

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

Hampshire 2050
The Castle
Winchester, Hampshire SO23 8UD

Telephone: 0300 555 1375
Fax: 01962 847055

www.hants.gov.uk

Enquiries To Matt Grantham

My reference 053265

Direct Line

Your reference F/24/97312

Date 29 May 2024

Email eastleighdc@hants.gov.uk

Dear Ms Altman,

Land adjoining 4 Brookfield, Providence Hill, Bursledon.,

Construction of Residential Care Community, comprising a 73-bed care home (Use Class C2) and 5 x 2-bedroom close care cottages (Use Class C3 age restricted), with associated access, internal access road, parking, landscaping and infrastructure

In regard to application F/24/97312, having reviewed the information contained within the application pack, whilst there would be no objection in principle to the proposals from a highway perspective, additional vehicle tracking drawings are requested, and conditions should be applied as outlined below.

ACCESS:

Access in to the site is proposed by a standard bell mouth junction that will be subject to the S278 process -

<https://www.hants.gov.uk/transport/developers/constructionstandards>

As demonstrated in PBA Drawing No. 197.0004.001 Rev PO3, required sight lines are achievable, set against speed survey data, and this takes account of the parking layby located to the south east, which will not obstruct visibility to the south east even when cars are parked within it.

In addition to this, an Independent Road Safety Audit (M&S Traffic 18/04/2024) has been received that did not raise the potential for restricted visibility due to vehicles

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being parked in the layby, and as such it is considered that the proposed site access is fit for purpose.

In terms of vehicle movements through the access junction, vehicle tracking diagrams have been appended to the Transport Assessment, and these demonstrate how two-way car movements can be achieved within the designated lanes out onto Providence Hill.

Whilst a refuse vehicle does require movement out of the designated lane, this is acceptable from a planning perspective given the infrequency of movements involved. However it will be assessed further as part of the S278 process and could result in minor updates being required. Given this, it would be recommended that the applicants enter into the S278 process at their earliest convenience, and the following web page gives further details - <https://www.hants.gov.uk/transport/developers/section-278>

INTERNAL-SITE LAYOUT:

Whilst it is understood that the internal site will not be put forward for adoption by HCC as Local Highway Authority, the internal site layout has been reviewed regardless.

The internal access road is winding in nature which will assist in keeping speeds slow, however it is not clear to what extent the site topography may impact upon bends and the angles that vehicles (particularly delivery and refuse collections) may be subject to, given the level differences on site. As such it is recommended that this is reviewed by the applicants.

Onwards, tracking diagrams have been provided for refuse and fire tender vehicles maneuvering around site. These show how tight movements will be, and that there is limited opportunity for cars to pass these larger vehicles (likely inclusive of more frequent delivery vehicles).

Additionally, no vehicle tracking diagrams have been provided which demonstrate the two-way car movements are achievable, which would be the most common movement on site and should be allowed for in order to provide easy and safe internal access.

As such, it would be requested that the applicants undertake further vehicle tracking exercises to either ensure that all vehicles can pass each other on site, or that appropriate passing places are provided in order to remove the potential need for elongated reversing movements.

With regard to pedestrian movements around site, internally these are well catered for with formal footways linking the main 73-bed care home to parking and recreational areas of the site, as well as a link onto the existing footway network running alongside Providence Hill.

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The footway provision between the main 73-bed care home and the close care cottages is however not as well served, with a need to walk on the internal access road with no dedicated footway. Given the level of mobility issues typical in residents of such a facility, it is recommended that developers look to provide an additional off road footway link between the two areas of the site, as well as an additional western link onto Providence Hill. Without this, residents will need to take an elongated walk to the south eastern link, or negotiate the access junction which would not be recommended.

PARKING:

On-site parking is provided for, accessed off of the internal access road and split into four different areas, three of which provide a total of 30 care related parking bays, and one which retains 4 parking bays for the use of residents of adjacent dwellings on Providence Hill.

The layout of these is generally acceptable, with adequate 6.0m aisle widths for easy turns, and parking bays that look to conform to current standards (2.4 x 4.8m) though the Case Officer may wish to request that these are increased to meet the 'draft' EBC Parking Standards dimensions of 2.5 x 5.0m accordingly. It would also be recommended that parking spaces adjacent to landscaped areas are also widened by 0.3m in order to provide a step out strip onto a hard surface rather than require a step onto landscaping that may turn into mud during wet weather periods.

The quantum of parking has not been assessed as this is a function for EBC as Local Parking Authority, whereby the EBC Parking Standards should be adhered to. Given the layout of the site however, it would not be anticipated that overspill parking would occur, however any parking shortfall could result in obstructive (physical and visual) parking on site.

Cycle parking is provided for, with the provision of 19 spaces across the site - 12 for the close care cottages and 7 for the care home. Again the Case Officer should check this conforms to the EBC Parking Standards. Final details of this parking should be covered via a condition.

TRIP GENERATION:

Anticipated trip generation is covered in section 5 of the submitted Transport Assessment, and outlines that there will be an anticipated total of 6 arrivals and 5 departures during the AM Peak period (0800-0900), 3 arrivals and 4 departures in the PM peak period (1700-1800), and 172 movements across a typical 12 hour period on a daily basis.

Clearly this additional number of trips will be negligible during peak periods when compared to the existing flows that utilise Providence Hill and the surrounding highway network, and in line with the NPPF, with no significant impact occurring as a result of the development proposals, there is no justifiable reason to object from a trip

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generation / highway network perspective.

DEVELOPER CONTRIBUTIONS:

As outlined above, and in the associated Transport Assessment, there is an acknowledgement that additional trips will be generated on the local highway network as a result of the development proposals, and that there will be a greater reliance upon sustainable modes such as cycle and bus travel to and from the site.

As such, the developer contribution of £92,020 is requested, with the contributions going towards:

- Cycle infrastructure improvements in the local vicinity;
- Bus service and infrastructure improvements (inclusive of Real Time Information screens);
- and
- Improvements to the local highway network.

In addition, a contribution of £12,000 is requested for Traffic Regulation Orders (TROs) associated with the site, such as parking restrictions on the access junction to ensure visibility splays are maintained.

CONDITIONS:

CONSTRUCTION METHOD STATEMENT REQUIRED

No development shall start on site until a construction method statement has been submitted to and approved in writing by the Planning Authority, which shall include:

- (a) A programme of and phasing of demolition (if any) and construction work;
- (b) The provision of long term facilities for contractor parking;
- (c) The arrangements for deliveries associated with all construction works;
- (d) Methods and phasing of construction works;
- (e) Access and egress for plant and machinery;
- (f) Protection of pedestrian routes during construction;
- (g) Location of temporary site buildings, compounds, construction material, and plant storage areas;
- (h) Details of the methodology for ensuring dirt is not transferred onto the highway from the site (i.e. wheel washers), and onwards mitigation should this fail, such as the employment of mechanical road sweepers, and the subsequent refresh of street lining (as and when required) should this be damaged during the process.

Demolition and construction work shall only take place in accordance with the approved method statement.

Reason - In order that the Planning Authority can properly consider the effect of the works on the amenity of the locality.

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PARKING PROVISION

Before use of the development is commenced provision for parking shall have been made within the site in accordance with the approved plans and shall be retained thereafter.

Reason - To ensure adequate on-site car parking provision for the approved development.

CYCLE STORE - DETAILS REQUIRED

No development shall start on site until plans and particulars showing details of the provisions of cycle storage within the site have been submitted and approved in writing by the Planning Authority. The development shall be carried out in accordance with the approved details before the use of the development is commenced and shall be retained thereafter.

Reason - To ensure adequate provision within the site.

ACCESS CONSTRUCTION PROVISION

No development shall start on site until the access, including the footway and/or verge crossing shall be constructed and lines of sight provided in accordance with the approved plans. The lines of sight splays shown on the approved plans shall be kept free of any obstruction exceeding 0.6 metre in height above the adjacent carriageway and shall be subsequently maintained so thereafter.

Reason - To provide satisfactory access and in the interests of highway safety.

Yours sincerely,

Matt Grantham

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