Land adjacent to 4 Brookfield, Providence Hill, Bursledon

REVISED APPLICATION TRAVEL PLAN

April 2025

Colten Care Ltd

CARE DEVELOPMENT
LAND ADJACENT TO 4 BROOKFIELD
PROVIDENCE HILL, BURSLEDON

REVISED APPLICATION TRAVEL PLAN

CONTROLLED DOCUMENT

Document No:	197.0004/RATP/2	
Status:	Original	
	Name	*Date*
Prepared by:	Caroline Duff	March 2025
Checked by:	Mark Smith	March 2025
Approved by:	Mark Smith	March 2025

Revision Record				
Rev.	*Date*	*By*	*Summary of Changes*	*Aprvd*
2	04.04.25	CID	Clients Comments	MDS

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1. INTRODUCTION

1.1 This Revised Application Travel Plan (RATP) has been prepared by Paul Basham Associates on behalf of Colten Care Ltd to support the full planning consent for the erection of a 68-bed care home (Use Class C2) and 3 close-care cottages (Use Class C3 Age Restricted) with associated access, internal access roads, parking, landscaping and infrastructure, on land adjacent to 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**.

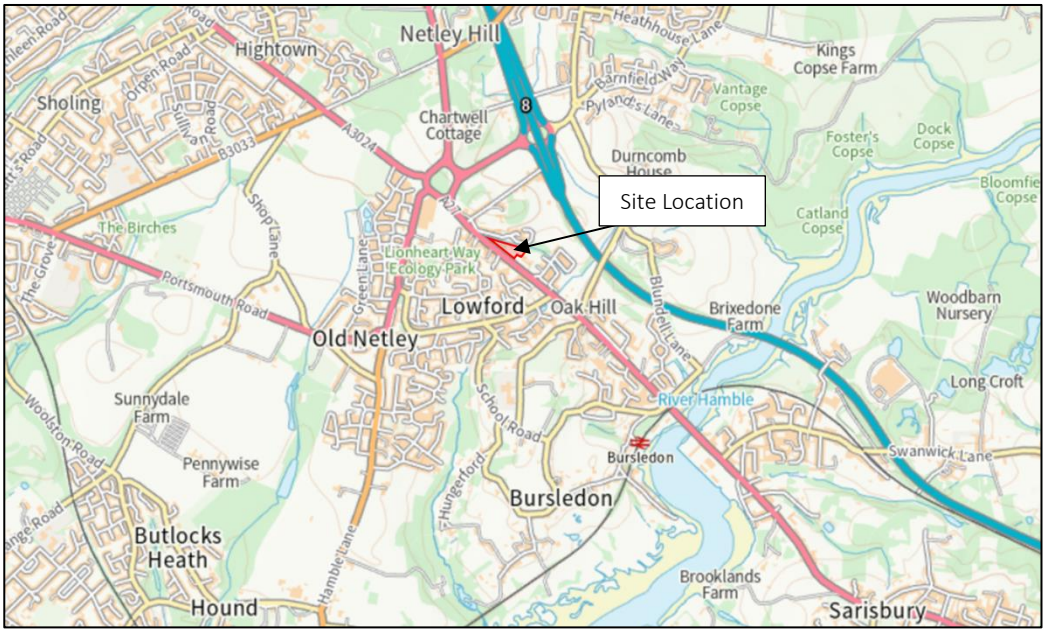

Figure 1: Site Location

1.3 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.

1.4 An application (ref: F/24/97312) was submitted in April 2024 for a 69-bed care home and 5 close-care cottages which was refused in November 2024 (against officer recommendation) due to member concerns related to parking provision and access. This revised scheme has been updated to further address parking provision, however, the access remains as previously proposed as a Road Safety Audit and Hampshire County Council as the highway authority did not find safety concerns with the design.

1.5 In addition to this Travel Plan a Transport Statement has been prepared, outlining the full planning history for the site, existing site conditions and accessibility, the development proposals, the anticipated impacts of the development in relation to transportation and highways. Therefore, this Travel Plan should be read in conjunction with that document.

Purpose of the Travel Plan

1.6 A TP is a strategy for managing travel demand to a development site by addressing the travel needs of its future users, reducing the impact of car travel by promoting and facilitating the use of sustainable modes of transport, encouraging a reduced need to travel and increasing sustainable travel practices where appropriate. This TP supports access to a full range of local facilities and activities for future site users, whilst encouraging good design principles and working with the local community.

1.7 A TP is an evolving process initiated by a front-loading exercise through site visits, the completion of a TP, and frequent meetings and conversations between its authors (Paul Basham Associates), the client (Colten Care Ltd) and the Local Authorities (EBC and HCC). As such the TP will develop over time following feedback received from monitoring exercises, local developments in sustainable transport and other external factors.

Travel Plan Principles

1.8 A successful TP must follow a set of principles to be determined acceptable and create a sustainable development. A TP must be Transparent, Realistic, Achievable, Committed, Enforceable and Sustainable (TRACES), as outlined in HCC guidance. This TP therefore aims to demonstrate that there are sustainable local travel options available, and measures proposed, along with an implementation and monitoring strategy.

Hampshire Highways Comments

1.9 On 23rd May 2024 HCC provided highways comments on the previous scheme under application F/24/97312 (**Appendix B**) which are fully set out within the Transport Statement. Those relevant to the Travel Plan and the updated scheme are summarised below:

- Footway provision between the care home and care cottages. Given the level of mobility issues typical in residents of such 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 and additional western link onto Providence Hill.
- A developer contribution towards: Cycle infrastructure improvements, Bus service and infrastructure improvements 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.

Travel Plan Structure and Approach

1.10 This TP will follow the following structure:

- Chapter 2 – Travel Plan Policy
- Chapter 3 – Existing Conditions and Local Accessibility
- Chapter 4 – Proposed Development
- Chapter 5 – Indicative Baseline and Targets
- Chapter 6 – Travel Plan Strategy
- Chapter 7 – Implementation and Monitoring

2. TRAVEL PLAN POLICY

2.1 This TP 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)
- HCC's 'A Guide to Development Related Travel Plans'
- 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 2024) 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.109)***
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.110)***
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. 118)***

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 BTD1; 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 BTD1); 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 BTD1); and • Monitor the effectiveness of our approach and adapt it to changing transport needs.

HCC's 'A Guide to Development Related Travel Plans'

2.5 This document provides guidance on the preparation of Travel Plans including thresholds for requiring a Travel Plan, guidance on what to include in Travel Plans and the management and monitoring process.

Eastleigh Borough Local Plan (2016-2036)

2.6 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)

2.7 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)

2.8 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.

2.9 This TP 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)	85th Percentile Speed (5-day average)
Northwestbound	6098	39.2mph
Southeastbound	6185	38.8mph

Table 1: ATC Survey Results

Local Facilities

3.5 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

3.6 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.

3.7 Isochrone maps have been created for a 20-minute walking distance and 10-minute cycle distance from the site which can be seen in **Figures 2** and **3** respectively. It should be noted that whilst the cycling map only shows a 10- minute cycle distance, destination such as Locks Heath, Whiteley, and Boorley Green are within a 20-minute cycle from the site.

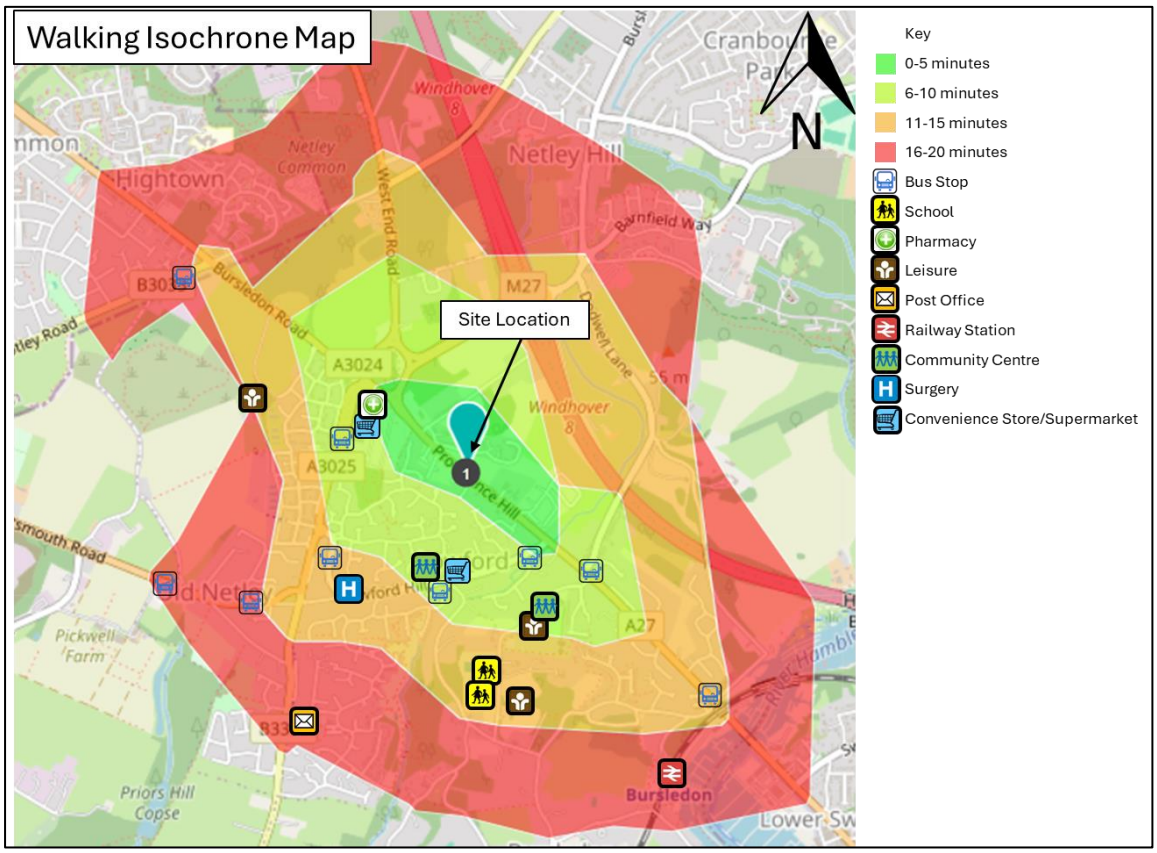

Figure 2: Walking Isochrone Map

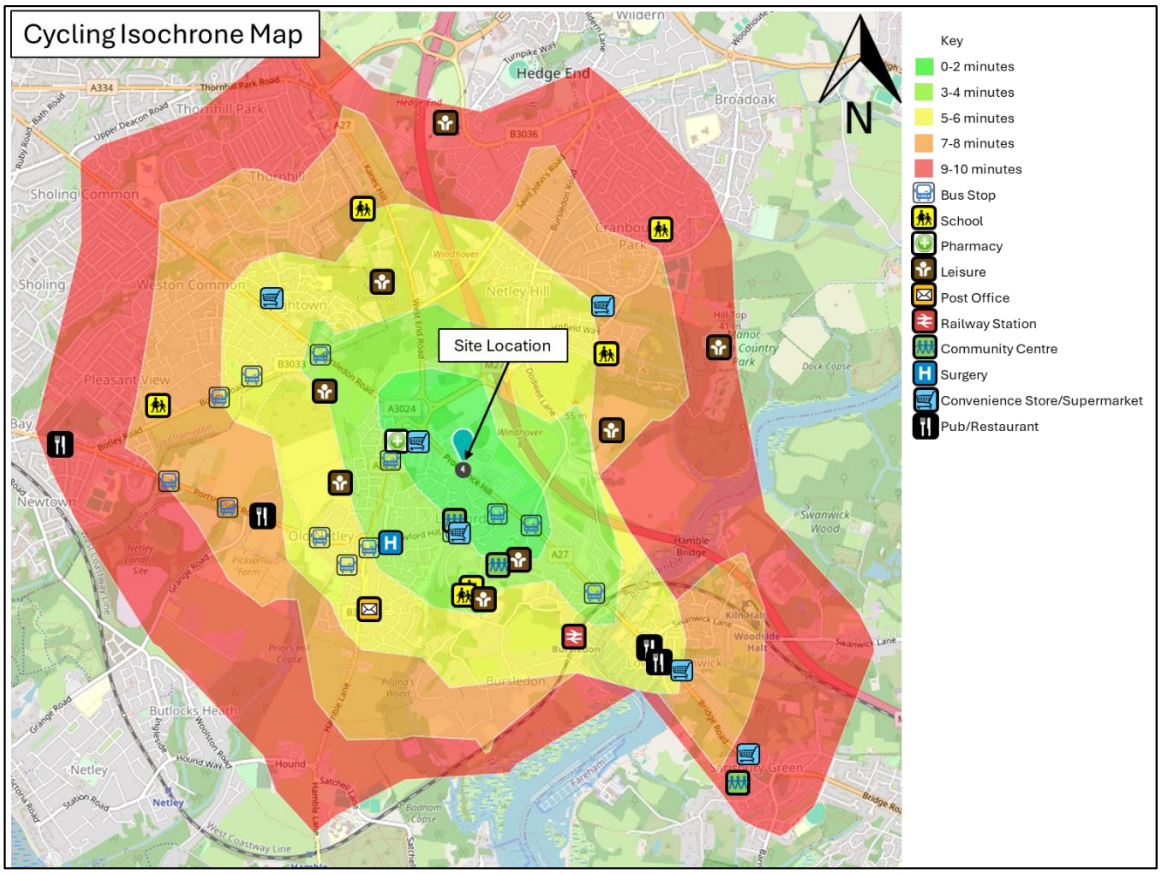

Figure 3: Cycling Isochrone Map

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 4**. 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.

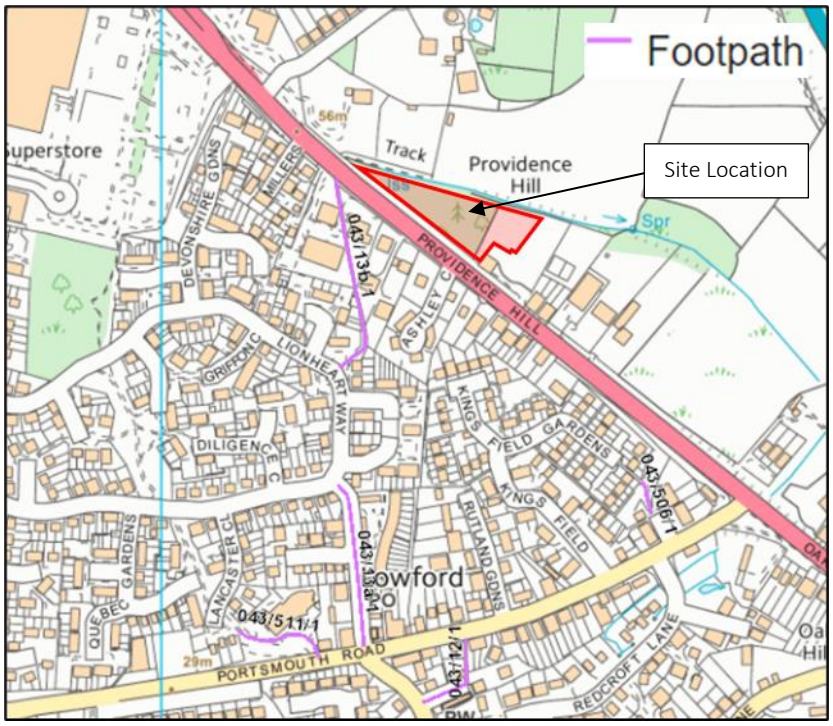

Figure 4: Public Rights of Way (PRoW) in the vicinity of the site

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 5**.

Figure 5: 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.

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. A journey to Southampton takes approximately 25 minutes whilst a journey to Fareham takes approximately 30 minutes. 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 train 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). This makes rail travel suitable for both commuter and leisure travellers.

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.

Summary

3.21 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.

4. PROPOSED DEVELOPMENT

4.1 The proposed development is for the erection of a 68-bed care home (Use Class C2) and 3 close-care cottages (Use Class C3 Age Restricted) with associated access, internal access roads, parking, landscaping and infrastructure.

4.2 Information has been provided by the client to understand the likely staffing levels of the care home and up to 20 staff are anticipated on site at any one time, likely to reduce to 10 staff overnight.

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 agreed with EBC highway officers at the preapplication 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 5.5m wide bellmouth with 6m radii (in line with HCC TG2 guidance) 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 can be seen within the appendices within the TS.

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. A Stage 1 Road Safety Audit (RSA) was also carried out as part of this application, however, no design changes were made as a result of this as detailed within the TS.

4.6 In addition, in the southeastern cover of the site, located west of 4 Brookfield is an existing parking area, accessed via a vehicle crossover. The access to this area is set to remain as existing and retain the existing parking bays for the existing dwellings of 1-3 Brookfield (1 space per dwelling) and one space for the care home.

Visibility

4.7 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.

4.8 Although Providence Hill is subject to a 40mph speed limit across the site frontage, speed surveys were undertaken between 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 demonstrated within the TS.

4.9 Pedestrian access will take the form of a footpath from Providence Hill in the southeastern corner of the site which will then connect to the internal road layout between the care cottages and care home, which will have a c1.2m marked area along the carriageway for pedestrians to provide pedestrian connectivity across the site (**Appendix A**). There will also be a marked pedestrian route along the carriageway from the main access. A footpath will also be provided to the care home from Providence Hill which will also provide access around the perimeter of the building. No formal footway could be provided to the west of the site due to the levels and therefore, the only pedestrian access onto Providence Hill is to the east.

Car Parking

4.10 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*".

4.11 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 parling and provision of parking is summarised below in **Table 4**.

Unit Type	Car parking Requirement	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 20 (based on maximum number	33 spaces

		of staff on site at any one time)	
Active elderly with Warden Control	0.5 spaces per unit (Required Spaces if > 50% unallocated spaces)	2 spaces	4 Spaces
Total		**34 spaces (32 care home and 2 for cottages)**	**37 spaces**

Table 4: Parking Requirements and Provision

4.12 EBC's guidance does not have a category suited to the close care cottages however the closest land use they relate to is warden controlled and therefore this has been utilised to understand the required level of parking. The development will provide 1 space per cottage, plus an additional visitor space which is 2 spaces more than the warden-controlled development and therefore it is considered 4 spaces (1 space per unit and a visitor space) is suitable to accommodate the development.

4.13 It is proposed that the care home development will provide 33 car parking spaces, 2 of which will be disabled bays. There will be 1 space located in the parking area west of 4 Brookfield, 8 in the central parking area, 8 spaces by the cottages and 16 in the lower parking area by the care home, as seen in **Appendix A.**

4.14 The care home would be expected to provide 32 car parking spaces to be in line with EBC's parking standards and therefore; by providing 33 spaces, the care home will be over providing by 1 space. Colten Care's design brief is one space per three residents, plus two which equates to 25 spaces. Therefore, the site is providing 8 additional car parking space from Colten Care standards. The parking ratio for the site will equate to 0.485 spaces per bedroom.

4.15 In addition, there will be three existing spaces retained for 1-3 Brookfield. Therefore, a total of 40 spaces will be provided by the development.

Cycle Parking

4.16 EBC cycle parking standards require at least 1 cycle parking space per dwelling. For 'Active elderly with Warden Control 'the standards require at least 1 space per dwelling and 1 communal space per dwelling should be provided. This equates to a provision of 6 cycle spaces required at the care cottages which will be provided within the curtilage of the dwellings.

4.17 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 a minimum 1 cycle parking space per 6 members of staff for the care home. Based on 20 staff at any one time, this equates to 3 cycle parking spaces but a total provision of 7 spaces will be made to further encourage cycling.

Refuse and Servicing

4.18 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 9.6m long refuse vehicle has been used. In the case that the care cottages are not serviced privately, an 11.2m refuse vehicle has been used to ensure EBC/HCC wate collection can be achieved on site. 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).

Fire Tender

4.19 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.

Car and Van Tracking

4.20 In accordance with HCC highways request, tracking is also provided to demonstrate the passing of two cars through the internal road layout, as well as small delivery van and internal visibility splays, which is included within the TS.

5. INDICATIVE BASELINE AND TARGETS

Travel Plan Aim

5.1 The overall aim of the TP is:

to support a sustainable development by reducing the number of private vehicle trips through highlighting and promoting the use of more sustainable travel methods.

Travel Plan Objectives

5.2 Specific to this TP, the objectives are:

- Reduce private vehicle trips and their subsequent impact on the local road network;
- Maximise the opportunities for travel by alternative means;
- Promote pedestrian and cycle routes both on and off-site;
- Promote local public transport; and
- Ensure safe and easy access for all site users
- Encourage staff to use sustainable travel modes
- Manage staff parking

5.3 Meeting these objectives will help achieve a development that has a high standard of sustainable travel practices and a decreased reliance on the private car, thus reducing the impact of car travel on the local road network.

Baseline Travel Patterns

5.4 Before setting specific targets, understanding how employees currently travel to work is essential. Using 2011 'Method of Travel to Work' Census data (details of which can be found at **Appendix B**) a target to reduce single occupancy car trips by 5% is identified. The baseline modal splits are presented in **Table 5**.

Mode of Travel	Indicative Baseline	Year 3 Target
Car Alone	77%	73%
Car Share	6%	27%
Train	3%	
Bus	3%	
Cycle	3%	
Walk	6%	
Other	2%	
Total	**100%**	**-**

Table 5: Indicative Baseline Splits and Targets Based on 2011 Census Data

5.5 It is proposed that to determine the 'actual' travel patterns surveys would be completed within 3 months of the site opening. This would enable a sufficient sample size whilst also providing the opportunity to embed the staff TP before from the start of the site opening.

5.6 Once the 'actual' baseline modal splits have been established, the Travel Plan Coordinator (TPC) and HCC Travel Plan Officer (TPO) should discuss the acceptability of the indicative modal share targets presented in **Table 5**.

Travel Plan Targets

5.7 To enable the progression and assessment of the success of the travel plan, it is key that SMART targets (Specific, Measurable, Achievable, Realistic and Time-bound) are implemented.

5.8 This Travel Plan proposes two targets which should be met over the lifetime of the TP, which we would expect to be implemented for both the residential (cottages) and care elements of the site. These aims are set out in **Table 6** and represent the overarching goals of this TP.

Target	Timescale
Decrease the proportion of journeys made by private car by 5%	End of Year 3
Increase the proportion of trips made by active modes (walking/cycling) by 5%	End of Year 3

Table 6: Travel Plan Targets

5.9 The suitability of the TP targets and the lifetime of the TP have been assessed further in the subsequent sections of this report.

6. TRAVEL PLAN STRATEGY

6.1 A Travel Plan is a useful tool produced to encourage staff to use alternative modes of transport to single occupancy vehicle journeys. The following provides a summary of the measures available to target users of the development site.

Measures Package

6.2 The following section proposes a package of soft measures to be implemented and refined by the TPC over the lifetime of the TP. The measures proposed are strongly influenced by the site location, the TP aim, objectives and targets and the local and national policy.

6.3 The measures set out in this section will be determined based on the final levels of occupancy and the potential for achieving a 5% modal shift, which will help reduce greenhouse gas emissions. These measures have been identified through the master planning process, the Transport Statement and Travel Plan submitted as part of the outline application and by drawing upon community transport solutions.

6.4 In addition to the following measures, the developer will make a contribution (full details of contributions can be secured as part of the s106 agreement) to the following as requested by HCC in their response to the application (May 2024):

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

Key Stages: Preliminary

6.5 In order to meet the objectives of the TP it is essential that a number of tasks are completed prior to the site opening, as outlined within the site's Action Plan. These include:

- Appoint a Travel Plan Coordinator (developer)
- Produce Staff Welcome Pack (TPC) including:
    - Walking and cycling routes;
    - Bus stop locations, prices and times;
    - Rail Station information;
    - Electric charging information;
    - Car sharing information and benefits; and
    - Details of the TPC.

6.6 There is a commitment within this TP to ensure the details of the Travel Plan Coordinator will be provided to HCC at least 3 months prior to 50% occupation. The following information will be provided:

- Name
- Job title
- Organisation
- Contact details, including: Email address, Work address and Phone number
- Website (where applicable)

Key Stages: Three Years Following Occupation of the Development

6.7 It is proposed that the TP period would become fully active upon occupation of the of the development and would remain active for 3 years following that date. After the 3 years of official monitoring has ended and HCC have signed off the TP, ownership would pass to the local community.

6.8 During these five years, the Action Plan set at the preliminary stage would evolve to reflect the needs of the staff. Such measures would be determined by the TPC in dialogue with occupants of the site, HCC and other key players as necessary. These measures are discussed in further detail in the remainder of this section and are included in the Action Plan seen in **Table 7**.

	Action	Responsibility	Timescale
Preliminary	Travel Plan Coordinator (TPC) to be instructed and confirmed with HCC	Developer/TPC	Prior to occupation
	Hard Infrastructure to be implemented	Developer	
	Relevant TP logo and identity established	TPC	
	Contact HCC's TPO for information on local travel events and confirm Action Plan		
	TPC to seek contact with local bus operators and cycle stores to arrange discounts/promotional packages		
	Confirm communication strategy, newsletters and webpage		
	Prepare TP database for logging and recording household details, local key players and survey responses		
	Prepare TP welcome packs and baseline surveys		
	Liaise with sale representatives to introduce TP		
Walking/Cycling	Provide staff with information on local walking and cycling routes, adding further information and photographs	TPC	Ongoing
	Promote local cycle stores		
	Publicise local and national events and campaigns such as Walk to Work Week, Bike Week, Sustrans Big Cycle and Walk Challenge		
Public Transport	Provide information on the local bus networks by publicising maps and timetables. Adding further information and photograph contributions from residents and staff.	TPC	Ongoing
	Prepare a cost comparison table for public transport verses single car travel		

Car Sharing	Promote the benefits of car sharing.	TPC	Ongoing
	Promote car sharing websites such as Lift Share		
	Provide information on fuel efficient and sustainable driving practices		
	Car sharing database for staff		
	Management of staff parking	Developer/Site Manager	
Visitors and Other Site Users	Promotion of local facilities through the development of community leaflets/posters providing information, maps and photographs	TPC	Ongoing
	Encourage the promotion of sustainable travel options available to visitors		
Communication and Marketing	Update TP webpage at frequent intervals	TPC	Ongoing
	Prepare 6 monthly newsletter updating residents and staff on local travel news and any discounts/promotions		
	Provide social media updates at regular intervals		

Table 7: Indicative Action Plan

Modal Measures: Walking and Cycling

6.9 This TP has summarised the local walking and cycle networks and the facilities which this TP would promote to staff. These will be detailed to staff in their welcome pack and through the biannual newsletters (as discussed later in the report).

6.10 The accessibility review indicates that walking is a key travel mode for existing staff in the area due to well-lit, wide footways and a number of facilities and amenities within reasonable proximity to the proposed development.

6.11 Whilst the baseline modal splits do not indicate that cycling is a key travel mode for existing residents/staff, it is hoped that the proposed improvements to the infrastructure will help this become a more favourable travel mode.

6.12 The TPC would work with walking and cycling campaigns and support local and national campaigns and events (i.e. Cycle to Work Day and local bike doctor events). To incentivise walking and cycling the TPC will investigate the option of discounts at local stores to maximise potential for residents/staff to habituate walking and cycling as part of healthy lifestyle practices, whether for daily commuting or occasional leisure.

Modal Measures: Public Transport

6.13 The baseline modal splits indicate that 3% of existing residents currently travel to work by bus and therefore it is considered that the development provides an opportunity to promote bus travel as an alternative mode.

6.14 The attractiveness of the bus services, particularly those from the Redcroft Lane bus tops would be supported and promoted through tailored promotions.

6.15 Maximising staff use of public transport would also be supported through highlighting costs and benefits in comparison to single occupancy vehicle use through the use of the Welcome Pack and regular newsletters.

6.16 The TPC will promote rail services from Bursledon station as well as the potential link-trip afforded by the X4/X5 Solent Ranger bus services which operates between the station and the Redcroft Lane bus stop.

Modal Measures: Car Sharing

6.17 Car sharing is a simple yet effective way of quickly reducing the number of single occupancy car trips, whilst bringing reductions in transport costs, congestion and pollution as well as social benefits including increasing staff interaction and creating a sense of community.

6.18 Liftshare is a well-established scheme and would be promoted to staff through newsletters/welcome pack/website, to help them find potential lift sharing partners in the local area. The TPC will also look to promote the savings brought about through car sharing.

6.19 A car share database will be created for staff of the care home to promote more sustainable travel to work and allow those who live close to one another to arrange to car share for their shift.

6.20 It is noted that other Colten Care sites have mini-bus services available (4 minibuses across the suite of care homes). These could be utilised for the site if there was an event/training day that a number of staff from the site needed to attend to reduce private car travel. The site itself would not in isolation generate the demand for a site-specific mini-bus or in turn warrant a mini-bus space to be allocated.

Modal Measures: Sustainable Private Vehicle Use

6.21 On occasions when single occupancy vehicle use is unavoidable or where alternative travel options are significantly limited in comparison, opportunities to promote sustainable driving practices would be promoted.

6.22 A wider network of electric charging points is being explored across the County, encouraging the greater uptake of electric and hybrid vehicles. Altering the perceptions on hybrid vehicles, and in particular electric vehicles, is fundamental for creating a more sustainable development.

6.23 Electric vehicles now have significant ranges, with some vehicles achieving at least 300 miles before needing to be recharged. In addition, manufacturers are confident in the batteries that they are now offering 8-year warranties on some models.

6.24 Hybrid vehicles combine both electric motors with a standard combustion engine providing a normal driving scenario with the addition of an electric provision. Promotion of both electric and hybrid vehicles is becoming a key aspect of sustainable travel, and with Government grants available, this would be promoted as part of the TPC.

Modal Measures: Home/ Remote Working and Other Modes

6.25 Following the COVID-19 pandemic working from home and utilising technology to enable remote working in public locations such as cafes, and teleconferencing, have become a feature for many people's routines.

6.26 The TPC would continue to remind staff of the benefits of this type of work, particularly now that many individuals are spending at least one day a week at home, rather than in the office.

6.27 Should monitoring exercises and communication with staff identify a strong interest in other travel modes (such as motorcycle/taxi), measures (and associated targets) will be explored by the TPC through dialogue with the relevant groups/individuals such as operators and the HCC Travel Plan Officer.

Personalised Travel Planning

6.28 Upon moving into their new home, their new job, residents and staff will be offered free personalised Travel Planning advice as part of their Welcome Pack. This will be provided by the TPC and will inform residents/staff on how they can travel to destinations more sustainably in support of achieving the longer-term targets for the site. The literature provided will contain up to date information regarding public transport facilities, walking and cycling routes within the local area.

Marketing and Communication - Travel Plan Website/Newsletters/Posters

6.29 To ensure the ongoing promotion of the Travel Plan to residents/staff, over its life a number of marketing and communication elements would be implemented.

6.30 Firstly, a dedicated Travel Plan website (e.g. https://tpc-paulbashamassociates.com) will be established prior to occupation, which provides residents with up-to-date information and latest changes to travel services, news and events. This would be reviewed biannually and updated as required, to ensure the latest travel information is suitably reflected.

6.31 The TPC would also produce biannual newsletters for the three years of the Travel Plan, providing residents with updated sustainable travel information, details of any national events and offer personalised travel planning information, to their door.

Local Area and Other Site Users

6.32 The TP will promote the local area's facilities whilst actively engaging with local resident and community groups, as well as local events and businesses. Engagement with any other local active residential Travel Plans would provide an opportunity for a 'joined up working' approach to maximise resources and share best practice.

Visitors and Deliveries

6.33 As well as co-ordinating the promotion and practice of sustainable travel with the wider local community, the TP should be encouraging and extending sustainable travel opportunities to any visitors travelling to and from the site. Staff's positive sustainable travel experiences should have a knock-on effect to visitors.

Financial Incentives: Travel Voucher

6.34 The developer and HCC will confirm the need for a travel voucher incentive as part of the section 106 agreement.

7. IMPLEMENTATION AND MONITORING

Implementation

7.1 The Travel Plan would be secured through a Section 106 agreement (if required by HCC), which would confirm the proposed measures as well as any monitoring costs.

Travel Plan Coordinator

7.2 This section covers the implementation and monitoring of the development. The TPC position would be part-time over the life of the TP which at this stage is anticipated to be the Preliminary period followed by three years of full implementation, beginning on the care home opening.

7.3 The TP would be managed on site by the site manager and supported by an external Travel Plan Co-ordinator. The TPC role and contact details finalised with HCC prior to occupation and following their appointment by the developer. The TPC would be responsible for the day-to-day implementation and monitoring of the TP to ensure targets are met. The early stages of the TP are relatively time intensive, and the budget should be 'front-loaded' to consider the work that is required to establish the TP.

7.4 More specifically, the role of the TPC requires:

- Overseeing the development and implementation of the TP and maintaining support:
- Liaising with public transport operators, local interest groups, HCC:
- Designing and implementing an effective marketing strategy and raising awareness:
- Attending relevant networking events:
- Organising travel-based events:
- Acting as the point of call for all TP enquiries: and
- Co-ordinating the monitoring and evaluation programme for the TP including organisation of surveys.

Surveys and Feedback

7.5 It is important that a consistent approach to data collection and feedback is implemented in order to ensure that the following outcomes are delivered:

- Collect a representative and informative data account in accordance with the development timescales:
- Develop an accurate understanding of local travel modal shares, perceptions and influencing factors:
- Adoption of the TP by local employers beyond the TP's active period: and

- The successful delivery of the TP in co-ordination with other local developments and communities.

Monitoring

7.6 This TP's approach to monitoring acknowledges the above requirements and the strategy set out within the TP and is based on our experience of being TPC's on a number of sites within Bursledon.

7.7 The resultant monitoring structure for the TP is therefore set out within **Table 8** and summarised in the subsequent paragraphs. The main focus of the TP is staff trips due to the nature of the site (close care and no residents owning a car) and therefore, only staff trips at the care aspect of the site will be monitored and resident trips will be monitored from the cottages.

Preliminary Period	End of Year 1	End of Year 2	End of Year 3
Staff Questionnaire (upon care home opening)	Staff Questionnaire		Staff Questionnaire

Table 8: Monitoring Strategy

7.8 A staff questionnaire is proposed to be undertaken within 3 months of the care home opening, and at the end of Years 1 and 3. It is proposed that the survey will be completed electronically, although postal surveys may also be used.

7.9 The results of the survey will be available for staff to view on the development's dedicated Travel Plan website and also included within newsletters, when appropriate.

7.10 An annual monitoring/progress report will be produced and submitted to HCC within 3 months of surveys taking place. This report will outline how the TP has been implemented for the year, along with a presentation of any survey results, analysis of the responses and information of measures implemented. The report will then conclude with an outline of the future monitoring strategy and a confirmation of targets and revisions where necessary/applicable.

Overcoming Barriers to Success

7.11 Mismanagement can become a potential barrier to the successful implementation of TP's. Whilst the TPC is responsible for the overarching management of the TP, ongoing co-ordination with HCC TPO will ensure that mismanagement does not occur.

7.12 Whilst specific remedial measures have not been identified within the Travel Plan, such remedial measures would be identified through discussions with HCC Travel Plan Officers. The 3-year budget for implementing the Travel Plan would be sufficient to ensure that remedial measures could be implemented. Such as if one measure is not working in year 1, there would be budget in year 2 to rectify this and change to new measures if needed.

7.13 If the three-year target is not achieved, the requirement for remedial measures would be explored with HCC and would reflect the level of work already undertaken on the site.

Community Embedding and Handover

7.14 Following the successful completion of the TP's 3-year strategy, the site should be operating more sustainably than if a TP were not implemented. Through liaison with staff over the course of the TP it is hoped that champions would stand out and be able to continue promoting the ideals of the TP/ maintain the website etc.

7.15 Local engagement and a gradual handover is embedded within the proposed TP strategy and should form a key subject in annual liaison with HCC TPO as the TP draws to an end.

8. SUMMARY AND CONCLUSIONS

8.1 This Revised Application Travel Plan (RATP) has been prepared by Paul Basham Associates on behalf of Colten Care Ltd to support the planning consent for the erection of a 68-bed care home (Use Class C2) and 3 close-care cottages (Use Class C3 Age Restricted) with associated access, internal access roads, parking, landscaping and infrastructure, on land adjacent to 4 Brookfield, Providence Hill, Bursledon.

8.2 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.

8.3 The proposed development is for a 68-bed care home (Use Class C2) and 3 close-care cottages (Use Class C3 Age Restricted) with associated access, internal access roads, parking, landscaping and infrastructure. It is expected that up to 20 staff will be on site at any one time (based on Colten Care information).

8.4 The site will be accessed from Providence Hill and will take the form of a 5.5m wide bellmouth with 6m radii and a 1 in 10m taper to ensure vehicles can exit the site without disrupting the flow of traffic. Pedestrian access will take the form of a footpath which connects to the internal roads between the care cottages and care home. This section of the internal road layout will be shared surface to accommodate pedestrian and vehicle movements.

8.5 Refuse, servicing and fire tender vehicles can enter and exit the site in a forward gear. It should be note that refuse collection for the care home will be private whilst the care cottages will not have private refuse collection.

8.6 A target to reduce single occupancy vehicle trips by 5% over the course of the Travel Plan has been identified. Measures have been outlined for each individual travel mode to encourage the use of sustainable modes. The measures and targets have been set using 2011 census 'Method of Travel to Work' data to understand the potential barriers to travelling more sustainably and how the TPC could help overcome some of these barriers.

8.7 The Travel Plan Coordinator will be responsible for raising awareness and encouraging changes in travel behaviour. Dialogue with the Hampshire County Council Travel Plan Officer, including upon completion of the expansion and biennially for the following 3 years, would help maximise opportunities to increase levels of sustainable travel.

8.8 Staff surveys will be undertaken within 3 months of the care home opening and then at the years 1 and 3 will be undertaken at 100% occupancy and then at the years 1 and 3. Monitoring reports would be prepared and submitted to the council within 3 months of completion summarising the survey results and works the TPC has undertaken.

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
F	15/04/2024	Red Line amended to include Highways changes	LS	LS
G	16/04/2024	Detail amendments	LS	LS
H	13/05/2024	M4(2 and 3) updates	LC	LS
I	18/06/2024	Path and retaining walls amended	LS	LS
J	03/07/2024	Planning Amendments	LS	LS
K	09/07/2024	Client amendments	LS	LS
L	28/08/2024	Landscape amendments	LS	LS
M	27/01/2025	Response to Refusal	LS	LS
N	14/03/2025	Site Amendments		LS
O	20/03/2025	Coordination		LS

1 **Proposed Site Plan 500**
1 : 500

Area Schedule (GIA)

68 bed C2 Residential Care Home	**4210m²**
Open Market Cottages @ 90m² x 3	**270m²**
Total:	**4480m²**

Car Parking	**40 space o/a**
Care Home	**33 spaces**
Residential Cottages	**4 spaces**
Spaces licensed to 1-3 Brookfield	**3 spaces**

1 68 Bed C2 Residential Care Home
2 3 no.Residential Cottages
3 Parking
4 Existing parking retained
5 Service Access
6 Main entrance to Care Home
7 Residents sunken garden
8 Residents woodland garden
9 Residents roof garden
10 New vehicular access
11 Pedestrian accessible route - under 1 in 20 slope
12 Defined edge of view to Bursledon Windmill

Refused building
Proposed trees
Existing trees to be retained
Line of ecological buffer zone based upon 10m offset from top of stream bank
Site Boundary
Root Protection Zone
SSEN No Build Zone

N

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

Project
Providence Hill
Bursledon

Client
COLTEN CARE

WLA.
WLAWilliamsLester.
1 Star Lane, Ringwood, BH24 1AL
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Title
Proposed Site Plan

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

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Autodesk Docs://6185 Providence Hill/6185-WLA-ZZ-XX-M3-A Site Model R2024.rvt Plot date: 21/03/2025 10:35:15

Appendix B

Hampshire County Council

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

Hampshire 2050
The Castle
Winchester, Hampshire SO23 8UD

Telephone: 0300 555 1375
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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

Director of Hampshire 2050
Garry Westbrook

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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 acccess.

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.

Director of Hampshire 2050
Gary Westbrook

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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 and 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 provided a step out strip onto a hard surface rather that 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, t 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.

Director of Hampshire 2050
Gary Westbrook

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Hampshire County Council

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

Director of Hampshire 2050
Gary Westbrook

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Appendix C

QS701EW - Method of travel to work

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population	All usual residents aged 16 to 74
units	Persons
area type	2011 super output areas - middle layer
area name	E02004724 : Eastleigh 013
rural urban	Total

Method of Travel to Work	**2011**	
All categories: Method of travel	5,663	
Underground, metro, light rail, t	3	0%
Train	101	3%
Bus, minibus or coach	128	3%
Taxi	9	0%
Motorcycle, scooter or moped	55	1%
Driving a car or van	2,863	77%
Passenger in a car or van	216	6%
Bicycle	94	3%
On foot	210	6%
Other method of travel to work	41	1%
	3,720	100%

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