LAND ADJACENT TO 4 BROOKFIELD, PROVIDENCE HILL, BURSLEDON

REVISED APPLICATION TRANSPORT STATEMENT

April 2025

Colten Care Ltd

CARE DEVELOPMENT
LAND ADJACENT TO 4 BROOKFIELD
PROVIDENCE HILL, BURSLEDON

REVISED APPLICATION TRANSPORT STATEMENT

CONTROLLED DOCUMENT

Document No:	197.0004/RATS/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 Transport Statement (RATS) has been prepared by Paul Basham Associates on behalf of Colten Care Ltd to support and amend their planning application 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 at 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**.

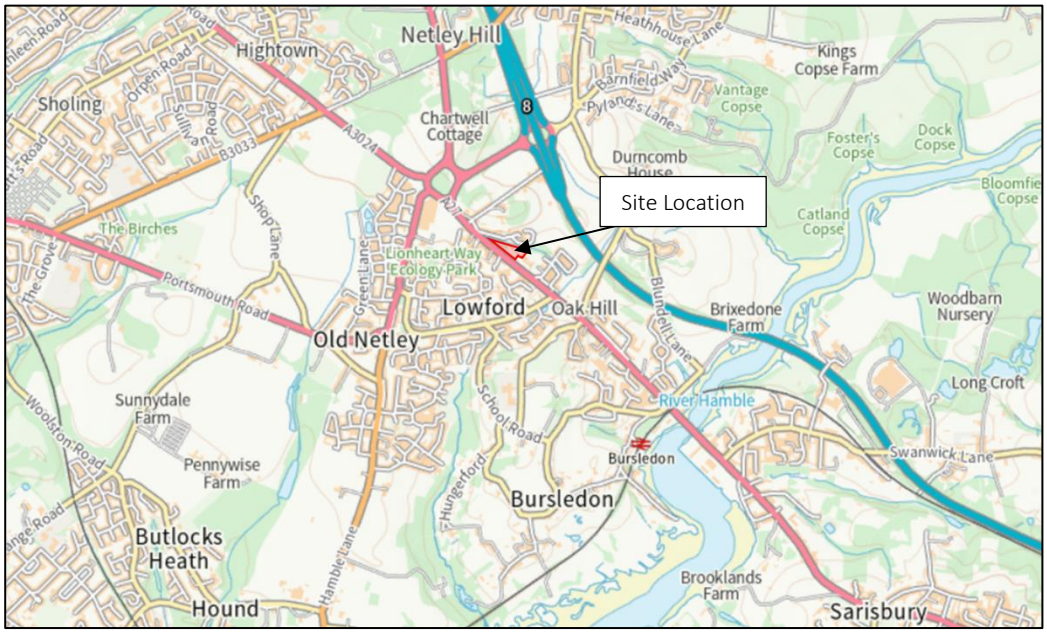

Figure 1: Site Location

1.3 Paul Basham Associates have prepared a Travel Plan (TP) in conjunction with this application.

1.4 The site location was identified in Eastleigh Borough Council's (EBC) Local Plan (2016-2036). The site is allocated for residential development under Policy BU1 of the Local Plan. This policy identifies the site for approximately 19 dwellings and sets out a number of requirements to consider and the provision of a new access.

1.5 Pre-application discussions were undertaken between Paul Basham Associates and Eastleigh Borough Council (EBC) highways officers, on behalf of Hampshire Council as their role as the highway authority, in November 2016 as part of a previous application on the site (Ref: O/17/80899) for the development of up to 20 units, which was withdrawn in October 2020. It should be noted that the highways comments received as part of this application raised no objection in principle to the development and proposed access onto Providence Hill.

1.6 There was a planning application for the site for a mixed-use development comprising 14 dwellings and a veterinary practice (ref. F/22/93160), which was refused in 2022 for seven reasons, one of which is relevant to transport: Poor layout, scale, form and design resulting in adverse visual impacts and failure to meet suitable standards for urban design, residential amenity, parking, street trees and public open space.

1.7 A planning application (ref: F/24/97312) was submitted in April 2024 for a 73-bed care home and 5 close care cottages which was then amended to 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 (amongst other matters) 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.

1.8 A pre-application enquiry for the previous development proposals (ref: F/24/97312) was undertaken with Eastleigh Borough Council (EBC) in January 2024 which is attached as **Appendix B**. The main comments raised were:

- Relevant Local Plan Policies include DM13 (Transport) and DM14 (Parking).
- Whilst the proposal is not for private residential dwellings, the provision of a care home / community would contribute towards the need for specialist accommodation in the Borough and would therefore be considered an acceptable form of development in principle.
- Parking design would need to be carefully considered.
- The access and internal drive layout need to ensure good connectivity with Providence Hill for vehicles, pedestrians and cyclists.
- It would be necessary to ensure adequate space on the site for the turning of large vehicles (e.g. emergency and refuse vehicles).
- In relation to parking, the Council's emerging Parking Standards set out a requirement for 1 parking space per 6 bedrooms for a nursing home plus 1 space per member of staff, with cycle storage of 1 space per 6 members of staff. For the cottages, the number of spaces would depend on the number of bedrooms. 1-bedroom dwellings would require 1 parking space and 2 or 3-bedroom dwellings would require 2.
- Opportunities to promote sustainable transport options for staff and visitors should be considered and incorporated as part of a Green Travel Plan.

1.9 Hampshire County Council (HCC) highways officers have provided two sets of comments on the previous (refused) application F/24/97312 dated 29th May and 18th June 2024, attached as **Appendix C**. The main comments raised included:

- No vehicle tracking diagrams have been provided which demonstrate the two-way car movements are achievable.
- 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.
- It was confirmed that the 4 existing parking bays are not to be retained for existing residents. Given that residents appear to have parked in these spaces for at least the last 16 years it is concerning where their parking is now going to be relocated too.
- There is a total shortfall of 20 car parking spaces from EBC standards.
- Parking space dimensions to increase from 2.4m x 4.8m to 2.5m x 5.0m in line with EBC draft guidance.
- A developer contribution is requested, with the contributions going 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.

1.10 The updated scheme has been designed with the previous pre-application comments, application comments and previous reasons for refusal in mind.

1.11 The scope of the highways input required for this application has been discussed at length with Eastleigh Borough Council (EBC) through pre-application consultations. More specifically, this TS will cover the following elements:

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

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

Executive Summary

1.13 This executive summary sets out the changes to the layout and report from the Highways comments on the refused highways scheme (F/24/97312). The following points have been addressed within the report, and summarised below:

- Insufficient parking provided and loss of existing parking for 1-3 Brookfield – The number of cottages at the site has reduced from 5 to 3, which in turn has made space for additional parking bays, while also reducing the required parking provision on site. In addition, 3 of the existing spaces are to be retained for 1-3 Brookfield to ensure parking is not lost.
- Access design has highways safety concerns – A Stage 1 RSA was undertaken which did not raise any highways safety concerns over the site access. Hampshire County Council as the highway authority are also content with the access, and the allocation of the site necessitates a new form of access onto Providence Hill.

2. PLANNING POLICY

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

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

National Planning Policy Framework (NPPF)

2.2 The NPPF (December 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.

Eastleigh Borough Local Plan (2016-2036)

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

Maintain and help to grow a high-performing local economy that benefits the Borough, south Hampshire and the wider economy, without adverse impact on south Hampshire's city, town and other centres, the quality of the local environment or local transport networks. *(Strategic Policy S1.1c)*
Have regard to the potential impacts of climate change, and the need to limit greenhouse gas emissions by promoting measures to design buildings and Spaces which are adaptable to predicted climate change, and restrict development in areas at risk from flooding, minimise energy use and encourage the generation of renewable energy, and by minimising emissions from motorised transport, industrial activity and domestic uses. *(Strategic Policy S1.1d)*
Minimise the need to travel and, where travel is necessary, provide access to more sustainable forms of transport and alternatives to car use. (Strategic Policy S1.1e)
All new developments must have safe and convenient access to the highway network and make provision for access to, and by, other transport modes including public transport and cycle and pedestrian routes as appropriate. *(Policy DM13)*

Eastleigh Walking and Cycling Strategy (2020-2030)

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

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

Eastleigh LCWIP (2022)

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

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

3. EXISTING SITE CONDITIONS AND LOCAL ACCESSIBILITY

Site Location

3.1 The site is located north of Providence Hill, Bursledon and currently comprises greenfield land. The site is situated on the outskirts of Southampton and approximately 500m north of the centre of Lowford/Bursledon. The site is bound by a Foreman Homes development (The Goslings) to the north and east, Providence Hill (A27) to the south and residential developments to the west, effectively making this development an infill site.

Local Road Network

3.2 Providence Hill is subject to a 40mph speed limit across the site frontage. Providence Hill (A27) forms an important part of the local and strategic road network. Footways flank either side of the carriageway, providing a safe and direct route to the wider pedestrian network. The existing conditions of Providence Hill can be seen in **Photographs 1** and **2**.

Photograph 1: Existing conditions along Providence Hill

Photograph 2: Existing conditions along Providence Hill

3.3 The A27 connects to Southampton in the west and to Park Gate and Fareham in the east. In addition, the M27, which provides a direct route between Portsmouth and Southampton is accessed approximately 500m to the north of the site via the Windhover Roundabout (J8). Therefore, the site is well connected in terms of both the local and strategic highways network.

ATC Survey

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

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

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

Table 1: ATC Survey Results

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

Local Facilities

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

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

Table 2: Local Amenities and Facilities

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

Pedestrian Network

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

Photograph 3: Existing pedestrian infrastructure along Providence Hill

Photograph 4: Existing pedestrian infrastructure along Providence Hill

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

Public Rights of Way (PROW)

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

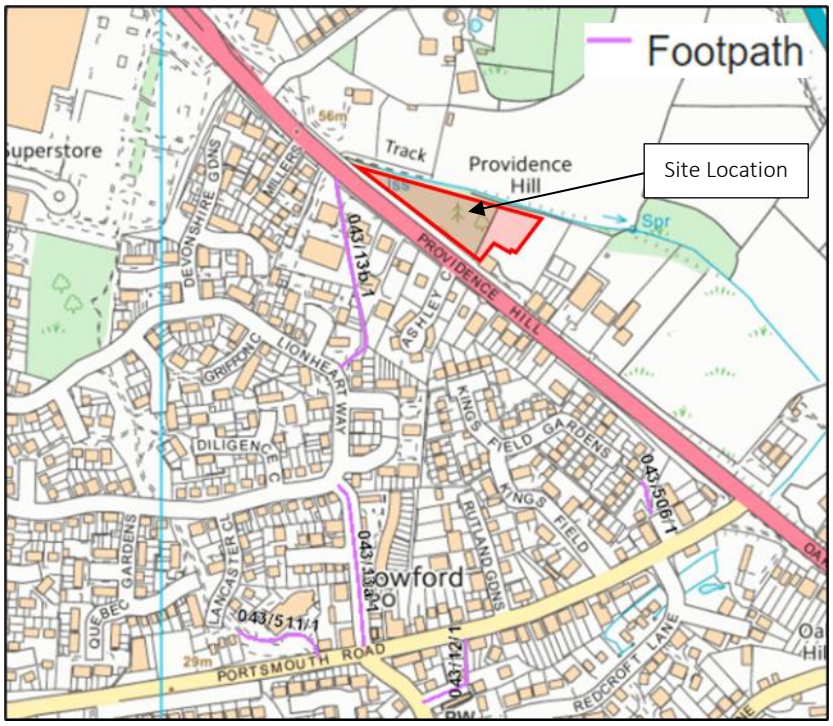

Figure 2: Public Rights of Way (PRoW) in the vicinity of the site

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

Cycle Network

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

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

3.13 In addition, Bursledon Road to the Windhover Roundabout has a shared foot/cycleway which forms part of the SCN3 Eastern Cycle Freeway which provides a route towards Bittern. Therefore, there is opportunity for cycling in the vicinity of the site.

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

Public Transport Provision

Bus Network

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

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

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

Table 3: Bus Services

3.16 As seen in **Table 3**, the X4 and X5 Solent Ranger services offer frequent travel to Southampton, Fareham and Gosport throughout the week with both services offering similar routes to the key destinations. It should be noted that the Bluestar 602 and 610 services operate as college services and so are only operated twice a day on college opening days.

3.17 All Bluestar and First buses are low floor and easy access buses with space for wheelchair users. Bluestar also provide 'Helping Hand' cards and First offer journey assistance cards for those with hidden disabilities to discreetly tell the driver that they may need some assistance on board.

3.18 Therefore, with the frequency of services, bus travel is suitable for both commuter and leisure travel.

Rail Network

3.19 The closest trains station to the site is Bursledon Station (BUO) located approximately 1.6km southeast of the development and accessible via a 20-minute, 6-minute cycle or 2-minute journey on the X4/X5 Solent Ranger bus services. The station is managed by South Western Railway and operates services to key destinations such as Hamble (11-minutes) Fareham (21-minutes), Southampton Central (52-minutes) and Portsmouth Harbour 1 hour 13 minutes).

3.20 Bursledon Station is classed as a Category B3 Station with step-free access to Platform 2 via a short steep ramp (approximate gradient 1:6.4) and Platform 1 only able to be accessed via a stepped footbridge. The station also provides accessible ticket machines, seating area, induction loop, Wi-Fi, and 6 cycle storage spaces in the form of stands.

Personal Injury Accident Data

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

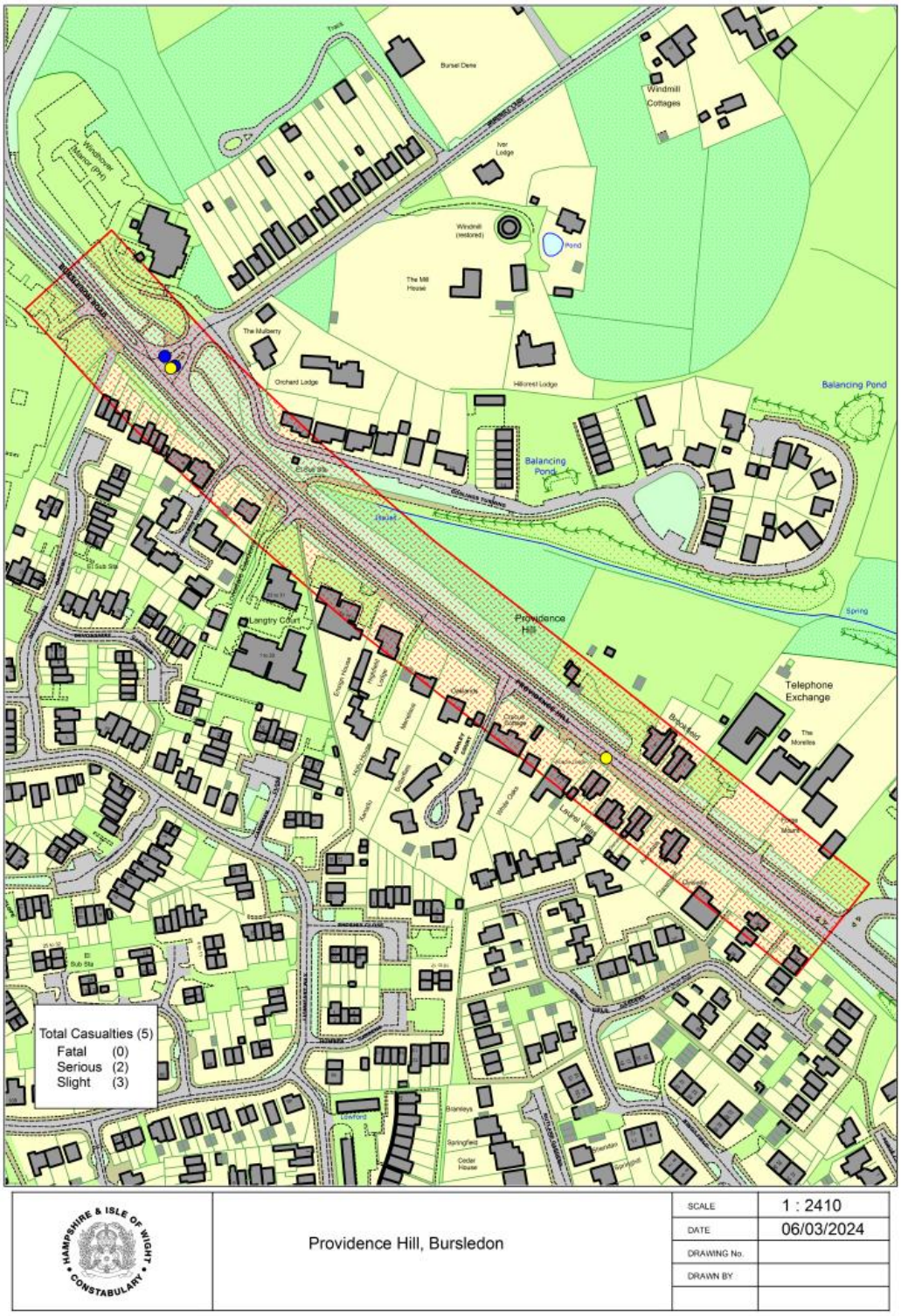

Figure 4: PIA Data

3.22 As seen in **Figure 4**, there have been a total of 5 incidents in the latest available 5-year period of which 3 are classified as slight and 2 as serious. 1 incident, which occurred on 3rd October 2022 and was classified as slight occurred nearby to the site along Providence Hill and involved a vehicle hitting a cyclist and knocking them off their bike. The rest of the recorded incidents occurred at the junction between Providence Hill and Windmill Lane northeast of the site but none of these incidents were seen as due to the local road network and were instead down to human error.

3.23 With only 5 incidents over 5 years, it is not considered that there is an existing safety concern on the local highway network in the context of the NPPF and that the proposed development will not have a negative impact on the safety of the local highway network.

Summary

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

4. PROPOSED DEVELOPMENT

4.1 The proposed development is for a 68-bed care home and 3no. 2-bed close care cottages with associated access and parking at land adjacent to 4 Brookfield, Providence Hill, Bursledon.

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 and agreed with EBC highway officers (on behalf of HCC) at the pre-application stage for the previous application in 2017 (reference: O/17/80899). While the site does now propose a mixed used development it is considered that the location of the previously agreed arrangement is acceptable to support this site. However, the design has been updated.

4.4 Vehicular access will take the form of a 6m wide bellmouth with 6m radii (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 is attached as **Appendix E**.

4.5 It is noted that as part of the previous application a Stage 1 Road Safety Audit (RSA) was carried out by an external auditor. The auditor raised a single comment which was that there was no pedestrian crossing facility provided across the site access. The access will also include a dropped kerb crossing with tactile paving to facilitate pedestrian travel across the access (**Appendix E**).

4.6 An updated RSA 1 has been undertaken for the updated access design where two points were raised, which are detailed further in this report.

4.7 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

4.8 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.

4.9 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 attached within Appendix E.

Pedestrian Access

4.10 Pedestrian access will take the form of a footpath from Providence Hill which provides a direct connection to the Care Home and connects to the internal road layout (which has marked out pedestrian areas measuring c1.2m) between the care cottages.

4.11 At the request of HCC highways, a footpath will connect at the car park for the cottages (from the marked out route) to provide access to all the dwellings as well as a footpath link around the perimeter of the care home to link with the lower car park (Appendix A).

Road Safety Audit

4.12 A stage 1 Road Safety Audit (RSA) has been undertaken for the proposed site access and is attached within Appendix F. The RSA bought up two comments in relation to the access deign which are set out below and within the designer's response (Appendix F).

4.13 The first comment raised by the auditors was that 'Reduced visibility could lead to side impact collisions' as the surrounding land to the northeast of the access drops away and no details have been provided as to how the change in levels will be accommodated. It was recommended that the access should be raised to meet Providence Hill with a minimal slope or incorporate a dwell area and vertical profile details should be provided for assessment at Stage 2 Safety Audit. This point is agreed, and a levels plan is provided within Appendix K and full level details will be provided through the detailed design stage and a Stage 2 RSA will be undertaken.

4.14 The final comment from the auditors was 'Inappropriate access radius could lead to rear end shunts'. There is concern that a radius of 6m where Providence Hill is subject to a 40mph speed limit will cause vehicles to slow due to the tightness of the radius, increasing the risk of rear end shunts. This point is not agreed, as the access has been designed in accordance with Hampshire County Council's TG2 and the access has been tracked for an 11.2m refuse vehicle at 10mph ensuing large vehicles can enter and exit the site safely. In addition, widening the sites access would lead to a larger crossing distance for pedestrians.

4.15 Therefore, there has been no change to the design of the access in relation to the RSA auditor's comments. However, a levels plan has been provided within Appendix K to respond to the auditor comment.

4.16 As confirmed by HCC highways within their comments dated 29th May 2024, the access arrangements are considered acceptable and no further works are required in this regard, save for a recommended condition in relation to delivery of said access via a Section 278 agreement. Such a bellmouth arrangement is commonplace along the A27 within Eastleigh Borough, and there is no reason to suggest that this arrangement would not be safe and suitable for the intended users.

Car Parking

4.17 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*".

4.18 Parking provision for the bungalows has been informed by EBC's Residential Parking Standards (2009) and for the care home the information provided by EBC at pre-application has been utilised. The required parking and provision of parking is summarised below in Table 4.

Unit Type	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 of staff on site at any one time)	33 spaces
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

4.19 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.

4.20 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.** Vehicle swept path analysis for the proposed tracking arrangements can be seen in **Appendix G**.

4.21 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.

4.22 In addition, there will be three existing spaces retained for 1-3 Brookfield (with 4 Brookfield benefitting from its own driveway parking). Therefore, a total of 40 spaces will be provided by the development.

4.23 In addition, HCC highways have also sought contributions from this development to fund a Traffic Regulation Order to implement double yellow line parking restrictions to restrict inappropriate parking on Providence Hill. The applicant is willing to make this contribution via a Section 106, which will provide HCC highways with reassurance that parking would not occur within inappropriate locations on Providence Hill as a result of the proposed development.

Cycle Parking

4.24 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.

4.25 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

4.26 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).

4.27 Refuse and servicing vehicles are able to enter and exit the site in a forward gear with swept paths seen in Appendix H. Refuse collection for the care home will be private, therefore a 9.6 long refuse vehicle has been used. For the private dwellings refuse not be private and so an 11.2m refuse vehicle has been used.

Fire Tender

4.28 A fire servicing vehicle can enter and exit the site in a forward gear and can also access all areas of the site. It will be ensured the appropriate pumping appliances are provided to adhere to building regulations.

4.29 A fire servicing vehicle can enter and exit the site in a forward gear and can also access all areas of the site. Swept path analysis of this can be seen in **Appendix I**.

Car and Van Tracking

4.30 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 as **Appendix J.**

Levels

4.31 HCC highways within their consultation response of 29th May 2024 requested greater understanding of the internal levels and how that has influenced the design of the highway. To assist with this request, the proposed site levels are demonstrated in **Appendix K**.

5. HIGHWAY IMPACT

5.1 In order to determine the highway impact of the proposed development, trip generation data has been collected from the TRICS v7.10.4 database for both the 68-bed Care Home and 3 close care cottages. The resulting trip generation from the proposed care home can be seen in **Table 5** with full outputs in **Appendix L**. The parameters are listed below:

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

	AM Peak (0800-0900)		PM Peak (1700-1800)		Daily (12 hours)
	Arrivals	Departures	Arrivals	Departures	
Trip Rate (per bedroom)	0.065	0.055	0.031	0.048	2.072
Trip Generation (68 bedrooms)	4	4	2	3	141

Table 5: Proposed Development Trip Generation (Care Home)

5.2 As seen in **Table 5** the proposed care home is anticipated to generate 8 trips in the AM peak and 5 trips in the PM peak with a total of 141 trips over a 12-hour period.

5.3 Although the TRICS data suggests there could be circa 141 vehicle movements over a 12-hour period (circa 71 arrivals and 71 departures), this equates to 12 additional movements per hour (if all 143 trips are spread evenly throughout the day) which is an increase of 1 vehicle every 5 minutes. Therefore, the development site will not be generating a large volume of traffic on the surrounding highways network.

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

5.5 The anticipated trip generation form the 3 close care cottages is detailed below in **Table 6** with full outputs in **Appendix M**, the parameters used in the trip generation are as follows:

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

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

	AM Peak (0800-0900)		PM Peak (1700-1800)		Daily (12 hours)
	Arrivals	Departures	Arrivals	Departures	
Trip Rate (per unit)	0.107	0.286	0.250	0.071	4.143
Trip Generation (3-units)	0	1	1	0	13

Table 6: Proposed Development Trip Generation (Care Cottages)

5.6 As seen in **Table 6**, the bungalows are expected to generate 1 vehicle trip in the AM peak and 1 vehicle trip in the PM peak with 13 vehicle trips over a 12-hour period.

5.7 The trip generation for both the care home and close care cottages have been combined below in **Table 7** to illustrate the trip generation for the proposed development as a whole.

	AM Peak (0800-0900)		PM Peak (1700-1800)		Daily (12 hours)
	Arrivals	Departures	Arrivals	Departures	
Care Home	4	4	2	3	141
Close Care Cottages	0	1	1	0	13
Total	**4**	**5**	**3**	**3**	**154**

Table 7: Proposed Development Trip Generation (Total)

5.8 As seen in **Table 7** the proposed development as a whole could generate up to 9 two-way vehicle trips in the AM peak and 6 two-way vehicle trips in the PM peak with a total of 154 vehicle trips over a 12-hour period. This equates to less than one vehicle movement every minute in both the AM and PM peaks. Therefore, the proposed development is not expected to have a negative effect on the local highway network in the context of the NPPF.

Summary

5.9 HCC highways confirmed within their consultation response dated 29th May 2024 that the traffic impact of the development (previously 73 bed care home) will be "*negligible during the peak periods*" and *"with no significant impact as a result of the development proposals, there is no justifiable reason to object from a trip generation/highway network perspective"*. The proposals are for a smaller quantum of development and therefore logically would have a lesser impact than that previously found acceptable by the highway authority.

6. SUMMARY AND CONCLUSIONS

6.1 This Revised Application Transport Statement (RATS) has been prepared by Paul Basham Associates on behalf of Colten Care Ltd to support their planning application 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 at land adjacent to 4 Brookfield, Providence Hill, Bursledon.

6.2 This TS has taken into account the extensive planning history on this site, including highways comments raised by HCC on 29th May 2024 and 18th June 2024 for the previous application (F/24/97312) for a 73-bed care home and 5 close care cottages and the amended scheme of a 69-bed care home and 5 close care cottages.

6.3 This TS has been written in accordance with the following national, regional and local policy including National Planning Policy Framework (NPPF), Hampshire County Council's Local Transport Plan 4 (LTP4) (February 2024), Eastleigh Borough Local Plan (2016-2036), Eastleigh Walking and Cycling Strategy (2020-2030), Eastleigh LCWIP (2022) and reference to Eastleigh Borough Council's Residential Parking Standards (2009).

6.4 The site is located off Providence Hill (A27) which is subject to a 40mph speed limit. An ATC confirmed that the current vehicle speeds along Providence Hill are slightly below the posted 40mph speed limit at 39.2mph northwestbound and 38.8mph southeastbound. The average 12-hour vehicle flows for the A27 Providence Hill are 12,283 two-way vehicle trips which equates to approximately 1024 vehicle trips per hour.

6.5 The site is in an accessible location with plenty of amenities and facilities within a 20-minute walk and easy access to public transport facilities thanks to the nearby bus stop and 2-minute bus journey to Bursledon Station. Frequent bus and rail services to nearby destinations also facilitates sustainable travel to destinations further afield. In addition, the abundance of pedestrian infrastructure on the local highway network along with the local PRoW facilitate pedestrian travel to and from the site and the local area. Also, the local highway network is identified as suitable for cycling for moderately skilled cyclists with scope for improvements identified within the Eastleigh LCWIP.

6.6 Further to this, there is no reason to believe there are any existing safety concerns associated with the surrounding highways network.

6.7 Vehicular access will take the form of a 6m wide bellmouth with 6m radii and a 1 in 10m taper to ensure vehicles can exit the site without disrupting the flow of traffic along Providence Hill. A Stage 1 RSA has been undertaken, and visibility is achievable to the recorded vehicle speeds. HCC highways have confirmed that the access is acceptable.

6.8 Pedestrian access will take the form of a footpath from Providence Hill which provides a direct connection to the Care Home and connects to the internal road layout (which has a marked out pedestrian route) between the care cottages.

6.9 It is proposed that the development will provide 40 car parking spaces of which 4 will be for the close care cottages and 33 will be for the care home and 3 will be retained for 1-3 Brookfield. The level of car parking provision is 1 additional space than Colten Care's design brief, which is one space per three residents, plus two which equates to 25 spaces, meaning the development is providing 8 spaces in addition to this guidance for the care home. The parking ratio for the site will equate to 0.485 spaces per bedroom. Cycle parking is to be provided in excess of EBC guidance.

6.10 A refuse vehicle and fire tender are able to access all areas of the site and turn around and a car and delivery van can pass along the internal road.

6.11 The proposed development is anticipated to generate 9 trips in the AM peak and 6 trips in the PM peak with 154 trips generated over a 12-hour period. Therefore, the proposed development is not expected to have a negative impact on the local highway network in the context of the NPPF, which is a position confirmed by HCC highways.

6.12 Therefore, we recommend that EBC and HCC look favourably upon this application with regards to highways.

Appendix A

REVISION NOTES

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

EASTLEIGH BOROUGH COUNCIL

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

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

Friday 12 January 2024

Dear Robin

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

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

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

Site and surroundings

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

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

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

Other site constraints include the following:

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

Proposal

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

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

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

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

Planning history and policy background

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

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

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

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

Other relevant policies and documents

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

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

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

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

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

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

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

Principle of the proposal

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

Layout and design considerations including landscaping

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

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

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

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

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

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

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

Design / external appearance:

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

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

Landscaping:

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

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

<u>Impact on heritage assets</u>

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

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

Impact on residential amenity

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

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

Pollution impacts

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

Ecology and drainage

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

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

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

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

Trees

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

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

Highway, access and parking matters

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

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

Accessibility

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

Contaminated land

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

Climate change and sustainable construction

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

EASTLEIGH BOROUGH COUNCIL

Impact on Special Protection Areas

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

Recreational pressure – Solent and New Forest

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

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

Nutrients:

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

Planning obligations

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

- Public Art

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

Submission documents

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

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

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

Yours sincerely

Nick Parker
Planning Manager

Appendix C

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
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

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.

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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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Hampshire County Council

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Enquiries To	Matt Grantham	*My reference*	053265
Direct Line		*Your reference*	F/24/97312
Date	18 June 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, following on from the previous HCC Highway consultation response, dated 29 May 2024, additional information and clarification has been received from the Case Officer, primarily in regard to the on-site parking provision proposed.

PARKING:
As outlined in the previous HCC Highway consultation response, 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.

However, whilst it had been understood that the area to the south eastern edge of the site which retains 4 parking bays (marked up on the site plan as '4 existing parking spaces retained') was for the continued use of the residents of the adjacent existing dwellings, it has now been confirmed that this is not the case.

Given that residents appear to have parked in these spaces for at least the last 16 years (google street view images go back as far as October 2008), it is concerning where their parking is now going to be relocated to, which would likely be onto

Director of Hampshire 2050
Garry Westbrook

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Providence Hill, and potentially within the visibility splay which would be an issue for the proposed site access.

It would therefore be requested that this issue is explained by the developer, outlining where the residents are intended to relocated to, outside of visibility splays, in non-obstructive locations, and where spare capacity exists as in the present situation.

Additionally, to compound this issue, whilst the parking quantum of development is for EBC to assess, ensuring that their Parking Standards are fully adhered to, it is understood that this assessment has now been undertaken by the Case Officer and there is an onsite parking shortfall of 16 spaces.

Add to this the 4 spaces outlined above as required by the adjacent existing residential dwellings on Providence Hill, and the overall on-site shortage would total 20 parking spaces.

This is a significant shortfall, especially when considering the site being adjacent to and accessing onto Providence Hill, which is an A Road (A27). The potential for obstruction (physical and visual) of a vehicle having to park off-site on the road in non-designated parking areas is a concern which needs to be fully addressed by the developers.

Not taking into account the topography of the site, as these details have not been fully assessed, there appears to be space to easily rectify the concerns outlined above, given the extent of unused space on the site.

The retention of the existing residential parking spaces for the existing dwellings fronting Providence HIll should be clearly confirmed as such on plans, and onwards the on-site parking areas need to be expanded. This could be through a variety of measures such as:
- Utilising the access road for formal roadside parking, which would need to be supported by a vehicle tracking exercise to demonstrate appropriate width; and
- Extending the proposed parking areas to provide additional spaces.

Once the revisions have been undertaken and shown on updated plans by the developer, a re-assessment can be undertaken and a revised consultation response submitted accordingly.

In terms of the other elements the previous consultation response covered, these remain unchanged, with the request for additional tracking drawings, developer contributions, and conditions still being requested.

Yours sincerely,

Matt Grantham

Director of Hampshire 2050
Gary Westbrook

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Appendix D

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

Selection:

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

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

Notes:

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

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

Notes:

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

Causation

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

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

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

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

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

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

Front seat

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

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

Notes:

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

Causation

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

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

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

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

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

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

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

Notes:

44220401776 03/10/2022 Time 1117 Vehicles 2 Casualties 1 Slight
E:448319 N: 110558 First Road: A 27 Road Type Single carriageway
Speed limit: 40 Junction Detail: Not within 20m of junction

Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None

Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH2 (CAR) TRAVELLING NW ALONG A27 PROVIDENCE HILL OVERTAKES VEH1 (P/CYCLIST) ALSO TRAVELLING NW BUT FAILS TO LEAVE SUFFICIENT SPACE AND CLIPS VEH1 CAUSING THE RIDER TO FALL OFF. VEH2 DOES NOT STOP
Occurred on A27 PROVIDENCE HILL, OUTSIDE NO.4, BURSLEDON, HAMPSHIRE

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

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

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

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

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

Notes:

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

Causation

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

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

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

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

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

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

Selection:

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

Notes:

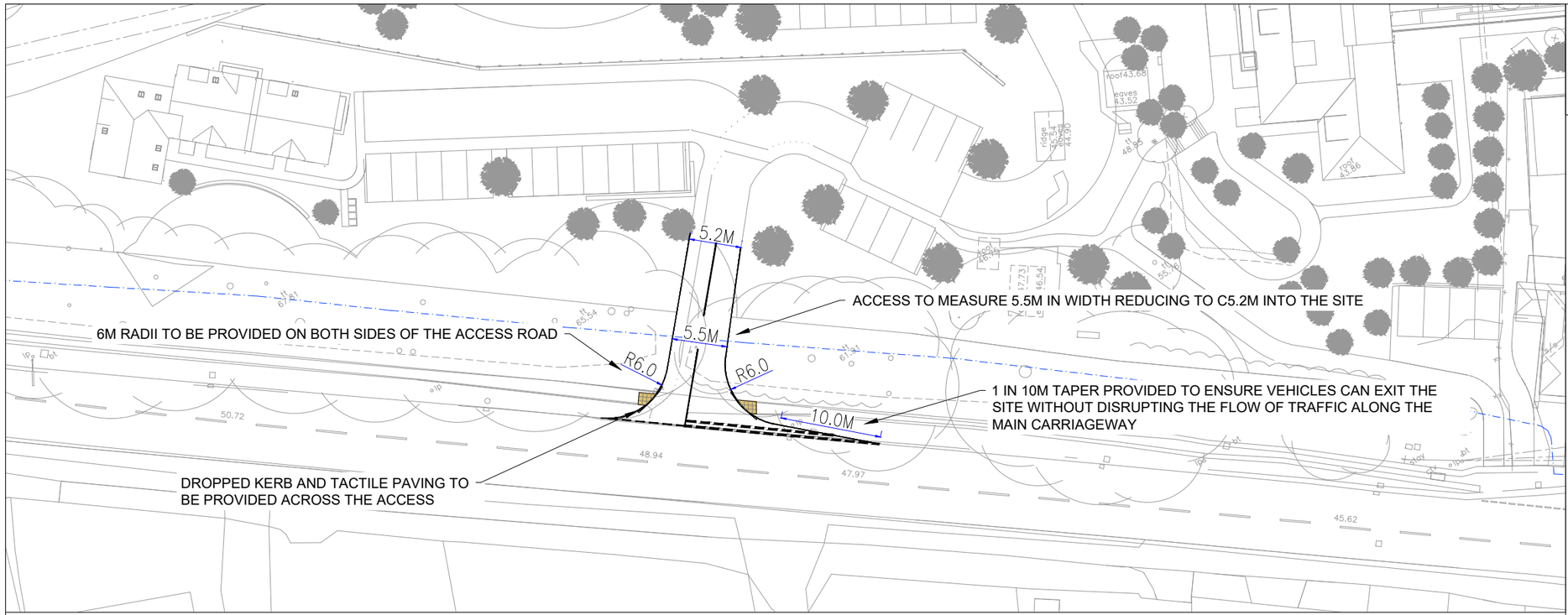
Accidents involving:

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

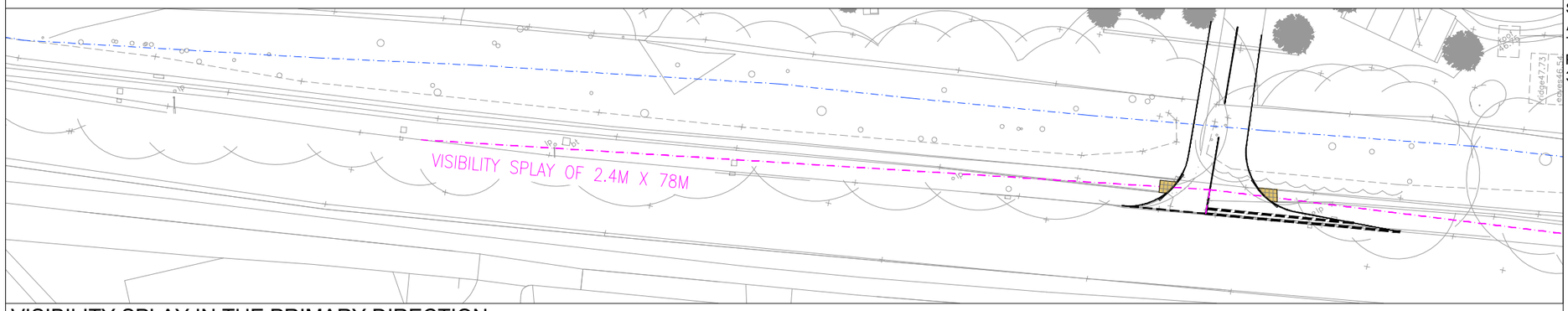
Casualties:

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

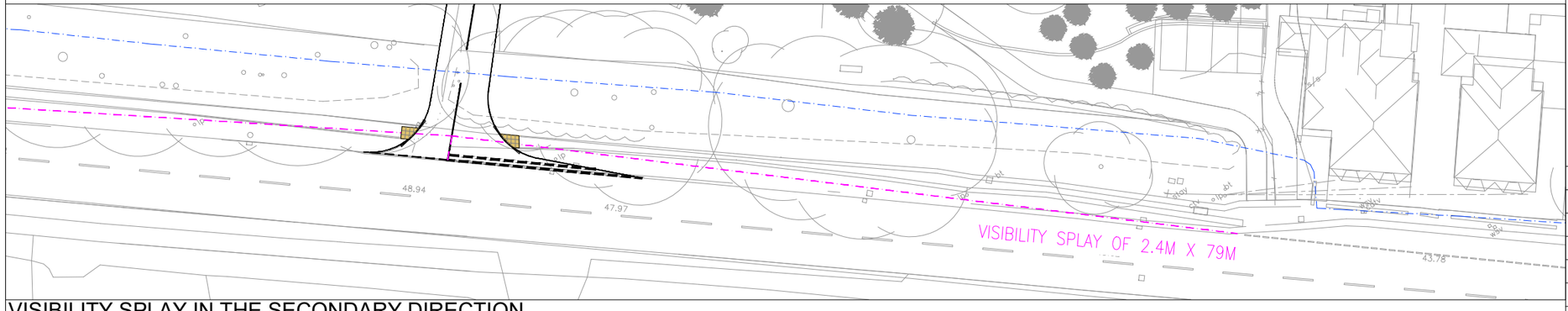
Appendix E



ACCESS DESIGN



VISIBILITY SPLAY IN THE PRIMARY DIRECTION



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KEY

INDICATIVE HIGHWAY BOUNDARY

NORTH

VISIBILITY SPLAYS

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

PRELIMINARY

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

Rev	Description	Date	By	App'd
P06	UPDATED LAYOUT	27.03.25	CID	MDS
P05	UPDATED LAYOUT	16.07.24	OSC	CID
P04	UPDATED LAYOUT	26.06.24	CID	TAF
P03	UPDATED LAYOUT	05.04.24	OSC	CID
P02	UPDATED ACCESS DESIGN	27.02.24	CID	TAF
P01	FIRST ISSUE	22.02.24	CID	MDS

Date Created	Drawn By	Approved By	Suitabilty Code
22.02.24	CID	MDS	-

PBA Project Number	Scale
197.0004	1:500 (AT A3)

PBA Drawing No: 197.0004-0001

Revison: P06

Project Name
CARE HOME 4 BROOKFIELD, PROVIDENCE HILL, BURSLEDON

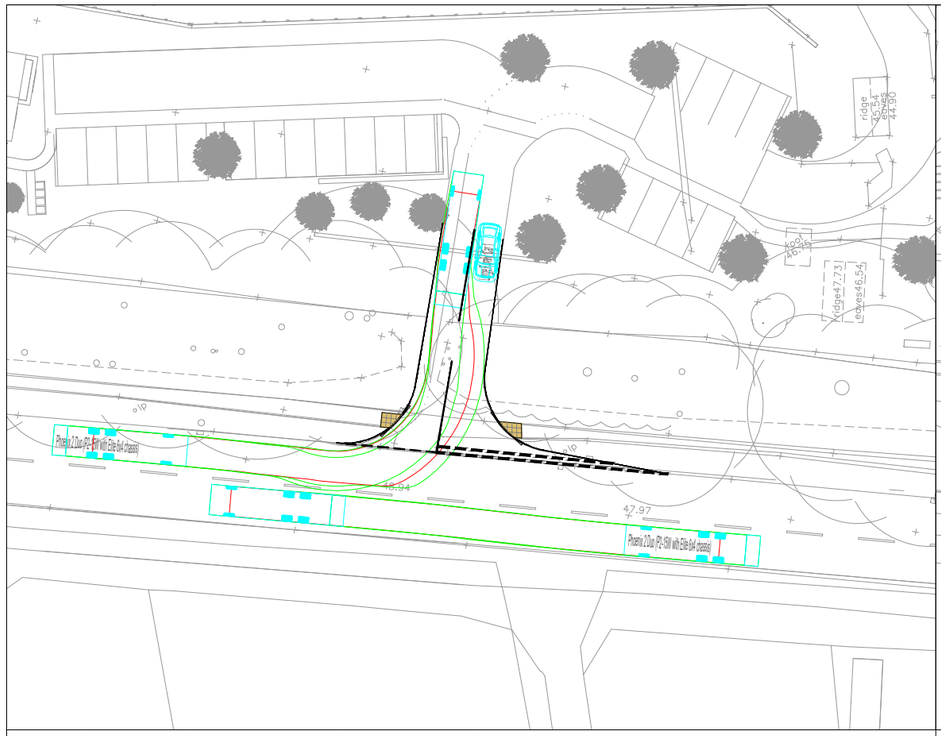
Project Phase
PRELIMINARY

Title
ACCESS DESIGN AND VISIBILITY SPLAYS

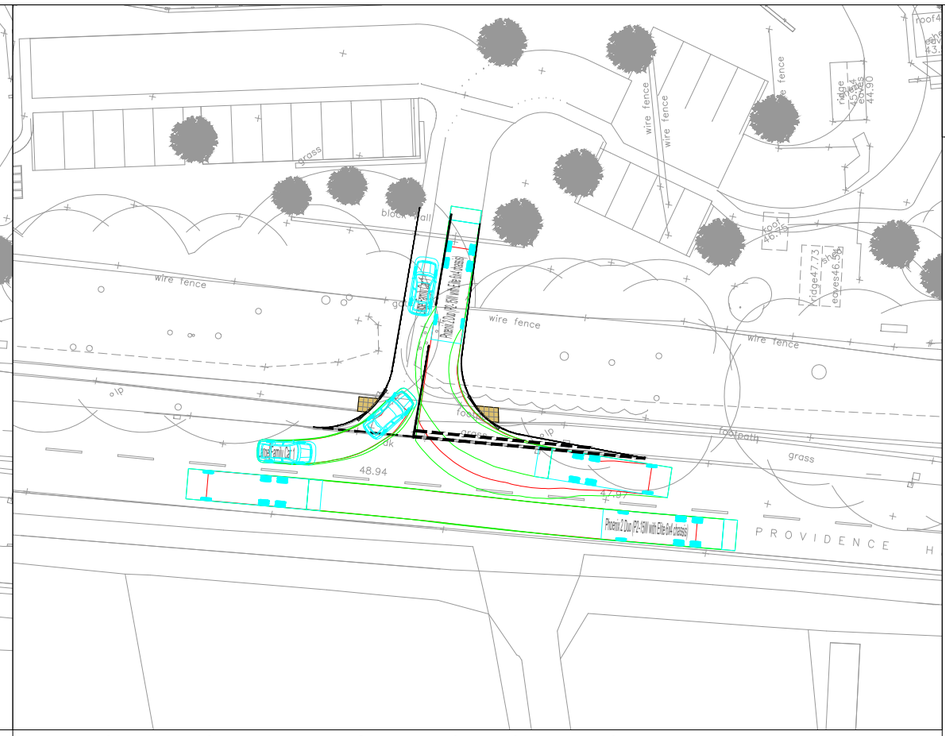
paulbasham associates
Paul Basham Associates Ltd
The Bothy, Cams Hall Estate, Fareham, PO16 8UT
01329 711 000
info@paulbashamassociates.com www.paulbashamassociates.com

Client
COLTEN CARE

QMS2011/v8/210723/JM

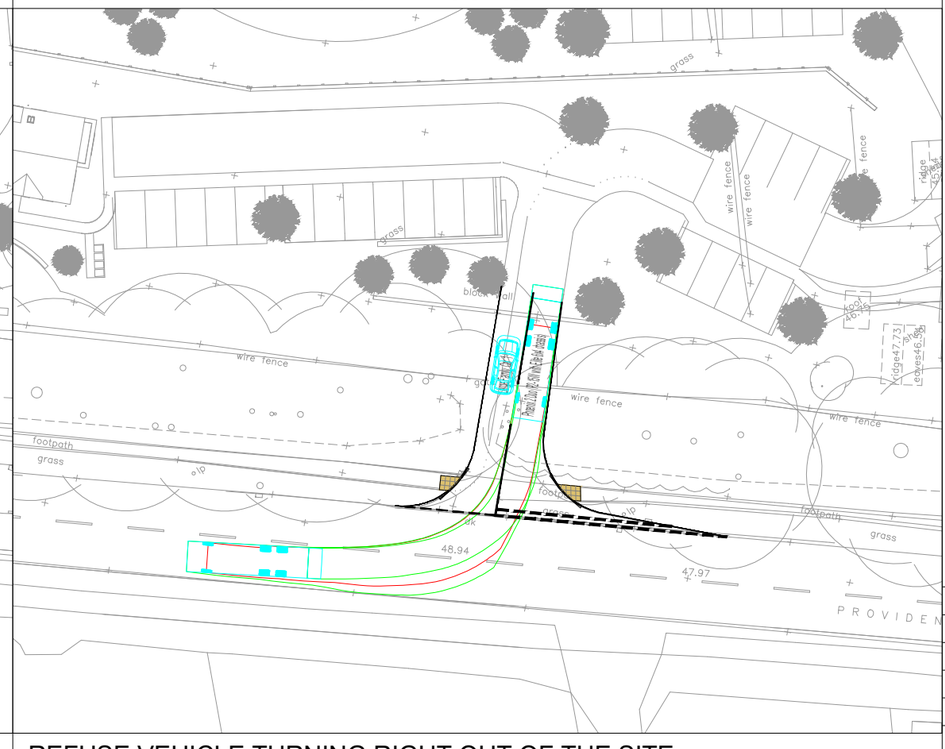


REFUSE VEHICLE TURNING LEFT INTO THE SITE



REFUSE VEHICLE TURNING LEFT OUT OF THE SITE

REFUSE VEHICLE TURNING RIGHT INTO THE SITE



REFUSE VEHICLE TURNING RIGHT OUT OF THE SITE

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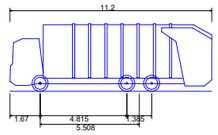
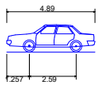
6. ALL VEHICLES HAVE BEEN TRACKED TO 10MPH.

VEHICLE PROFILE



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m



Large Family Car 1

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

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P01	FIRST ISSUE	22.02.24	CID	MDS

Project Name
CARE HOME 4 BROOKFIELD, PROVIDENCE HILL, BURSLEDON

Project Phase
PRELIMINARY

Title
SWEPT PATH ANALYSIS OF SITE ACCESS

paulbasham associates
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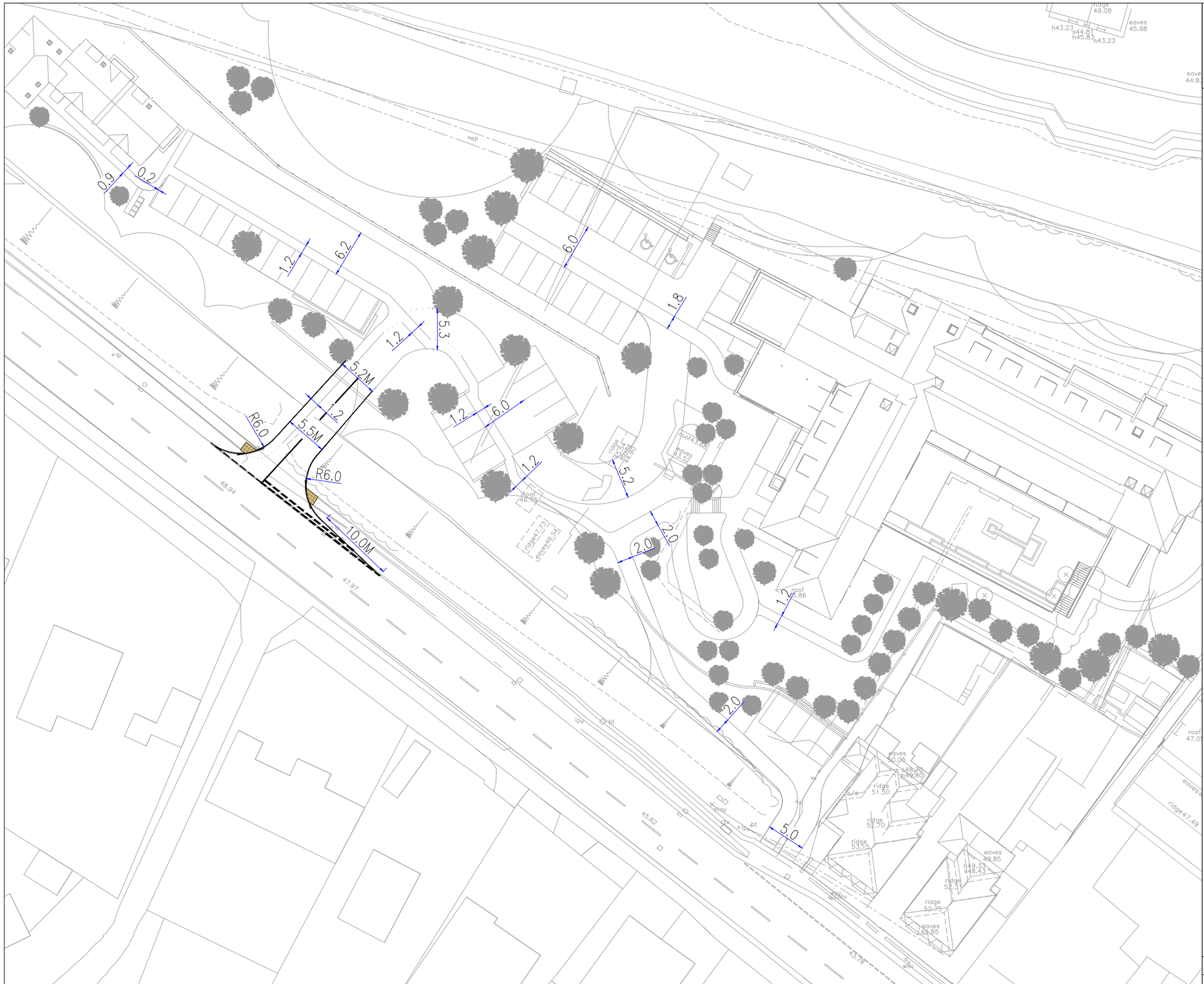
Client
COLTEN CARE

Date Created	Drawn By	Approved By	Suitabilty Code
22.02.24	CID	MDS	-

PBA Project Number	Scale
197.0004	1:500 (AT A3)

PBA Drawing No:	Revison
197.0004-0002	P06



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PRELIMINARY

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Rev	Description	Date	By	App'd
P01	FIRST ISSUE	27.03.25	CID	MDS

Date Created	Drawn By	Approved By	Suitabilty Code
27.03.25	CID	MDS	-

PBA Project Number	Scale
197.0004	1:500 (AT A3)

PBA Drawing No: 197.0004-0009

Revison: P01

Project Name
CARE HOME 4 BROOKFIELD, PROVIDENCE HILL, BURSLEDON

Project Phase
PRELIMINARY

Title
INTERNAL ROAD AND FOOTWAY/FOOTPATH WIDTHS

paulbasham associates
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info@paulbashamassociates.com www.paulbashamassociates.com

Client
COLLIN CARE
COLLEN

Appendix F

M & S Traffic

Road Safety Audit Stage 1

Care Home 4 Brookfield

Proposed Access

Providence Hill

Bursledon

Hampshire

Date: 18th April 2024

Report produced for: Paul Basham Associates

Report produced by: M & S Traffic

Registered Office: 32 Hamelin Road, Gillingham, Kent ME7 3EX Registered in Cardiff No:06730905

DOCUMENT CONTROL SHEET

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Project Title	Care Home 4 Brookfield, Providence Hill, Bursledon
Report Title	Road Safety Audit Stage 1
Status	Final

Record of Issue

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

Distribution

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

CONTENTS

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

Appendix A……. List of drawings

Appendix B……. Comment Location Drawing

Appendix C……. Road Safety Audit Decision Log

Appendix D……. Design Organisation Statement

Appendix E……. Overseeing Organisation Statement

1 INTRODUCTION

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

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

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

1.2 The Audit Team membership was as follows:

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

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

1.3 The audit was undertaken following the principles of GG 119, The Design Manual for Roads and Bridges. The documents available at the time the report was compiled are detailed in Appendix A.

1.4 The Audit took place at the Gillingham offices of M&S Traffic in April 2024 and comprised an examination of the documents provided as listed in Appendix A. A joint visit to the site was undertaken to the proposed scheme on the 16th April 2024 between 12:30 and 13:00. Weather conditions at the time were fine and the road surface was dry. Traffic flows and free flow speeds were moderate. There were low pedestrian flows and no cycle movements observed during the site visit.

1.5 The report has been compiled, only with regards to the safety implications for road users of the layout presented in the supplied drawings. It has not been examined or verified for compliance with any other standards or criteria. This safety audit does not perform any "Technical Check" function on these proposals. It is assumed that the Project Sponsor is satisfied that such a "Technical Check" has been successfully completed prior to requesting this safety audit.

1.6 The auditors have not been informed of any Departures from Standards in this scheme construction.

1.7 All comments and recommendations are referenced to the detailed drawings and the locations have been detailed relating to the plans supplied with the audit brief, Appendix B.

2 SAFETY ISSUES RAISED AT PREVIOUS AUDITS

2.1 No previous safety audits were submitted for assessment.

3 ITEMS RAISED AT THE STAGE 1 AUDIT

3.1 General

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

3.2 Local Alignment

3.2.1 **PROBLEM**

Location: Proposed junction with Providence Hill.

Summary: Reduced visibility could lead to side impact collisions.

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

RECOMMENDATION

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

3.3 Junctions

3.3.1 **PROBLEM**

Location: Proposed junction with Providence Hill.

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

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

RECOMMENDATION

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

3.4 Non-Motorised User Provision

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

3.5 Road Signs, Carriageway Markings and Lighting

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

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

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

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

5 AUDITOR TEAM STATEMENT

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

Audit Team Leader

Bryan Shawyer
BEng (Hons), MSc, MCIHT, MSoRSA
Highw[redacted]RSA Certificate of Competency (July 2012)

Signe[redacted]Date: 18/04/2024

Audit Team Member

Martin Morris
PGD, MCIHT, MSoRSA
Highway[redacted]RSA Certificate of Competency (April 2012)

Signed: [redacted] ate: 18/04/2024

M & S Traffic
Aeolus House
32 Hamelin Road
Gillingham
Kent ME7 3EX

+44 (0) 1634 307 498

contact@mstraffic.co.uk

www.mstraffic.co.uk

APPENDIX A

List of drawings and documentation submitted for auditing:

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

Supporting Documentation:

- Covering emails, Paul Basham Associates.

APPENDIX B

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

APPENDIX C: Road Safety Audit Decision Log.

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

Scheme: Care Home 4 Brookfield, Providence Hill, Bursledon

Date Audit Completed: 18th April 2024

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

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

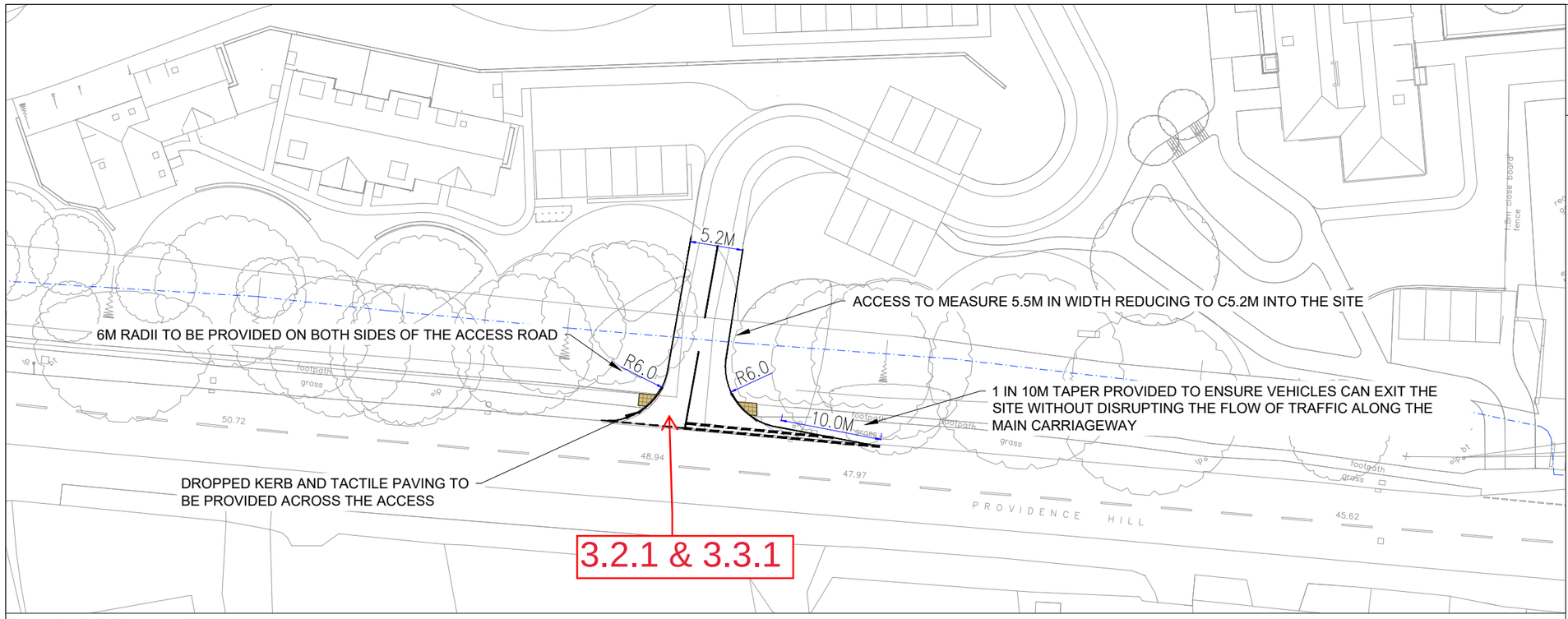
slope could lead to side impact collisions.				
3.3.1 **Location**: Proposed junction with Providence Hill. **Summary:** Inappropriate access radius could lead to rear end shunts. A radius of 6m is proposed at the access to the development, where this section of Providence Hill is subject to a 40mph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

APPENDIX D: DESIGN ORGANISATION STATEMENT

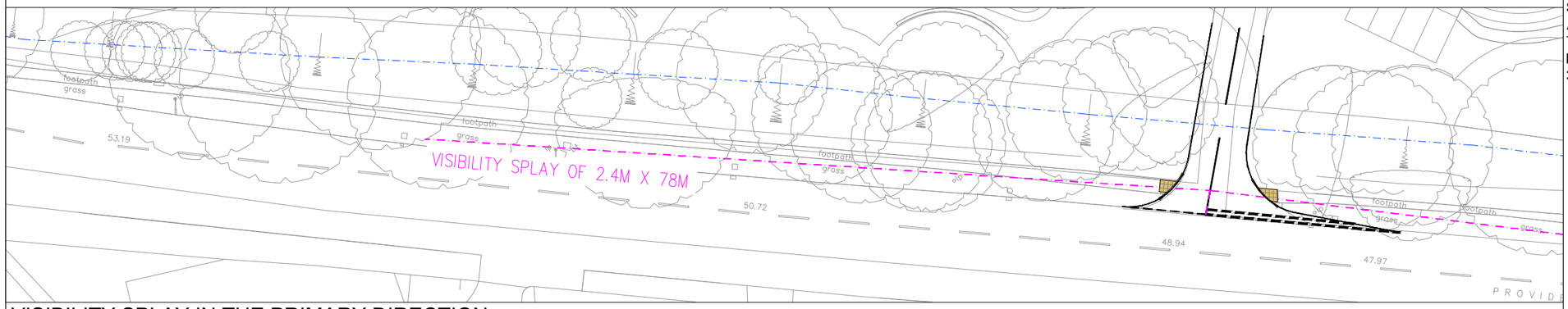
PROJECT NAME: Stage 1 Care Home 4 Brookfield, Providence Hill, Bursledon	
On behalf of the Design Organisation I certify that: **1) The actions identified in response to the problems raised in this RSA have been discussed and agreed with the Overseeing Organisation**	
Name	Caroline Duff
Signed	[redacted]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

APPENDIX E: OVERSEEING ORGANISATION STATEMENT

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



ACCESS DESIGN



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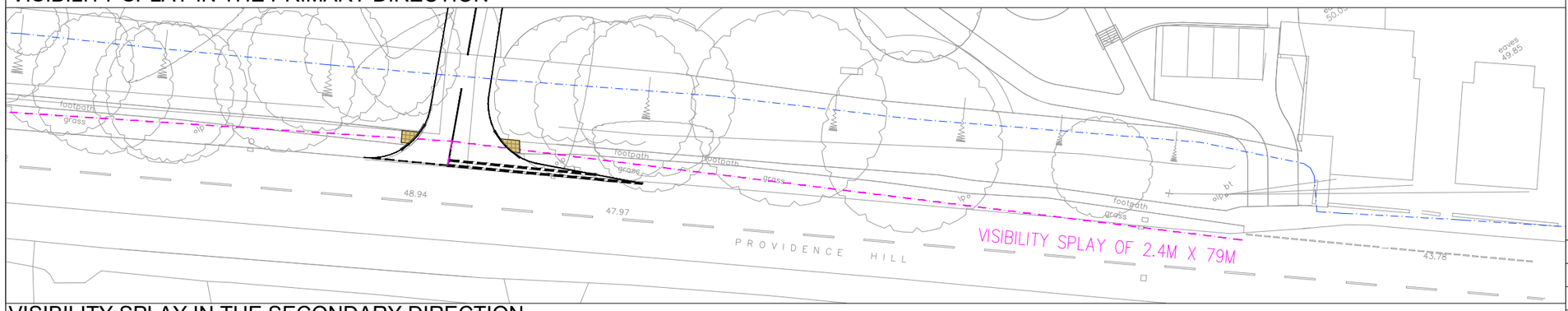

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KEY

- - - INDICATIVE HIGHWAY BOUNDARY

NORTH

VISIBILITY SPLAYS

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

PRELIMINARY

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

Rev	Description	Date	By	App'd
P03	UPDATED LAYOUT	05.04.24	OSC	CID
P02	UPDATED ACCESS DESIGN	27.02.24	CID	TAF
P01	FIRST ISSUE	22.02.24	CID	MDS

Date Created	Drawn By	Approved By	Suitabilty Code
22.02.24	CID	MDS	-

PBA Project Number	Scale
197.0004	1:500 (AT A3)

PBA Drawing No:	Revison
197.0004-0001	P03

Project Name
CARE HOME 4 BROOKFIELD, PROVIDENCE HILL, BURSLEDON

Project Phase
PRELIMINARY

Title
ACCESS DESIGN AND VISIBILITY SPLAYS

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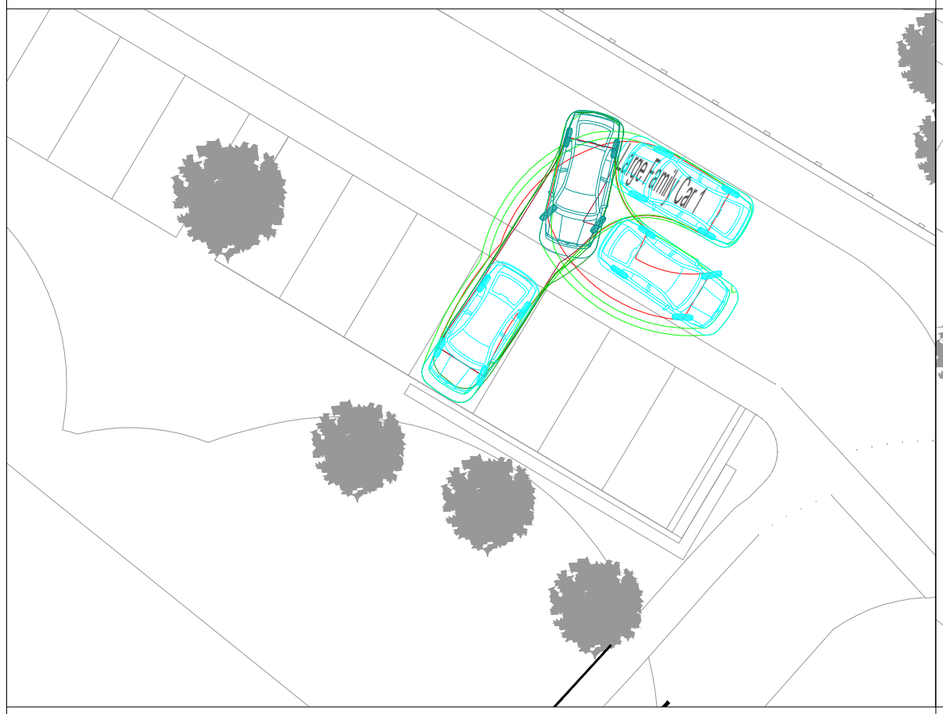
Client
COLTEN CARE

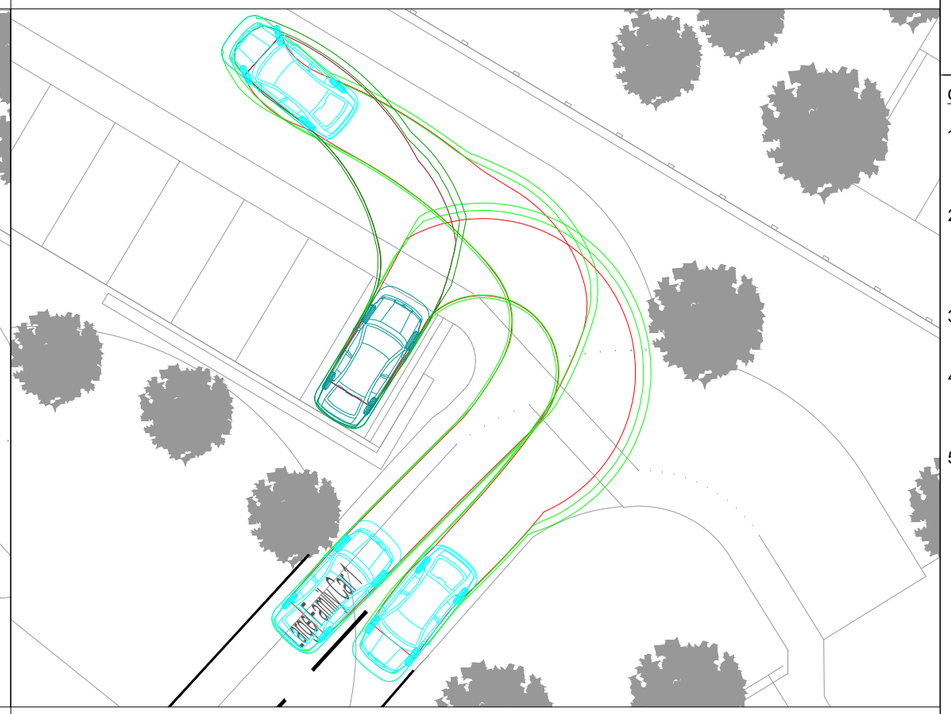
QMS2011/v8/210723/JM

Appendix G

CAR FORWARD PARKING AT CARE COTTAGES

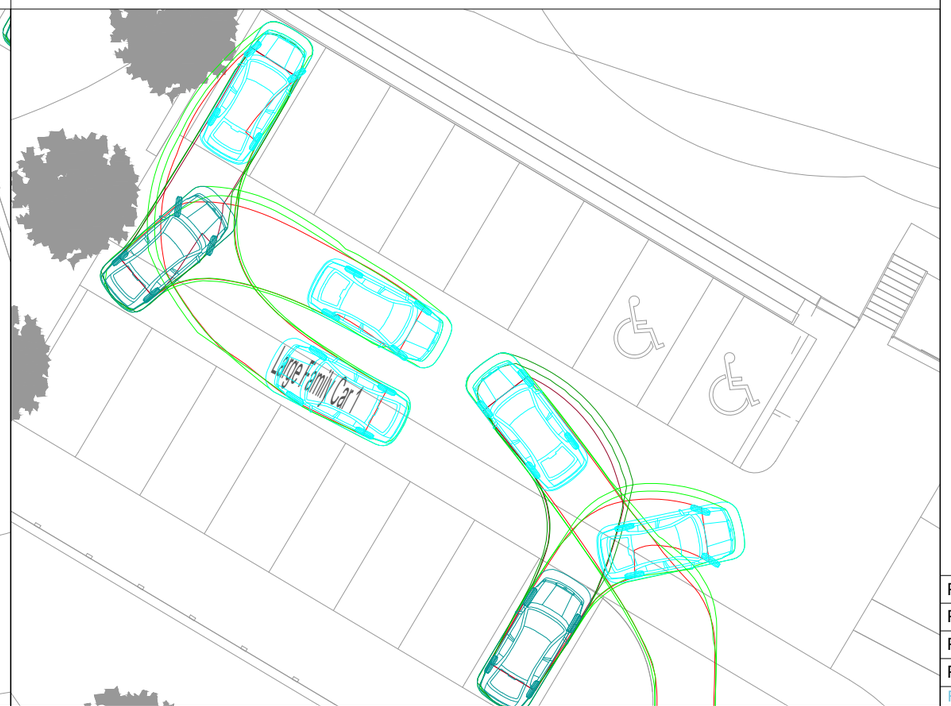


CAR REVERSE PARKING AT CARE COTTAGES



CAR REVERSE PARKING BETWEEN CARE HOME AND COTTAGES

CAR FORWARD PARKING AND REVERSE PARKING AT CARE HOME



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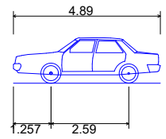
VEHICLE PROFILE



NORTH

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

PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
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Rev	Description	Date	By	App'd
P04	UPDATED LAYOUT	27.03.25	CID	MDS
P03	UPDATED LAYOUT	16.07.24	OSC	CID
P02	UPDATED LAYOUT	26.06.24	CID	TAF
P01	FIRST ISSUE	05.04.24	OSC	CID

Project Name
CARE HOME 4 BROOKFIELD, PROVIDENCE HILL, BURSLEDON

Project Phase
PRELIMINARY

Title
LARGE FAMILY CAR SWEPT PATH ANALYSIS

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Client
COLLEN CARE
COLLEN

Date Created	Drawn By	Approved By	Suitabilty Code
04.04.24	OSC	CID	-

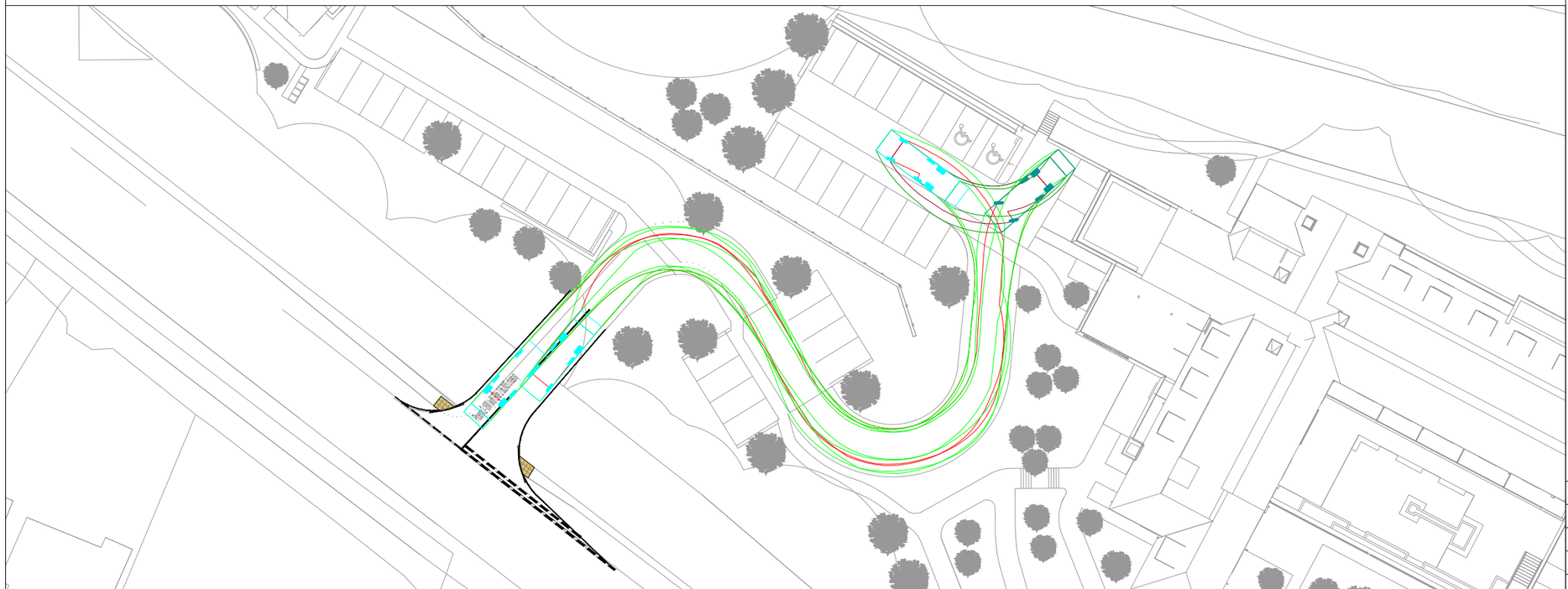
PBA Project Number	Scale	
197.0004	1:200	(AT A3)

PBA Drawing No:	Revison
197.0004-0005	P04

Appendix H

REFUSE VEHICLE TRACKING FOR COTTAGES (11.2M)

REFUSE VEHICLE TRACKING FOR CARE HOME (9.6M)



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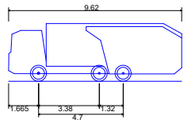
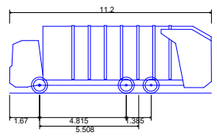
6. ALL VEHICLES TRACKED AT 10MPH.

VEHICLE PROFILE



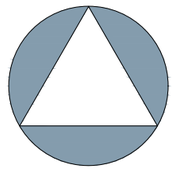
Phoenix 2-18W (with Elite 2 6x2MS chassis)

Overall Length	9.620m
Overall Width	2.530m
Overall Body Height	3.211m
Min Body Ground Clearance	0.416m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.550m



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m



NORTH

PRELIMINARY

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P02	UPDATED LAYOUT	26.06.24	CID	TAF
P01	FIRST ISSUE	05.04.24	OSC	CID

Date Created	Drawn By	Approved By	Suitabilty Code
04.04.24	OSC	CID	-

PBA Project Number	Scale
197.0004	1:500 (AT A3)

PBA Drawing No:	Revison
197.0004-0003	P04

Project Name
CARE HOME 4 BROOKFIELD, PROVIDENCE HILL, BURSLEDON

Project Phase
PRELIMINARY

Title
REFUSE VEHICLE SWEPT PATH ANALYSIS

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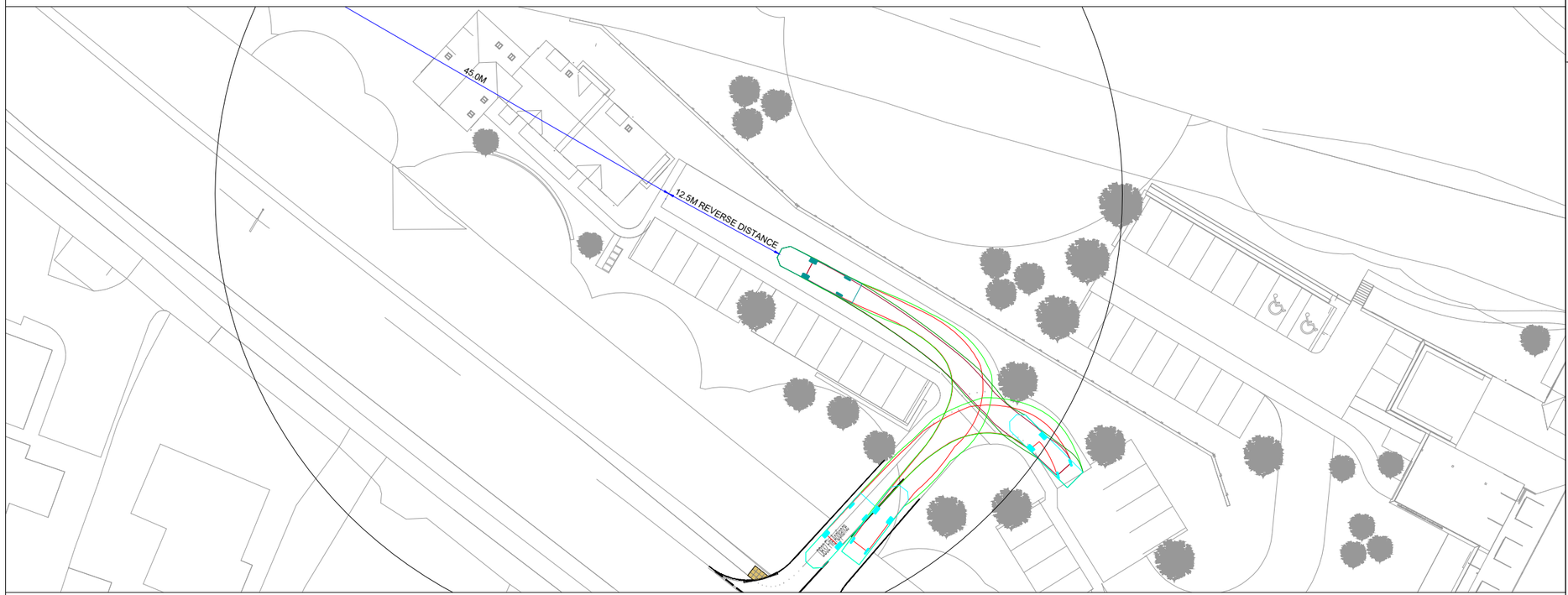
Client
COLLIN CARE
COLLEN

Appendix I

FIRE TENDER TURNING AT CARE COTTAGES



FIRE TENDER TURNING AT CARE HOME

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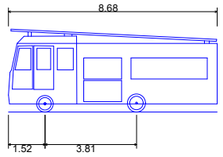
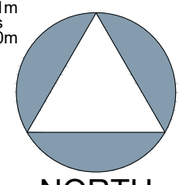
VEHICLE PROFILE



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



NORTH

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P02	UPDATED LAYOUT	26.06.24	CID	TAF
P01	FIRST ISSUE	05.04.24	OSC	CID

Date Created	Drawn By	Approved By	Suitabilty Code
04.04.24	OSC	CID	-

PBA Project Number	Scale
197.0004	1:500 (AT A3)

PBA Drawing No:	Revison
197.0004-0004	P04

Project Name
CARE HOME 4 BROOKFIELD, PROVIDENCE HILL, BURSLEDON

Project Phase
PRELIMINARY

Title
FIRE TENDER SWEPT PATH ANALYSIS

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Client
COLTEN CARE
COLTEN