

New Forest National Park Local Plan: Ashurst Hospital consultation Hampshire County Council Response – February 2019	
Subject / Theme	Object / Support Comments / Reasons
Highways and Access	<p>HCC as Highway Authority is not averse to the principle of development in this location. It is within a settlement and on a brown field site; however, the policy should make some reference to Highway access and therefore to the following: -</p> <ul style="list-style-type: none"> • Access arrangements, these are assumed that they will remain as existing. Dependent on trip generation (the new use compared with the existing) there may be a net change. Existing access the hospital is via private road, from the service road serving the local shops/pub and onto A35 - and not without constraints. • The site should look to enhance the pedestrian access to the rail station which currently is not in good repair, it floods and is not surfaced until it reaches Network Rail land. • The close proximity of the site to the rail station should be utilised and trips by rail from Ashurst Station and or bus from the A35 should be encouraged by those inhabiting the site and perhaps car ownership restricted to reflect the proposed C2 use. • Development planning colleagues can advise on the site specifics at the time of an application.
Adult Services – Extra care accommodation	<p>HCC would support the provision of affordable extra care accommodation on this site.</p>
Public Health	<p><i>What contribution would the allocation make to the provision of housing within the National Park? Are needs for Class C2 use and extra care use included in the Objectively Assessed Need for housing identified in the 2017 study and how would such provision contribute towards meeting the housing requirement?</i></p> <p>Hampshire County Council Public Health notes and supports the proposed retained (and potentially extended) healthcare provision in the western part of the site and development of approximately 30 residential units (Use Class C2 or extra care use) on the remaining previously developed part of the site. We are particularly supportive of the proposal for extra care residential units, given the local demographic characteristics and the numerous benefits associated with supporting people to remain as independent as possible into older age.</p> <p>The total population of New Forest is forecast to increase from 177,700 to 182,900 by 2024. The greatest level of growth in this period is predicted in the 85+ age group, which is forecast to increase by 13.5%. This</p>

	<p>will have various implications for the way services are delivered and for housing and care requirements. The elderly support ratio (ESR) can be used to demonstrate the number of retirement aged people relative to the number of working age people. A high ESR can suggest that the adult social care needs are likely to outstrip local capacity, since there may not be enough working age people to fulfil these roles, paid or unpaid. The ESR in the New Forest is forecast to increase from 51.4 elderly people for every 100 people of working age in 2017 to 56.6 by 2024. Supporting older people to remain in their own homes for as long as possible can bring about a multitude of benefits to the individual as well as to the NHS and adult social care. Novel approaches, such as extra care housing, can support this ambition.</p> <p><i>What are the potential adverse impacts of development on the site and how would these be mitigated?</i></p> <p>The proposed development is located on a site close the A35, on a key route between Southampton, Totton, Lyndhurst and onwards to the south of the New Forest National Park. The New Forest currently has one declared Air Quality Management Area (AQMA) for the likely exceedance of the annual mean air quality objective for NO₂. The AQMA covers Lyndhurst High Street and is related to motor vehicle traffic. Traffic from motor vehicles can have negative impacts on health and wellbeing, not least due to noise impacts, negative perceptions of safety, and reduced air quality.</p> <p>HCC would like to see consideration given to how a potential increase in vehicle traffic movements, and the associated environmental, social and health impacts, would be minimised as much as possible and how any unavoidable increases and impacts would be mitigated. This includes both in the short term, during the development stage, and the long-term, once the development is occupied. HCC would like to see included within the policy measures to encourage up-take of sustainable modes of travel to and from the proposed development by staff, visitors and residents.</p>
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