre walking trips and 1.2km for trips elsewhere.

- 4.7 Based on this guidance, it can be assumed that staff working at the proposed care home would be prepared to walk up to 2km to the site, whilst visitors of the community hub could be expected to be willing to walk between 1.2km and 2km.
- 4.8 On that basis, the 1km and 2km walking catchments from the site are shown in the walking isochrone in **Figure 2**.

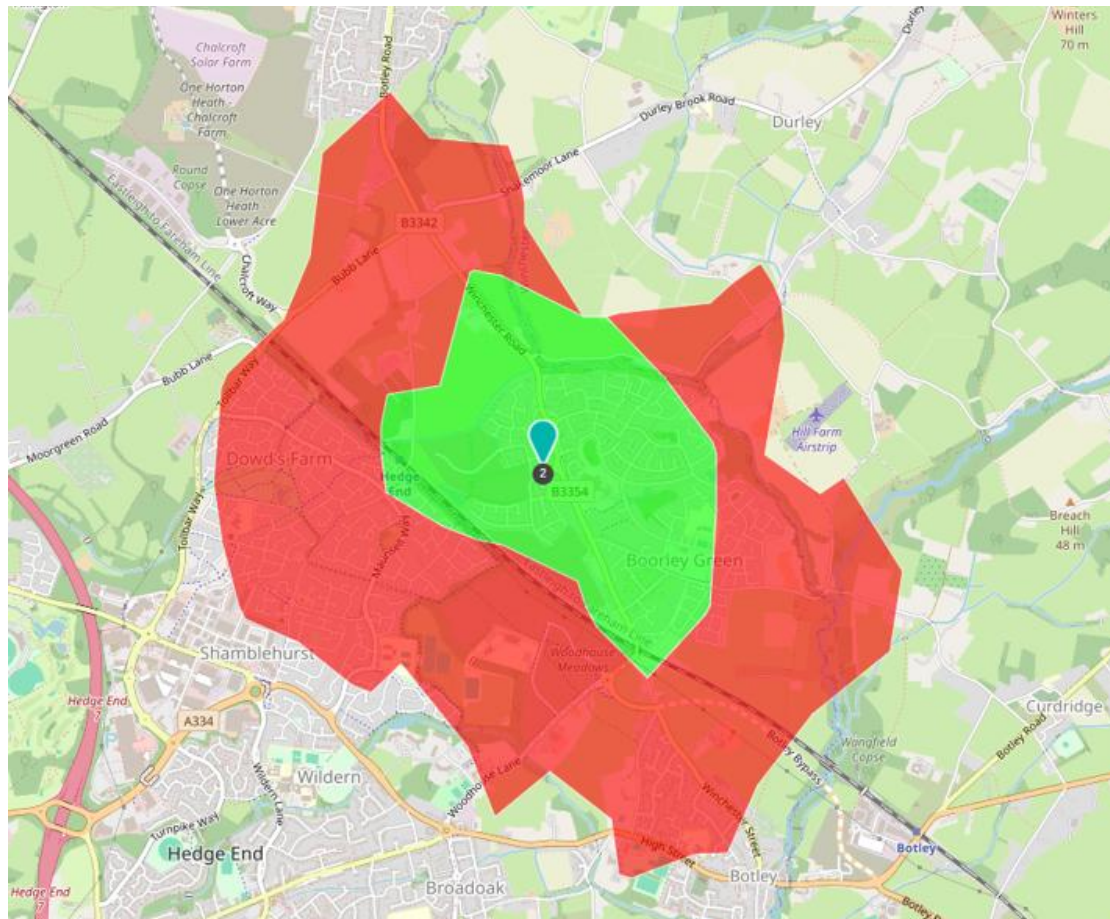


Figure 2: 2km Walking Isochrone

- 4.9 **Figure 2** shows that the 1km and 2km walking catchments include a significant proportion of the Boorley Green residential development, as well as the Dowd's Farm, Shamlehurst, Botley and Horton Heath residential areas.
- 4.10 Hedge End rail station and a number of bus stops are also within this catchment, with further details of these services outlined later in this report.
- 4.11 As outlined in the TA submitted through the extant planning permission, the 2022 National Travel Survey identified that the average journey length of cycle trips in England is 5.8km.

CIHT's 'Planning for Cycling' (October 2014), suggests that 80% of cycling trips are less than 8km and 40% are less than 3.2km.

- 4.12 These guidance documents therefore suggest that cycling can offer an attractive alternative to car journeys for trips less than 6km. Therefore, for the purposes of this assessment a cycle catchment of 6km has been assumed, with the extent of this shown in the cycle isochrone at **Figure 3**.

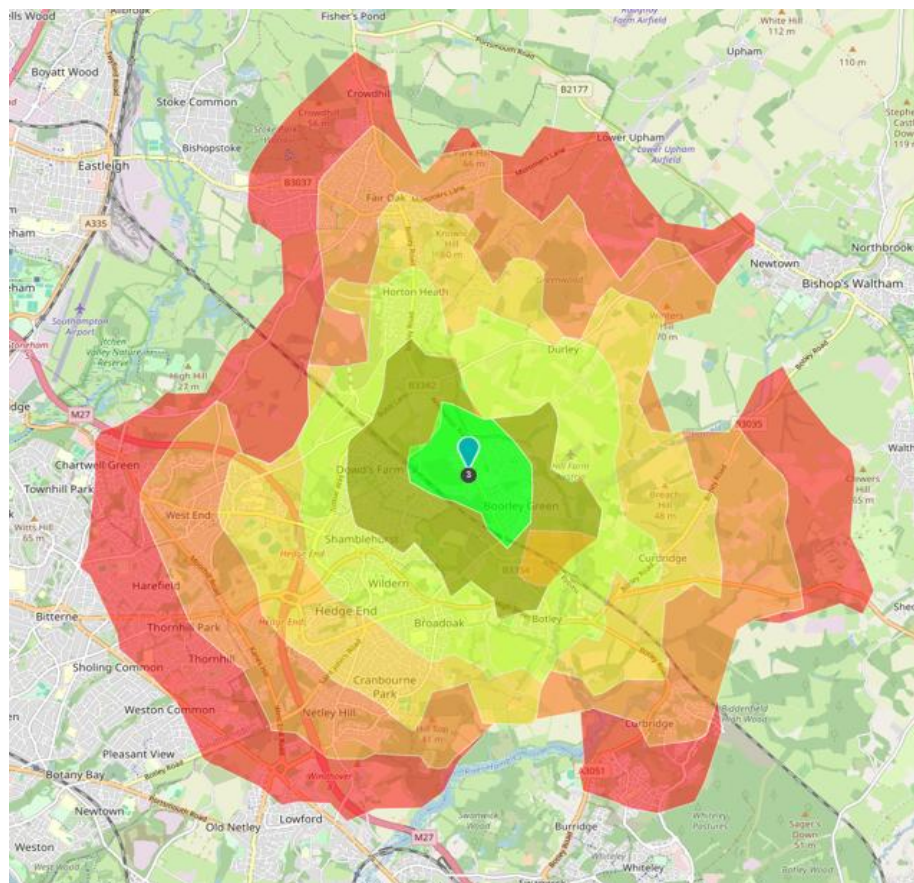


Figure 3: 6km Cycle Isochrone

- 4.13 **Figure 3** demonstrates that the cycle catchment of the site includes the entirety of the residential areas of Boorley Green, Horton Heath, Dowd's Farm, Shamblehurst, Wildern, Broadoak, Netley Hill, Botley and Durley, as well as parts of Hedge End, Fair Oak, West End, Curdrige and Thornhill. This means that there is a significant population within cycle distance of the site.

Local Highway Network

- 4.14 White Stork Road has been implemented as part of the wider Boorley Gardens development and is accessed via a roundabout junction with Winchester Road. White Stork Road is a residential road subject to a 30mph speed limit.
- 4.15 Winchester Road forms a section of the B3354 which connects to Horton Heath and Fair Oak c.3.5km north of the site and the A334 in Botley c.1.5km to the south. The A334 subsequently provides a route through Hedge End to Junction 7 of the M27.

Pedestrian Network

- 4.16 White Stork Road benefits from a 3m wide footway on its northern side, with a shared use footway/cycleway on the southern side of the carriageway, connecting the site to Winchester Road to the east.
- 4.17 A local network of pedestrian and cycle infrastructure are either being implemented or have already been implemented associated with the wider Boorley Green permitted development. This will provide pedestrian permeability and connections to key destinations in the local area.

Cycle Infrastructure

- 4.18 Whilst cycling may not be considered to be travel mode for residents of the care home, staff and visitors can benefit from the extensive cycle network local to the site.
- 4.19 Whilst it was identified within the Inspector's Report for the Boorley Gardens application (O/15/75953) that the site is well located with local facilities that can be reached by cycling, a package of measures to promote non-car travel were secured through the consent that was granted at appeal. These will provide enhanced routes to and from the proposed development site.

Bus Services

- 4.20 The nearest bus stops to the site are located on Winchester Road, c.300m northeast of the site. These are only served by the 649 school bus service that routes between Bishops Waltham and Hedge End Park, serving Botley C of E Primary School and Swanmore College.
- 4.21 Additional stops are located c. 475m northeast of the site and c. 530m south of the site, on Kingsman Drive and Winchester Road respectively. Both of these stops are just outside the 400m desirable walking distances to bus stops outlined by CIHT, however the excellent

pedestrian infrastructure between the site and these stops mean they are attractive to site users.

- 4.22 The Kingsman Drive stops are flag and pole stops with timetables and are served by the Bluestar 3 and 425 buses. The Bluestar 3 service routes between Southampton and Eastleigh via Bitterne, Thornhill, Hedge End, Botley, Boorley Green and Fair Oak, at a frequency of one bus per hour on weekdays and Saturdays with a slightly less regular service on Sundays.
- 4.23 The Bluestar 425 bus is a college service that routes between Boorley Park and Barton Peveril College, with one service running at the beginning and end of the college day.

Rail Services

- 4.24 Hedge End railway station is located c.1km west of the proposed development site, with this accessible for pedestrians by utilising the Public Right of Way (PRoW) footpath that routes between Flycatcher Road and Shamblehurst Lane. Shamblehurst Lane was improved as part of the works associated with the wider Boorley Gardens application to enhance the pedestrian route to the station.
- 4.25 Hedge End station benefits from step free access and 54 sheltered cycle parking spaces covered by CCTV and provides frequent services to destination such as Southampton, Eastleigh, Winchester, Portsmouth Harbour and London Waterloo.
- 4.26 Having regard to the proximity of the railway station to the site, the frequency of service and the range of destinations accessible from Hedge End railway station, the site is considered highly accessible by rail.

Accessibility Summary

- 4.27 As outlined, the proposed development is highly accessible owing to the high-quality network of pedestrian and cycle infrastructure in its vicinity, as well as access to high frequency bus and rail services within a reasonable walking distance from the site to encourage travel by sustainable modes.

Accident History

- 4.28 A review of Personal Injury Accident (PIA) data was undertaken in the TA submitted as part of application F/23/96629, with CrashMap used to obtain this data for the most recently available 5-year period at the time (2017-21).

- 4.29 This assessment demonstrated that there was only one incident recorded in the study area in that time period, with this recorded as 'slight' in severity, with HCC Highways raising no concerns through the previous application.
- 4.30 Due to the time that has passed, DfT's Mapping Application for Visualising Road Injury Casualties (MAVRIC) tool has been used to review the accident history from the most recently available 5-year period (01.01.2021 – 31.12.2025). The same study area as agreed previously was used, with the results of this exercise shown in **Figure 4**.

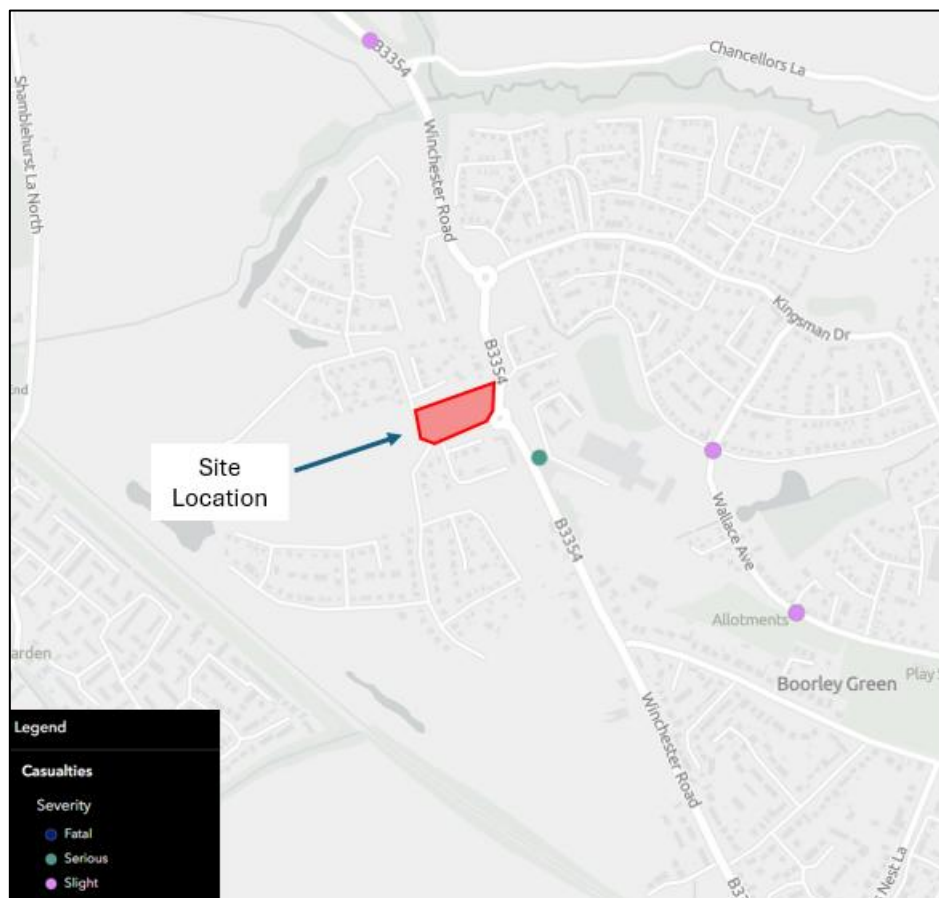


Figure 4: Personal Injury Accident Data (MAVRIC)

- 4.31 As shown in **Figure 4**, in this most recently available 5 year period between 01.01.2021 and 31.12.2025 there were a total of 4 incidents recorded within the agreed study area, with 3 of these recorded as 'slight' and 1 'serious'.
- 4.32 Only 1 of these incidents occurred in proximity to the site, with this on Winchester Road. Therefore, across the previously agreed assessment of the accident history in the site and the updated assessment, there have been a total of 5 incidents in the space of 7 years. This is less than 1 incident a year and it can therefore be concluded that there is no existing

pattern or trend of accidents on the local highway network that is anticipated to be exacerbated by the proposed development.

5. PROPOSED DEVELOPMENT

5.1 The proposals are for a slight increase (10) in the quantum of units associated with the care home element of the development when compared to the extant permission, with this increasing to the erection of an 80-bed care home. No changes are proposed to the associated community hub that formed part of the extant permission.

5.2 Therefore, the site composition is as follows:

- 80 ensuite bedrooms with accompanying day space, dining areas, barbers, salon and offices.
- A 110sqm floorspace community hub with office, kitchen and toilets.
- A car park with 36 car parking spaces, of which four will be reserved for disabled users.
- A mini bus parking bay and dedicated drop off area
- A loading bay and dedicated bin store
- Two separate cycle stores

5.3 The proposed development will provide nursing care for its residents. There will be a total of 63 members of staff associated with the development, with these split across 3 shifts. Therefore, there will be a maximum of 21 members of staff on site at any one time.

5.4 It should also be noted that the internal road layout of the site will not be adopted as was the case with the previously approved application (reference F/23/96629).

Access

5.5 An all-modes access to the site is proposed via a simple priority junction off White Stork Road, c.50m west of the White Stork Road/Winchester Road roundabout.

5.6 The principle of a bellmouth access measuring 6m in width to serve a 70-unit care home and associated community hub was agreed through the extant planning permission for this parcel of land, with visibility splays and vehicle tracking of the site access approved.

5.7 There are no changes proposed to the site access in order to accommodate the additional 10 care units.

- 5.8 Updated visibility splay drawings have been created. Both have been based upon the drawings produced as part of the previously approved application. As such, visibility has been demonstrated to be achievable to 30mph in the secondary direction, and achievable to bend 30m away in the primary direction (equivalent to a speed of 23mph). It should be noted that due to the presence of the bend in the primary direction, it is likely that vehicles will be travelling less than the posted 30mph speed limit. These visibility splay drawings can be seen in **Appendix A**.
- 5.9 Swept path analysis has also been conducted showing a car accessing the site to and from White Stork Road. This can be seen in **Appendix B**.
- 5.10 White Stork Road has been implemented as part of the wider Boorley Gardens development and benefits from a 3m wide footway on the northern edge of the carriageway. A 2m wide internal footway is proposed to provide a pedestrian connection that ties into the 3m wide footway to facilitate pedestrian travel to and from the site.
- 5.11 An additional pedestrian only access is proposed via the western boundary of the site, directly opposite the community hub building. This provides a connection from the 3m wide footway on the eastern edge of this section of White Stork Road into the site where an internal raised table zebra crossing facilitates crossing of the car park.

Parking Provision

- 5.12 As outlined above, a car park consisting of 36 parking spaces is proposed to serve the development, with 4 of these reserved for disabled users. Parking spaces are unallocated, provided in a perpendicular arrangement, with a 6m aisle width (in line with EBC standards). Individual spaces measure 2.5m x 5m, in excess of the suggested dimensions within EBC's parking standards SPD (2.4m x 4.8m).
- 5.13 Swept path analysis of a car utilising a selection of parking spaces on site has been conducted, in line with HCC TG2 guidance, and can be seen in **Appendix C**.
- 5.14 To comply with Building Regulations Approved Document S, 5 of the spaces will also be equipped with EV chargers.
- 5.15 A review of EBC's latest (2025) Parking Standards has been undertaken to understand the parking requirements of the proposed development.

Care Home - Car Parking Provision

- 5.16 EBC's Residential Parking Standards SPD (2025) state that *"1 space per 6 bedrooms plus 1 space per staff member"* should be provided for 'Nursing and Rest homes'.
- 5.17 Therefore, in order to accord with EBC's parking guidance the proposed development would need to provide 13 spaces (for 1 space per 6 bedrooms (80/6)) and 21 spaces for staff members (as there will be a maximum of 21 staff on site at any one time), equating to 34 spaces for the care home element of the site to accord with EBC guidance.
- 5.18 However, EBC's parking standards also state that parking below these recommendations will be supported where alternative modes of public transport are readily available to serve the proposed development.

Community Hub - Car Parking Provision

- 5.19 Whilst EBC's Parking Standards SPD (2025) has no specific parking guidance for 'community hubs', the previous approved application (F/23/96629) dedicated 1 bay to this provision, and this was deemed acceptable by both HCC and EBC. There are no changes to the community hub element of the proposals.

Parking Justification

- 5.20 This section will consider the merits of each aspect of the development parking requirements in turn, including (i) the resident/visitor aspect and the staffing aspect of the care home and (ii) the community hub aspect before concluding with a comprehensive assessment of the planning proposals.

Policy

- 5.21 It is important that the parking provision is considered in the policy setting and specifically reference is made to paragraph 112 of the National Planning Policy Framework NPPF (December 2024) which states *"If setting local parking standards for residential and non-residential development, policies should take into account:*
- The accessibility of the development;
 - The type, mix and use of the development;
 - The availability of and opportunities for public transport;
 - Local car ownership levels.
 - The need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles'

5.22 Chapter 11 of the NPPF (December 2024) is entitled ‘*Making effective use of land*’ and encourages the efficient use of development land. Developing upon this Hampshire County Councils Local Transport Plan 4 (LTP4, 2024) indicates that they will “*require developments to actively use parking strategies, plans and pricing to lock in sustainable travel behaviours (e.g. low car developments)*”. It is also stated that success would mean “*New employment development in accessible locations that are well connected by a variety of different transport modes*”. Therefore, this development accords with the desires of HCC LTP4 by providing low level parking (especially for the community use) to encourage sustainable travel and providing employment within the care home in an area well connected to public transport, walking and cycling routes.

(i) The Resident/Visitor/Staffing Aspect of the Care Home

5.23 Due to the nature of the care home being high-dependency due to residents’ age and health, no residents will own vehicles (this is not retirement or general older persons housing), and so the 13 parking spaces which EBC parking standards identify as being 1 per 6 bedrooms reflect visitor spaces.

5.24 With 21 staff on site at the busiest period, the provision of one parking space per staff member and so 21 spaces based on EBC’s Parking SPD, makes no recognition to the sustainable credentials of the site and presumes that every staff member requires their own parking space.

5.25 As outlined within this report (and indeed the wider Boorley Gardens application in which this development parcel sits), the site is highly accessible on foot, by bike and by public transport (bus and rail). Therefore, there is a high likelihood that a number of trips will be undertaken by sustainable travel modes to access the site, reducing the need to drive to the site. Even for those not wishing to use these travel modes, car sharing remains a very reasonable option which would significantly reduce the number of car parking spaces used on site.

5.26 Census data (2011) has been utilised (attached as **Appendix D**) to understand how residents working within Eastleigh 010 Mid-layer (where the site is situated) travel to work. The data suggests that 14% of residents travel to work by sustainable travel modes. This would equate to 3 staff members travelling to work sustainably. The Census data also suggests 5% of existing residents car share, which would equate to 1 staff member. Therefore, it can be assumed that 4 of the 21 staff members on site at any one time would

not require a parking space, meaning only 17 spaces would be required and the remaining 19 would be available for visitors and those utilising the community hub.

- 5.27 Census data however does not consider the specifics of the employment, and so more specific data sources have also been considered in the parking requirements for this site. A parking accumulation assessment undertaken by through the previously approved TA which suggested through using TRICS data for a 70-bed care home and 110sqm community use would collectively require a maximum of 12 spaces across any hour period (weekday or weekend) would be required. **Figure 5** has been extracted from the TA for application O/15/75953 to highlight their assessment.

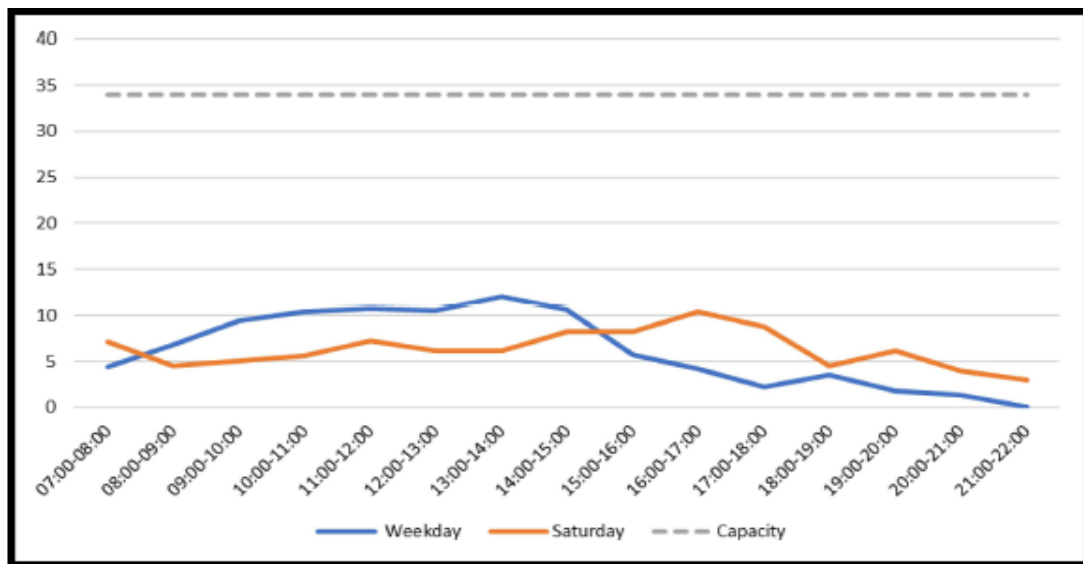


Figure 5: Proposed Parking Accumulation extracted from Transport Assessment for O/15/75953

- 5.28 The proposals have changed slightly from a 70-unit care home to an 80-unit care home, with no change to the associated community hub proposed. However, given the negligible difference in trip generation (maximum of 1 extra trip in any peak), the findings of the parking accumulation are applicable to the revised proposals.
- 5.29 The site also has a Travel Plan in place which will encourage staff and visitors to travel to the site sustainably, reducing reliance on the private car. This is supported by all the wider non-motorised user infrastructure being delivered at Boorley Green, including new footway/cycleways, improved access to Hedge End Station and public transport corridors. As part of this development, Halebourne could implement a car park management plan which sets out parking for the care home and for the community hub. It is proposed that 1 space will be dedicated for sole use by the community hub which will be known at the time

of booking, whilst there could be benefits in flexibility to visitor provision for the care home and community hub.

5.30 Therefore, it is anticipated that users of the site will reach the site sustainably and so a provision lower than EBC's Parking SPD ratios accords with the principles of Paragraph 111 and Chapter 11 of the NPPF (2024) and HCC's LTP4.

5.31 Consideration has also been given to precedent cases, at other Halebourne Care Home applications and other care providers within Eastleigh Borough.

5.32 Paul Basham Associates supported Halebourne with their application for a 64-bedroom care home at Leigh Road in Wimborne (planning ref: 3/19/2449/FUL) which included 23 car parking spaces, and so an overall ratio of 0.35 spaces per bedroom. Whilst accepting the application was in Dorset, the principles were very similar in that the site sat within a wider residential parcel. Whilst there were no highways reasons for refusal in relation to parking, the case was heard at appeal (APP/D/1265/W/21/3272399) with the Inspector concluding in his paragraph 21 that *"I find that the parking provision proposed would be acceptable given the characteristics of the site and any shortfall against the advised standard is not suggestive of an overdevelopment of the site"*.

5.33 More locally, EBC granted planning consent in August 2023 under application F/22/94034 to Highwood Homes at Moorhill for a 70-bed care home with 23 car parking spaces, and so a ratio of 0.328 spaces per bedroom. This application was supported by Paul Basham Associates.

5.34 Taking these two precedent cases into consideration for the current proposals at Boorley Gardens, this 80-bed care home should be providing car parking at the following levels:

- 80 x 0.35 (Wimborne ratio) = 28 spaces
- 80 x 0.328 (Moorhill ratio) = 26 spaces

5.35 Taking a mean average of these parking ratios, this would equate to 0.339 spaces per bedroom or 27 car parking spaces for the 80-bed care home.

(ii) The Community Hub

5.36 As previously highlighted, there is no EBC parking standard in relation to community use buildings. With due consideration to alternative community hall provision locally, including relatively new facilities at Boorley Green Community Centre (Wallace Avenue, SO32 2RQ)

and Fair Oak and Horton Heath Parish Council (Knowle Park Road, SO50 7GL), as well as facilities in Botley and Hedge End, demand for the proposed space at the development site is anticipated to be highly localised, serving the local community and hence have a high level of sustainable travel access.

- 5.37 In line with the previous approved planning application (F/23/96629), it is proposed that one parking space will be designated to the community hub and any remaining spaces will be provided within the available visitor parking within the care home car park.
- 5.38 The traffic generation exercise outlined in the next section of this report highlights only a single vehicle movement is anticipated in the AM and PM peak hours. Combining this with the collective parking accumulation assessment above, it is recommended that 4 car parking spaces will be sufficient to accommodate the demand from the community hub.
- 5.39 Given that there are 2 additional spaces provided within the site compared to EBC parking standards for care homes, the fact that not every staff member is expected to drive to site, it is therefore expected that 4 spaces worth of parking demand generated by the community hub will be accommodated through the proposed parking quantum on site.
- 5.40 Therefore, with consideration of the above and reflective of the NPPF and HCC's LTP4, a total of 31 car parking spaces is required, whilst the development proposals incorporate 36 spaces, plus a minibus space and separate turning area for deliveries and drop-offs. The proposals should therefore be considered acceptable in relation to car parking provision.

Cycle Parking

- 5.41 EBC's Parking Standards also stipulate the requirements for cycle parking for new developments.
- 5.42 The Parking Standards prescribe that cycle parking at a care home should be provided at a minimum ratio of 1 per 6 members of staff which, when applied to the maximum number of 21 members of staff on site at any one time, equates to 4 cycle parking spaces.
- 5.43 As with car parking, EBC's Parking Standards do not include community hub use. However, it is outlined that cycle parking should be provided at a ratio of 1 long stay cycle space per 6 members of staff and 1 short stay cycle space per 20sqm. When applied to the proposed 110sqm community hub, this would mean that 6 short stay cycle spaces are required. The

staff numbers associated with the community hub are not known at this stage, but this is anticipated to be minimal.

- 5.44 6 covered Sheffield stands are proposed in the vicinity of the entrance to the community hub, which provide up to 12 cycle parking spaces to serve both the care home and community hub. Given the minimum requirement of 10 cycle parking spaces, the proposals comply with EBC's cycle parking standards.

Servicing

- 5.45 The servicing arrangements for the site remain unchanged from the previous approved application (F/23/96629). The site will be serviced privately, utilising a 7.5 tonne refuse vehicle and small (4.6tn) delivery vans, with HCC Highways having no objections to this privately serviced arrangement.
- 5.46 Swept path analysis of the refuse and delivery vehicles has been undertaken, with this shown at **Appendix E**. This demonstrates that these vehicles are able to access the suite, manoeuvre internally, and egress in a forward gear without conflict. As part of this swept path analysis, the refuse vehicle is also demonstrated passing a typical 4.6tn van in a range of locations.
- 5.47 Swept path analysis has also been undertaken for a minibus which shows that a minibus can also enter the site in a forward gear and park in the minibus parking bay before exiting the site in a forward gear. This swept path analysis is also shown in **Appendix E**.

6. TRAFFIC IMPACT

- 6.1 Vehicle trip rates for the weekday AM (0800-0900) and PM (1700-1800) network peak periods, as well as the Saturday peak (1200-1300), were agreed through the extant permission for a 70-unit care home and associated community hub. Given the limited time that has passed since these trip rates were agreed and the minor changes to the proposals, these trip rates are considered representative of the proposed development.
- 6.2 Therefore, it is proposed that the same trip rates that were previously agreed for both the care home and community hub elements of the consented development are applied to the slightly amended proposals.

Care Home Traffic Generation

- 6.3 The TRICS database was interrogated through the extant permission to provide a trip rate for the care home element of the site. These trip rates were agreed and **Table 1** shows the anticipated vehicle trip generation when these are applied to the proposed 80-bed care home.

	AM Peak (0800-0900)		PM Peak (1700-1800)		Saturday Peak (1200-1300)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Trip Rate per unit	0.089	0.062	0.042	0.074	0.053	0.068
Trip generation (80 beds)	7	5	3	6	4	5

Table 1: Care Home Trip Rates

- 6.4 As shown in **Table 1**, when the previously agreed trip rates are applied to the proposed 80-unit care home this is anticipated to result in 12 trips in the AM peak, 9 in the PM peak and 9 in the Saturday peak. This is 2 more trips in the AM peak than for the 70-unit care home proposal, 1 more in the PM peak and the same in the Saturday peak.

Community Hub Traffic Generation

- 6.5 TRCIS was also used through the extant permission to obtain a vehicle trip rate for the community hub element of the proposed development. As outlined, there is no change to the community hub associated with this application and the previously agreed trip rate and subsequent trip generation are shown in **Table 2**.

	AM Peak (0800-0900)		PM Peak (1700-1800)	
	Arrivals	Departures	Arrivals	Departures
Trip Rate	0.611	0.188	0.639	0.434
Trip generation (110sqm)	1	0	1	0

Table 2: Community Hub Trip Rates

- 6.6 **Table 2** demonstrates that the 110sqm community hub is anticipated to generate 1 vehicle trip in both the AM and PM weekday peaks. As there was no TRICS data for community hub use on Saturdays, the weekday peak has been applied to the Saturday peak, meaning 1 trip is forecast.

Total Traffic Generation

- 6.7 Therefore, Table 3 shows the total trip generation associated with the proposed development when the previously agreed trip rates are applied to an 80-unit care home and 110 sqm community hub.

	Combined Care Home and Community Hub Trip Generation		
	Arrivals	Departures	Total
Weekday AM (0800-0900)	8	5	13
Weekday PM (1700-1800)	4	6	10
Saturday (1200- 1300)	5	5	10

Table 3: Combined Trip Generation

- 6.8 **Table 3** shows that the proposed development can be expected to generate 13 vehicle trips in the weekday AM peak, 10 in the weekday PM peak and 10 in the Saturday peak hour. This traffic impact is considered negligible in line with NPPF and therefore no junction capacity assessment is deemed necessary.

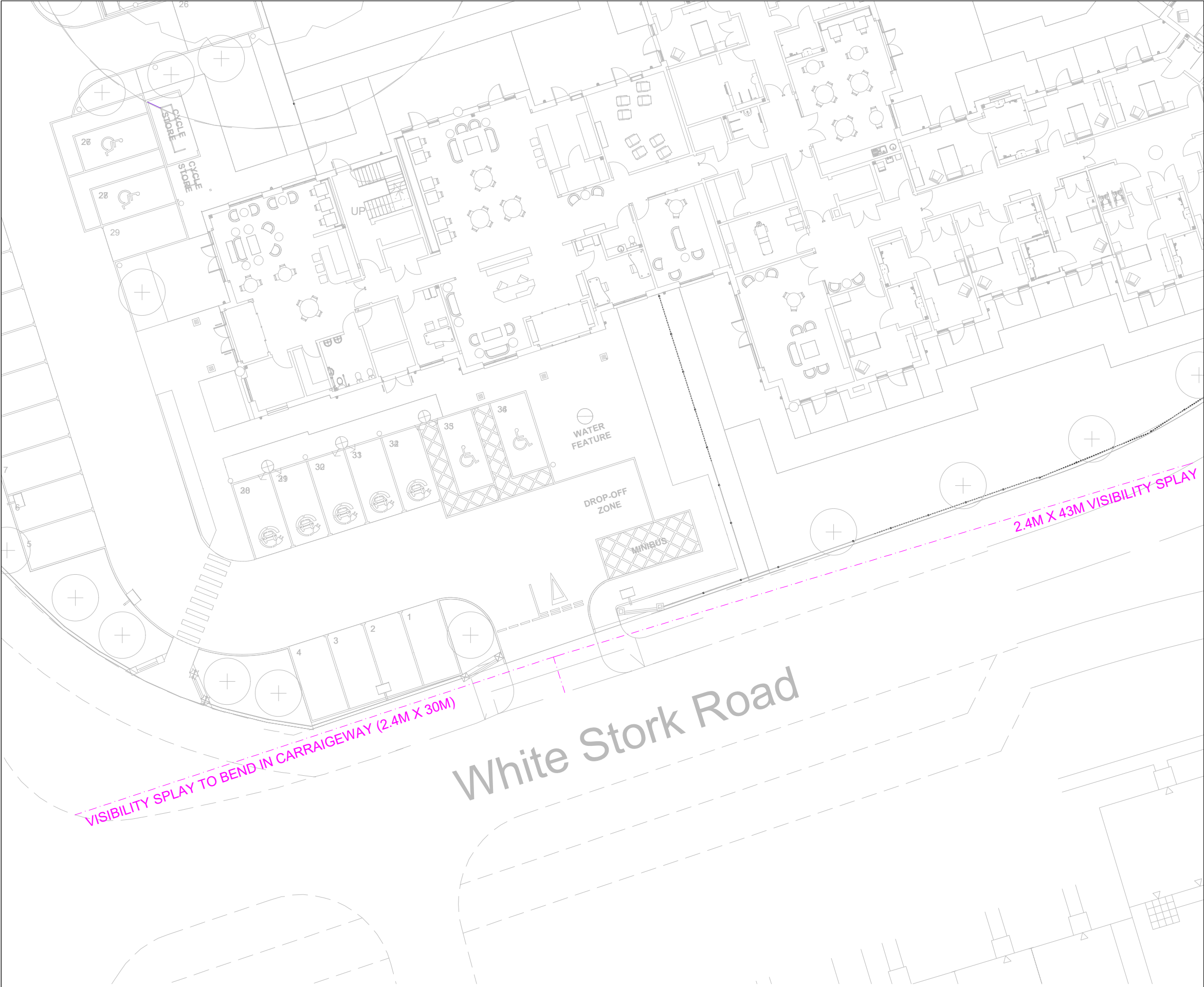
7. SUMMARY AND CONCLUSIONS

- 7.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of Halebourne Group to support a full application for the development of an 80-unit care home and associated community hub at land north of White Stork Road, Boorley Green, Hedge End.
- 7.2 The site forms a parcel of land within the wider Boorley Gardens development, permitted under planning reference O/15/75953, that is currently under construction. A full planning application was submitted in 2023 under planning reference F/23/96629 which was permitted in June 2025 for the erection of a 70-bed care home, incorporating an ancillary community hub with a new vehicular access to White Stork Road. This is considered the extant planning position of the site.
- 7.3 Through this extant permission, the transport assessment work was agreed and the same methodology has therefore been applied to assess the revised proposal given the only

change is an increase in 10 care units, meaning the proposals comprise an 80-unit care home and associated 110sqm community hub.

- 7.4 The site is well located in terms of accessibility, with a large number of residential areas within walking and cycle distance from the site, as well as bus services and Hedge End railway station.
- 7.5 Through a review of parking standards and the relevant policy documents, it has been demonstrated how the proposed 36 car parking spaces and 12 long-stay cycle parking spaces are adequate to serve the proposed development.
- 7.6 The trip rates agreed through the extant planning permission have been applied to the slight increase in care units proposed. This showed that the 80-unit care home and 110sqm community hub are anticipated to generate a total of 13 trips in weekday AM peak (0800-0900), 10 trips in the weekday PM peak (1700-1800) and 10 in the Saturday peak (1200-1300). The negligible impact of the proposals on the local highway network satisfies NPPF Paragraph 116, as there would not be a severe impact on road network should the development be permitted.
- 7.7 This Transport Statement has therefore demonstrated that the proposed development would not have an unacceptable impact on the local road network and would represent a good opportunity for sustainable development. We would therefore encourage EBC and HCC to favourably upon this application from a highway perspective.

Appendix A



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- 6. THE PRIMARY VISIBILITY SPLAY HAS BEEN DRAWN TO THE BEND, AS AGREED AS PART OF THE FULL APPLICATION F/23/96629, AND EQUATES TO A SPEED OF 23MPH
- 7. THE SECONDARY VISIBILITY SPLAY HAS BEEN DRAWN TO THE POSTED SPEED OF 30MPH, IN LINE WITH HCC TG3 GUIDANCE



PRELIMINARY
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P01	FIRST ISSUE	30.07.26	SJR	TAF
Rev	Description	Date	By	App'd
Date Created	Drawn By	Approved By	Suitability Code	
30.07.26	SJR	TAF	-	
PBA Project Number		Scale	(AT A3)	
020.0978		1:250		
PBA Drawing No:			Revision	
020.0978-0001			P01	

Project Name	LAND NORTH OF WHITE STORK ROAD, BOORLEY GREEN
Project Phase	PRELIMINARY

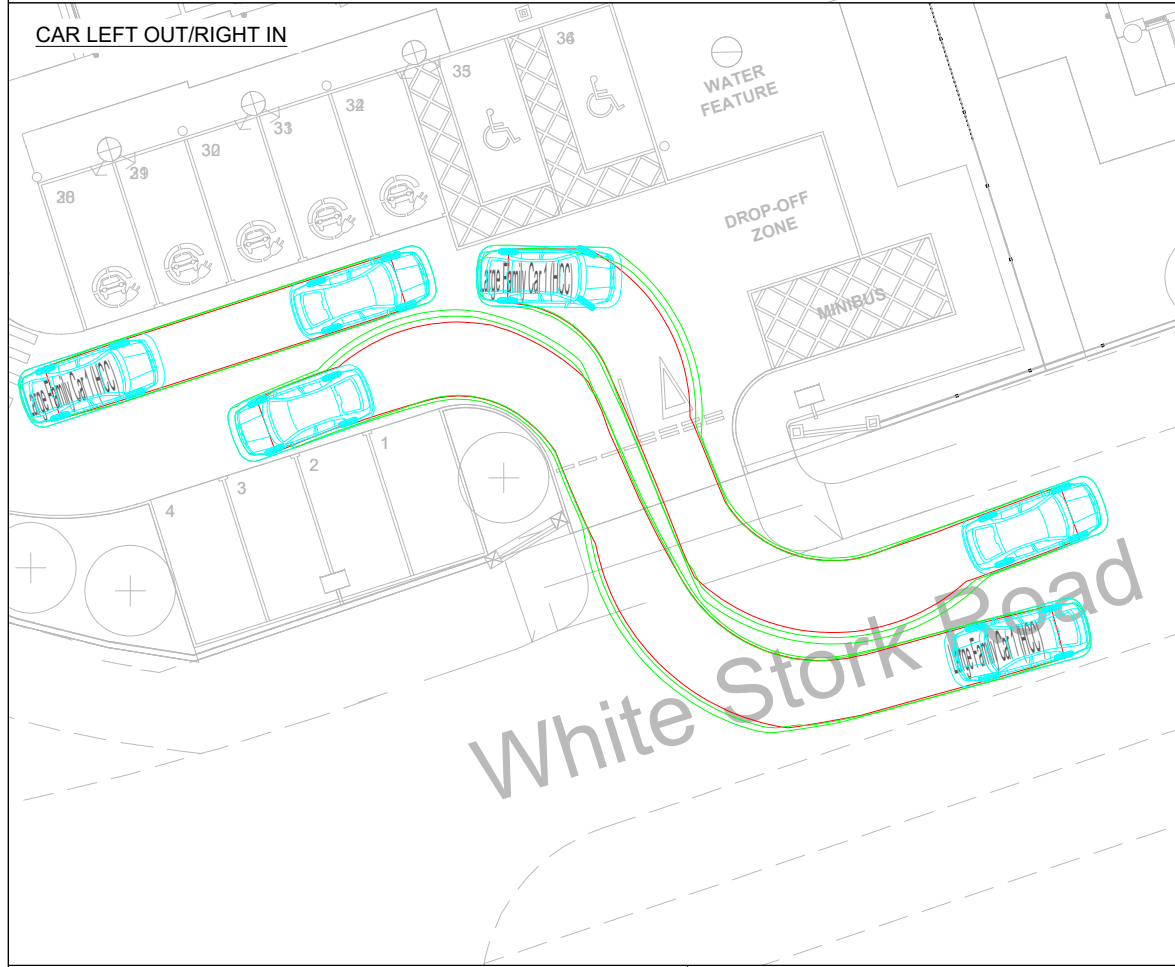
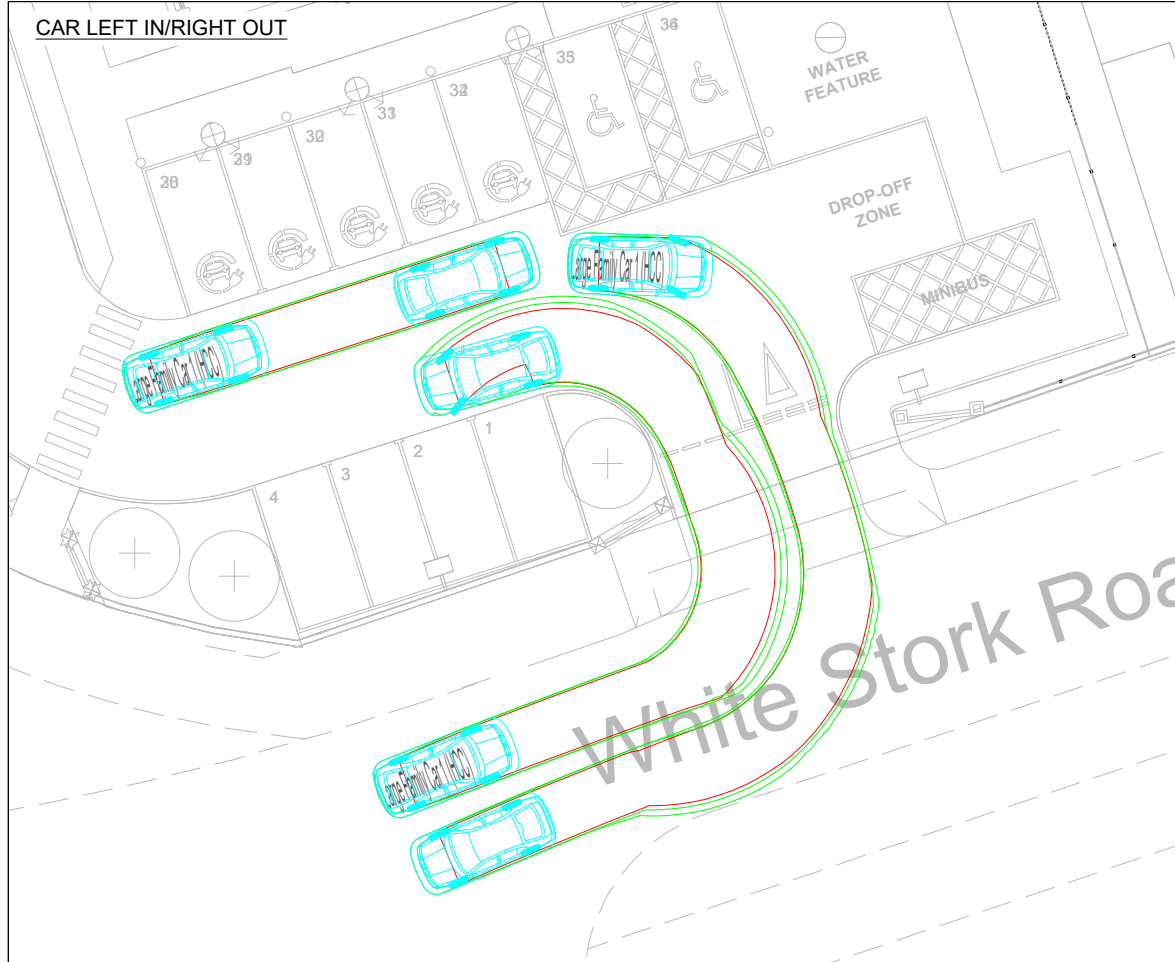
Title	SITE ACCESS VISIBILITY SPLAYS
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Appendix B

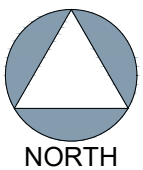
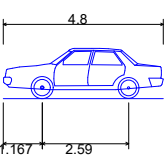


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VEHICLE PROFILE (NOT TO SCALE)



Large Family Car 1 (HCC)	
Overall Length	4.800m
Overall Width	2.000m
Overall Body Height	1.512m
Min Body Ground Clearance	0.273m
Max Track Width	1.890m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.000m

PRELIMINARY

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30.07.26	SJR	TAF	-	
PBA Project Number		Scale	(AT A3)	
020.0978		1:250		
PBA Drawing No:			Revision	
020.0978-0002			P01	

Project Name

LANE NORTH OF WHITE STORK ROAD, BOORLEY GREEN

Project Phase

PRELIMINARY

Title

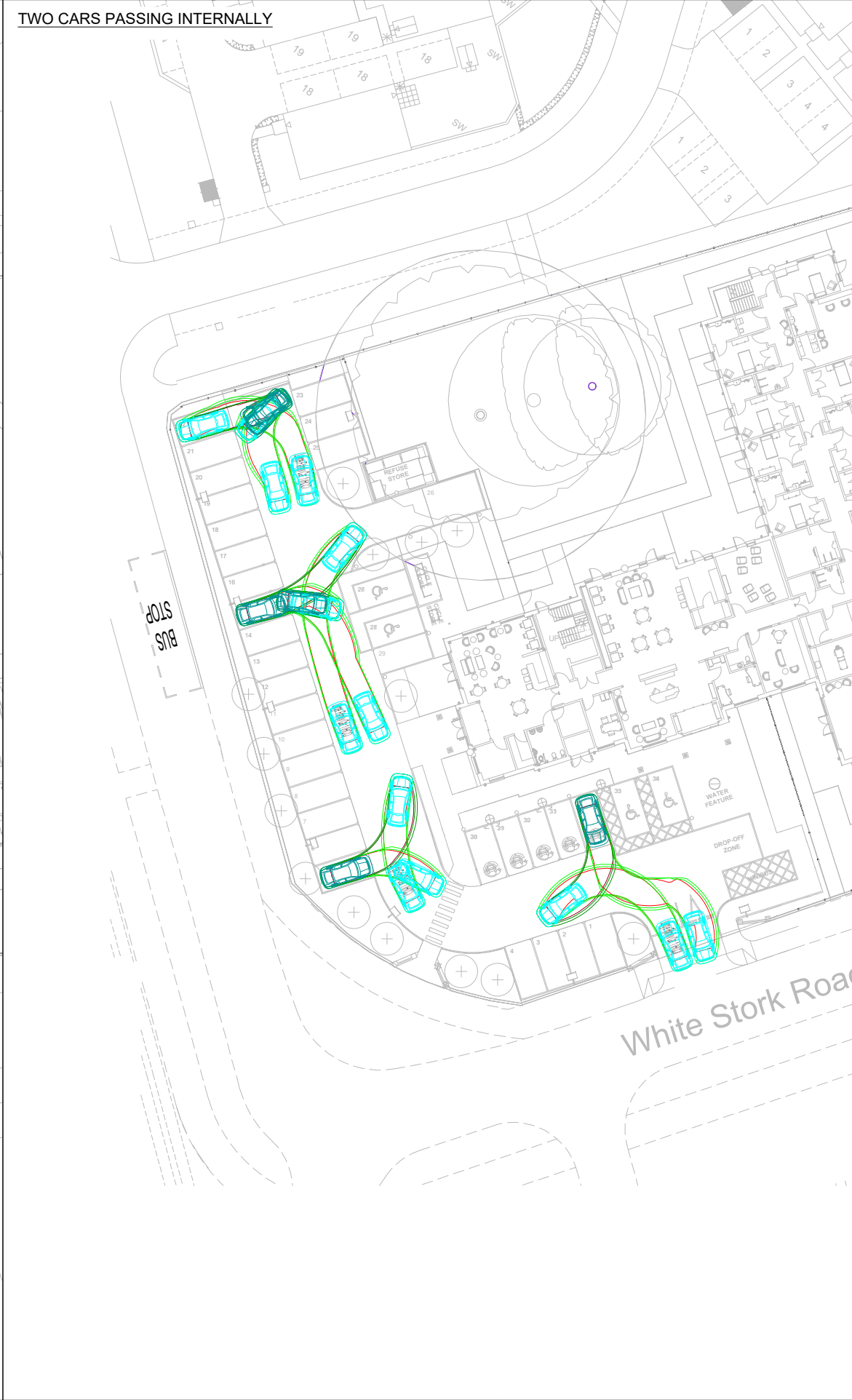
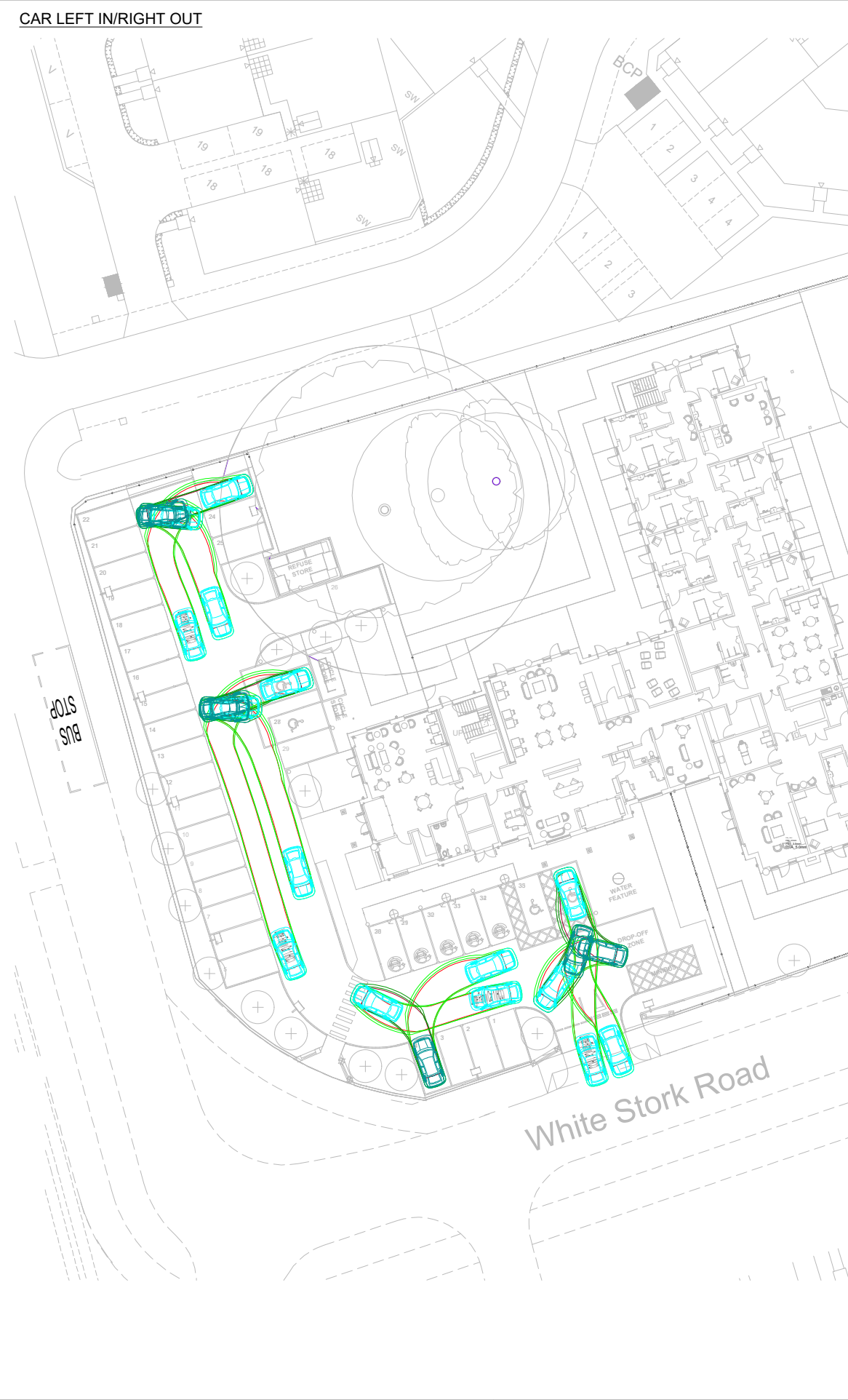
SWEPT PATH ANALYSIS:
LARGE FAMILY CAR

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Appendix C



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VEHICLE PROFILE (NOT TO SCALE)

Large Family Car 1 (HCC)	
Overall Length	4.800m
Overall Width	2.000m
Overall Body Height	1.512m
Min Body Ground Clearance	0.273m
Max Track Width	1.890m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.000m

PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
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0m25m

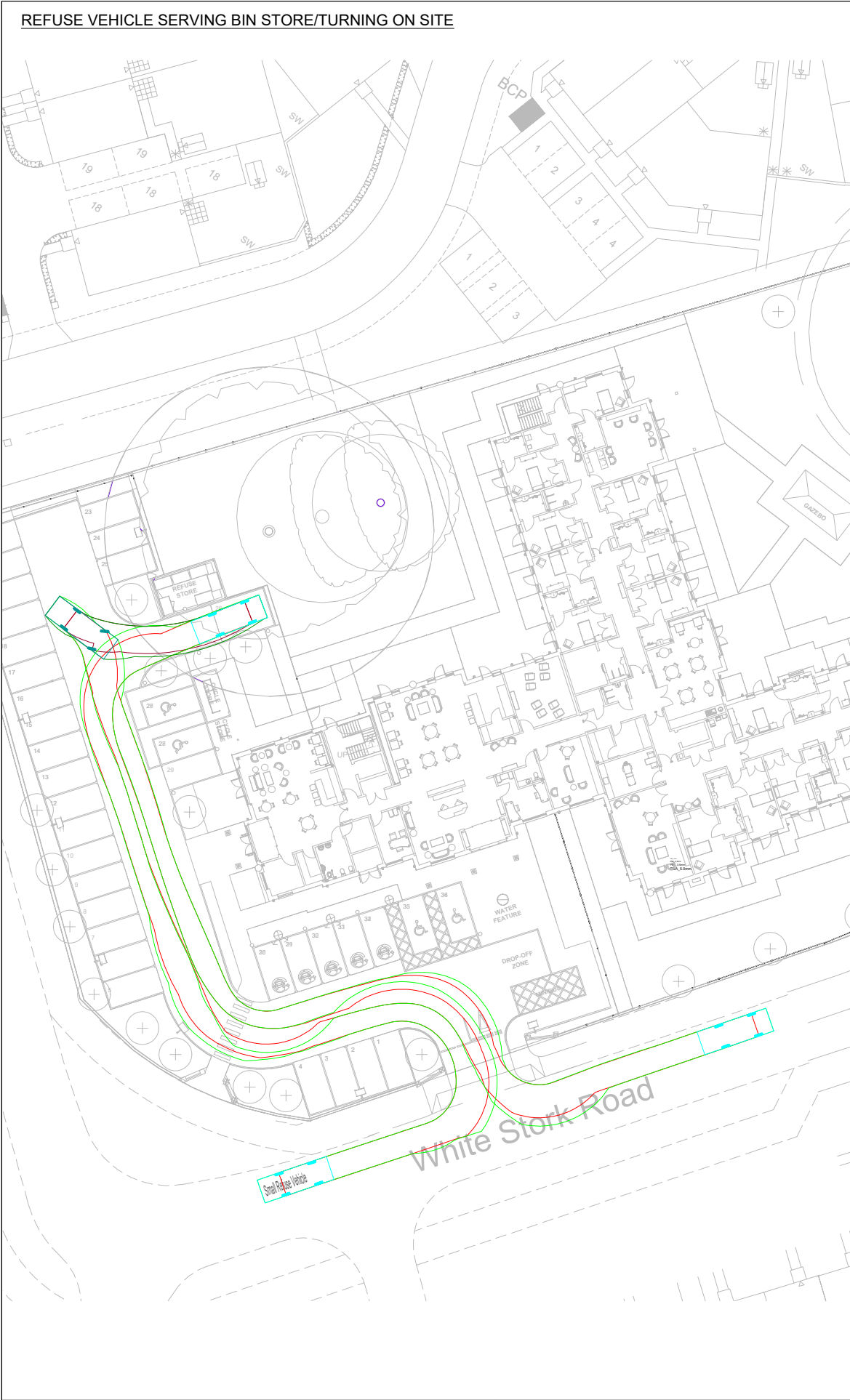
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Rev	Description	Date	By	App'd
Date Created	Drawn By	Approved By	Suitability Code	
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PBA Project Number		Scale	(AT A3)	
020.0978		1:500		
PBA Drawing No:			Revision	
020.0978-0003			P01	

Appendix D

All categories: Method of travel to work	Work mainly at or from home	Undergrou nd, metro, light rail or tram	Train	Bus, minibus or coach	Taxi	Motorcycle, scooter or moped	Driving a car or van	Passenger in a car or van	Bicycle	On foot	Other method of travel to work
1529	0	0	27	21	2	14	1224	79	36	125	1
	0%	0%	2%	1%	0%	1%	80%	5%	2%	8%	0%

Appendix E



Project Name
LANE NORTH OF WHITE STORK ROAD, BOORLEY GREEN

Project Phase
PRELIMINARY

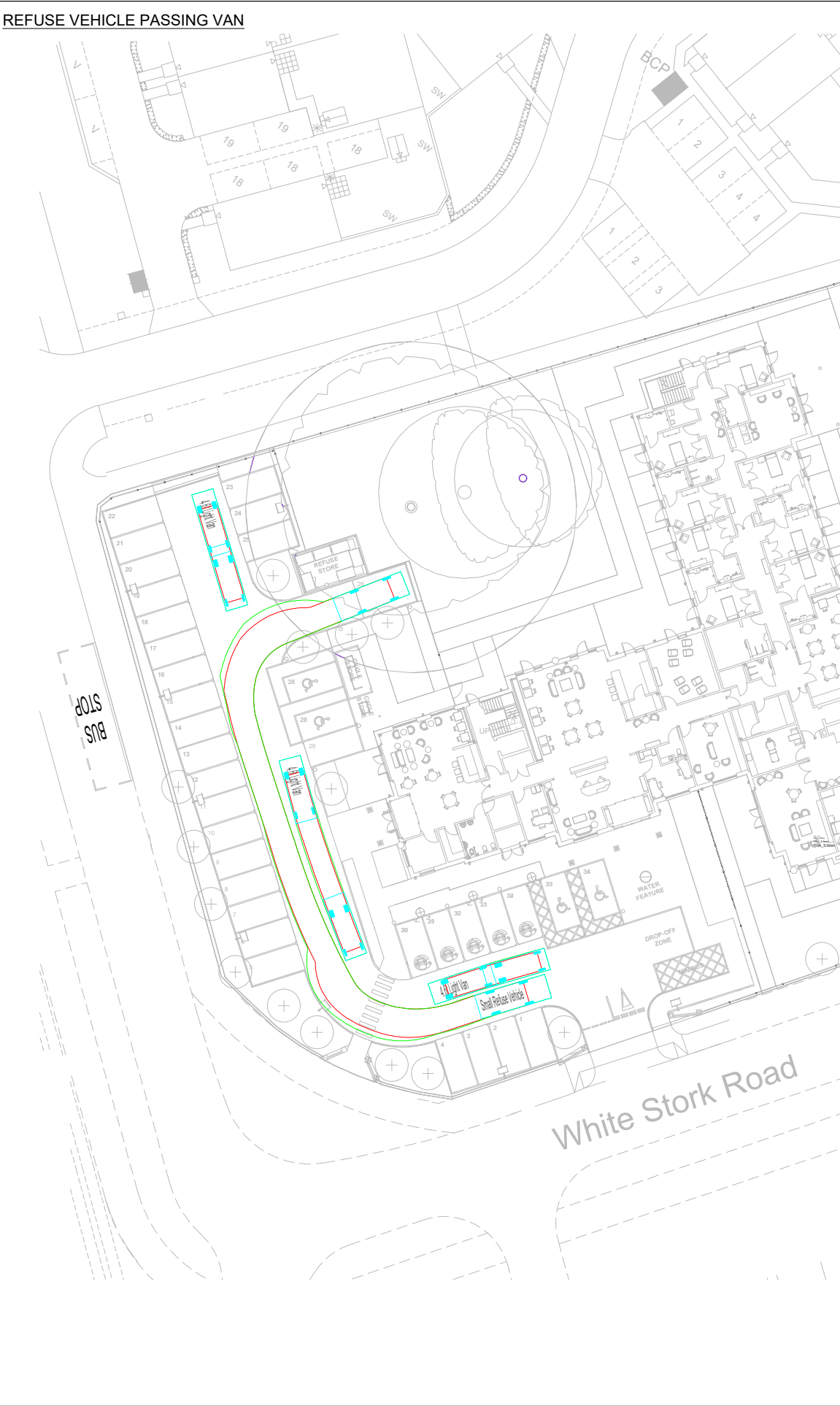
Title
SWEPT PATH ANALYSIS:
REFUSE VEHICLE



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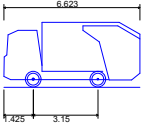


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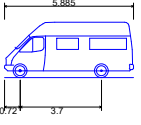
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VEHICLE PROFILES (NOT TO SCALE)



Small Refuse Vehicle
Overall Length 6.623m
Overall Width 2.200m
Overall Body Height 3.153m
Min Body Ground Clearance 0.358m
Track Width 2.200m
Lock to lock time 4.90s
Kerb to Kerb Turning Radius 6.750m



4.6t Light Van
Overall Length 5.885m
Overall Width 2.000m
Overall Body Height 2.526m
Min Body Ground Clearance 0.299m
Track Width 1.785m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 6.000m



NORTH

PRELIMINARY

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0m 25m

1:500

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Rev	Description	Date	By	App'd
Date Created	Drawn By	Approved By	Suitability Code	
30.07.26	SJR	TAF	-	
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PBA Drawing No:				Revision
020.0978-0004				P01

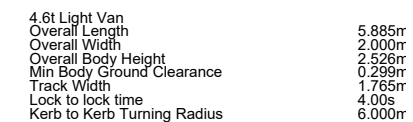
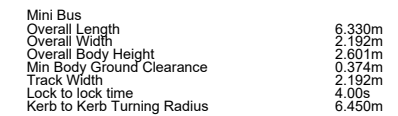
QMS2011/v9/020525/IDR

VAN ACCESSING/EGRESSING AND TURNING ON SITE (SCALE 1:500)

The site plan illustrates the proposed van access and egress routes for a development. The routes are color-coded: red, green, and blue. The routes originate from White Stork Road, which runs along the bottom right of the site. A 'Drop-off Zone' is marked on White Stork Road. The routes lead to a building complex, with a 'Bus Stop' located near the top left. The plan also shows various building footprints, including a 'Refuse Store' and a 'Water Feature'. The scale is 1:500.

GENERAL NOTES

- VEHICLE PROFILES (NOT TO SCALE)



PRELIMINARY

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Rev	Description	Date	By	App'd
Date Created	Drawn By	Approved By	Suitability Code	
30.07.26	SJR	TAF	-	
PBA Project Number		Scale		
020.0978		AS SHOWN	(AT A3)	
PBA Drawing No:			Revision	
020.0978-0005			P01	

LANE NORTH OF WHITE STORK
ROAD, BOORLEY GREEN

PRELIMINARY

SWEPT PATH ANALYSIS: VAN & MINIBUS



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