



LAND ADJACENT TO 4, BROOKFIELD, PROVIDENCE HILL, BURSLEDON

TRANSPORT STATEMENT

MAY 2024

Colten Care Ltd

RETIREMENT LIVING
LAND ADJACENT TO 4, BROOKFIELD
PROVIDENCE HILL, BURSLEDON

TRANSPORT STATEMENT

CONTROLLED DOCUMENT

<i>Document No:</i>	197.0004/TS/4	
<i>Status:</i>	Original	
	<i>Name</i>	<i>Date</i>
<i>Prepared by:</i>	Ollie Samuel-Camps	April 2024
<i>Checked by:</i>	Caroline Duff	April 2024
<i>Approved by:</i>	Tom Fisher	April 2024

Revision Record

<i>Rev.</i>	<i>Date</i>	<i>By</i>	<i>Summary of Changes</i>	<i>Aprvd</i>
2	11.04.24	OSC	Client Comments	CID
3	29.04.24	CID	Road Safety Audit	CAT
4	08.05.24	CID	Client's Comments	TAF

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



Colten Care Ltd
Colten House
Wellworthy Way
Ringwood
Hampshire
BH24 3FE



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

**RETIREMENT LIVING
LAND ADJACENT TO 4, BROOKFIELD
PROVIDENCE HILL, BURSLEDON**

TRANSPORT STATEMENT

Contents

1.	INTRODUCTION	2
2.	PLANNING POLICY	5
3.	EXISTING SITE CONDITIONS AND LOCAL ACCESSIBILITY	9
4.	PROPOSED DEVELOPMENT	17
5.	HIGHWAY IMPACT	22
6.	SUMMARY AND CONCLUSIONS.....	24

Figures

Figure 1 – Site Location
Figure 2 – Public Rights of Way (PRoW) in the vicinity of the site
Figure 3 – Cycle facilities located within the vicinity of the site
Figure 4 – PIA Data

Tables

Table 1 – ATC Survey Results
Table 2 – Local Amenities and Facilities
Table 3 – Bus Services
Table 4 – Parking Requirements and Provision
Table 5 – Proposed Development Trip Generation (Care Home)
Table 6 – Proposed Development Trip Generation (Care Cottages)
Table 7 – Proposed Development Trip Generation (Total)

Appendices

Appendix A – Site Layout
Appendix B – Eastleigh Borough Council Pre-application
Appendix C – PIA Data
Appendix D – Proposed Access Design and Visibility Splays
Appendix E – Road Safety Audit
Appendix F – Large Car Swept Path Analysis
Appendix G – Refuse Vehicle Swept Path Analysis
Appendix H – Fire Tender Swept Path Analysis
Appendix I – Care Home trip rates
Appendix J – Care Cottage trip rates

1. INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of Colten Care Ltd to support the development of a 73 bed Care Home and 5no. 2-bed cottages at 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 c750m north of Bursledon Village Hall. The site location can be seen in **Figure 1**, with the site layout included in **Appendix A**.

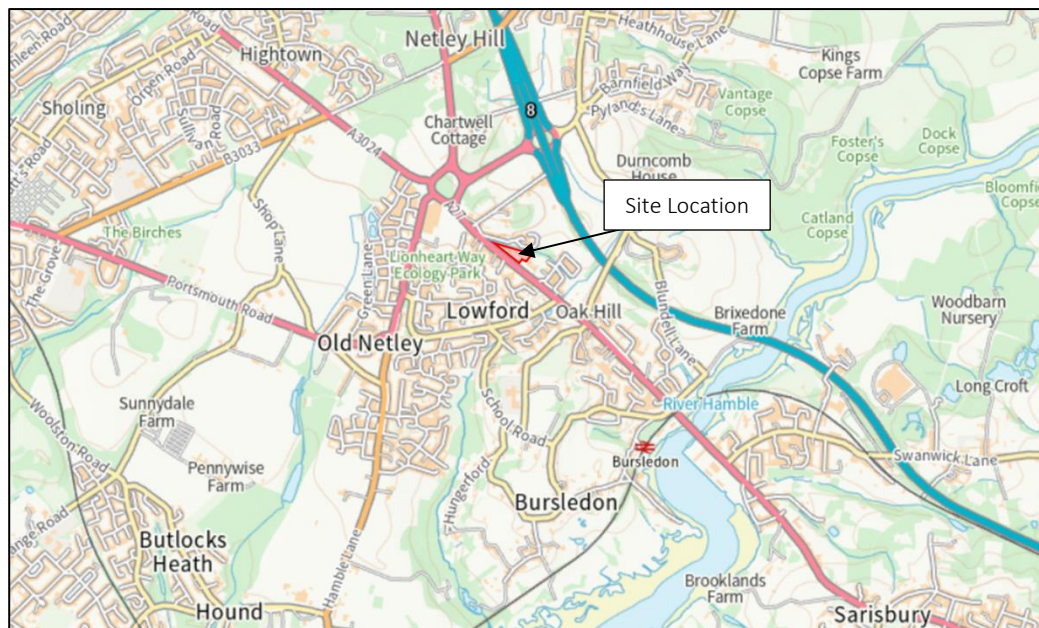


Figure 1: Site Location

- 1.3 Paul Basham Associates have prepared a Full Travel Plan (TP) in conjunction with this application.
- 1.4 The site location was identified in Eastleigh Borough Council's (EBC) Local Plan (2016-2036). The site is allocated for residential development under Policy BU1 of the Local Plan. This policy identifies the site for approximately 19 dwellings and sets out a number of requirements to consider and the provision of a new access.

- 1.5 Pre-application discussions were undertaken between Paul Basham Associates and Eastleigh Borough Council (EBC) highways officers, on behalf of Hampshire Council as their role as the highway authority, 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 this application raised no objection in principle to the development and proposed access.
- 1.6 The most recent application for the site was an application for a mixed-use development comprising 14 dwellings and a veterinary practice (ref. F/22/93160), which was refused in 2022 for seven reasons, one of which is relevant to transport: Poor layout, scale, form and design resulting in adverse visual impacts and failure to meet suitable standards for urban design, residential amenity, parking, street trees and public open space.
- 1.7 A pre-application for the proposed development was undertaken with Eastleigh Borough Council (EBC) in January 2024 which is attached as **Appendix B**. The main comments raised were:
- Relevant Local Plan Policies include DM13 (Transport) and DM14 (Parking).
 - Whilst the proposal is not for private residential dwellings, the provision of a care home / community would contribute towards the need for specialist accommodation in the Borough and would therefore be considered an acceptable form of development in principle.
 - Parking design would need to be carefully considered.
 - The access and internal drive layout need to ensure good connectivity with Providence Hill for vehicles, pedestrians and cyclists.
 - It would be necessary to ensure adequate space on the site for the turning of large vehicles (e.g. emergency and refuse vehicles).
 - In relation to parking, the Council's emerging Parking Standards set out a requirement for 1 parking space per 6 bedrooms for a nursing home plus 1 space per member of staff, with cycle storage of 1 space per 6 members of staff. For the cottages, the number of spaces would depend on the number of bedrooms. 1-bedroom dwellings would require 1 parking space and 2 or 3-bedroom dwellings would require 2.
 - Opportunities to promote sustainable transport options for staff and visitors should be considered and incorporated as part of a Green Travel Plan.
- 1.8 The scope of the highways input required for this application has been discussed at length with Eastleigh Borough Council (EBC) through pre-application consultations. More specifically, this TA will cover the following elements:

- Local; conditions and site accessibility
- Personal Injury Accident (PIA) Data Review
- Development Proposals
- Highway Impact
- Road Safety Audit Stage 1 and Designers Response
- Summary and conclusion

1.9 In support of this development a site visit was conducted in February 2024 and highway boundary, traffic speed data and constabulary collision data was obtained.

2. PLANNING POLICY

2.1 This TS has been produced in accordance with relevant national, regional and local policy. For reference this includes:

- National Planning Policy Framework (NPPF)
- Hampshire County Council's Local Transport Plan 4 (LTP4) (February 2024)
- Eastleigh Borough Local Plan (2016-2036)
- Eastleigh Walking and Cycling Strategy (2020-2030)
- Eastleigh LCWIP (2022)

National Planning Policy Framework (NPPF)

2.2 The NPPF (December 2023) acts as the central guidance for development planning. As defined in NPPF Annex 2: Glossary, a Travel Plan is '*a long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed*' and is a requirement for developments which generate a significant amount of movement. The following NPPF paragraphs are relevant to the Travel Plan:

Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) The potential impacts of development on transport networks can be addressed;*
- b) Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- c) Opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d) The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- e) Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.*

(NPPF Para.108)

The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

(NPPF Para.109)

All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

(NPPF Para. 117)

Hampshire County Council Local Transport Plan (LTP4) (February 2024)

- 2.3 LTP4 sets out core policies which are used to determine how HCC plans and delivers all aspects of transport. LTP4 provides information on the vision for 2050, transport policies, a roadmap for 2050 and wider strategies. The core policies which are most pertinent to this TS are as follows:

Guiding Principle 1: Give people a choice of high-quality travel options

- Provide a choice of high-quality travel options and reduce dependency on the private car by:
 - providing better walking, cycling and public transport choices
 - creating opportunities to 'live locally' (including homeworking)
 - owning fewer cars and using them less
- Use vehicles more efficiently to reduce per vehicle emissions, e.g. fuller loads and more efficient routes for movement of goods, smaller vehicles, well used public transport and more car sharing
- Replace our petrol and diesel vehicles (which emit CO₂) with zero emission vehicles
- Offset any remaining emissions that cannot be eliminated by the above

Guiding Principle 2: Provide a transport system that promotes high quality, prosperous places and puts people first.

Planning for people and places means:

- Creating high quality places, which encourage active and public transport use, enable social interaction, and create stronger communities;
- Creating safe, healthy, accessible, and inclusive transport options that provide more equitable access to services, opportunities and life chances, leisure and recreation, and which tackle the adverse impacts of transport on the environment; and
- Supporting and promoting key transport strategic infrastructure (primarily public and active transport) that serve economic hubs, international gateways or improve connectivity in the sub-region.

- 2.4 The key policies which are important are:

Policy C1: Putting people and places at the heart of our decisions

- Develop and apply a Movement and Place Framework to manage the transport network in accordance with its function in different locations, i.e. to decide what type of measures are needed where (see also Chapter 7, Healthy Places, Policy HP1 and 2; Balancing Travel Demand, Policy BT1; Asset Management, Policy AM2; Development and Masterplanning, Policy DM3);
- Prioritise the needs of walking and cycling, public transport users and delivery vehicles, in accordance with the specific function of different types of location (see Core Policy C3: Road User Utility Framework);
- Use a 'Healthy Streets' approach and our 'Hampshire Walking and Cycling Principles' to plan and design welcoming, comfortable, safe and inclusive networks for everyone regardless of ability, confidence, age and disability (see Healthy Places, Policy HP1.3);
- Seek opportunities to create or reallocate road space to create better walking and cycling routes and faster routes for buses (see also Healthy Places, Policy HP1; Balancing Travel Demand, Policy BT1); and
- Support targeted highway capacity improvements where there is a strong economic, safety, health, social or environmental case and where the Movement and Place Framework is achieved

Policy C3: Transport strategies and schemes to be developed in accordance with consideration of all users

Ensure that transport strategies and schemes give appropriate consideration (in the following order) to the following Road User Utility Framework:

- i. opportunities to reduce travel demand and the need to travel;
- ii. vulnerable users, including people with disabilities or long-term mobility-related health conditions;
- iii. people who walk;
- iv. people who cycle and ride horses;
- v. people who use public transport (bus, coach, rail, taxi, community transport);
- vi. delivery of goods and;
- vii. other motor vehicles

Policy C5: Support local living and reduce demands on transport

- Support measures that enable residents to make greater use of local services and facilities and will create stronger communities (based around the liveable neighbourhood concept);
- Enable local communities to deliver community-led place and transport improvements where there is funding to do so (see also Section 7.5, Rural Transport, Policy RT1);
- Support the roll out of superfast/gigabit broadband to enable home working and online access to services, so that people can travel less for these services - especially in rural areas, where the provision of the necessary infrastructure by the private sector may be slower (see also Rural Transport, Policy RT1);
- Support plans that re-vitalise town centres, neighbourhood centres and local villages, to encourage residents to 'live locally'; and
- Support investment in walking, cycling, integrated public transport and new forms of shared mobility such as electric bikes and electric car clubs, to make local trips easier and reduce the need for private car ownership

Policy C6: Encourage sustainable travel behaviour

- Raise awareness of the impacts of individual travel choices and encourage personal and community behaviour change;
- Work with local communities, educational establishments, businesses, local media and other organisations to deliver travel planning and safety advice, and other evidence based interventions to encourage people to walk, cycle, scoot and use public transport and car-sharing more, using innovative ways of reinforcing the messages about sustainable, healthy, and active travel;
- Deliver transport infrastructure which will provide affordable, safe, attractive and easy to use alternatives to the private Car (with supporting behaviour change interventions where feasible);
- Ensure that sustainable travel options cater for all groups, including individuals living with disabilities, limited mobility or long-term limiting health conditions and those individuals within society who are disadvantaged;
- Develop and implement a Hampshire-wide parking strategy which is aligned with the LTP4 outcomes (see also Section 7.4, Balancing Travel Demand, Policy BT1); and
- Monitor the effectiveness of our approach and adapt it to changing transport needs.

Eastleigh Borough Local Plan (2016-2036)

2.5 Eastleigh Borough Councils Local Plan sets out transport related strategy for new developments and strategic infrastructure policies. The relevant policies to this Travel Plan are as follows:

Maintain and help to grow a high-performing local economy that benefits the Borough, south Hampshire and the wider economy, without adverse impact on south Hampshire's city, town and other centres, the quality of the local environment or local transport networks.

(Strategic Policy S1.1c)

Have regard to the potential impacts of climate change, and the need to limit greenhouse gas emissions by promoting measures to design buildings and Spaces which are adaptable to predicted climate change, and restrict development in areas at risk from flooding, minimise energy use and encourage the generation of renewable energy, and by minimising emissions from motorised transport, industrial activity and domestic uses.

(Strategic Policy S1.1d)

Minimise the need to travel and, where travel is necessary, provide access to more sustainable forms of transport and alternatives to car use.

(Strategic Policy S1.1e)

All new developments must have safe and convenient access to the highway network and make provision for access to, and by, other transport modes including public transport and cycle and pedestrian routes as appropriate.

(Policy DM13)

Eastleigh Walking and Cycling Strategy (2020-2030)

2.6 The Eastleigh Walking and Cycling Strategy details Eastleigh Borough Council's vision that walking and cycling in the borough will be safe, healthy and attractive for travel and leisure purposes and will become the natural choice for shorter journeys - or as part of a longer journey - for people of all ages and abilities. The steps required in order to achieve this vision in addition to promoting wellbeing and contributing to the achievement of sustainable development is detailed in four priority themes which are:

- Enabling a Healthier Eastleigh;
- Shaping Places;
- Protecting our Environment; and
- Creating homes and communities

Eastleigh LCWIP (2022)

2.7 The Eastleigh LCWIP sets out Eastleigh Borough Council's desire to invest in sustainable transport measures, including walking and cycling infrastructure, principally in urban areas, to provide a healthy alternative to the car for local short journeys to work, local services or schools; and work with health authorities to ensure that transport policy supports local ambitions for health and well-being.

2.8 This TS has been written in accordance with the above policies to meet the sustainable requirements for new developments within EBC and increase the modal share of alternative transport options for the benefit of the proposed development and wider community.

3. EXISTING SITE CONDITIONS AND LOCAL ACCESSIBILITY

Site Location

- 3.1 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.

Local Road Network

- 3.2 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 existing conditions of Providence Hill can be seen in **Photographs 1** and **2**.



Photograph 1: Existing conditions along Providence Hill



Photograph 2: Existing conditions along Providence Hill

- 3.3 The A27 connects to Southampton in the west and 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 via the Windhover Roundabout (J8). Therefore, the site is well connected in terms of both the local and strategic highways network.

ATC Survey

- 3.4 ATC Surveys were undertaken along Providence Hill in the vicinity of the sites proposed access on the 5th February 2024 and 11th February 2024. The surveys recorded both speeds and flows with 85th

percentile speeds and 12-hour vehicle flow both northwestbound and southeastbound demonstrated in **Table 1**.

	Vehicle Flows (12-hour)	85 th Percentile Speed (5-day average)
Northwestbound	6098	39.2mph
Southeastbound	6185	38.8mph

Table 1: ATC Survey Results

- 3.5 As summarised in **Table 1**, current vehicle speeds along Providence Hill are slightly below the posted 40mph speed limit at 39.2mph northwestbound and 38.8mph southeastbound. The average 12-hour vehicle flows for the A27 Providence Hill are 12,283 two-way vehicle trips which equates to approximately 1024 vehicle trips per hour.

Local Facilities

- 3.6 The site is situated in proximity to numerous local amenities within Lowford and Bursledon which are summarised in **Table 2**.

Amenity	Distance from Site Access	Walking Time (80m per minute)	Cycle Time (250m per minute)
Tesco Extra	400m	5	2
Tesco Pharmacy	450m	6	2
Bus Stop (eastbound)	500m	6	2
Bus Stop (westbound)	500m	6	2
One Stop	700m	9	3
Recreation Ground	800m	10	3
Surgery	850m	10	3
Community Centre	850m	10	3
Post Office	1100m	14	4
Bursledon Infant and Junior Schools	1200m	15	5
Bursledon Railway Station	1600m	18	6

Table 2: Local Amenities and Facilities

- 3.7 As seen in **Table 2**, the development is located within 2km of a number of amenities and facilities with a bus stop. The Chartered Institution of Highways and Transportation's (CIHT) 'Planning for Walking' (April 2015) document identifies that the average length of pedestrian journeys is now 1.37km (page 6). Therefore, the development provides an excellent opportunity to promote journeys by walking and other sustainable modes of travel, thus reducing the reliance on motorised vehicles.

Pedestrian Network

- 3.8 There is a high provision of pedestrian infrastructure in the vicinity of the site with Providence Hill (A27) being flanked on both sides of the carriageway by a footway and appropriate crossing points with dropped kerbs and tactile paving are present to facilitate safe crossing of the carriageway as seen in **Photographs 3 and 4**.



Photograph 3: Existing pedestrian infrastructure along Providence Hill



Photograph 4: Existing pedestrian infrastructure along Providence Hill

- 3.9 In addition, new crossing point was implemented to the east of the site as a result of application O/14/74322 and will therefore help to facilitate the movement of pedestrians in this location and provide a connection towards local facilities.

Public Rights of Way (PROW)

- 3.10 There are a number of Public Rights of Way (PROW) in the vicinity of the site as seen in **Figure 2**. Public footpath 043/13b/1 is located opposite the development site and facilitates travel between Providence Hill and Lionheart Way, allowing for travel within and around Bursledon.

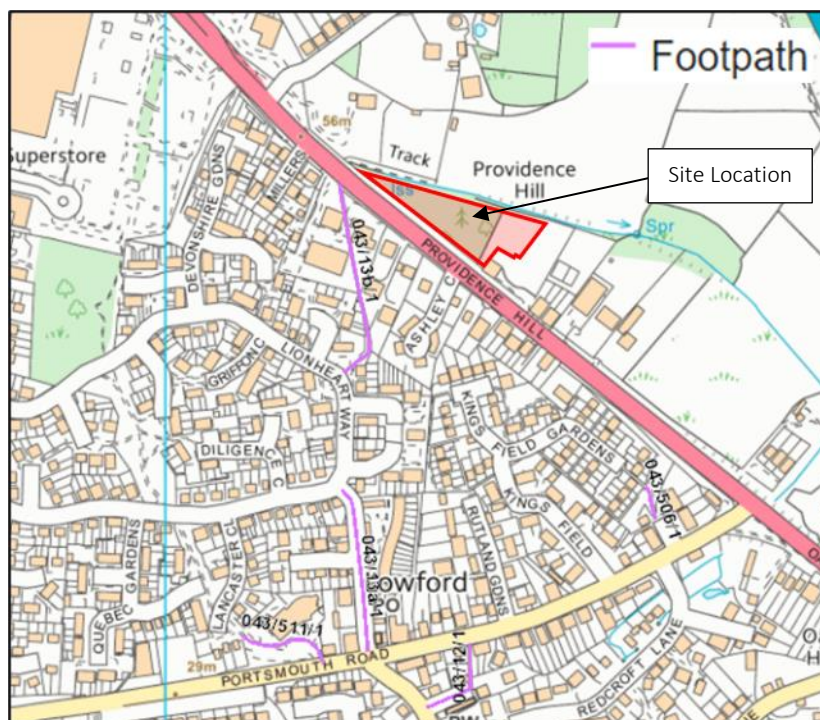


Figure 2: Public Rights of Way (PROW) in the vicinity of the site

- 3.11 Therefore, the site is well supported by pedestrian infrastructure in terms of both footways and PROW footpaths which provide a safe route for pedestrians and lead towards local facilities.

Cycle Network

- 3.12 Whilst there are no National Cycle Routes located nearby to the development, there is an off-road cycle route located to the west of the site and Providence Hill is identified as a road with medium traffic suitable for cyclists with moderate skills. There are also a number of very lightly traffic roads in the vicinity of the development to help facilitate cycle travel for those less skilled as seen in **Figure 3**.

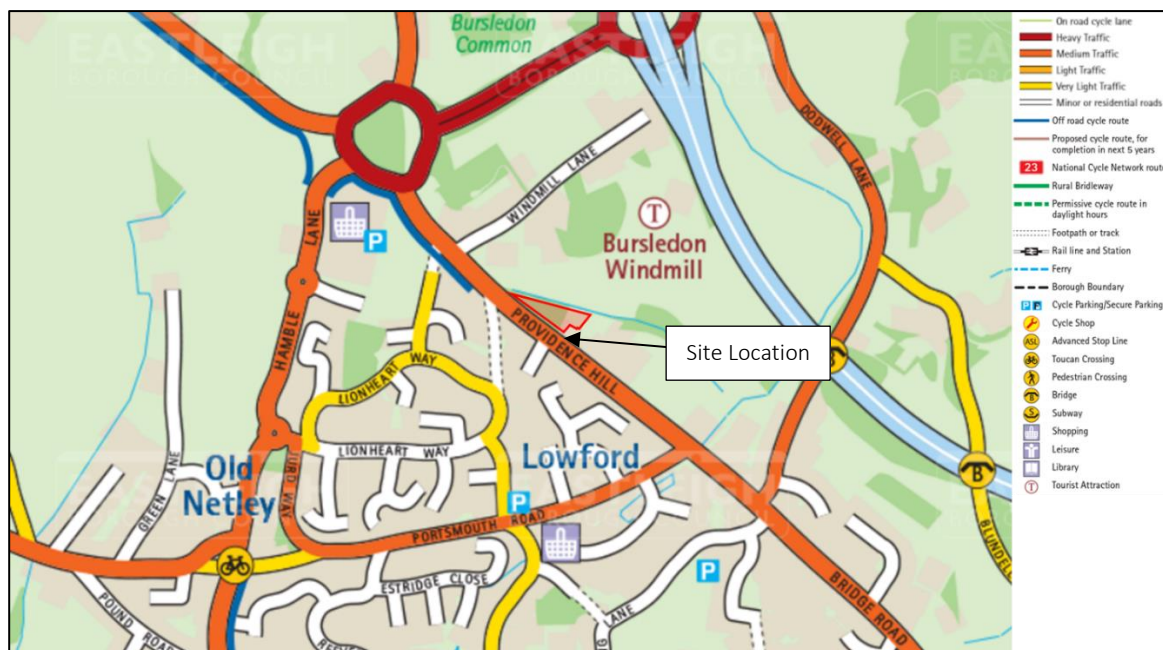


Figure 3: Cycle facilities located within the vicinity of the site (Source: Eastleigh Borough Council)

- 3.13 In addition, 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. Therefore, there is opportunity for cycling in the vicinity of the site.
- 3.14 Also, the Eastleigh LCWIP identifies Providence Hill (Route 270.2) as an opportunity for improvements with scope to provide a segregated cycle track for the majority of the existing route along Providence Hill and Bridge Road, if existing road space is reallocated. Therefore, should these plans come forward, walking and cycling in the vicinity of the site will be improved further.

Public Transport Provision

Bus Network

- 3.15 The closest bus stops to the site are the Redcroft Lane bus stops located c. 500m southeast of the site along Portsmouth Road and accessible via a 6-minute walk or 2-minute cycle. Both stops are comprised of a flagpole and timetable with the eastbound stop also providing sheltered seating. A summary of services available from these stops can be seen in **Table 3**.

Service	Operator	Route	Frequency		
			Mon-Fri	Saturday	Sunday
602	Bluestar	Warsash – Barton Peveril College	Twice a day at 09:49 and 16:32	No Service	
610	Bluestar	Locks Heath – Barton Peveril College	Twice a day at 11:49 and 14:43	No Service	
X4 Solent Ranger	First	Southampton – Fareham – Gosport	Every 40 minutes 09:05 – 18:56	Every Hour 09:29 – 18:59	Every Hour 09:29 – 19:02

X5 Solent Ranger	First	Southampton – Fareham – Gosport	Every 40 minutes 08:42 – 18:36	Every Hour 08:55 – 18:27	Every Hour 08:50 – 18:31
------------------	-------	---------------------------------	-----------------------------------	-----------------------------	-----------------------------

Table 3: Bus Services

- 3.16 As seen in **Table 3**, the X4 and X5 Solent Ranger services offer frequent travel to Southampton, Fareham and Gosport throughout the week with both services offering similar routes to the key destinations. It should be noted that the Bluestar 602 and 610 services operate as college services and so are only operated twice a day on college opening days.
- 3.17 All Bluestar and First buses are low floor and easy access buses with space for wheelchair users. Bluestar also provide ‘Helping Hand’ cards and First offer journey assistance cards for those with hidden disabilities to discreetly tell the driver that they may need some assistance on board.
- 3.18 Therefore, with the frequency of services, bus travel is suitable for both commuter and leisure travel.

Rail Network

- 3.19 The closest trains station to the site is Bursledon Station (BUO) located approximately 1.6km southeast of the development and accessible via a 20-minute, 6-minute cycle or 2-minute journey on the X4/X5 Solent Ranger bus services. The station is managed by South Western Railway and operates services to key destinations such as Hamble (11-minutes) Fareham (21-minutes), Southampton Central (52-minutes) and Portsmouth Harbour 1 hour 13 minutes).
- 3.20 Bursledon Station is classed as a Category B3 Station with step-free access to Platform 2 via a short steep ramp (approximate gradient 1:6.4) and Platform 1 only able to be accessed via a stepped footbridge. The station also provides accessible ticket machines, seating area, induction loop, Wi-Fi, and 6 cycle storage spaces in the form of stands.

Personal Injury Accident Data

- 3.21 To assess the safety of the local highway network, Personal Injury Accident (PIA) Data has been obtained from Hampshire Constabulary for the latest available 5-year period (2018-2023). The PIA data is shown below in **Figure 4** with full outputs in **Appendix C**.

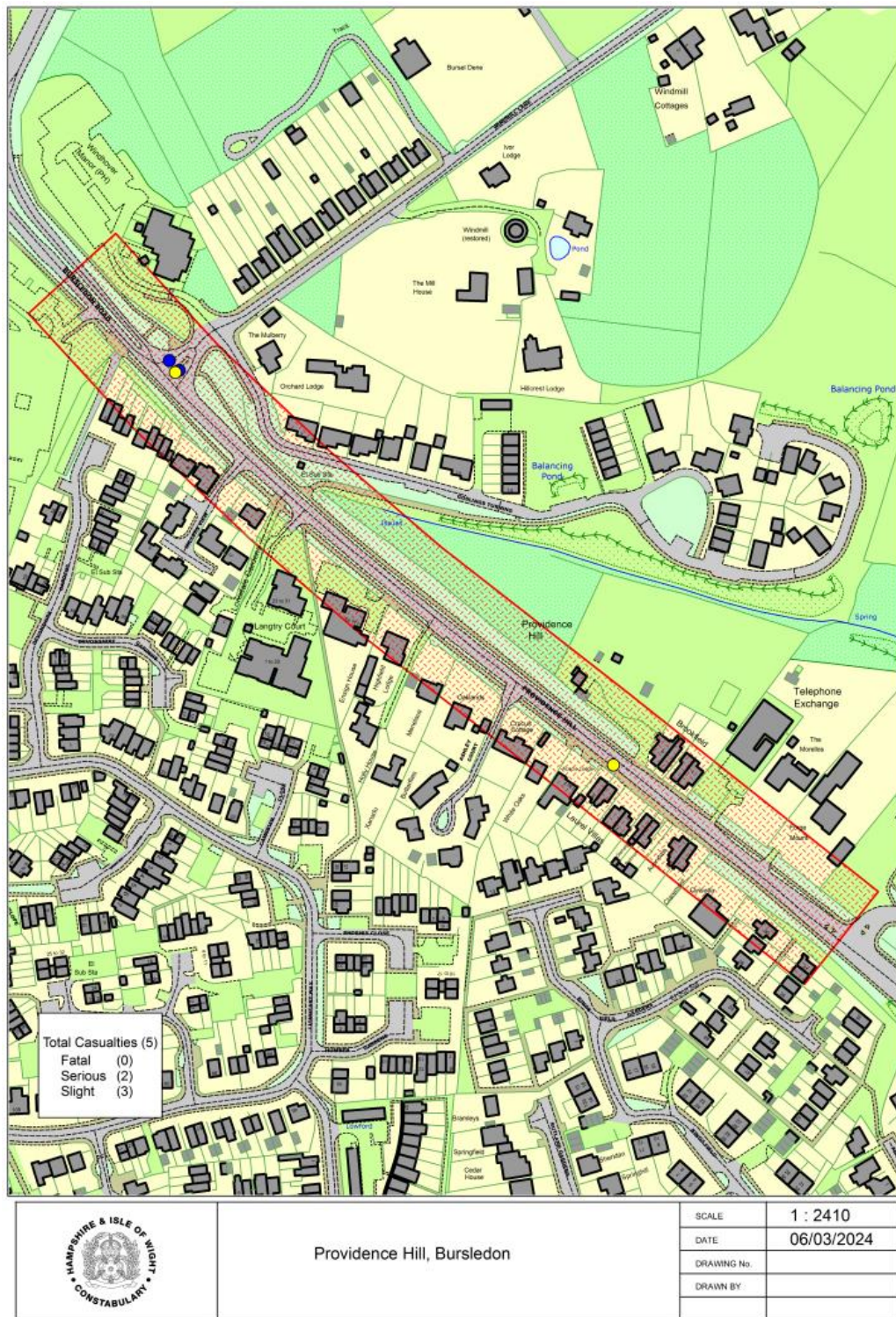


Figure 4: PIA Data

- 3.22 As seen in **Figure 4**, there have been a total of 5 incidents in the latest available 5-year period of which 3 are classified as slight and 2 as serious. 1 incident, which occurred on 3rd October 2022 and was classified as slight occurred nearby to the site along Providence Hill and involved a vehicle hitting a cyclist and knocking them off their bike. The rest of the recorded incidents occurred at the junction between Providence Hill and Windmill Lane northeast of the site but none of these incidents were seen as due to the local road network and were instead down to human error.
- 3.23 With only 5 incidents over 5 years, it is not considered that there is an existing safety concern on the local highway network in the context of the NPPF and that the proposed development will not have a negative impact on the safety of the local highway network.

Summary

- 3.24 In summary, the site is in an accessible location with plenty of amenities and facilities within a 20-minute walk and easy access to public transport facilities thanks to the nearby bus stop and 2-minute bus journey to Bursledon Station. Frequent bus and rail services to nearby destinations also facilitates sustainable travel to destinations further afield. In addition, the abundance of pedestrian infrastructure on the local highway network along with the local PRow facilitate pedestrian travel to and from the site and the local area. Also, the local highway network is identified as suitable for cycling for moderately skilled cyclists with scope for improvements identified within the Eastleigh LCWIP. Further to this, there is no reason to believe there are any existing safety concerns associated with the surrounding highways network.

4. PROPOSED DEVELOPMENT

- 4.1 The proposed development is for a 73-bed care home and 5no. 2-bed close care cottages with associated access and parking at 4 Brookfield, Providence Hill, Bursledon.
- 4.2 Information has been provided by the client to understand the likely staffing levels of the care home. For a similar site (75-bed care home in Chichester) there are 80 full time staff, 18 part time and 17 bank. The maximum rota is 38 staff during the day (with a maximum of 22 on site at any one time) and 10 in the evening.

Access Arrangements

- 4.3 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 and agreed with EBC highway officers (on behalf of HCC) at the pre-application 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 of the previously agreed arrangement is acceptable to support this site. However, the design has been updated.
- 4.4 Vehicular access will take the form of a 6m wide bellmouth with 6m radii and a 1 in 10m taper to ensure vehicles can exit the site without disrupting the flow of traffic along Providence Hill. The proposed access design and associated tracking is attached as **Appendix D**.
- 4.5 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. The access will also include a dropped kerb crossing with tactile paving to facilitate pedestrian travel across the access (**Appendix D**). An updated RSA 1 has been undertaken for the updated access design.

Visibility

- 4.6 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.

- 4.7 Although Providence Hill is subject to a 40mph speed limit across the site frontage, speed surveys were undertaken between the 5th February 2024 and 11th February 2024 to establish the recorded vehicle speeds outside the proposed site access. The 85th percentile vehicle speeds were recorded as 38.8mph southeastbound and 39.2mph northwestbound. In accordance with Hampshire County Council's (HCC) Technical Guidance Note 3 visibility splays have therefore been demonstrated as achievable to 2.4m x 78m in the primary direction and 2.4m x 79m in the secondary direction. The visibility splays are attached within **Appendix D**.

Pedestrian Access

- 4.8 Pedestrian access will take the form of a footpath from Providence Hill which provides a direct connection to the Care Home and connects to the internal road layout (which is a shared surface area) between the care cottages.

Road Safety Audit

- 4.9 A stage 1 Road Safety Audit (RSA) has been undertaken for the proposed site access and is attached within **Appendix E**. The RSA brought up two comments in relation to the access design which are set out below and within the designer's response (**Appendix E**).
- 4.10 The first comment raised by the auditors was that 'Reduced visibility could lead to side impact collisions' as the surrounding land to the northeast of the access drops away and no details have been provided as to how the change in levels will be accommodated. It was recommended that the access should be raised to meet Providence Hill with a minimal slope or incorporate a dwell area and vertical profile details should be provided for assessment at Stage 2 Safety Audit. This point is agreed, and full level details will be provided through the detailed design stage and a Stage 2 RSA will be undertaken.
- 4.11 The final comment from the auditors was 'Inappropriate access radius could lead to rear end shunts'. There is concern that a radius of 6m where Providence Hill is subject to a 40mph speed limit will cause vehicles to slow due to the tightness of the radius, increasing the risk of rear end shunts. This point is not agreed, as the access has been designed in accordance with Hampshire County Council's TG2 and the access has been tracked for an 11.2m refuse vehicle at 10mph ensuring large vehicles can enter and exit the site safely. In addition, widening the site's access would lead to a larger crossing distance for pedestrians.
- 4.12 Therefore, there has been no change to the design of the access in relation to the RSA auditor's comments.

Car Parking

- 4.13 Within the pre-application with EBC it was stated “the Council’s emerging Parking Standards set out a requirement for 1 parking space per 6 bedrooms for a nursing home plus 1 space per member of staff, with cycle storage of 1 space per 6 members of staff. For the cottages, the number of spaces would depend on the number of bedrooms”.
- 4.14 Parking provision for the bungalows has been informed by EBC’s Residential Parking Standards (2009) and for the care home the information provided by EBC at pre-application has been utilised. The required parking and provision of parking is summarised below in **Table 4**.

Unit Type	Required On-Plot Spaces	Required Spaces if > 50% unallocated spaces	Total Parking Required based on Standards	Parking Provision
Nursing Home	1 parking space per 6 bedrooms for a nursing home plus 1 space per member of staff		12 spaces (1 per 6 bedrooms) and 38 (based on maximum number of staff per day)	24 spaces (plus the 2 existing)
2/3 Bedroom	2 spaces per unit	1.5 spaces per unit	10 spaces (on-plot) 8 spaces (all allocated spaces)	6 spaces (plus the 2 existing)
Total			58 spaces	34 spaces

Table 4: Parking Requirements and Provision

- 4.15 It is proposed that the development will provide 34 car parking spaces of which 6 will be for the close care cottages and 24 spaces, 2 of which will be disabled bays, will be located next to the care home. The remaining 4 spaces which are existing and at the southern edge of the site as seen in **Appendix A** will be split between the new cottages proposed and the care home. Therefore, the site is providing unallocated parking for the cottages in line with EBC guidance. Vehicle swept path analysis for the proposed tracking arrangements can be seen in **Appendix F**.
- 4.16 Although the care home would be expected to provide 40 car parking spaces to be in line with EBC’s parking standards, the care home will be provided with 26 spaces (24 on site plus the 2 existing spaces at the site (**Appendix A**)). This accords Colten Cares design brief, which is one space per three residents, plus two which equates to 26 spaces. The parking ratio for the site will equate to 0.356 spaces per bedroom.

- 4.17 There are a number of Colten Care developments of similar size and scale to the proposed development which have been accepted with a similar parking ratio to the proposed development. These include:
- Wellington Grange (Chichester) – 72 bedrooms and a parking ratio of 2.77 spaces per unit
 - Bourne View (Poole) – 68 bedrooms and a parking ratio of 3.09 spaces per unit
 - Kingfishers (New Milton) – 62 bedrooms and a parking ratio of 3.44 spaces per unit
- 4.18 In addition, it is anticipated that a maximum of 22 staff would be on site at any one time and even if all staff drove to the site, there would be 4 additional spaces for visitors. No residents are anticipated to have a car on site.
- 4.19 A Green Travel Plan will be in place at the site which will encourage staff and visitors to access the site by sustainable transport. As mentioned in section 3 of the report, there is a strong provision of pedestrian and cycle infrastructure in proximity to the site allowing the site to be accessed on foot or by bike.
- 4.20 Further to this the X4 and X5 Solent Ranger services offer frequent travel to Southampton, Fareham and Gosport throughout the week and are as frequent as every 40-minutes, making these services accessible to commuters and leisure travels to and from the site. In addition, Bursledon Railway station is a 18-minute walk, 6-minute cycle or 2-minute journey on the X4/X5 Solent Ranger bus services and provides regular services which can be utilised for commuter and leisure travel. Therefore, the site can be accessed by a range of sustainable travel modes.

Cycle Parking

- 4.21 EBC cycle parking standards require at least 1 cycle parking space per dwelling. For individual houses, larger than one bedroom units, at least 2 spaces per dwelling should be provided. This equates to a provision of 12 cycle spaces required at the care cottages which will be provided within the curtilage of the dwellings.
- 4.22 Due to the nature of the development, cycle parking allocation for the care home will be for staff only. As agreed with EBC in pre-application discussions, there will be 1 cycle parking space per 6 members of staff for the care home which equates to 7 cycle parking spaces to accommodate the maximum 38 members of daytime staff.

Refuse and Servicing

- 4.23 Refuse and servicing vehicles are able to enter and exit the site in a forward gear. Refuse collection for the care home will be private, therefore a 9.6 long refuse vehicle has been used. For the private dwellings refuse will not be private and so an 11.2m refuse vehicle has been used. Refuse collection for the care cottages will be located next to the parking area and turning head which falls within the maximum carry distances detailed in Manual for Streets (specifically paragraph 6.8.9).
- 4.24 Refuse and servicing vehicles are able to enter and exit the site in a forward gear with swept paths seen in **Appendix G**. Refuse collection for the care home will be private, therefore a 9.6 long refuse vehicle has been used. For the private dwellings refuse not be private and so an 11.2m refuse vehicle has been used.

Fire Tender

- 4.25 A fire servicing vehicle can enter and exit the site in a forward gear and can also access all areas of the site. It will be ensured the appropriate pumping appliances are provided to adhere to building regulations.
- 4.26 A fire servicing vehicle can enter and exit the site in a forward gear and can also access all areas of the site. Swept path analysis of this can be seen in **Appendix H**.

5. HIGHWAY IMPACT

5.1 In order to determine the highway impact of the proposed development, trip generation data has been collected from the TRICS v7.10.4 database for both the 65-75 bed Care Home and 5 bungalows. The resulting trip generation from the proposed care home can be seen in **Table 5** with full outputs in **Appendix I**. The parameters are listed below:

- Sites in England (excluding Greater London)
- Trip parameter range: 17 – 60 (units)
- Survey date range: 01/01/15 – 13/06/22
- Number of weekdays: 7
- No weekend dates selected

	AM Peak (0800-0900)		PM Peak (1700-1800)		Daily (12 hours)
	Arrivals	Departures	Arrivals	Departures	
Trip Rate	0.065	0.055	0.031	0.048	2.072
Trip Generation (73 bed)	5	4	2	4	151

Table 5: Proposed Development Trip Generation (Care Home)

5.2 As seen in **Table 5** the proposed care home is anticipated to generate 9 trips in the AM peak and 6 trips in the PM peak with a total of 151 trips over a 12-hour period.

5.3 Although the TRICS data suggests there could be circa 151 vehicle movements over a 12-hour period (circa 75 arrivals and 75 departures), this equates to 13 additional movements per hour (if all 151 trips are spread evenly throughout the day) which is an increase of 1 vehicle every 4 minutes. Therefore, the development site will not be generating a large volume of traffic on the surrounding highways network.

5.4 In addition, due to the care nature of the development, it is likely that the trip generation for the site will be less than the above, due to only staff and visitors accessing the site with no private vehicular trips generated by those living at the care facility.

5.5 The anticipated trip generation from the 5 bungalows is detailed below in **Table 6** with full outputs in **Appendix J**, the parameters used in the trip generation are as follows:

- Sites in England (excluding Greater London)
- Trip parameter range: 8 – 10 units
- Survey date range: 01/01/15 – 08/06/21
- Number of weekdays: 4
- No weekend dates selected

- 1 survey removed due to being taken during COVID-19

	AM Peak (0800-0900)		PM Peak (1700-1800)		Daily (12 hours)
	Arrivals	Departures	Arrivals	Departures	
Trip Rate	0.107	0.286	0.250	0.071	4.143
Trip Generation	1	1	1	0	21

Table 6: Proposed Development Trip Generation (Care Cottages)

- 5.6 As seen in **Table 6**, the bungalows are expected to generate 2 trips in the AM peak and 1 trip in the PM peak with 21 trips over a 12-hour period.
- 5.7 The trip generation for both the care home and bungalows have been combined below in **Table 7** to illustrate the trip generation for the proposed development as a whole.

	AM Peak (0800-0900)		PM Peak (1700-1800)		Daily (12 hours)
	Arrivals	Departures	Arrivals	Departures	
Care Home	5	4	2	4	151
Bungalows	1	1	1	0	21
Total	6	5	3	4	172

Table 7: Proposed Development Trip Generation (Total)

- 5.8 As seen in **Table 7** the proposed development as a whole could generate up to 11 two-way vehicle trips in the AM peak and 7 two-way vehicle trips in the PM peak with a total of 172 vehicle trips over a 12-hour period. This equates to less than one vehicle movement every minute in both the AM and PM peaks. Therefore, the proposed development is not expected to have a negative effect on the local highway network in the context of the NPPF.

6. SUMMARY AND CONCLUSIONS

- 6.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of Colten Care Ltd to support the development of a circa 65-75 bed Care Home and 5 close care cottages at 4 Brookfield, Providence Hill, Bursledon.
- 6.2 This TS has been written in accordance with the following national, regional and local policy including National Planning Policy Framework (NPPF), Hampshire County Council's Local Transport Plan 4 (LTP4) (February 2024), Eastleigh Borough Local Plan (2016-2036), Eastleigh Walking and Cycling Strategy (2020-2030), Eastleigh LCWIP (2022) and reference to Eastleigh Borough Council's Residential Parking Standards (2009).
- 6.3 The site is located off Providence Hill (A27) which is subject to a 40mph speed limit. An ATC confirmed that the current vehicle speeds along Providence Hill are slightly below the posted 40mph speed limit at 39.2mph northwestbound and 38.8mph southeastbound. The average 12-hour vehicle flows for the A27 Providence Hill are 12,283 two-way vehicle trips which equates to approximately 1024 vehicle trips per hour.
- 6.4 The site is in an accessible location with plenty of amenities and facilities within a 20-minute walk and easy access to public transport facilities thanks to the nearby bus stop and 2-minute bus journey to Bursledon Station. Frequent bus and rail services to nearby destinations also facilitates sustainable travel to destinations further afield. In addition, the abundance of pedestrian infrastructure on the local highway network along with the local PRow facilitate pedestrian travel to and from the site and the local area. Also, the local highway network is identified as suitable for cycling for moderately skilled cyclists with scope for improvements identified within the Eastleigh LCWIP.
- 6.5 Further to this, there is no reason to believe there are any existing safety concerns associated with the surrounding highways network.
- 6.6 The proposed development is for a 73-bed care home and 5no. 2-bed close care cottages with associated access and parking at 4 Brookfield, Providence Hill, Bursledon.
- 6.7 Vehicular access will take the form of a 6m wide bellmouth with 6m radii and a 1 in 10m taper to ensure vehicles can exit the site without disrupting the flow of traffic along Providence Hill. A stage 1 RSA will be undertaken. Visibility is achievable to the recorded vehicle speeds.

- 6.8 Pedestrian access will take the form of a footpath from Providence Hill which provides a direct connection to the Care Home and connects to the internal road layout (which is a shared surface area) between the care cottages.
- 6.9 It is proposed that the development will provide 34 car parking spaces of which 8 will be for the close care cottages (6 on site and 2 existing) and 26 will be for the care home (24 on site and 2 existing). Therefore, the site is providing unallocated parking for the cottages in line with EBC guidance. The provision for the care home accords Colten Cares design brief, which is one space per three residents, plus two which equates to 26 spaces. The parking ratio for the site will equate to 0.356 spaces per bedroom. Cycle parking is to be provided in line with EBC guidance.
- 6.10 A refuse vehicle and fire tender are able to access all areas of the site and turn around.
- 6.11 The proposed development is anticipated to generate 11 trips in the AM peak and 7 trips in the PM peak with 172 trips generated over a 12-hour period. Therefore, the proposed development is not expected to have a negative impact on the local highway network in the context of the NPPF.
- 6.12 Therefore, we recommend that EBC and HCC look favourably upon this application with regards to highways.

Appendix A

REVISION NOTES

Rev	Date	Description	Drw	Chk
A	06/03/2024	Initial issue for comment	HJ	LS
B	12/03/2024	Parking amended	HJ	LS
C	22/03/2024	For coordination	HJ	LS
D	26/03/2024	For coordination	LS	LS
E	27/03/2024	For coordination	LS	LS

Area Schedule (GIA)

73 Bed C2 Residential Care Home 4800m²

Open Market Cottages
@ 90m² x 5 450m²

Total 5250m²

Car Parking: 34 spaces o/a
Care Home 24 Spaces
Residential cottages 6 Spaces
Existing spaces retained 4 Spaces

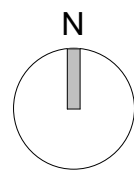
Drawing Key:

- [1] 73 Bed C2 Residential Care Home
- [2] 5 no. Residential Cottages
- [3] Parking
- [4] Existing parkign retained
- [5] Service Access
- [6] Main entrance to Care home
- [7] Resident's Sunken Garden
- [8] Resident's Shade Garden
- [9] Residents roof garden
- [10] New Vehicular Access
- [11] Pedestrian Entry - less than 1:20 slope
- [12] Defined edge of View cone to Bursledon Mill

- Existing Trees to be retained
- Existing trees to be removed
- SSEN 3m easement, 1.5m either side of cable
- Line of ecological buffer zone based upon 10m offset from top of stream bank
- Site Boundary
- Root Protection Zone



1 Proposed Site Plan 500
1 : 500



0m 10m 20m 30m 40m 50m
1:500

Project
Providence Hill
Bursledon

Client



WLAWilliamsLester.

1 Star Lane, Ringwood, BH24 1AL
www.williamslester.com 01425 485234 mail@williamslester.com

Proposed Site Plan

Scale A1 @ 1 : 500
Revision E Drawing Status Feasibility
Suitability S2 Suitability Description For Information
Drawing No. 6185-WLA-ZZ-XX-DR-A-0010

Appendix B

MR ROBIN HENDERSON
SAVILLS
MOUNTBATTEN HOUSE
GROSVENOR SQUARE
SOUTHAMPTON
SO15 2BZ

Application	Q/23/95253
Please ask for	Rebecca Altman
Direct dial	023 8068 8266
Working hours	Tue 9am-3pm; Wed-Friday 9am-5pm
Email	rebecca.altman@eastleigh.gov.uk

Friday 12 January 2024

Dear Robin

Town and Country Planning Act 1990
The Town and Country Planning (Development Management Procedure)
(England) Order 2015

Application No:	Q/23/95253
Description:	Erection of Residential Care Community, comprising a 65 bed care home (Use Class C2) and 8 x close care cottages (Use Class C2) with associated access, internal access roads, parking, landscaping and infrastructure"
Site:	Land adjoining 4 Brookfield, Providence Hill, Bursledon, Southampton, SO31 8AU

I refer to your pre-application enquiry received on 19 May 2023 for a proposed care community at the above site. The advice is informed by the site visit on 29th June 2023, the comments received from Eastleigh Borough Council consultees, and meetings held on 23rd August and 23rd November 2023.

Site and surroundings

The site, which lies within the urban edge and is allocated for residential development in the Eastleigh Borough Local Plan (Policy BU1), is located on the north-east side of Providence Hill (A27), between the junctions with Windmill Lane and Oakley Vale. The site is triangular shaped and extends to the rear of four residential properties (Nos. 1 to 4 Brookfield). To the east of the site is a Telephone Exchange and beyond the stream to the north is housing in Goslings Turning.

The ground levels on the site slope downwards from south to north and there is a stream along the northern boundary. There is an area Tree Preservation Order which covers the majority of trees along the northern boundary and some of the trees on the eastern boundary. There are also significant trees and vegetation along the south-western boundary and from a site visit it was noted that the western side of the site is currently overgrown with grassland and shrubs. There is a more formally maintained area of land on the eastern side of the site and a variety of outbuildings and structures.

The site lies adjacent to the Bursledon Windmill Conservation Area, which encompasses the Grade II* listed Bursledon Windmill and Grade II listed Granary, both of which lie to the north of the site beyond the housing in Goslings Turning. The site also lies within the Bursledon, Hamble and Hound Character Area No. 15.

Other site constraints include the following:

- Air Quality Management Area (AQMA) along Providence Hill;
- Gas pipeline beneath main road;
- Some surface water flood risk on northern side of site;
- Minerals safeguarding area (Hampshire Minerals and Waste Plan);
- Within SPA impact zone (nutrient loading and increased recreational pressure);
- Windmill Fields Wood Site of Importance for Nature Conservation (SINC) to north-east of the site;
- Public footpath (Bursledon 13b) to west of site.

Proposal

A number of iterations of the scheme have been reviewed during this pre-application process, and this advice will be based on the latest version, Option 3.

The proposal is for the construction of a Care Community comprising a 65 bed care home and 5 x close care cottages. It is understood that the care home would provide 24 hour nursing care, and the cottages would be age restricted and sold on a leasehold basis. The care home is estimated to generate approximately 115 full and part time staff working on shift patterns, with around 22 staff on shift at any one time.

The submitted site plan shows the care home located on the eastern side of the site, with the cottages on the western side and an access/parking area in between. A view towards Bursledon Windmill would be maintained through the centre of the site, and the scheme has been designed to take account of ecological buffer requirements for the stream to the north and adjacent SINC.

The care home would be sited on a low section of the site and would be a maximum of 4-storeys in height (with the upper floors contained within the roofspace). It is understood that the cottages would be chalet style with rooms in the roofspace.

Planning history and policy background

The site is allocated for residential development under Policy BU1 of the Local Plan. This policy identifies the site for approximately 19 dwellings, and sets out a number of requirements including the need to consider noise, air quality and hydrological impacts, protection of the adjacent stream and SINC, protection of the setting of Bursledon Windmill, and provision of a new access.

A previous application for a mixed use development comprising 14 dwellings and a veterinary practice (ref. F/22/93160), was refused in 2022 for seven reasons, summarised as follows:

1. Insufficient use of the site due to excessive land taken for veterinary practice and lack of housing;
2. Poor layout, scale, form and design resulting in adverse visual impacts and failure to meet suitable standards for urban design, residential amenity, parking, street trees and public open space;
3. Unacceptable visual impact of veterinary surgery;
4. Failure to provide suitable drainage system;
5. Inadequate information to determine no adverse effect on trees and water quality of adjacent stream;
6. Absence of developer contributions towards necessary infrastructure;
7. Lack of mitigation to offset impacts of nutrient loading and increased recreation on protected areas.

Prior to the above application, an Outline application for 20 dwellings was withdrawn in October 2020 (ref. O/17/80899).

Other relevant policies and documents

Along with Policy BU1, some of the other most relevant Local Plan policies relating to the proposal would include:

- Strategic Policies S1 (Sustainable Development), S2 (Approach to development), S3 (Location of development) and S8 (Heritage);
- DM3 (Climate change) and DM6 (Drainage);
- DM8 (Pollution) – includes requirements relating to air quality, noise and contaminated land;
- DM10 (Water) and DM11 (Nature Conservation);
- DM12 (Heritage assets);
- DM13 (Transport) and DM14 (Parking);

Eastleigh Borough Council, Eastleigh House, Upper Market Street, Eastleigh, Hampshire SO50 9YN

T: 023 8068 8000 E: direct@eastleigh.gov.uk W: www.eastleigh.gov.uk

- DM23 (Residential development in urban areas) – indicates the need for housing to meet the needs of older people;
- DM24 (Housing mix) and DM25 (Older peoples housing) – supports accommodation for older people subject to being in an appropriate sustainable location and being well integrated with the local community;
- DM38 (Funding Infrastructure).

Should the proposal change to incorporate an element of individual private housing, then the policy requirements for affordable housing, space standards and accessibility and open space would need to be taken into account (Policies DM28, DM29, DM30 and DM33).

There are also a number of relevant Supplementary Planning Documents (SPDs), including an SPD on Accommodation for Elderly People, and SPDs for Quality Places, Biodiversity, Planning Obligations and Parking Standards. An updated Parking Standards SPD is due to be adopted in 2024, and the draft can be viewed here: [parkingstandards-spd-consultation-draft.pdf \(eastleigh.gov.uk\)](https://www.eastleigh.gov.uk/parkingstandards-spd-consultation-draft.pdf)

The BHH Character Area Appraisal for Area 15 outlines guidance for new development, which generally reflects that set out in Policy BU1, including:

- Retaining the grass verges and semi-mature / mature broadleaved tree planting along the eastern edge of Providence Hill;
- Maintaining the importance of the views east to Providence Hill;
- Maintaining prominent deep building setbacks in order to retain/reinforce the existing levels of on-plot planting;
- Mitigating the effects of heavy vehicular traffic on Providence Hill in new development using measures such as boundary planting, transition spaces and orientation of internal spaces.

Principle of the proposal

The site is allocated for residential development in the Adopted Local Plan, for up to 19 dwellings. Whilst the proposal is not for private residential dwellings, the provision of a care home / community would contribute towards the need for specialist accommodation in the Borough and would therefore be considered an acceptable form of development in principle.

Layout and design considerations including landscaping

The proposed scheme layout and design has been reviewed and considered throughout the pre-application process, taking account of the various site constraints, and these comments are based on the currently proposed Option 3.

The proposal now focuses the majority of development on the east side of the site where the main care home would be, with 5 modest sized dwellings proposed for the western side. This allows for relevant ecological buffers to be maintained and for the view of Bursledon Windmill to be protected (refer to heritage section of this letter).

The parking layout in the centre of the site has been shown to be broken up into sections, and would be designed around the changing land levels. This area would need to be carefully considered in terms of surfacing materials, landscaping and retaining features to ensure that the parking would not dominate the site or views into it. It would be preferable if levels changes could be dealt with through soft landscaping techniques rather than too much reliance on retaining walls. The access and internal drive layout needs to ensure good connectivity with Providence Hill for vehicles, pedestrians and cyclists.

The reduced number of dwellings on the west side of the site would help to maintain an open character to this part of the site but details such as the location and landscaping of amenity areas, access footpaths and connectivity to the rest of the site are all factors that would need to be carefully considered in the final design. There is some concern that if amenity areas are on the southern side of the dwellings, they would be highly shadowed by the boundary trees.

The care home is the main element of the scheme and would have a substantial bulk, taking up a large part of the eastern side of the site. It is acknowledged that the building has been designed to take account of land levels and whilst it would be up to 4-storeys in height, the section drawings suggest it would not be any higher than the adjacent dwellings on Providence Hill. However, there is some concern about the visual mass of the building, when viewed from within the site and from the adjacent dwellings, Providence Hill and Goslings Turning. It would be advised to provide detailed sections and visual images of various viewpoints into and within the site as part of the detailed planning application so that this matter can be assessed further.

As discussed at the previous meeting, there are also questions about the projecting element of the care home on the south-east side of the site, which would appear to increase the building mass close to the site boundaries and neighbouring residents. It is understood that this element would be of a low height, and is partly proposed to screen views of the adjacent telephone exchange. However, if this element were removed, it would allow for a more open and larger area of amenity space for residents on the southern side of the building and a more spacious relationship with the neighbouring properties. There may be other options to reduce the visual impact of the adjacent telephone exchange, such as boundary treatment and landscaping or green walls.

Another matter for further consideration is the external amenity space for the care home. If this is to be focused on the north side of the building then the concern is that it would be highly shadowed by the care home itself and may not provide an attractive environment. Rooms with sole outlook looking north would also need to demonstrate that they can achieve suitable levels of natural light for the residents.

Design / external appearance:

It is not possible to provide detailed comments about the architectural design of the building at this stage, as the submitted information comprises mainly massing drawings. However, the images indicate that the main care home building would have projecting 'wings' and a varied roof form to break up its visual mass. Architectural detailing, materials and design features will all be important elements in achieving an appropriate design for all buildings on the site, to create an appropriate design for their setting. At the previous meeting there was also a suggestion that the western projecting section of the building should have a hipped roof to reduce its bulk adjacent to the windmill view.

Note that the new dwellings would need to achieve minimum floorspace and accessibility standards as per the Nationally Described Space Standards and Policies DM29 and DM30 of the Local Plan.

Landscaping:

The full Landscape Officer comments were provided by email on 9 August 2023. Whilst these were based on a previous iteration of the scheme, they remain relevant for the detailed proposals. Given the site constraints and levels changes and importance of achieving high quality amenity space for residents and to enhance biodiversity, it would be advised to instruct a Landscape Architect at an early stage to inform the development of the final scheme.

Proposals for landscape management should be set out with an application, to explain how different landscaped areas would be maintained and for what purpose (e.g. whether for amenity or ecological protection).

Impact on heritage assets

Maintaining a view of the windmill from Providence Hill is a key requirement for any development of this site, as identified in the Bursledon Windmill Conservation Area Appraisal. Throughout the course of the pre-application process, further work has been undertaken to define the extent of the important view and to alter the scheme layout to minimise its impact. At the meeting held on 23rd November, the Council's Heritage Consultant confirmed that, subject to detailed design considerations, Option

3 presented the best approach to maintaining the view and protecting the setting of Bursledon Windmill. It would be advised that the Setting Assessment prepared by Pegasus Group is submitted with any future application.

Impact on residential amenity

The main neighbouring properties that would be impacted by the proposals would be 1-4 Providence Hill. The proposed care home would be located behind these properties and would have a significant bulk. However, the changing land levels appear to provide the opportunity for a larger building to be accommodated in this location without overly dominating the adjacent dwellings. The section drawings indicate that whilst the care home is proposed to be 4-storey in height, it would be no higher than the adjacent dwellings, and would be set back from their rear elevations by approximately 36m. In terms of separation distance, this would generally be considered an acceptable separation between buildings, although it is felt that the building would still appear bulky when viewed from these adjacent dwellings and there could be an increased sense of overlooking due to the likely number of windows that would be facing towards them. Appropriate boundary treatments and landscaping may help to mitigate such impacts.

Other nearby residential properties on Providence Hill and in Goslings Turning would be sufficiently distanced from the proposed development, with intervening vegetation, and are unlikely to be significantly impacted in terms of loss of outlook, light or privacy.

Pollution impacts

Due to the location of the site adjacent to a main road and Air Quality Management Area (AQMA), impacts on future residents from road noise and vehicle emissions would need to be taken into account. Air Quality and Noise Assessments should be carried out at an early stage to inform the development of the final scheme. Any future application would need to be accompanied by the relevant reports and mitigation proposals.

Ecology and drainage

The Council's Ecologist has advised that a buffer zone of 10m would be required from the watercourse on the north side of the site, and a 20m buffer zone is required from the nearby SINC. These buffer zones should be free of all development including SuDS ponds and paved paths. It is understood that the layout shown in Option 3 has taken account of these buffer zones, but at this stage it is not clear where or how drainage would be accommodated, or how the landscaped areas of the site would be

laid out and used. These matters will require detailed consideration as the scheme progresses.

The site also lies within an amber great crested newt impact zone, and potential wider impacts on the adjacent Windmill Fields Wood SINC need to be assessed (noting that the stream runs into the SINC). There are also records of bats near to the site, along with stag beetles and hedgehogs in the vicinity and potential for dormice. There is some concern that the removal of vegetation on the west side of the site to accommodate the proposed development would make it difficult to achieve a biodiversity net gain. The Council's Ecologist has advised that the ecological baseline for the site should be taken from now; there must be no site clearance before an Ecological survey has taken place as there would be a risk of removing and damaging protected habitats and species.

A future application would need to be accompanied by an Ecological Impact Assessment, evidence of biodiversity net gain (to include a metric calculation), and a surface water drainage plan that conforms to the requirements of Policy DM6 and the CIRIA SuDS guidelines. It is also advised that a CEMP is provided at application stage to include details of stream and wildlife protection measures.

Trees

There are a number of trees on the site and along the boundaries, many of which are protected by area Tree Preservation Orders. An application would need to be supported by detailed Arboricultural surveys and reports in accordance with British Standard 5837:2012 and the Council's Trees and Development SPD.

There is also understood to be at least one veteran tree on the site, which requires a greater level of protection. The location of this veteran tree and root protection area needs to be accurately established and the scheme designed to ensure its protection. The impact of the proposed access works on trees along Providence Hill also needs to be carefully considered, along with the impacts of any services needed for the development, particularly due to the levels changes. Protection measures would be required for all retained trees and any tree removal would need to be fully justified, with replacement trees provided in line with the Council's Trees and Development SPD.

Highway, access and parking matters

It would be advised to carry out separate pre-application consultation with Hampshire Highways in relation to the proposed access arrangements and impacts on the Highway network. It would be necessary to ensure adequate space on the site for the turning of large vehicles (e.g. emergency and refuse vehicles).

In relation to parking, the Council's emerging Parking Standards set out a requirement for 1 parking space per 6 bedrooms for a nursing home plus 1 space per member of staff, with cycle storage of 1 space per 6 members of staff. For the cottages, the number of spaces would depend on the number of bedrooms. 1-bedroom dwellings would require 1 parking space and 2 or 3-bedroom dwellings would require 2. The plans currently show 28 parking spaces, and it is not clear if this would be an appropriate level of parking taking account of staffing numbers and the parking for the cottages. The level of parking needs to be balanced against the desire to achieve a landscaped and attractive setting and potential impacts of under-provision in terms of overspill on surrounding roads. Opportunities to promote sustainable transport options for staff and visitors should be considered and incorporated as part of a Green Travel Plan. The emerging parking standards can be viewed via the following link: parkingstandards-spd-consultation-draft.pdf (eastleigh.gov.uk)

Accessibility

The Council's SPD on accommodation for elderly people and those in need of care, sets out the importance of sites being accessible to local services and facilities. Whilst the site is not directly adjacent to a local centre, it is located on a main road vehicle and pedestrian route providing good access to a local centre on Portsmouth Road to the south and a large supermarket to the north-west. There are also bus stops on Providence Hill and Portsmouth Road. It would be recommended to address the accessibility of the site as part of a Transport Statement submitted with the application.

Contaminated land

The Council's Contaminated Land Officer has noted that due to past uses (arable, horticulture), an adjacent inert landfill and the sensitive end use proposed, an application should be accompanied by an assessment of land contamination risks and mitigation. It is noted that a report submitted as part of the previous application identified that ground gas mitigation would be required, although there were outstanding queries about the content of that report. A full updated assessment would therefore be required for the new proposal.

Climate change and sustainable construction

All new developments are expected to maximise opportunities for reducing carbon emissions and increasing energy efficiency. A Sustainability Statement should be provided with an application to identify measures to be incorporated into the development to enhance energy efficiency and mitigate impacts of climate change.

Impact on Special Protection Areas

The application would result in an increase in residential / care accommodation within the buffer zones for the Solent and New Forest protected areas. Impacts relating to increased recreational disturbance and increased nutrient output (nitrates) would need to be addressed and mitigated.

Recreational pressure – Solent and New Forest

For recreational pressure on the Solent areas, mitigation can be achieved using the Solent Recreation Mitigation Strategy, which sets out monetary contributions based on the nature and size of the proposed development. As the main element of the scheme is a care home, with residents likely to be subject to high levels of care, the relevant level of mitigation would be discussed and agreed with Natural England as part of the application process. Details of the level of care to be provided for the residents and levels of staff and visitor trips are all factors that would be taken into account. Further details can be found here: [Solent Recreation Mitigation Strategy.pdf \(birdaware.org\)](https://birdaware.org/birdaware.org/Solent-Recreation-Mitigation-Strategy.pdf)

For the New Forest, the Council has a Mitigation Strategy whereby applicants can pay a financial contribution to off-set the impacts of increased recreational pressure. As noted above, it may be possible to negotiate a lower contribution based on the nature of the proposal. Further details of the Council's Strategy can be found here: [Recreational disturbance - Eastleigh Borough Council](#)

Nutrients:

Natural England has provided evidence that nutrient outputs from new housing development / overnight accommodation is exacerbating high levels of nitrogen levels within the Solent, leading to harmful impacts on habitats and bird species. The Council has a nutrient neutrality offset scheme, through which developers can purchase 'credits' to off-set the nutrient impact of new development: <https://www.eastleigh.gov.uk/planning-and-building/nutrient-neutrality-offset-scheme>
A Nitrogen Budget calculation would be required as part of the application submission to determine the appropriate level of mitigation. All mitigation would be subject to discussion and agreement by the LPA in liaison with Natural England.

Planning obligations

Subject to full review as part of a detailed application, it is likely that the development would generate a requirement for developers contributions towards the following:

- Public Art

Eastleigh Borough Council, Eastleigh House, Upper Market Street, Eastleigh, Hampshire SO50 9YN

T: 023 8068 8000 E: direct@eastleigh.gov.uk W: www.eastleigh.gov.uk

- Health Provision (subject to consultation with the NHS)
- Transport improvements (subject to consultation with the Highway Authority)

Submission documents

Along with all relevant plans, including section plans and visual images, the following documents are likely to be required with an application. This list may not be exhaustive:

- Design and Access Statement
- Planning Statement
- Transport Statement and Parking Strategy
- Heritage Statement / Windmill View Setting Assessment
- Ecological Appraisal and follow up surveys (if required)
- Biodiversity Net Gain assessment / metric
- Arboricultural Impact Assessment, Method Statement and Tree Protection Plan
- Air Quality Impact Assessment
- Noise Impact Assessment
- Contaminated Land Desk Top Study
- Drainage Strategy
- Sustainability Statement
- Landscape Plan and maintenance details
- Draft Construction Environmental Management Plan

I trust this information is of assistance. Please accept all advice without prejudice to any future decision of the Local Planning Authority.

Yours sincerely

A handwritten signature in black ink, appearing to read "N Parker", with a horizontal line underneath the name.

Nick Parker
Planning Manager

Appendix C

Accidents between dates **01/12/2018** **and** **30/11/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
PROVIDENCE HILL, BURSLEDON BACS/SR/0224/035")

Notes:

Selected Polygon:AW PROVIDENCE HILL, BURSLEDON BACS/SR/0224/035

Accidents between dates 01/12/2018 and 30/11/2023 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW PROVIDENCE HILL, BURSLEDON BACS/SR/0224/035")

44190110481 30/03/2019 Time 1407 Vehicles 2 Casualties 2 Serious
E:448094 N: 110763 First Road: A 27 Road Type Single carriageway
Speed limit: 40 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
	Factor:	Participant:	Confidence:
1st:	Disobeyed Give Way or Stop sign or markings	Vehicle 1	Very Likely
2nd:	Poor turn or manoevre	Vehicle 1	Very Likely
3rd:	Impaired by drugs (illicit or medicinal)	Vehicle 2	Possible
4th:	Inexperienced or learner driver/rider	Vehicle 2	Possible
5th:	Exceeding speed limit	Vehicle 2	Possible
6th:			

VEH 1 (CAR) TRAVELLING SE ALONG A27 BURSLEDON ROAD IS BELIEVED TO HAVE PERFORMED A U-TURN USING WINDMILL LANE AND AS ENTERS BACK ONTO THE MAIN ROAD VEH 2 (CAR) TRAVELLING SE ALONG A27 BURSLEDON ROAD AND COLLIDES.
Occurred on A27 BURSLEDON ROAD AT JUNCTION WITH WINDMILL LANE, BURSLEDON, HAMPSHIRE

Vehicle Reference 1 Car U-turn
Vehicle movement from NW to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 37 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 2 Vehicle: 1 Age: 37 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway Overturned
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: Bus stop / shelter
O/S Age of Driver 18 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 58 Male Passenger Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
Front seat

Accidents between dates 01/12/2018 and 30/11/2023 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW PROVIDENCE HILL, BURSLEDON BACS/SR/0224/035")

Notes:

44190214274 21/06/2019 Time 1507 Vehicles 2 Casualties 1 Serious
E:448099 N: 110758 First Road: A 27 Road Type Single carriageway
Speed limit: 40 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Failed to judge other persons path or speed	Vehicle 1	Very Likely	
2nd: Failed to look properly	Vehicle 1	Very Likely	
3rd:			
4th:			
5th:			
6th:			

VEH 1 (VAN) TRAVELLING SE ALONG A27 PROVIDENCE HILL PERFORMS A U-TURN IN WINDMILL LANE, SEES VEH 2 (M/CYCLE) TRAVELLING THE SAME WAY BUT BELIEVES HAS ENOUGH TIME TO PULL OUT IN FRONT OF VEH 2 BUT DOES NOT AND COLLIDES.

Occurred on A27 PROVIDENCE HILL AT JUNCTION WITH WINDMILL LANE, BURSLEDON, HAMPSHIRE

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under U-turn
Vehicle movement from NW to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 49 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Motorcycle over 500cc Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 25 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 25 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/12/2018 and 30/11/2023 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW PROVIDENCE HILL, BURSLEDON BACS/SR/0224/035")

44220401776 03/10/2022 Time 1117 Vehicles 2 Casualties 1 Slight
E:448319 N: 110558 First Road: A 27 Road Type Single carriageway
Speed limit: 40 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH2 (CAR) TRAVELLING NW ALONG A27 PROVIDENCE HILL OVERTAKES VEH1 (P/CYCLIST) ALSO TRAVELLING NW BUT FAILS TO LEAVE SUFFICIENT SPACE AND CLIPS VEH1 CAUSING THE RIDER TO FALL OFF. VEH2 DOES NOT STOP

Occurred on A27 PROVIDENCE HILL, OUTSIDE NO.4, BURSLEDON, HAMPSHIRE

Vehicle Reference 1 Pedal Cycle Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 75 Female
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 75 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: No

Vehicle Reference 2 Car Overtaking moving vehicle O/S
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Not traced
Hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/12/2018 and 30/11/2023 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW PROVIDENCE HILL, BURSLEDON BACS/SR/0224/035")

44220490772 04/12/2022 Time 0638 Vehicles 2 Casualties 1 Slight
E:448097 N: 110757 First Road: A 27 Road Type Single carriageway
Speed limit: 40 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: Central reservation Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
	Factor:	Participant:	Confidence:
1st:	Poor turn or manoeuvre	Vehicle 001	Possible
2nd:	Failed to look properly	Vehicle 001	Possible
3rd:			
4th:			
5th:			
6th:			

VEH1 CAR WAITING TO TURN RIGHT AT JUNCTION ON WINDMILL LANE, VEH1 MOVES OFF, AS VEH2 P/CYCLE TRAVELLING NW ALONG A27 PROVIDENCE HILL ON FOOTWAY, ENTERS MAIN CARRIAGEWAY, CROSSING THE ROAD, DIAGONALLY AND INTO PATH OF VEH1.
Occurred on A27 PROVIDENCE HILL, AT JUNCTION WITH WINDMILL LANE, BURSLEDON, HAMPSHIRE.

Vehicle Reference 1 Car Starting
Vehicle movement from NE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 58 Female
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 50 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 50 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: No

Accidents between dates **01/12/2018 and 30/11/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW PROVIDENCE HILL, BURSLEDON BACS/SR/0224/035")

Notes:

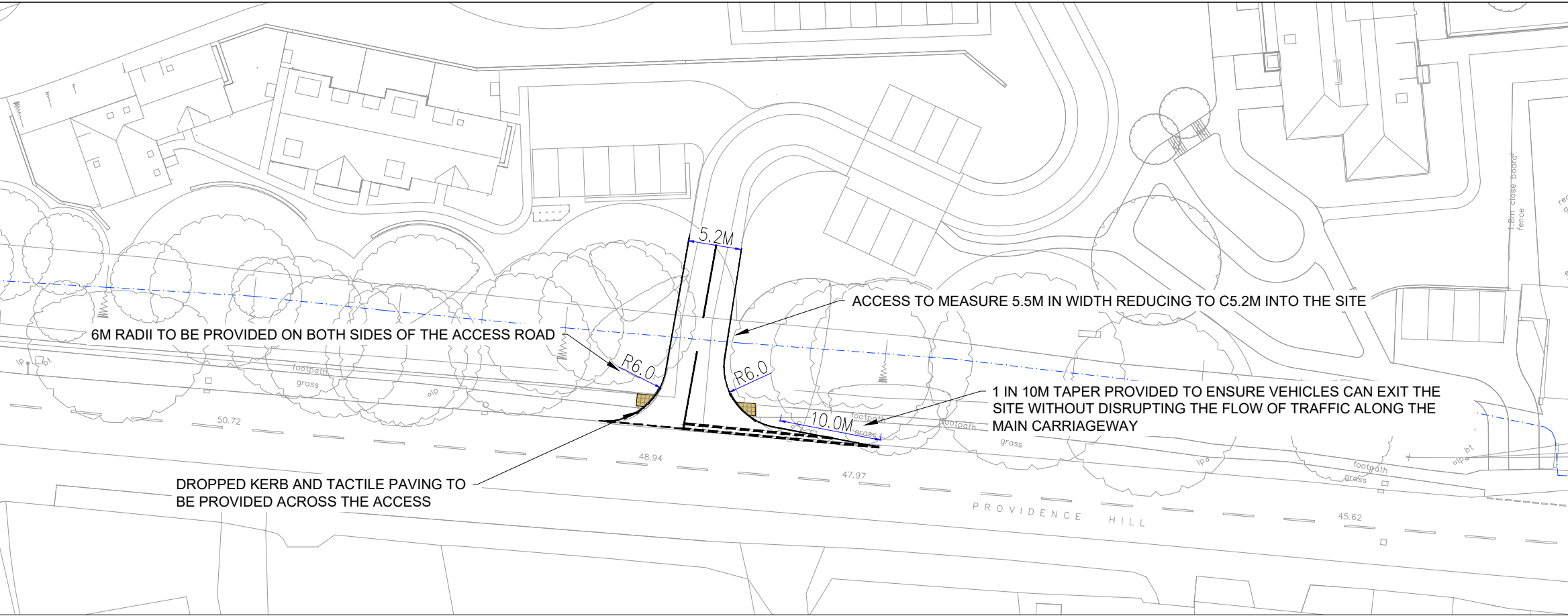
Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	1	0	1
2-wheeled motor vehicles	0	1	0	1
Pedal cycles	0	0	2	2
Horses & other	0	0	0	0
Total	0	2	2	4

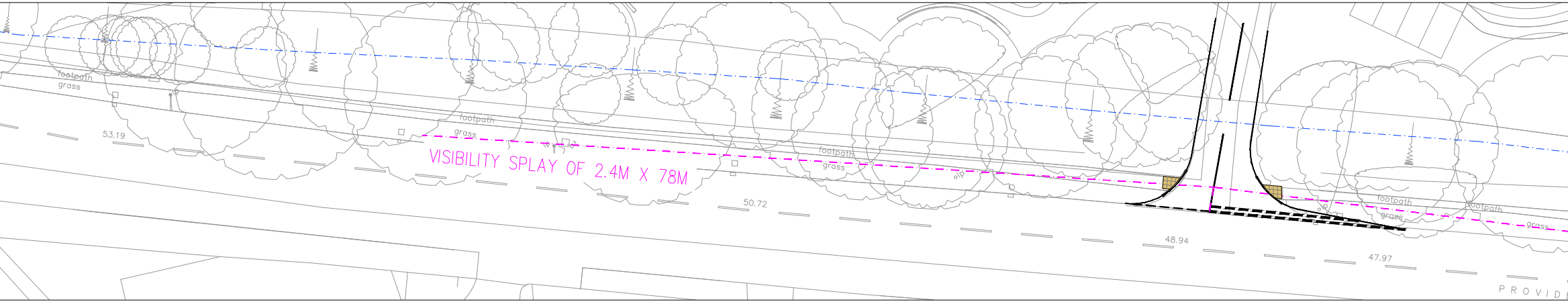
Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	1	1
Passenger	0	1	0	1
Motorcycle rider	0	1	0	1
Cyclist	0	0	2	2
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	0	2	3	5

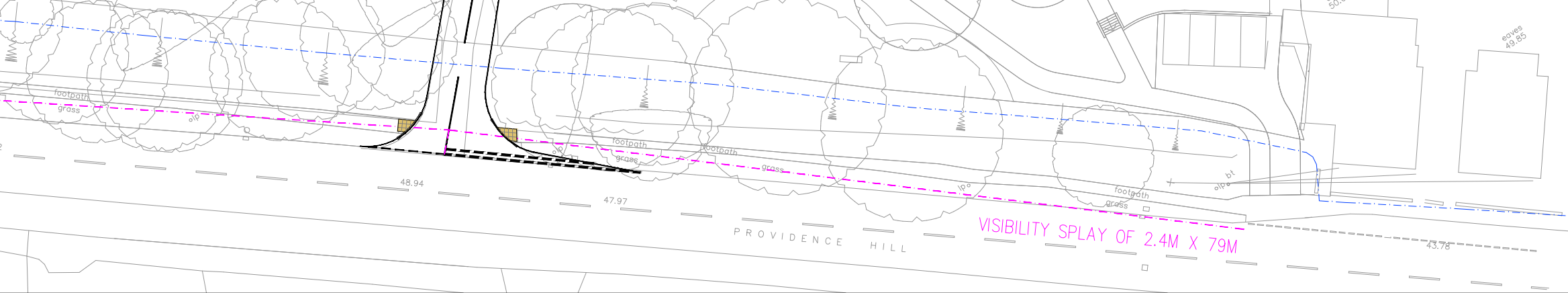
Appendix D



ACCESS DESIGN



VISIBILITY SPLAY IN THE PRIMARY DIRECTION



VISIBILITY SPLAY IN THE SECONDARY DIRECTION

Project Name

CARE HOME 4 BROOKFIELD,
PROVIDENCE HILL, BURSLEDON

Project Phase

PRELIMINARY

Title

ACCESS DESIGN AND
VISIBILITY SPLAYS

Paul Basham Associates Ltd
The Bothy, Cams Hall Estate, Fareham, PO16 8UT
01329 711 000
info@paulbashamassociates.com www.paulbashamassociates.com

Client

The drawings, information and data recorded in this document ("the information") is the property of Paul Basham Associates. This document and the information are solely for the use of the authorised recipient and this document may not be used, copied or reproduced in whole or part for any purposes other than which it was supplied by Paul Basham Associates. Paul Basham Associates makes no representation, undertakes no duty and accepts no responsibilities to any third party who may use or rely upon this document or the information.

GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS, DETAILS AND SPECIFICATIONS.

2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.

3. ALL FIGURED DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALED DIMENSIONS. DO NOT SCALE THIS DRAWING.

4. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.

5. THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS “CONSTRUCTION”. PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.

KEY

INDICATIVE HIGHWAY BOUNDARY

VISIBILITY SPLAYS

VISIBILITY SPLAYS HAVE BEEN BASED ON THE RECORDED VEHICLE SPEEDS FROM ATC SURVEYS UNDERTAKEN IN FEBRUARY 2024. THE ATCS WERE LOCATED C50M EACH SIDE OF THE PROPOSED ACCESS. THE VISIBILITY SPLAYS ARE BASED ON THE RECORDED 85TH PERCENTILE VEHICLE SPEEDS OF 38.8MPH SOUTHEASTBOUND AND 39.2MPH NORTHWESTBOUND.

PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
YOU ARE ADVISED TO MAKE DUE ALLOWANCE

P03	UPDATED LAYOUT	05.04.24	OSC	CID
P02	UPDATED ACCESS DESIGN	27.02.24	CID	TAF
P01	FIRST ISSUE	22.02.24	CID	MDS
Rev	Description	Date	By	App'd
	Date Created	22.02.24	Drawn By CID	Approved By MDS
	PBA Project Number	197.0004	Scale	1:500 (AT A3)
	PBA Drawing No:	197.0004-0001	Revision	P03

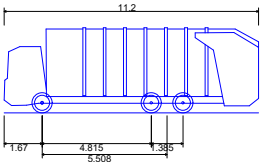
QMS2011/v8/210723/JM

The drawings, information and data recorded in this document ("the information") is the property of Paul Basham Associates. This document and the information are solely for the use of the authorised recipient and this document may not be used, copied or reproduced in whole or part for any purposes other than which it was supplied by Paul Basham Associates. Paul Basham Associates makes no representation, undertakes no duty and accepts no responsibilities to any third party who may use or rely upon this document or the information.

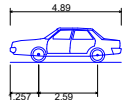
GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS, DETAILS AND SPECIFICATIONS.
2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
3. ALL FIGURED DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALED DIMENSIONS. DO NOT SCALE THIS DRAWING.
4. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.
5. THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS “CONSTRUCTION”. PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE
6. ALL VEHICLES HAVE BEEN TRACKED TO 10MPH.

VEHICLE PROFILE



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
Overall Length 11.200m
Overall Width 2.530m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m



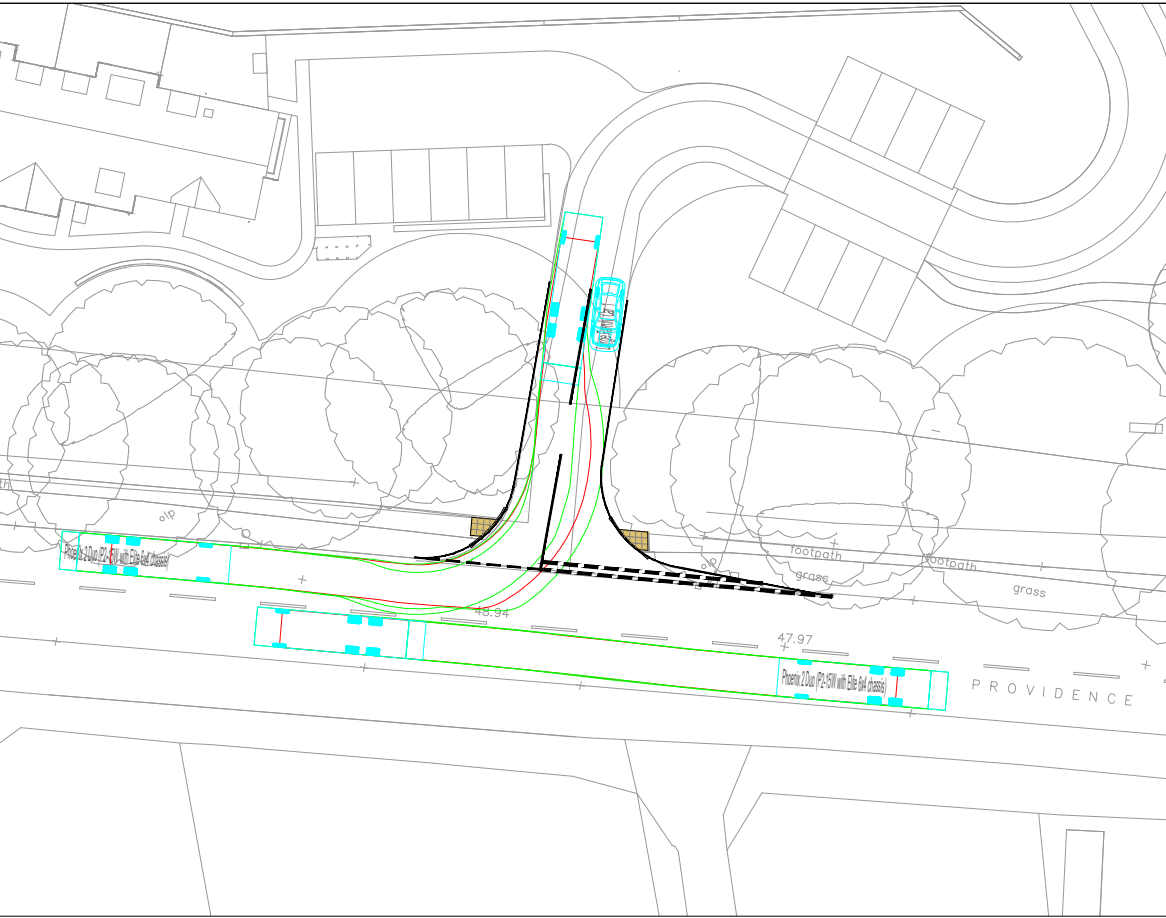
Large Family Car 1
Overall Length 4.890m
Overall Width 1.940m
Overall Body Height 1.512m
Min Body Ground Clearance 0.273m
Max Track Width 1.890m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.100m



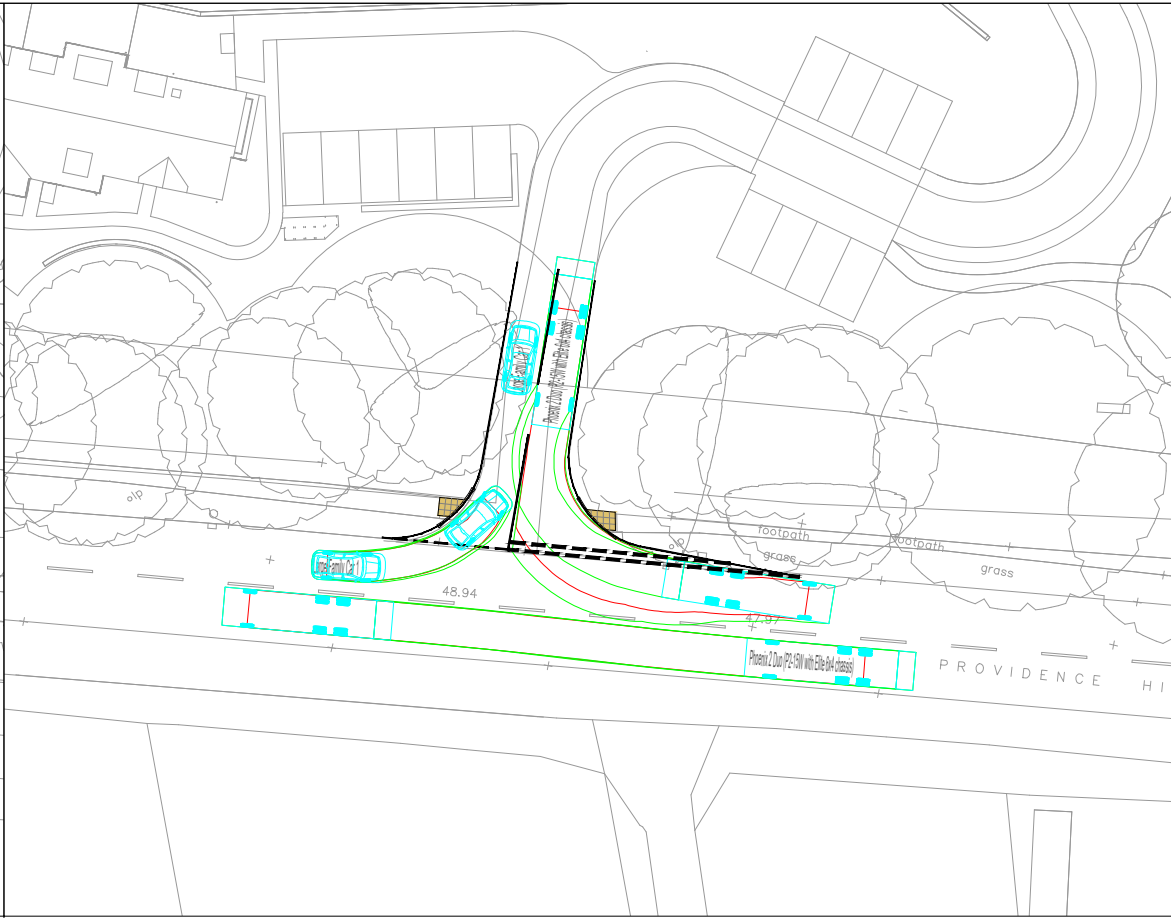
PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
YOU ARE ADVISED TO MAKE DUE ALLOWANCE

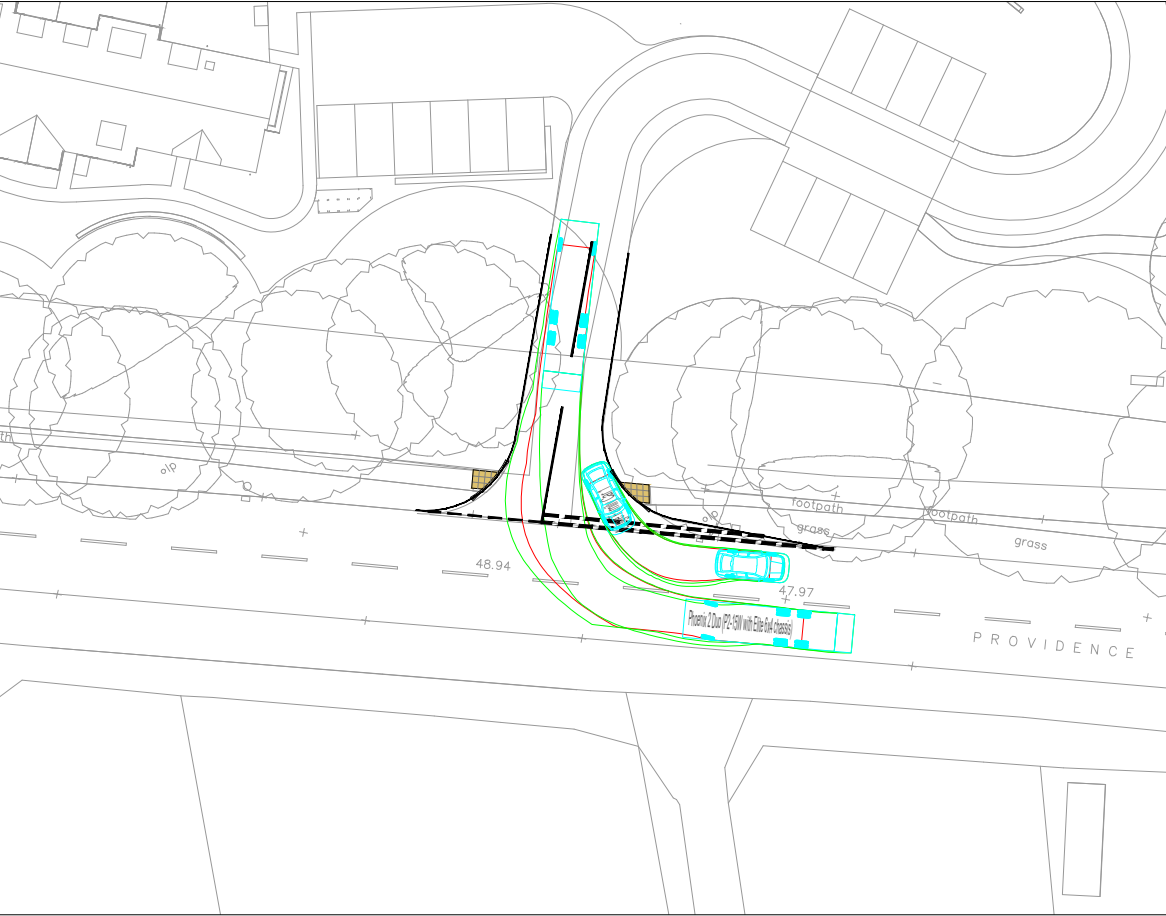
P03	UPDATED LAYOUT	05.04.24	OSC	CID
P02	UPDATED ACCESS DESIGN	27.02.24	CID	TAF
P01	FIRST ISSUE	22.02.24	CID	MDS
Rev	Description	Date	By	App'd
Date Created	Drawn By	Approved By	Suitability Code	
22.02.24	CID	MDS	-	
PBA Project Number		Scale	(AT A3)	
197.0004		1:500		
PBA Drawing No:			Revision	
197.0004-0002			P03	



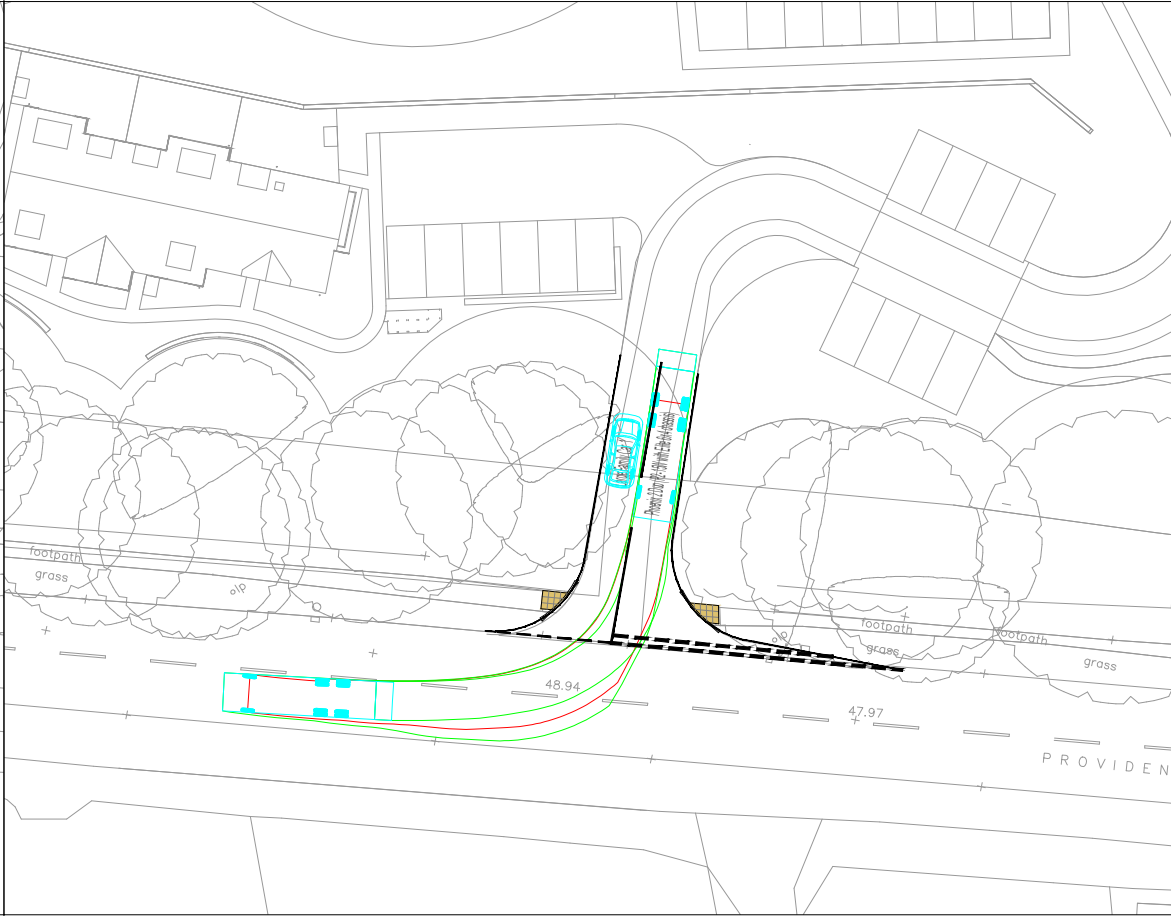
REFUSE VEHICLE TURNING LEFT INTO THE SITE



REFUSE VEHICLE TURNING LEFT OUT OF THE SITE



REFUSE VEHICLE TURNING RIGHT INTO THE SITE



REFUSE VEHICLE TURNING RIGHT OUT OF THE SITE

Project Name

CARE HOME 4 BROOKFIELD,
PROVIDENCE HILL, BURSLEDON

Project Phase

PRELIMINARY

Title

SWEPT PATH ANALYSIS
OF SITE ACCESS



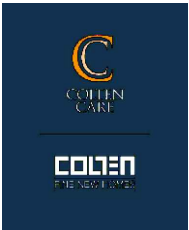
Paul Basham Associates Ltd

The Bothy, Cams Hall Estate, Fareham, PO16 8UT

01329 711 000

info@paulbashamassociates.com www.paulbashamassociates.com

Client



QMS2011/v8/210723/JM



M & S Traffic

Road Safety Audit Stage 1

Care Home 4 Brookfield

Proposed Access

Providence Hill

Bursledon

Hampshire

Date: 18th April 2024

Report produced for: Paul Basham Associates

Report produced by: M & S Traffic

DOCUMENT CONTROL SHEET

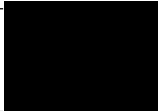
M&S Traffic has prepared this report in accordance with the instructions from Paul Basham Associates. M&S Traffic shall not be liable for the use of any information contained herein for any purpose other than the sole and specific use for which it was prepared.

Project Title Care Home 4 Brookfield, Providence Hill, Bursledon

Report Title Road Safety Audit Stage 1

Status Final

Record of Issue

Document Ref PBA/24/197.0004/1/BS	Prepared by: (Name)	Checked by: (Name)	Approved by (Signature)	Date Approved
Revision	Bryan Shawyer	Martin Morris		18 th April 2024
Designers Response	Oliver Samuel-Camps	Caroline Duff		25 th April 2024
Authority Response				

Distribution

Organisation	Contact	Copies
Paul Basham Associates	Caroline Duff	-
Paul Basham Associates	Oliver Samuel-Camps	-

CONTENTS

Document Control Sheet	2
Contents	3
1 Introduction	4
2 Safety issues raised at previous Audits	5
3 Items raised at the Stage 1 Audit	6
4 Issues identified during the Audit that are outside the terms of reference	8
5 Auditors Statement	9

Appendix A..... List of drawings

Appendix B..... Comment Location Drawing

Appendix C..... Road Safety Audit Decision Log

Appendix D..... Design Organisation Statement

Appendix E..... Overseeing Organisation Statement

1 INTRODUCTION

- 1.1 This report describes a Stage 1 Road Safety Audit carried out on the proposed residential development for 5 close care cottages and a 73-bed care home, known as 'Care Home 4 Brookfield', Providence Hill, Bursledon, as below:

- A priority access on the northeastern side of the carriageway with a pedestrian crossing point at the junction.

The Audit was requested by the design organisation, Paul Basham Associates, The Bothy, Cams Hall Estate, Fareham, PO16 8UT on behalf of Hampshire County Council, as the Overseeing Organisation.

- 1.2 The Audit Team membership was as follows:

Bryan Shawyer B.Eng. (Hons), MSc, MCIHT, MSoRSA – Audit Team Leader
Highways England Approved RSA Certificate of Competency (July 2012)

Martin Morris, PGD, MCIHT, MSoRSA – Audit Team Member
Highways England Approved RSA Certificate of Competency (April 2012)

- 1.3 The audit was undertaken following the principles of GG 119, The Design Manual for Roads and Bridges. The documents available at the time the report was compiled are detailed in Appendix A.
- 1.4 The Audit took place at the Gillingham offices of M&S Traffic in April 2024 and comprised an examination of the documents provided as listed in Appendix A. A joint visit to the site was undertaken to the proposed scheme on the 16th April 2024 between 12:30 and 13:00. Weather conditions at the time were fine and the road surface was dry. Traffic flows and free flow speeds were moderate. There were low pedestrian flows and no cycle movements observed during the site visit.
- 1.5 The report has been compiled, only with regards to the safety implications for road users of the layout presented in the supplied drawings. It has not been examined or verified for compliance with any other standards or criteria. This safety audit does not perform any "Technical Check" function on these proposals. It is assumed that the Project Sponsor is satisfied that such a "Technical Check" has been successfully completed prior to requesting this safety audit.
- 1.6 The auditors have not been informed of any Departures from Standards in this scheme construction.
- 1.7 All comments and recommendations are referenced to the detailed drawings and the locations have been detailed relating to the plans supplied with the audit brief, Appendix B.

2 SAFETY ISSUES RAISED AT PREVIOUS AUDITS

2.1 No previous safety audits were submitted for assessment.

3 ITEMS RAISED AT THE STAGE 1 AUDIT

3.1 General

3.1.1 No Problems identified in this category at this Stage 1 Road Safety Audit.

3.2 Local Alignment

3.2.1 PROBLEM

Location: Proposed junction with Providence Hill.

Summary: Reduced visibility could lead to side impact collisions.

The proposed access joins providence Hill, where the surrounding land to the northeast drops away. No details have been provided as to how this change in levels is to be accommodated. A slope of this nature could impact on visibility distances and additionally give rise to hill starting issues, which could lead to hesitation and require longer gaps in traffic to exit safely. Insufficient visibility and a pronounced slope could lead to side impact collisions.

RECOMMENDATION

It is recommended that the access should be raised to meet Providence Hill with a minimal slope or incorporate a dwell area, further, that vertical profile details should be provided for assessment at Stage 2 Safety Audit.

3.3 Junctions

3.3.1 PROBLEM

Location: Proposed junction with Providence Hill.

Summary: Inappropriate access radius could lead to rear end shunts.

A radius of 6m is proposed at the access to the development, where this section of Providence Hill is subject to a 40mph speed restriction. There is concern that vehicles entering the access from the northwest may have to slow considerably due to the tightness of the radius, which could increase the risk of rear end shunts.

RECOMMENDATION

It is recommended that the junction should be eased to improve access to the development.

3.4 Non-Motorised User Provision

3.4.1 No Problems identified in this category at this Stage 1 Road Safety Audit.

3.5 Road Signs, Carriageway Markings and Lighting

3.5.1 No Problems identified in this category at this Stage 1 Road Safety Audit.

4 ISSUES IDENTIFIED DURING THE AUDIT THAT ARE OUTSIDE THE TERMS OF REFERENCE

4.1 Any issues that the Audit Team wish to bring to the attention of the Client Organisation, which are not covered by the road safety implications of this audit have been included in the following section. These issues could include maintenance items, operational issues, or poor existing provision. It should be understood however, that in raising these issues, the Audit Team do not warrant that a full review of the existing highway environment has been undertaken beyond the scope of the audit.

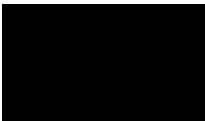
4.2 The Audit Team has no issues to raise within this section.

5 AUDITOR TEAM STATEMENT

5.1 We certify that this audit has been carried out following the principles of GG 119.

Audit Team Leader

Bryan Shawyer
BEng (Hons), MSc, MCIHT, MSoRSA
Highways England Approved RSA Certificate of Competency (July 2012)

Signed:  Date: 18/04/2024

Audit Team Member

Martin Morris
PGD, MCIHT, MSoRSA
Highways England Approved RSA Certificate of Competency (April 2012)

Signed:  Date: 18/04/2024

M & S Traffic

Aeolus House
32 Hamelin Road
Gillingham
Kent ME7 3EX



+44 (0) 1634 307 498



contact@mstraffic.co.uk



www.mstraffic.co.uk

APPENDIX A

List of drawings and documentation submitted for auditing:

Drawing Number	Title
197.0004-0001 P03	ACCESS DESIGN AND VISIBILITY SPLAYS
197.0004-0002 P03	SWEPT PATH ANALYSIS OF SITE ACCESS
6185-WLA-ZZ-XX-DR-A-0010 E	PROPOSED SITE PLAN

Supporting Documentation:

- Covering emails, Paul Basham Associates.

APPENDIX B

Plan attached showing the locations of the problems identified as part of this audit (location numbers refer to paragraph numbers in the report).

APPENDIX C: Road Safety Audit Decision Log.

Auditors: Bryan Shawyer (Team Leader) and Martin Morris (Team Member).

Scheme: Care Home 4 Brookfield, Providence Hill, Bursledon

Date Audit Completed: 18th April 2024

This response is to a Stage 1 Road Safety Audit to the design standard detailed within GG 119 of Volume 5, Section 2, Part 2, of the Design Manual for Roads and Bridges, as detailed by the Highways Agency.

RSA Problem	RSA Recommendation	Design Organisation response)	Overseeing Organisation response	Agreed RSA action
3.2.1 Location: Proposed junction with Providence Hill. Summary: Reduced visibility could lead to side impact collisions. The proposed access joins providence Hill, where the surrounding land to the northeast drops away. No details have been provided as to how this change in levels is to be accommodated. A slope of this nature could impact on visibility distances and additionally give rise to hill starting issues, which could lead to hesitation and require longer gaps in traffic to exit safely. Insufficient visibility and a pronounced	It is recommended that the access should be raised to meet Providence Hill with a minimal slope or incorporate a dwell area, further, that vertical profile details should be provided for assessment at Stage 2 Safety Audit.	Agreed - Further details of the access levels and visibility distances and vertical profiles will be assessed in a Stage 2 Road Safety Audit.		

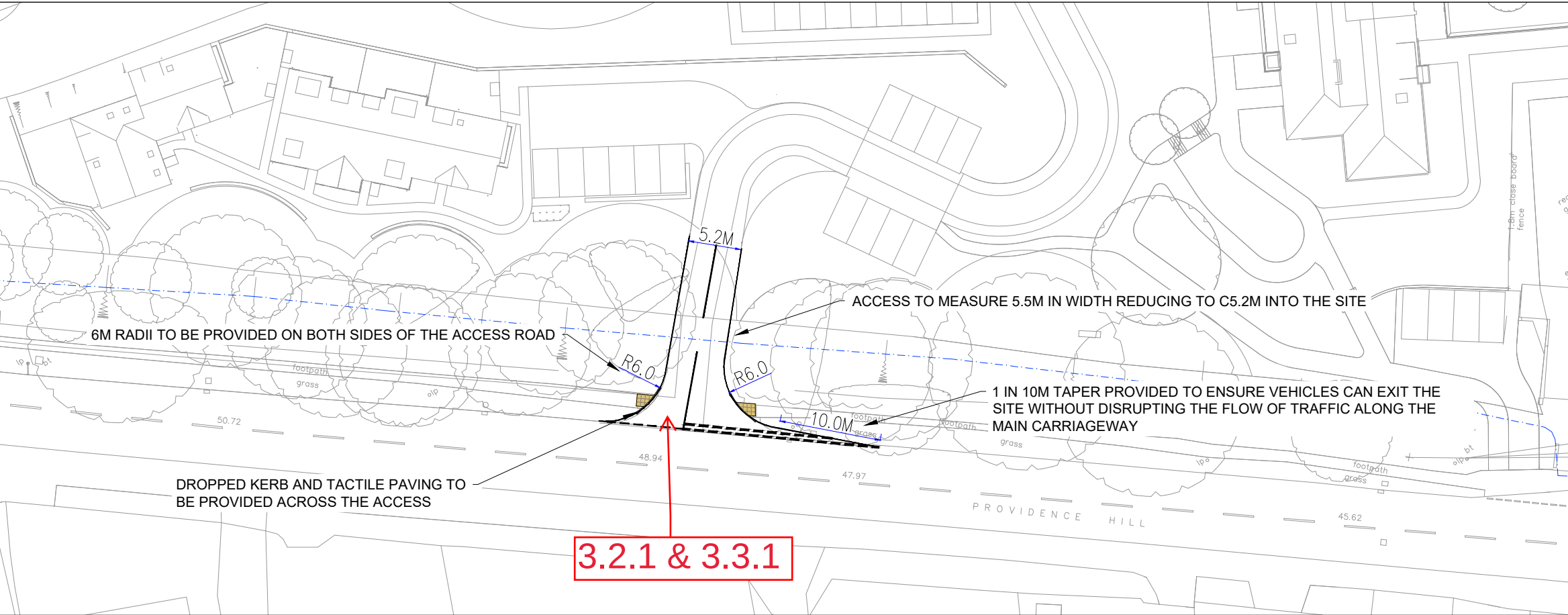
slope could lead to side impact collisions.				
3.3.1 Location: Proposed junction with Providence Hill. Summary: Inappropriate access radius could lead to rear end shunts. A radius of 6m is proposed at the access to the development, where this section of Providence Hill is subject to a 40mph speed restriction. There is concern that vehicles entering the access from the northwest may have to slow considerably due to the tightness of the radius, which could increase the risk of rear end shunts.	It is recommended that the junction should be eased to improve access to the development.	The sites access is designed in accordance with Hampshire County Council's TG2 and is therefore deemed to be appropriate. The access has been tracked for an 11.2m refuse vehicle at 10mph (in line with HCC guidance) to ensure large vehicles are able to safely access and egress the site without disrupting traffic flow along the carriageway of the A27 Providence Hill. In addition, widening the sites access would lead to a larger crossing distance for pedestrians. Therefore, no changes are proposed to the design of the site access.		

APPENDIX D: DESIGN ORGANISATION STATEMENT

PROJECT NAME: Stage 1 Care Home 4 Brookfield, Providence Hill, Bursledon	
On behalf of the Design Organisation I certify that: 1) The actions identified in response to the problems raised in this RSA have been discussed and agreed with the Overseeing Organisation	
Name	Caroline Duff
Signed	
Position	Transport Planner
Organisation	Paul Basham Associates Ltd
Date	25.04.2024

APPENDIX E: OVERSEEING ORGANISATION STATEMENT

PROJECT NAME: Stage 1 Care Home 4 Brookfield, Providence Hill, Bursledon	
On behalf of the Overseeing Organisation I certify that: 1) The actions identified in response to the problems raised in this RSA have been discussed and agreed with the Design Organisation; and 2) The agreed RSA actions will be progressed.	
Name	
Signed	
Position	
Organisation	
Date	



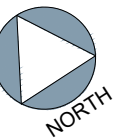
The drawings, information and data recorded in this document ("the information") is the property of Paul Basham Associates. This document and the information are solely for the use of the authorised recipient and this document may not be used, copied or reproduced in whole or part for any purposes other than which it was supplied by Paul Basham Associates. Paul Basham Associates makes no representation, undertakes no duty and accepts no responsibilities to any third party who may use or rely upon this document or the information.

GENERAL NOTES

- THIS DRAWING IS INTENDED TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS, DETAILS AND SPECIFICATIONS.
- ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
- ALL FIGURED DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALED DIMENSIONS. DO NOT SCALE THIS DRAWING.
- PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.
- THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS "CONSTRUCTION". PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.

KEY

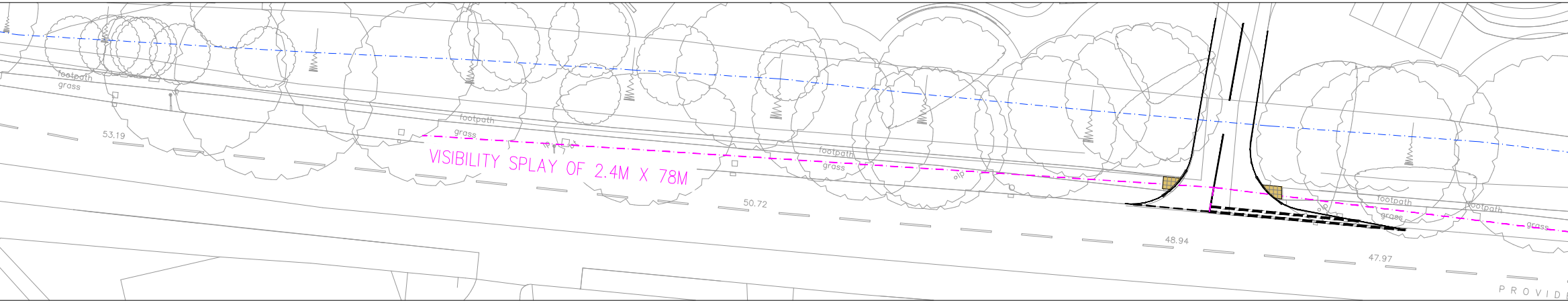
--- INDICATIVE HIGHWAY BOUNDARY



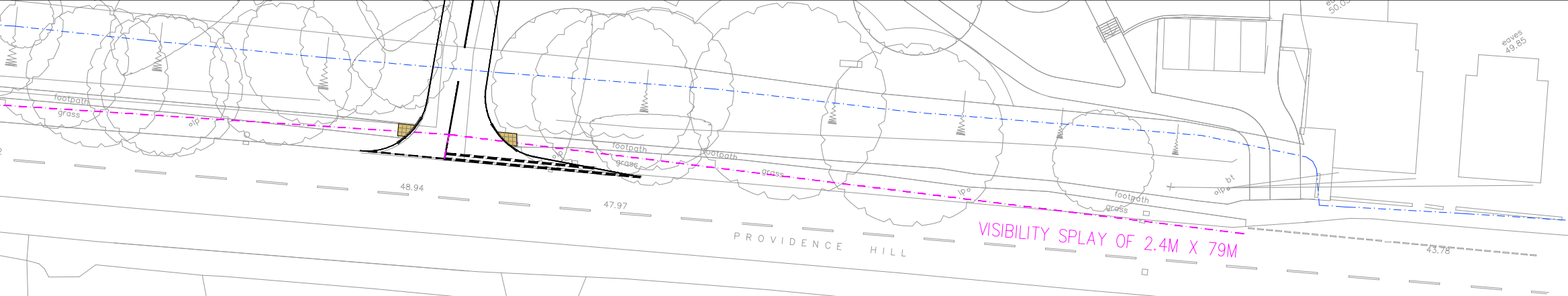
VISIBILITY SPLAYS

VISIBILITY SPLAYS HAVE BEEN BASED ON THE RECORDED VEHICLE SPEEDS FROM ATC SURVEYS UNDERTAKEN IN FEBRUARY 2024. THE ATCS WERE LOCATED C50M EACH SIDE OF THE PROPOSED ACCESS. THE VISIBILITY SPLAYS ARE BASED ON THE RECORDED 85TH PERCENTILE VEHICLE SPEEDS OF 38.8MPH SOUTHEASTBOUND AND 39.2MPH NORTHWESTBOUND.

ACCESS DESIGN



VISIBILITY SPLAY IN THE PRIMARY DIRECTION



VISIBILITY SPLAY IN THE SECONDARY DIRECTION

PRELIMINARY
DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
YOU ARE ADVISED TO MAKE DUE ALLOWANCE

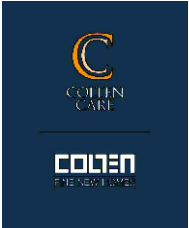
Project Name	CARE HOME 4 BROOKFIELD, PROVIDENCE HILL, BURSLEDON
Project Phase	PRELIMINARY

Title	ACCESS DESIGN AND VISIBILITY SPLAYS
-------	--



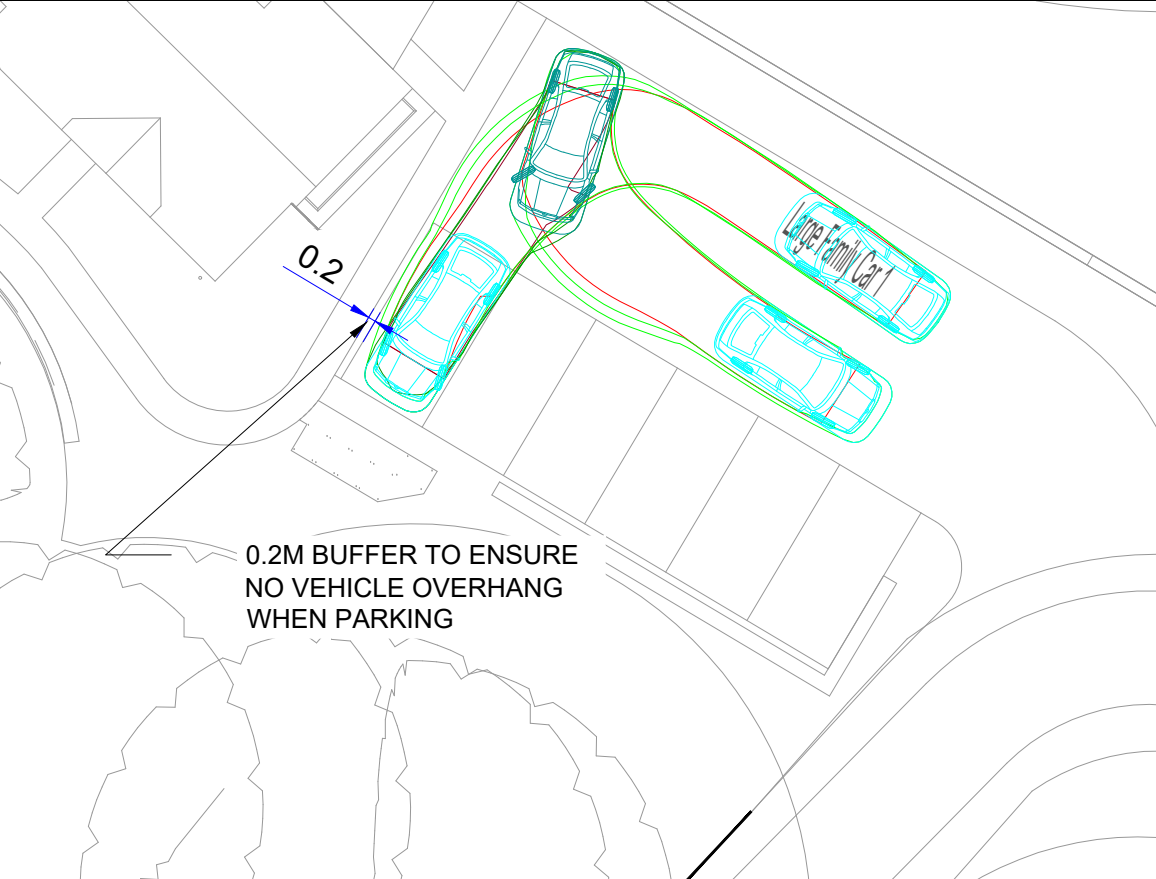
Paul Basham Associates Ltd
The Bothy, Cams Hall Estate, Fareham, PO16 8UT
01329 711 000
info@paulbashamassociates.com www.paulbashamassociates.com

Client



P03	UPDATED LAYOUT	05.04.24	OSC	CID
P02	UPDATED ACCESS DESIGN	27.02.24	CID	TAF
P01	FIRST ISSUE	22.02.24	CID	MDS
Rev	Description	Date	By	App'd
	Date Created	22.02.24	Drawn By CID	Approved By MDS
	PBA Project Number	197.0004	Scale	1:500 (AT A3)
	PBA Drawing No:	197.0004-0001	Revision	P03

CAR FORWARD PARKING AT CARE COTTAGES



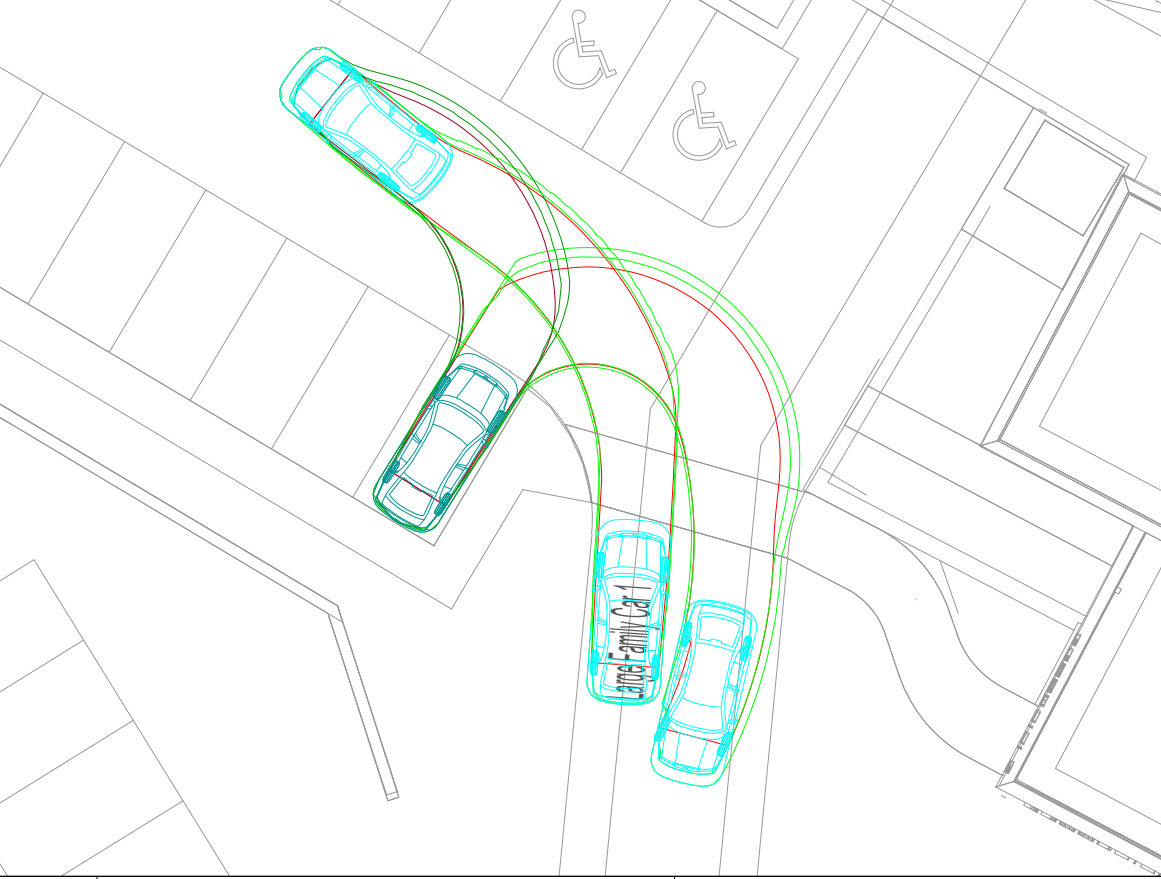
CAR REVERSE PARKING AT CARE COTTAGES



CAR REVERSE PARKING BETWEEN CARE HOME AND COTTAGES



CAR REVERSE PARKING AT CARE HOME

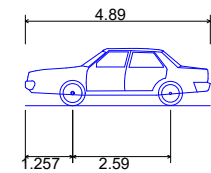


The drawings, information and data recorded in this document ("the information") is the property of Paul Basham Associates. This document and the information are solely for the use of the authorised recipient and this document may not be used, copied or reproduced in whole or part for any purposes other than which it was supplied by Paul Basham Associates. Paul Basham Associates makes no representation, undertakes no duty and accepts no responsibilities to any third party who may use or rely upon this document or the information.

GENERAL NOTES

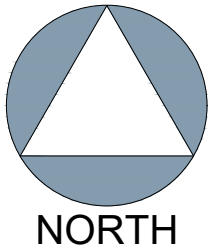
1. THIS DRAWING IS INTENDED TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS, DETAILS AND SPECIFICATIONS.
2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
3. ALL FIGURED DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALED DIMENSIONS. DO NOT SCALE THIS DRAWING.
4. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.
5. THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS "CONSTRUCTION". PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.

VEHICLE PROFILE



Large Family Car 1
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to lock time
Kerb to Kerb Turning Radius

4.890m
1.940m
1.512m
0.273m
1.890m
4.00s
5.100m



PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
YOU ARE ADVISED TO MAKE DUE ALLOWANCE

Project Name	CARE HOME 4 BROOKFIELD, PROVIDENCE HILL, BURSLEDON
Project Phase	PRELIMINARY

Title	LARGE FAMILY CAR SWEEP PATH ANALYSIS
-------	---



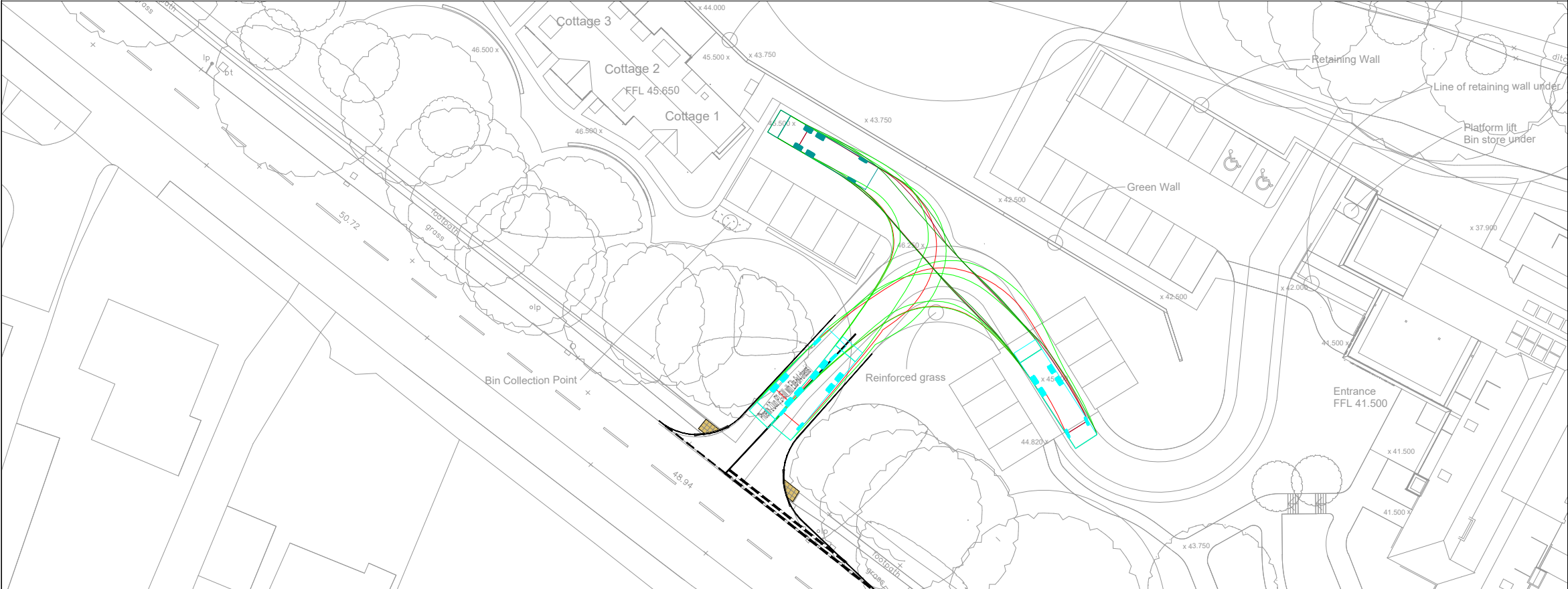
Paul Basham Associates Ltd
The Bothy, Cams Hall Estate, Fareham, PO16 8UT
01329 711 000
info@paulbashamassociates.com www.paulbashamassociates.com

Client

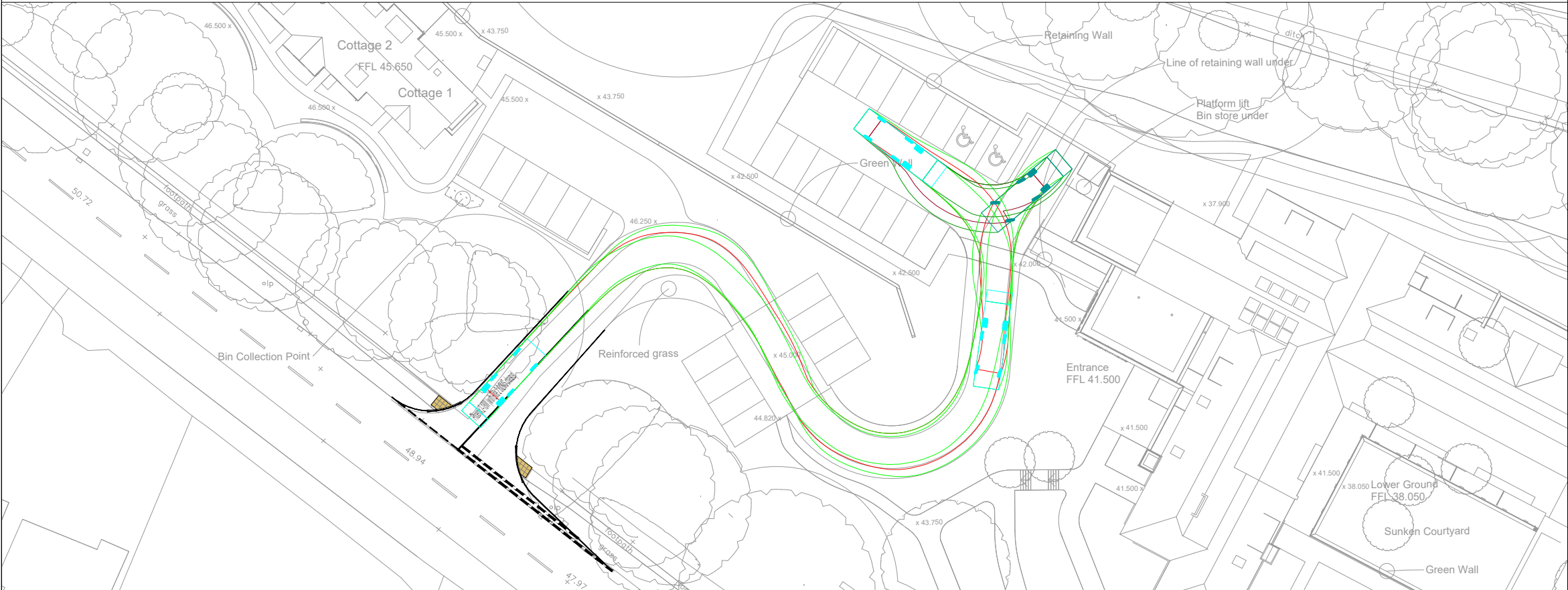


P01	FIRST ISSUE	05.04.24	OSC	CID
Rev	Description	Date	By	App'd
	Date Created	Drawn By	Approved By	Suitability Code
	04.04.24	OSC	CID	-
PBA Project Number		Scale	(AT A3)	
197.0004		1:200		
PBA Drawing No:				Revision
197.0004-0005				P01

REFUSE VEHICLE TRACKING FOR COTTAGES (11.2M)



REFUSE VEHICLE TRACKING FOR CARE HOME (9.6M)

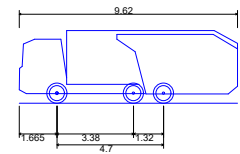


The drawings, information and data recorded in this document ("the information") is the property of Paul Basham Associates. This document and the information are solely for the use of the authorised recipient and this document may not be used, copied or reproduced in whole or part for any purposes other than which it was supplied by Paul Basham Associates. Paul Basham Associates makes no representation, undertakes no duty and accepts no responsibilities to any third party who may use or rely upon this document or the information.

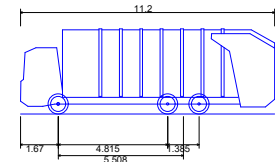
GENERAL NOTES

- THIS DRAWING IS INTENDED TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS, DETAILS AND SPECIFICATIONS.
- ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
- ALL FIGURED DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALED DIMENSIONS. DO NOT SCALE THIS DRAWING.
- PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.
- THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS "CONSTRUCTION". PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.
- ALL VEHICLES TRACKED AT 10MPH.

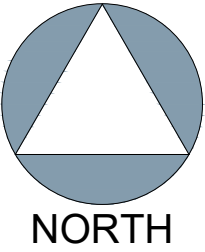
VEHICLE PROFILE



Phoenix 2-18W (with Elite 2 6x2MS chassis)
Overall Length 9.620m
Overall Width 2.530m
Overall Body Height 3.211m
Min Body Ground Clearance 0.416m
Track Width 2.530m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.550m



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
Overall Length 11.200m
Overall Width 2.530m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m



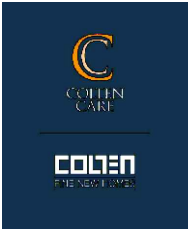
PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
YOU ARE ADVISED TO MAKE DUE ALLOWANCE

Project Name CARE HOME 4 BROOKFIELD, PROVIDENCE HILL, BURSLEDON	Title REFUSE VEHICLE SWEPT PATH ANALYSIS	 Paul Basham Associates Ltd The Bothy, Cams Hall Estate, Fareham, PO16 8UT 01329 711 000 info@paulbashamassociates.com www.paulbashamassociates.com	Client 	Date Created 04.04.24 Drawn By OSC Approved By CID Suitability Code -
Project Phase PRELIMINARY				PBA Project Number 197.0004 Scale 1:500 (AT A3)
				PBA Drawing No: 197.0004-0003 Revision P01



Paul Basham Associates Ltd
The Bothy, Cams Hall Estate, Fareham, PO16 8UT
01329 711 000
info@paulbashamassociates.com www.paulbashamassociates.com



FIRE TENDER TURNING AT CARE COTTAGES



FIRE TENDER TURNING AT CARE HOME

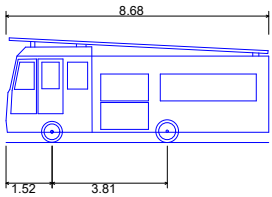


The drawings, information and data recorded in this document ("the information") is the property of Paul Basham Associates. This document and the information are solely for the use of the authorised recipient and this document may not be used, copied or reproduced in whole or part for any purposes other than which it was supplied by Paul Basham Associates. Paul Basham Associates makes no representation, undertakes no duty and accepts no responsibilities to any third party who may use or rely upon this document or the information.

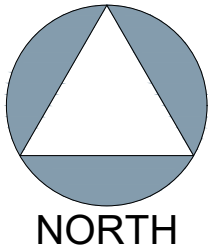
GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS, DETAILS AND SPECIFICATIONS.
2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
3. ALL FIGURED DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALED DIMENSIONS. DO NOT SCALE THIS DRAWING.
4. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.
5. THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS "CONSTRUCTION". PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.
6. VEHICLES TRACKED AT 10MPH.

VEHICLE PROFILE



DB32 Fire Appliance	
Overall Length	8.680m
Overall Width	2.180m
Overall Body Height	3.452m
Min Body Ground Clearance	0.337m
Max Track Width	2.121m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	7.910m



PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
YOU ARE ADVISED TO MAKE DUE ALLOWANCE

Project Name CARE HOME 4 BROOKFIELD, PROVIDENCE HILL, BURSLEDON	Title FIRE TENDER SWEEP PATH ANALYSIS	<
---	---	---

Appendix I

Calculation Reference: AUDIT-247601-240220-0215

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : F - CARE HOME (ELDERLY RESIDENTIAL)
TOTAL VEHICLES

<u>Selected regions and areas:</u>		
02	SOUTH EAST	
	SP SOUTHAMPTON	1 days
	WS WEST SUSSEX	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	NN NORTH NORTHAMPTONSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	BP BLACKPOOL	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of residents
Actual Range: 17 to 60 (units:)
Range Selected by User: 17 to 180 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 13/06/22

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	2 days
Tuesday	3 days
Thursday	1 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	5

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	5
No Sub Category	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	4 days - Selected
Servicing vehicles Excluded	3 days - Selected

Secondary Filtering selection:

Use Class:

C2 7 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
25,001 to 50,000	4 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	5 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	7 days
----	--------

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	7 days
-----------------	--------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	BP-05-F-01 LYTHAM ROAD BLACKPOOL SQUIRES GATE Edge of Town Residential Zone Total Number of residents: Survey date: TUESDAY	NURSING HOME 31 27/09/16	BLACKPOOL Survey Type: MANUAL
2	NN-05-F-01 MALHAM DRIVE KETTERING Edge of Town No Sub Category Total Number of residents: Survey date: MONDAY	NURSING HOME 60 13/06/22	NORTH NORTHAMPTONSHIRE Survey Type: MANUAL
3	NY-05-F-05 SEAGRIM CRESCENT RICHMOND Edge of Town Residential Zone Total Number of residents: Survey date: MONDAY	NURSING HOME 37 04/03/19	NORTH YORKSHIRE Survey Type: MANUAL
4	SF-05-F-01 COLCHESTER ROAD IPSWICH Edge of Town Residential Zone Total Number of residents: Survey date: FRIDAY	CARE HOME 17 18/09/15	SUFFOLK Survey Type: MANUAL
5	SP-05-F-01 BOTLEY ROAD SOUTHAMPTON Edge of Town No Sub Category Total Number of residents: Survey date: TUESDAY	CARE HOME 42 24/11/15	SOUTHAMPTON Survey Type: MANUAL
6	TW-05-F-03 MOORE STREET GATESHEAD FELLING SHORE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents: Survey date: THURSDAY	NURSING HOME 52 02/05/19	TYNE & WEAR Survey Type: MANUAL
7	WS-05-F-02 WYKEHAM ROAD WORTHING Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents: Survey date: TUESDAY	NURSING HOME 54 17/05/22	WEST SUSSEX Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

TOTAL VEHICLES

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	42	0.113	7	42	0.072	7	42	0.185
08:00 - 09:00	7	42	0.065	7	42	0.055	7	42	0.120
09:00 - 10:00	7	42	0.078	7	42	0.048	7	42	0.126
10:00 - 11:00	7	42	0.078	7	42	0.055	7	42	0.133
11:00 - 12:00	7	42	0.068	7	42	0.078	7	42	0.146
12:00 - 13:00	7	42	0.078	7	42	0.096	7	42	0.174
13:00 - 14:00	7	42	0.113	7	42	0.058	7	42	0.171
14:00 - 15:00	7	42	0.082	7	42	0.126	7	42	0.208
15:00 - 16:00	7	42	0.123	7	42	0.191	7	42	0.314
16:00 - 17:00	7	42	0.044	7	42	0.089	7	42	0.133
17:00 - 18:00	7	42	0.031	7	42	0.048	7	42	0.079
18:00 - 19:00	7	42	0.041	7	42	0.041	7	42	0.082
19:00 - 20:00	7	42	0.051	7	42	0.034	7	42	0.085
20:00 - 21:00	7	42	0.058	7	42	0.058	7	42	0.116
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.023			1.049			2.072

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:
 17 - 60 (units:)

Survey date date range:
 01/01/15 - 13/06/22

Number of weekdays (Monday-Friday):
 7

Number of Saturdays:
 0

Number of Sundays:
 0

Surveys automatically removed from selection:
 0

Surveys manually removed from selection:
 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Appendix J

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	MW MEDWAY	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
Actual Range: 8 to 10 (units:)
Range Selected by User: 6 to 10 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 08/06/21

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Wednesday 2 days
Friday 1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count 3 days
Directional ATC Count 0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre) 1
Edge of Town 1
Neighbourhood Centre (PPS6 Local Centre) 1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone 2
Village 1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 2 days - Selected
Servicing vehicles Excluded 2 days - Selected

Secondary Filtering selection:

Use Class:

C3 3 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	1 days
125,001 to 250,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.6 to 2.0	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	3 days
----	--------

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	3 days
-----------------	--------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	MW-03-A-01 ROCHESTER ROAD NEAR CHATHAM BURHAM Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 8 Survey date: FRIDAY 22/09/17	DETACHED & SEMI-DETACHED	MEDWAY	Survey Type: MANUAL
2	NF-03-A-03 HALING WAY THETFORD Edge of Town Residential Zone Total No of Dwellings: 10 Survey date: WEDNESDAY 16/09/15	DETACHED HOUSES	NORFOLK	Survey Type: MANUAL
3	NY-03-A-13 CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 10 Survey date: WEDNESDAY 10/05/17	TERRACED HOUSES	NORTH YORKSHIRE	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
HF-03-A-04	08/06/21	Survey taken during COVID-19

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 TOTAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	9	0.143	3	9	0.357	3	9	0.500
08:00 - 09:00	3	9	0.107	3	9	0.286	3	9	0.393
09:00 - 10:00	3	9	0.071	3	9	0.143	3	9	0.214
10:00 - 11:00	3	9	0.179	3	9	0.107	3	9	0.286
11:00 - 12:00	3	9	0.036	3	9	0.179	3	9	0.215
12:00 - 13:00	3	9	0.286	3	9	0.179	3	9	0.465
13:00 - 14:00	3	9	0.179	3	9	0.179	3	9	0.358
14:00 - 15:00	3	9	0.214	3	9	0.214	3	9	0.428
15:00 - 16:00	3	9	0.214	3	9	0.071	3	9	0.285
16:00 - 17:00	3	9	0.250	3	9	0.214	3	9	0.464
17:00 - 18:00	3	9	0.250	3	9	0.071	3	9	0.321
18:00 - 19:00	3	9	0.107	3	9	0.107	3	9	0.214
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.036			2.107			4.143

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:
 Survey date date range:
 Number of weekdays (Monday-Friday):
 Number of Saturdays:
 Number of Sundays:
 Surveys automatically removed from selection:
 Surveys manually removed from selection:

8 - 10 (units:)
 01/01/15 - 08/06/21
 4
 0
 0
 1
 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.