

Project Name:	4 Oakwood Road, Hiltingbury, Chandler's Ford
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1. INTRODUCTION

- 1.1 This Addendum Transport Note (ATN) has been prepared by Paul Basham Associates on behalf of Liaise to support an application for the subdivision of the existing dwelling house at 4 Oakwood Road, Hiltingbury, Chandler's Ford ('the site') to provide six self-contained one-bedroom dwellings for residential care/supported living use ('the proposed development').
- 1.2 This ATN provides additional information in association with planning application F/26/101367 following consultation with the assigned Eastleigh Borough Council (EBC) planning officer. This ATN should be read in conjunction with the original Transport Note submitted as part of application F/26/101367 in May 2026.
- 1.3 Specifically, this ATN will provide additional information regarding the operation of the proposed development as well as further context surrounding the forecast vehicular generation of the proposals.
- 1.4 While additional concerns regarding matters of transport and highway relevance have been identified, it is noted that the planning application has received no objection from Hampshire County Council (HCC) Highway Authority. A copy of the full HCC response is attached as **Appendix A**.

2. PROPOSED DEVELOPMENT

Daily Operations

2.1 The proposed development comprises the conversion of the existing dwelling and associated garage to provide residential accommodation for up to six adults with learning disabilities and support needs, together with communal facilities, staff accommodation and parking within Use Class C2.

2.2 It is noted that the HCC Highway Authority response describes the access arrangements as follows:

“Access in and out of the site is unchanged by the proposals, with a simple vehicle crossover drop kerb from Oakwood Road leading onto the private driveway, which is suitable for a low-level trip generating use such as this proposed.”

2.3 A summary of the proposed developments operational characteristics is provided within **Table 1**.

Operational Element	Additional Context
<i>Nature of accommodation</i>	Small-scale residential care accommodation for up to six adults with learning disabilities and support needs.
<i>Maximum occupancy</i>	6 residents.
<i>Staffing</i>	24-hour staffing, with a normal maximum of 6 staff present at any one time.
<i>Night staffing</i>	1 waking-night support worker.
<i>Management</i>	Identified Registered Manager supported by senior service staff and Liaise's regional operational structure.
<i>Parking</i>	5 on-site car parking spaces and 4 cycle parking spaces.
<i>Staff travel</i>	Approximately 50% private car and 50% sustainable modes, based on experience from comparable Liaise services. (75% private car agreed as robust with HCC)
<i>Visitors</i>	Modest and intermittent; no public visiting hours.
<i>Deliveries</i>	Domestic in nature and low frequency. Home specifically selected due to the locality of amenities.
<i>Neighbour liaison</i>	Local management contact, formal complaints route and ongoing monitoring.

Table 1: Operational Summary

2.4 While context regarding the nature of shift work has been set out within the submitted TN document, additional clarity is provided below to confirm the daily operational nature of the proposed developments core shift structure:

- Day shift: approximately 07:00 to 14:00, with up to 6 staff.

- Afternoon/evening shift: approximately 14:00 to 22:00, with up to 6 staff.
- Waking-night shift: approximately 22:00 to 07:00, with 1 staff.

2.5 Consistent with other Liaise care developments, staff changeovers will be managed on a staggered basis. Incoming and outgoing staff will not arrive and depart as two complete groups simultaneously. Instead, staff movements will be phased to allow an appropriate handover to take place without creating a significant temporary increase in staffing or parking demand.

2.6 To provide a forecast of the spread of vehicle movements proposed throughout a typical daily period, **Table 2** below provides an approximate 24-hour schedule of arrivals, departures, and parking accumulation to confirm a worst-case scenario based on the original trip generation information provided with the TN document. For robustness, this assessment identifies a mode share ratio of 100% car and 0% sustainable travel, which in reality is not considered to be a likely scenario. It is noted that exact shift times may be adjusted operationally to reflect residents' assessed needs, but continuous staffing will be maintained at all times.

Hourly Period	Staff on Site	Arrivals	Departures	Parking Accumulation (Maximum)
00:00-01:00	1	0	0	1
01:00-02:00	1	0	0	1
02:00-03:00	1	0	0	1
03:00-04:00	1	0	0	1
04:00-05:00	1	0	0	1
05:00-06:00	1	0	0	1
06:00-07:00	3	2	0	3
07:00-08:00	4	2	1	4
08:00-09:00	6	2	0	6
09:00-10:00	6	0	0	6
10:00-11:00	6	0	0	6
11:00-12:00	6	0	0	6
12:00-13:00	6	0	0	6
13:00-14:00	6	2	2	6
14:00-15:00	6	2	2	6
15:00-16:00	6	2	2	6
16:00-17:00	6	0	0	6
17:00-18:00	6	0	0	6
18:00-19:00	6	0	0	6
19:00-20:00	6	0	0	6
20:00-21:00	6	0	0	6
21:00-22:00	2	0	4	2
22:00-23:00	1	1	2	1
23:00-00:00	1	0	0	1

Table 2: 24-Hour Staffing Schedule Greatest Forecast Impact

- 2.7 **Table 2** provides an approximation of how staggered staff arrivals and departures will occur, evidencing that only 2 vehicle movements arrive at the site during the AM peak hour and that no more than 4 vehicle movements would occur during a single hourly period. As noted previously **Table 2** identifies a scenario in which no staff travel by sustainable modes, at a ratio of 100% car and 0% sustainable travel.
- 2.8 Therefore **Table 2** can be considered to represent an unrealistic worst-case scenario, as it is acknowledged that travel habits for staff of the proposed development are more likely to be split by 75% private car / 25% sustainable travel. This mode share has been accepted by HCC highway officers in their response to the proposals, as set out within **Appendix A**. Furthermore, method of travel to work data sourced from the 2011 national census, for the MSOA in which the site is located (Eastleigh 001), confirms that a car driver mode share of 73% exists for those employed within the local area of the site location. Census data outputs are attached as **Appendix B**. It is noted that when compared with other similar Liaise developments currently in operation, the proportion of staff travelling by sustainable modes is on average associated with 50% private car / 50% sustainable travel.
- 2.9 To confirm how a realistic application of private car / sustainable travel mode share impacts on-site parking accumulation, **Table 3** identifies the maximum parking accumulation achieved throughout a typical 24-hour daily period for the proposed development at varying levels of mode share.

Private Car / Sustainable Travel Mode Share	24-Hour Maximum Staff Parking Accumulation
75% / 25%	4.5
50% / 50%	3

Table 3: 24-Hour Maximum Parking Accumulation by Mode Share

- 2.10 **Table 3** demonstrates that when applying both the accepted HCC and Census data mode share of 75% private car / 25% sustainable travel and the 50% private car / 50% sustainable travel mode share considered for comparable Liaise developments, the forecast parking accumulation for the proposed development would be expected to range between 3 and 4.5 parking spaces.
- 2.11 To provide a visual understanding for the proportion of staff travelling to and from the site by private car, the data included within **Table 2** has been formatted within the graph shown as **Figure 1** with a 75% private car / 25% sustainable travel ratio applied.

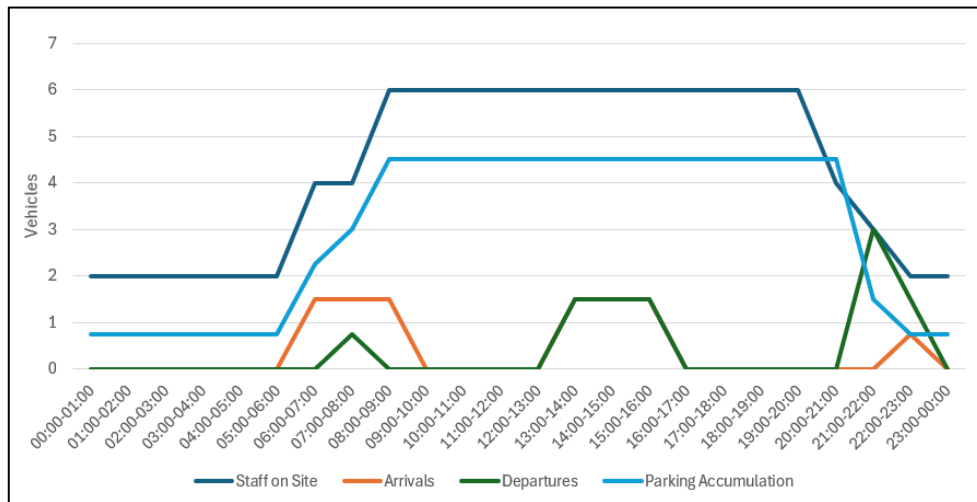


Figure 1: 24-Hour Staffing Schedule Forecast 75% Car Driver Mode Share

On-Site Parking Arrangements

2.12 When accounting for the accepted 75% car driver mode share with regard to staff travel to and from the site as identified within **Figure 1**, it is evidenced that the proposed five car parking spaces are sufficient to accommodate all staff vehicles. Staff arrivals and departures will be staggered, as is evidenced within **Figure 1**, reducing the likelihood of multiple vehicles entering or leaving the site simultaneously. Staff changeovers occurring within the same hourly period will not be restricted to occur as a single event, with employees arriving and departing over a short period rather than simultaneously. This will ensure that parking spaces are continually released and reused during all changeover periods.

2.13 Where on-street parking may be required on occasion, it is noted that the HCC Highway Authority has stated that *“low-level short term roadside parking would be acceptable in this specific case, with parking restrictions (double yellow lines) at the junction of Oakwood Road / Hiltingbury Road to the north ensuring that this junction is not physically or visually compromised.”* Furthermore, with regard to the conditions at Oakwood Road, it is confirmed that there is *“sporadic on-street parking already occurring along the length of Oakwood Road without known issue.”*

Comparison to Existing Residential Use

2.14 Included within Section 4 of the TN document is an assessment of the likely vehicular movements associated with the existing single residential dwelling site use. This assessment forecasts approximately 5 two-way vehicle movements per day based on TRICS

survey data for an individual dwelling. However, it is noted that the application of TRICS data provides an average trip rate derived from a wide sample of residential properties and therefore does not necessarily reflect the occupation characteristics of every individual dwelling.

- 2.15 It is recognised that the existing dwelling is capable of accommodating a large household with multiple driving-age adults, each generating independent vehicle movements. Consequently, the actual vehicle movements associated with the existing lawful use could reasonably exceed the average trip rates identified through the TRICS assessment.
- 2.16 Furthermore, EBC has acknowledged that occupation of the property as a six-person HMO could occur lawfully without planning permission. Consideration of the existing site in use as a HMO represents an additional realistic fallback position and is of relevant comparable use to that of the proposed development. Acknowledging the potential vehicle movements associated with six adult residents, who would typically have independent employment patterns, vehicle ownership levels, visitor activity and travel behaviours, results in a potentially greater level of vehicular activity than forecast for the proposed development. Overall, the existing TRICS assessment, based on average trip rates for a single dwelling, is likely to represent a conservative assessment of the site's lawful trip generation potential.
- 2.17 When considered against both the existing single residential dwelling use and the lawful HMO fallback position, the proposed development under a worst-case scenario (100% car driver mode share) is not forecast to generate vehicle movements materially greater than those which could reasonably arise under existing planning rights. Accordingly, the proposal would not result in an unacceptable impact on the operation or safety of the local highway network.

Non-Staff Vehicle Movements

- 2.18 It is acknowledged that, in addition to staff travel, the operation of the development will generate a limited number of non-staff vehicle movements, including by family members, visitors, social workers, and potential healthcare professionals. Vehicle movements associated with these additional visits are forecast to be modest in frequency and generally spread throughout the week rather than concentrated on a daily basis.

- 2.19 Family members will be able to visit residents in the same manner as is applicable to a conventional residential dwelling. The proposed development will not operate with organised visiting sessions or any form of activity that attracts multiple visitors at a fixed time. Residents typically follow structured daily routines and visits often take place away from the property. Consequently, visitor activity is expected to be comparable in character to that associated with residential occupation rather than an institutional facility.
- 2.20 Professional attendance will be occasional and usually pre-arranged. Visits from social workers, community nurses, therapists, GPs, and management staff will be scheduled in advance and coordinated through the service team, helping to avoid unnecessary overlap and ensuring that movements remain dispersed throughout the day. These visits would predominantly occur during daytime hours rather than during the early morning or evening periods identified as being most sensitive to neighbouring residents.
- 2.21 Deliveries attending the proposed development will be domestic in nature, comprising shopping, household supplies, parcel deliveries and occasional maintenance attendance, all comparable to those associated with a typical residential dwelling. There will be no routine requirement for bulk deliveries or heavy goods vehicles, and refuse collection will continue through existing arrangements.
- 2.22 With regard to additional non-staff vehicle movements, the overall level of activity associated with the proposed development has been accepted by HCC in their response attached to **Appendix A**. This position includes accepted limited short-term visitor parking at Oakwood Road as previously set out, and when considering the likely accumulation of parking detailed within **Table 3**, it is forecast that parking availability of at least 1 space will likely be available on-site. Where use parking at Oakwood Road is require, this would remain comparable to that of the surrounding residential area and would not give rise to unacceptable impacts on neighbouring amenity.

3. SUMMARY & CONCLUSIONS

- 3.1 This Addendum Transport Note has been prepared by Paul Basham Associates on behalf of Liaise to support an application for the subdivision of the existing dwelling house at 4 Oakwood Road, Hiltingbury, Chandler's Ford to provide six self-contained one-bedroom dwellings for residential care/supported living use.
- 3.2 The information presented confirms that the proposed development will operate as a small-scale residential care setting, with staffing levels tailored to the needs of residents and managed through staggered shift changeovers. As demonstrated within this note, staff arrivals and departures will be dispersed throughout the day, ensuring that vehicle movements are not concentrated into a small number of peak periods. The staggered nature of staff shift changes ensures spaces are continually released and reused, avoiding any significant parking accumulation or overspill onto the surrounding highway network.
- 3.3 Consideration has been given to the lawful use of the property under both its existing residential use and the acknowledged fallback position of occupation as a six-person HMO. In this context, the average TRICS-based assessment of the existing dwelling is considered conservative, given the potential for occupation by multiple adults generating independent travel demand. Consequently, the vehicle movements associated with the proposed development are not considered materially greater than those which could reasonably arise under existing planning rights.
- 3.4 As confirmed within the original Transport Note report, it is concluded that the proposal would not result in a severe or unacceptable impact on the operation, capacity or safety of the local highway network. This conclusion is reinforced by the fact that Hampshire County Council, in its capacity as Local Highway Authority, has raised no objection to the development. With consideration to the additional information provided within this ATN, the proposed development will not operate at an intensity incompatible with the prevailing residential character of the area and should therefore be considered acceptable in planning terms.

Appendix A

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Eastleigh Borough Council
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Eastleigh
SO50 9YN

Enquiries to	Matt Grantham	My reference	060553
Direct Line	N/A	Your reference	F/26/101367
Date	10 June 2026	Email	eastleighdc@hants.gov.uk

For attention of Mr Huckfield

Dear Sirs

**Re: F/26/101367 At 4 OAKWOOD ROAD, CHANDLER'S FORD,
EASTLEIGH, SO53 1LU**

Change of use / conversion of existing dwelling and associated garage (Use Class C3) to provide residential accommodation for up to six adults with learning disabilities and support needs, together with associated communal facilities, staff room/office and parking (Use Class C2).

In regard to application F/26/101367, having reviewed the information contained within the application pack, there would be **no objection** to the proposals from a highway perspective.

Access in and out of the site is unchanged by the proposals, with a simple vehicle crossover drop kerb from Oakwood Road leading onto the private driveway, which is suitable for a low-level trip generating use such as this proposed.

Despite the pre-existence of the access, visibility splay drawings have been produced and submitted within the associated Transport Note (May 2026), which show appropriate visibility splays are achievable for the vehicle access.

In terms of trips to and from the site, given the location and use, it would be anticipated that the majority of these would be taken by car, and the Transport Note outlines that Census data suggests 75% of staff will do this.

Given there will be opportunities to car share; walk or cycle to the site from surrounding residential areas; and also utilise the bus from Winchester Road (though this is a walk of 14 minutes, given the local bus stops quoted in the

Director of Universal Services
Patrick Blogg

Transport Note are for school / college use only and as such should be discarded) this 75% appears reasonable and robust.

As such, given there is an anticipation of 6 staff on site at any one time, the suggestion would be that a provision of 5 parking spaces would be required for staff use. These 5 vehicle parking spaces are shown on submitted plans in an appropriate layout.

Furthermore, whilst it is for EBC as Local Parking Authority to assess the parking quantum, ensuring that the on-site parking conforms to the EBC Parking Standards, it is noted that the provision of 5 vehicle parking spaces does indeed conform to these.

Onwards, given the full provision of parking is likely to be taken by staff, this does of course result in no further on-site parking provision being available for visitors.

It would however be reasonable to assume that there will only be 1 or 2 visitors at any one time, and given this, low-level short term roadside parking would be acceptable in this specific case, with parking restrictions (double yellow lines) at the junction of Oakwood Road / Hiltingbury Road to the north ensuring that this junction is not physically or visually compromised.

Site visits have also shown the road to be a relatively low traffic route with appropriate speeds, and as such in this specific case an element of roadside parking would not raise a justified a highway safety risk, with sporadic on-street parking already occurring along the length of Oakwood Road without known issue.

Yours faithfully,

Matt Grantham
Principal Transport Planner - Highway Development Planning
Universal Services

Appendix B

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

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population

All usual residents aged 16 and over in employment the week before the census

units

Persons

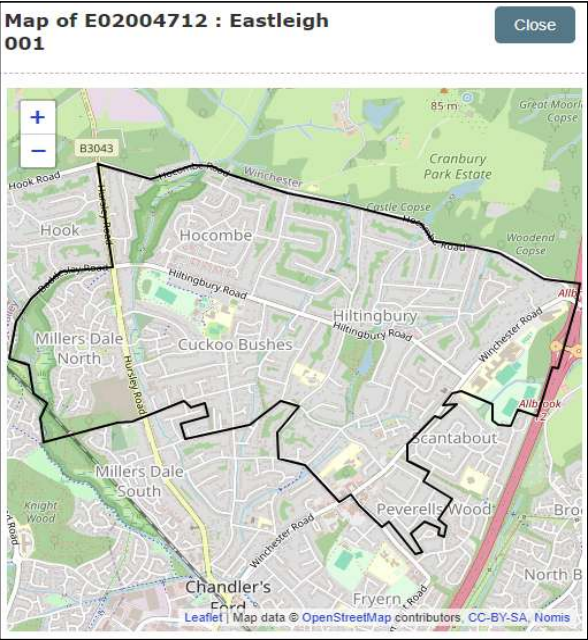
date

2011

place of work

E02004712 : Eastleigh 001 (2011 super output area - middle layer)

Method of travel to work	UK	%
Total	1,870	
Work mainly at or from home	0	0%
Underground, metro, light rail or tram	0	0%
Train	17	1%
Bus, minibus or coach	89	5%
Taxi	4	0%
Motorcycle, scooter or moped	20	1%
Driving a car or van	1,373	73%
Passenger in a car or van	104	6%
Bicycle	50	3%
On foot	212	11%
Other method of travel to work	1	0%



In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.