

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 054034

Direct Line

Your reference F/24/97312

Date 15 August 2024

Email eastleighdc@hants.gov.uk

Dear Ms Altman,

Land adjoining 4 Brookfield, Providence Hill, Bursledon

Construction of Residential Care Community, comprising a 69-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 (amended description).

In regard to application F/24/97312, and following on from the previous HCC consultation responses dated 29 May 2024 and 18 June 2024, it is understood that a change in development quantum (reduction from a 73 to 69-bed care home, with the 5 x 2-bed close care cottages remaining) has been made, and updated information has been submitted accordingly as part of the application pack.

Having reviewed this information, there remains no objection in principle to the application from a highway perspective, subject to consideration of the comments outlined below with revised plans provided is acceptable, developer contributions being agreed, and conditions being applied accordingly.

ACCESS:

In terms of the main access in to the site no changes have been made to previous iterations, with access being proposed by a standard bell mouth junction that will be subject to the S278 process -

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

Director of Hampshire 2050
Garry Westbrook

As demonstrated in PBA Drawing No. 197.0004.001 Rev PO5, 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, as outlined in a previous consultation response, 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 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>

In terms of the second vehicle access further south east along Providence Hill, adjacent to the Brookfield Cottages, this is discussed below under the parking section.

INTERNAL-SITE LAYOUT:

As outlined in a previous consultation response, 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, and site topography drawings have now been received which demonstrates that the applicant is aware of bends and the angles that vehicles (particularly delivery and refuse collections) may be subject to, given the level differences on site and are happy with this element of the private site.

Onwards, tracking diagrams have again 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).

However, it is noted that additional drawings now show tracking for two cars passing (acceptable) and also the intervisibility between a car and delivery vehicle / refuse

Director of Hampshire 2050
Gary Westbrook

vehicle which will enable vehicles to stop and wait for a pass at appropriate points within the site. This will negate the potential for a vehicle to have to back up onto the highway should conflicting movements occur.

With regard to pedestrian movements around site, internally these are well catered for with formal footways linking the main 69-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.

As outlined in a previous consultation response, the footway provision between the main 69-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 was 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.

It is noted that additional links have not been added to the amended site layout plan, however this would not be a point of objection from a highways perspective, it was a simple note for betterment of facilities on the private site.

PARKING:

On-site parking is provided for, accessed off of the internal access road and split into four different areas, the main three of which are taken from the main site access and provide a total of 30 care related parking bays, and one which is accessed through an existing vehicle access to the north of Brookfield Cottages and provides a further 4 parking bays for the use by the care home.

The layout of the main three areas are 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 is also noted that as previously recommended, all but one of the parking spaces adjacent to landscaped areas have been 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. This is welcomed.

In regard to the 4 parking spaces located off the secondary access adjacent to the Brookfield Cottages, it is noted that the layout provided is not so appropriate. At the present time, it is understood that this existing parking area is utilised informally by neighbouring cottage residents, with no formal layout which appears to work well with appropriate spacing between vehicles, and angles of entry utilising the space available without any resulting 'blocking in'.

However, the application site plans look to formalise the parking with formally laid out

Director of Hampshire 2050
Gary Westbrook

bays and a widening of the existing access off of Providence Hill. Unfortunately, with bays marked out, the resulting aisle width used for turning is well below the 6.0m recommended, and as such turning manoeuvres will be anticipated to be difficult at best.

Given the low quantum of parking proposed in this area, it would be recommended that either:

- (a) the layout remains as existing, essentially being self enforcing in terms of vehicle position and capacity; or
- (b) the layout is revised to fully allow for turning to be undertaken - i.e. through the widening of bays to allow for early wheel turning.

If deemed acceptable by the developer, plans should be updated to reflect these changes accordingly.

With the proposed widening of the access into the site, it is also noted that this would require the use of land that currently has a formal driveway positioned and utilised by the end Brookfield Cottage.

Again given the capacity of this car park (4 spaces), it would be acceptable in this instance for the developer to simply retain the existing access due to the low level of vehicle movements anticipated to utilise the area, particularly given the historical use which appears to have been undertaken without incident. The developer may however wish to provide a formal surface to prevent breakup over time, and also given it provides a combined link for pedestrians in and out of the site onto Providence Hill.

By retaining access 'as is', it will also negate the need to remove the existing driveway associated with the end dwelling of Brookfield Cottages, which as outlined in the associated Transport Assessment appears to provide private parking for up to 3 residential parking spaces.

With the 3 spaces for the end dwelling, the adjacent parking layby can be utilised for the remaining three Brookfield Cottages, and with up to 6 spaces available here (averaging 2 per dwelling), parking should be adequate if the EBC Parking Standards are taken into account.

Looking at the parking quantum as a whole for the overall site, whilst this has not been assessed as this is a function for EBC as Local Parking Authority, whereby the EBC Parking Standards should be adhered to, it is understood from the Case Officer that there was a shortfall in car parking under the previous site plans for 73-bed care home and 5 x 2-bed close care cottages.

This shortfall will of course be reduced through the reduction in the care home bed capacity (reducing to 69), however it is noted from information contained within the

Director of Hampshire 2050
Gary Westbrook

Transport Assessment that the shortfall is reduced to 3 (section 4.21). Whilst this figure will need to be reviewed by the Case Officer, such a shortfall would be acceptable from a highway perspective, given:

- (a) the potential for non-formal parking on the site at sections of the access road which allow for passing;
- (b) the distance from the main care home to external areas where off site parking may occur likely to be prohibitive;
- (c) the agreement from the developer to provide S106 funding for Traffic Regulation Orders (double yellow lines) which can be placed on Providence Hill to ensure no roadside or verge parking takes place in the proximity of the access junction, ensuring visibility splays are retained; and
- (d) it is noted that a Travel Plan has been submitted as part of the application pack, and with this in place and being correctly promoted by the developer, it would be anticipated that single occupancy car use could well be reduced further on site, reducing parking requirements accordingly.

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

TRIP GENERATION:

An update to the anticipated trip generation is covered in section 5 of the submitted Transport Assessment, and outlines that there will be an anticipated total of 4 arrivals and 4 departures during the AM Peak period (0800-0900), 2 arrivals and 3 departures in the PM peak period (1700-1800), and 143 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 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, a developer contribution of £76,505 is requested, with the contributions going towards:

- Cycle infrastructure improvements in the local vicinity;
- Bus service and infrastructure improvements (inclusive of Real Time Information

Director of Hampshire 2050
Gary Westbrook

screens); and
- Improvements to the local highway network.

In addition, as agreed with the applicant and noted within the Transport Assessment, 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.

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

Director of Hampshire 2050
Gary Westbrook

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

Director of Hampshire 2050
Gary Westbrook