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Date	14 April 2025	Email	eastleighdc@hants.gov.uk

For attention of Ms Altman

Dear Sirs

**Re: F/25/99169 At Land adjoining 4 Brookfield, Providence Hill,
Bursledon.**

Construction of a 68-bed care home (Use Class C2) and 3 x close care cottages (Use Class C3 Age Restricted) with associated access, internal access roads, parking, landscaping and infrastructure (revision to application ref. F/24/97312)

In regard to application F/25/99169, it is noted that the application is a revision to the previous site application for a 69-bed care home which was refused planning permission by Eastleigh Borough Council on 29 November 2024.

ACCESS:

Access into the site is via a proposed priority junction taken from Providence Hill, and offers no change to that submitted for the previous site application. As before, there is no objection to this proposal, subject to the junction being in place prior to the start of works, and that developer contributions are secured in order to implement Traffic Regulation Orders to ensure appropriate visibility splays are maintained.

A second vehicle access is also again shown on plans, located adjacent to the Brookfield Cottages. Again this access offers no change to that previously submitted, against which no highway objection was raised.

This access also accommodated a footway link into the site as previously agreed.

Applicants should however be aware that as both the vehicle and footway works link into the highway, subsequent to any permission that may be forthcoming from EBC as Local Planning Authority, a secondary permission will be required to actually undertake the works. This will require a S278 legal agreement to be entered in to, details of which can be found via the following web address - <https://www.hants.gov.uk/transport/developers/section-278>

INTERNAL SITE LAYOUT:

It is noted that the internal site layout has been amended, with an expanded parking area to the northwestern end of the site. The remainder of the site, being made up of formal parking areas and the internal roadway, remains as previously submitted bar a small section of additional footway leading towards the Brookfield Cottage direction.

These changes are acceptable, as is the internal roadway which previously raised no objection, and is understood to be remaining private.

PARKING:

As mentioned above, it is noted that the parking area to the northwestern end of the site has been expanded, with an additional 6 parking spaces provided. Given this increase comes with a minor reduction in the development unit quantum proposed (68 units down from 69), this is welcomed.

It is also noted that the Case Officer, in an email dated 25 April 2025, has confirmed that the overall parking number now accords to the EBC Parking Standards for a site of this type.

Finally, it is also noted that of the 4 parking spaces located adjacent to the Brookfield Cottages, 3 are now being made available for use by the Brookfield Cottages residents (TA paragraph 4.22).

DEVELOPER CONTRIBUTIONS:

Given that the development will bring with it additional highway service, infrastructure requirements and vehicle flows, that accumulative with other development in the area will have an impact on the local highway network, developer contributions are requested. These are:

A) £44,000 towards sustainable travel, which would be utilised in the first instance for:

- cycle infrastructure;
- bus infrastructure; and
- road improvements on the local network.

The cycle infrastructure outlined would be for the continuation of the cycle route between Windhover roundabout and the River Hamble overbridge to the south east.

Elements of this scheme have been provided by developer works, as well as developer contributions, and additional contributions are being sought to continue this.

Employees and visitors to the site would obviously benefit from the proposals for those wishing to cycle and assist in the promotion of safe sustainable travel.

Bus infrastructure would primarily be for bus stop improvements local to the site, such as a shelter to the south east bound stop located to the north west of the site, as well as Real Time Information for both this stop and the north west bound stop, again located to the north west of the site. It would also be prudent to secure an element of the funding towards actual bus service provision, ensuring a service to the site continues.

Road improvements locally would be less likely to utilise the contribution, but ongoing proposals for Windhover Roundabout and Hamble Lane would need consideration.

B) In addition to this, there was also a second contribution of £12,000 towards Traffic Regulation Orders along the Providence Hill in the locality of the site and also within the access junction. This is primarily to ensure that visibility splays are retained free of obstruction / parking.

RECOMMENDATION:

Given the above comments, there would be **no objection** to the proposals, subject to developer contributions being secured, and conditions being applied as outlined below.

CONDITIONS:

A. 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 of 2.4 x 78.0 metres looking northwest and 2.4 x 79.0 metres looking southeast 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.

B. CONSTRUCTION SITE MANAGEMENT PLAN REQUIRED

No development shall start on site until a construction site management plan 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) Access and egress for plant and machinery;
- (e) Protection of pedestrian routes during construction;
- (f) Location of temporary site buildings, compounds, construction material, and plant storage areas;
- (g) 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.

C. 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.

D. BROOKFIELD COTTAGES PARKING

Three on-site parking spaces shown on plans located adjacent to the Brookfield Cottages must be made available to the residents of the cottages prior to use of the development and shall be retained thereafter for their sole use.

Reason - To ensure adequate on-site car parking provision for the Brookfield Cottages.

Yours faithfully,

Matt Grantham
Principal Transport Planner - Highway Development Planning
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