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Enquiries To Zara Rogers

My reference 047390

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Your reference F/22/93194

Date 24 October 2022

Email eastleighdc@hants.gov.uk

Dear Sirs ,

THE AGEAS BOWL, MARSHALL DRIVE, WEST END, SOUTHAMPTON, SO30 3XH

Full planning application for the erection of 185 dwellings, a 71-bedroom care home (Use Class C2), a 142-bedroom hotel (Use Class C1), a well-being centre (Use Class E / F2), a new pavilion building and improvements to existing stadium, new vehicular access, car parking, pedestrian circulation and processional ramp, together with associated tree planting, landscaping, SuDS and biodiversity enhancements.

Introduction:

The proposed development site the Ageas Bowls, is comprised of a development located on the non-operation area of the existing Ageas Bowls site approximately 0.9km² in size. This planning application seeks permission for

- 185 new homes,
- 71-bedroom care home (Use Class C2),
- 142-bedroom hotel (Use Class C1),
- Well-being centre (Use Class E / F2),
- New pavilion building and improvements to existing stadium,
- New vehicular access,
- Car parking, pedestrian circulation and processional ramp, together with tree planting, landscaping, SuDS and biodiversity enhancements.

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Existing Conditions:

Walking:

There are several footways, and shared-use surfaces in the vicinity of the site consisting of a mix of lit and unlit streets, which provide pedestrian connection to local facilities, such as shops and primary schools.

The site is also surrounded by a network of Public Rights of Way (PRoW); any impact on the PRoW network requires a separate consultation with HCC Countryside Service Team.

Cycling:

A mix of cycle and shared use infrastructure can be found within the close vicinity of the site, providing a cycle connection to West End, and local facilities within Hedge End.

Bus:

The closest bus stops are located on the B3035 Botley Road, immediately east and west of the Marshall Drive junction. Both are served by the Number 8 and X4 services, which provide an hourly service between Eastleigh, Hedge End and Southampton.

Train:

Hedge End is the closest train station, 2.6km northeast of the site. From here an hourly service can be found between Portsmouth and London Waterloo.

WCHAR:

It is noted that a WCHAR assessment has not been undertaken and it is requested that an assessment is provided in accordance with HCC's Technical Guidance Note TG19. This should focus on routes to local schools, and local amenities such as convenience stores, as well as assessing the pedestrian and cycling infrastructure in the vicinity of the site.

Accident Data:

A PIA (Personal Injury Accident) data has been provided, from 1st May 2015 to 30th April 2020, obtained from Hampshire constabulary. The TA states that in November 2021 more recent accident data was requested, however Hampshire Constabulary

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confirmed that the data provided is the most recent dataset. However, this request is almost a year old, and the applicant should confirm if there is more recent data available.

Development Proposals:

This proposed development is for:

- 185 new homes,
- 71-bedroom care home (Use Class C2),
- 142-bedroom hotel (Use Class C1),
- Well-being centre (Use Class E / F2),
- New pavilion building and improvements to existing stadium,
- New vehicular access,
- Car parking, pedestrian circulation and processional ramp, together with tree planting, landscaping, SuDs and biodiversity enhancements

Vehicular access to the site is via the existing B30335 Botley / Marshall Drive signal junction, with access to the hotel, care home, wellbeing centre and residential area utilising the existing internal access roads and infrastructure. However, it is requested that confirmation on the extent of the existing adopted highway is provided along with if any internal roads are to be offered for adoption.

In the event where the internal access road is not to be offered for adoption, it would be advisable that the developer ensures that all the roads and footways are designed to minimum industry standards and/or Hampshire County Council's best practice and the road is managed by a suitable and competent overseeing organisation.

New Car park access:

A new event day car park is proposed, via an existing gated access off Botley Road. Visibility splays for the access have not been provided, and these should be included as part of this submission. The precise location of this access should be confirmed, which highlights the existing details/context of the surrounding area of the access, along with the Highway Boundary, to confirm ownership that is affected by this proposal

Furthermore, the geometry and the type of access that is being proposed to serve the new event day car park should be made clear. Arguably, two sets of dropped kerb vehicle crossovers could be utilised, meaning that pedestrians will not have to negotiate two bellmouth junctions when, for the vast majority of the year when events are not taking place, there will be no vehicle movements through this access. This is the Highway Authority's preference as it provides pedestrian priority. Also, the alternative dropped kerb access option can be processed via a S184 license instead of a S278

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Agreement. However, if the bellmouth/priority junction arrangement is progressed then an RSA1 (Road Safety Audit) would be required at this stage for any planning application future submission.

It is however noted that localised traffic management would be required on match days to manage pedestrian/vehicle conflict for either access design proposals.

Finally, and regardless of the ultimate junction form, updated vehicle tracking should be provided. Whilst tracking has been provided identifying a vehicle entering and existing the new site access arrangement, the dimension of this tracked vehicle should be provided along with the tracking speed.

Proposed pavilion ramp:

A new access ramp is being proposed, which leads from the new event day car park into the grounds. However, no information regarding the structure type or form has been provided. The Highway Authority request that further information surrounding this new proposed structure are provided for review, especially as this structure goes over an internal access road.

Internal layout:

The TA states that the internal access roads through the main residential access is 6m, with 2m wide footpaths either side, with areas of shared space carriageway width between 4-6m, encouraging slow moving vehicles giving priority to pedestrians and cyclist. However, the Highway Authority request that these details are annotated on the submitted drawing for review. Furthermore, there is also the lack of detail regarding the internal residential section for the Highway Authority to comments on. It is requested that the internal forward visibility and the design speeds are provided for the internal layout, which should also be supported by an RSA1 (Stage 1 Road Safety Audit).

Pedestrian and cyclist footpath:

An additional pedestrian and cycle path is being proposed though Telegraph Woods connecting to Telegraph Road, tying into the existing footpaths. However, further information regarding the design of the footpath link should be provided, with any design adhering to LTN 1/20.

Furthermore, confirmation on the ownership/status of the existing footpaths should also be provided and how this to be secured for public use and maintained in perpetuity. Additionally, details surrounding the surfacing materials and lightning proposals of this footpath should be provided. Furthermore, it should be explored how this footpath links to Telegraph Road and whether any additional mitigation/strategies are required here.

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Any impact on the existing Public Rights of Way (PRoW) network required separate consultation with HCC Countryside Service Team.

Servicing and Deliveries:

Swept path analysis has been undertaken demonstrating that a large refuse vehicle is able to enter and exist both the internal of the residential area and care home. However, tracking speeds should be provided and resubmitted if necessary; the Highway Authority require a minimum tracking speed of 10mph. The tracking provided to date overruns kerbs in some locations, which is not acceptable.

Traffic impact:

Trips:

A trip rate assessment has been undertaken using the TRICS database. An assessment has been undertaken on each individual element of the application proposal and would result in an increase of 158 AM peak hour trips, 141, PM peak hour trips with a daily increase of 1,547 trips. The Highway Authority accept the trip rates used and the forecast trip generation, summarised in the table below.

Table 7-6 – Trip Generation – (Two-way Movements)

Part of Development	AM Peak (08:00 – 09:00)	PM Peak (17:00 – 18:00)	Daily (07:00 – 19:00)
103 Houses	48	51	471
80 Apartments	16	15	140
Wellbeing Centre (1,237 sqm) *	5	6	84
Budget Hotel (142 rooms)	78	57	652
Care home (71 rooms)	12	12	201
Total Vehicle Generation	158	141	1547

* Whilst the existing well-being centre will be relocated and enlarged, the trip generation calculations are based on the total size of the new building.

Distribution:

Journey to work census data has been used to forecast the distribution of future trips to and from the development site, with Google Maps being used to identify the route these trips would take (assignment). The Highway Authority accepts the methods used and resulting outputs.

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Traffic Growth and Committed Developments:

Baseline conditions have been informed by a manual classified count and queue length survey undertaken the 2nd December 2021, which have been uplifted by TEMPRO. A review of the committed development within the site have also been considered and included.

However, the committed development “Land west and South of Horton Heath – proposed allocation for 950 dwellings”, that is stated in the TA is outdated and has been replaced by a more recent application, application number O/20/89498. The Highway Authority request that this application is therefore included as part of any committed developments.

Botley Road/Marshall Drive Junction:

Traffic modelling has been undertaken for the Botley Road/Marshall drive junction. Baseline conditions have been informed by a manual classified count and queue length survey undertaken the 2nd December 2021. Linsig has been used to review the current operation of the Botley Road/Marshall Drive junction and the impact of the development traffic on this junction.

The Highway Authority have reviewed the modelling provided and note the below issues with this:

- the minimum green times for some phases (eg pedestrians and left turn filter) differ from those on street
- the use of infinitely long lanes throughout is incorrect. There are short, flared lanes on all approaches
- lane widths differ for some links, which affect the saturation flows

However, in light of the above the Highway Authority have run a revised version of the model which includes correction of the errors mentioned above. The result from this revised model shows that for all years, both with and without development traffic, the junction will operate satisfactorily, including a good level of spare capacity in the AM and PM peaks. In conclusion the signal junction can accommodate the development flows and no capacity changes would be necessary.

No modelling has been carried out for any events at the Ageas Bowl when traffic flows would be far higher. However, as the HA operate the signals manually during these events this is considered unnecessary.

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Event Day Junction Capacity Assessment:

An event-day capacity assessment has been undertaken for the new access junction on B3035 Botley Road, using Junction 9 modelling. The result show that during event day, the new event day car parking access will operate within capacity. However, this assumption is based on assuming that:

- For One-Day International Matches occurring on a weekday up to 46.8% of event spectators are assumed to arrive in the AM peak period, and
- For Concerts or Twenty Twenty Cricket Matches up to 41% of event spectators are assumed to arrive in the PM peak period.

Assuming the maximum car park capacity is 700, would result in 328 arrivals in the AM peak and 288 arrivals in the PM peak, with a 50/50 split of direction of travel. However, this is just an assumption, and the applicant should confirm if this is the worst-case scenario that has been used.

Furthermore, an assessment of junction capacity at the end of an event has not been completed as B3035 Botley is closed to through traffic immediately after an event to assist with the safe and efficient egress of vehicles from the site. However, due to the car park likely to remain private, any queuing internally should be addressed via the event management plan.

The TA states that this priority junction will operate as one-way into the site before an event and as one-way out after an event. This removes vehicles from Marshall Drive and existing conflicts between vehicles and pedestrians at this location.

The creation of Thorneydown Farm car park will also have an impact on the current operation of the local network. However, this is subject to a separate planning application.

Traffic Management:

Whilst the Transport assessment identifies that there are existing traffic management plans in place to accommodate event day traffic and states that a traffic management plan for the residential/care home development will be developed. However, details of this should be provided now to identify any additional mitigation methods that may be required to prevent event day traffic from parking within the new proposed areas, and how this will be managed. Currently it is not clear how access to the residential/hotel/care home element of this proposal will be maintained during event days, with the TA stating that there is to be a temporary closure of B3035 Botley Road between the roundabout junction with B3342 Tollbar Way and the mini-roundabout junction with Moorgreen Road during the period of peak demand after events at the

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Ageas Bowl. Confirmation should be provided on how the new proposed residential development/ Care home/ hotel access will be retained if there is to be a temporary road closure to help mitigate with the event traffic.

Parking:

Parking is a matter to be considered by Eastleigh Borough Council as the Local Planning Authority to make sure the proposed parking falls in line with their adopted standards.

The Highway Authority note that with the reconfiguration on site, and inclusion of the new parking facilities at Thorneydown Farm (once constructed), will result in an increase in 85 parking spaces. However, whilst there is an increase in parking spaces being provided there is a loss of parking spaces within close proximity to Ageas Bowls venue, with the relocated spaces resulting in a longer distance to walk to the venue. This could potentially worsen the event day on-street parking situation, which is already resulting in ad hoc parking on residential streets/drives and occasional abandonment of vehicles in the carriageway. Therefore, it is requested that further consideration is given to the loss of parking due to these proposals and a revised event day management plan submitted, which includes mitigation of the existing parking issue on the local network.

Framework Travel Plans:

Residential Travel Plan:

Introduction

This travel plan has been assessed using Hampshire County Council's (HCC's) evaluation criteria for the assessment of travel plans – *A Guide to Development Related Travel Plans*. Whilst the quality of this travel plan is generally good, some amendments are required before it can be approved.

Title page, document control, and introduction

The title page, document control sheet and introduction should contain the following additional information among them:

- The planning reference (F/22/93194)
- The developers view on travel planning, or a statement from the developer supporting the contents of the travel plan.

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Guidance and policy

Additional references should be made to national, regional, and local policy documents and guidelines. These may include, but are not limited to:

- Planning Practice Guidance '*Travel Plans, Transport Assessments and Statements*' (2014)
- IHT's '*Guidelines for Providing Journeys on Foot*' (2000)
- CIHT's '*Buses in Urban Developments*' (2018)
- Hampshire County Council's '*A Guide to Development Related Travel Plans*' (2019)
- Hampshire County Council's Parking Standards
- LPA local plan
- LPA parking SPD
- Neighbourhood Plans

Existing site conditions / site audit

The following information regarding the existing site should be included in the travel plan:

- Class use of the existing site (specific to the appropriate character area)
- Bus route maps
- Full bus timetables (can be included as an appendix)
- Details regarding car parking, cycle parking, waiting areas, and accessibility at the nearest station.
- Description of the journey to the station
- Full rail timetables (can be included as appendix if necessary)
- Details of car parking, cycle parking, waiting areas, and accessibility at the nearest station
- Description of the journey to the nearest station

Site Audit – proposed layout

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The following information regarding the proposed residential development should be included in the travel plan:

- Details regarding the proposed access from the existing highway to the new residential development (including any allowance for pedestrians and cyclists).
- A layout plan for the proposed site should be included – this can be either for the whole site or only character area 5. This can be included as an appendix if necessary.
- Details of car parking provision, including quantity, location, any EV provision, and local planning authority guidelines used to inform provision.
- Details of cycle parking provision, including quantity, type, and location.
- Details of the internal highways design of the residential development, including any provision for pedestrians and cyclists.

Targets

Section 3.3 should include a biennial breakdown of how the mode share of each mode changes over the five-year travel plan period. This will initially be based on the baseline census data presented.

Measures

The following measures should be considered for inclusion in the travel plan:

- Coordinate with schools to organise walking to school events
- Collaboration with local public transport providers to improve services, negotiate discounts, and trial initiatives

In addition, the following clarifications are required:

- The value of the “cycle purchase voucher” should be given
- The public transport taster vouchers should be to a minimum value of £50
- Paragraph 5.1.3 mentions “A high quality pedestrian and cycle link through the development onto A3035 [sic] Botley Road”. Further details should be given, e.g. is this an update to existing infrastructure?

Management / TPC role

Section 4 of the travel plan should contain additional information about the travel plan coordinator. This includes:

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- Name, job title, and organisation
- Contact details, including phone number and email address
- A cost estimate for the travel plan coordinator over the five year travel planning period

If these details are not yet available, they should be emailed to DPtravelplans@hants.gov.uk when available (and prior to occupation of the site).

Monitoring

Section 5.6 (Monitoring) should include the following details:

- Monitoring timetable as laid out below:

	Baseline (Year 1)	Year 2	Year 3	Year 4	Year 5
Level of report	To be submitted one year after occupation. This will include the baseline survey results found in the updated Full Travel Plan and a monitoring report.	Monitoring Report	Full Surveys - Monitoring Report	Monitoring Report	Full Surveys - Monitoring Report

- Snapshot surveys to be conducted for years where a full survey will not be carried out.
- Recognition that HCC requires a 35% response rate for questionnaire surveys.
- Measures to ensure that this response rate is met, e.g., a voucher for supermarket or online retailer.
- Alternative method of survey if 35% response rate not achieved, e.g., ATCs/TRICS.

Action plan

The action plan should be fully costed. These values are used to calculate the travel plan cash deposit.

References to Eastleigh Borough Council in the action plan (in reference to travel plan related items, not planning items such as parking arrangements) should be replaced with Hampshire County Council (e.g., to agree travel plan objectives).

Delivery and Enforcement

Section 4.3 requires the following amendments and additions:

- The travel plan should be secured via a Section 106 agreement, and not a planning condition

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- Commitment to pay a travel plan cash deposit
- Commitment to pay HCC's [monitoring and evaluation](#) fees

Conclusion

A reference to Eastleigh Borough Council in paragraph 7.1.5 should be changed to Hampshire County Council.

This travel plan will require further amendments as set out above before it can be considered acceptable for submission in conjunction with the proposed site.

Workplace Travel Plan:

Introduction

This travel plan has been assessed using Hampshire County Council's (HCC's) evaluation criteria for the assessment of travel plans – *A Guide to Development Related Travel Plans*. Whilst the quality of this travel plan is generally good, some amendments are required before it can be approved.

Title page, document control, and introduction

The title page, document control sheet and introduction should contain the following additional information among them:

- Planning reference
- Developer's view on travel planning / statement from the developer supporting the contents of the travel plan

Guidance

A section should be included which summarises national, regional, and local policy documents relevant to the travel plan. These may include, but are not limited to:

National

- National Planning Policy Framework (2021)

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- Planning Practice Guidance 'Travel Plans, Transport Assessments and Statements' (2014)
- IHT's 'Guidelines for Providing Journeys on Foot' (2000)
- CIHT's 'Buses in Urban Developments' (2018)

Regional

- Hampshire County Council's 'A Guide to Development Related Travel Plans' (2009)
- Hampshire County Council's Parking Standards

Local

- LPA parking SPD
- LPA local plan
- Neighbourhood Plans (where applicable)

Existing site conditions / site audit

The following information should be included in Section 2 of the travel plan:

- Existing use of each area (including class use if known)
- Route maps for relevant bus services
- Description of the walk to the nearest bus stops
- Details regarding the facilities at the nearest train station, including levels of car and cycle parking, waiting areas, and accessibility
- Description of journey to station (including any bus connections between the station and the development site).

Site Audit – proposed layout

A section should be included in the travel plan which outlines the following information:

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- Proposed site plan(s) – this can be either a proposed site layout of the whole site, or individual relevant character areas. These can be included as an appendix if necessary.
- Details of car parking for each development. This should include:
 - Quantity, location, and type (e.g., disabled bays or EV charging bays etc.)
 - Details of the LPA parking SPD used to inform provision of car parking
- Details of cycle parking for each development. This should include:
 - Quantity, location, and type (e.g., Sheffield stands or cycle lockers etc.)
 - Details of the LPA parking SPD used to inform provision
- Any changes to the highways design on the wider site should be included here, if applicable (this includes changes to highways, cycleways, and footways).
- Operational hours of each development (if known)

Measures

The following measures should be considered for inclusion in the travel plan:

- The travel information packs should also include information of free health apps
- On site security
- The provision of bike service stations for staff and visitors
- Allocation of priority parking spaces for car sharers
- Newsletters

As with the residential travel plan, paragraph 5.1.4 mentions “A high quality pedestrian and cycle link through the development onto A3035 [sic] Botley Road”. Further details should be given, e.g., is this an update to existing infrastructure?

Travel plan management (Section 4)

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Details of the travel plan coordinator should be included in this section, including name, job title, organisation, and contact details. If these are not yet available, they should be sent to Hampshire County Council prior to occupation of any workplace and emailed to DPtravelplans@hants.gov.uk.

A cost for the travel plan coordinator is also required.

Monitoring

Section 7.2 (Monitoring) should note that a minimum 35% response rate is required by HCC for questionnaire surveys. Measures to ensure that this minimum response rate is met should also be included (e.g., online shopping or supermarket vouchers).

An alternative method of survey should be included if the 35% response rate is not reached (e.g. ATCs/TRICS surveys).

Action plan

The action plan should be fully costed, including a cost of the travel plan coordinator.

Enforcement

A section should be included which explains the following:

- That the travel plan shall be secured via a Section 106 agreement. This should also include obligations for individual operators to develop their own full workplace travel plans.
- Commitment to pay Hampshire County Council's [monitoring and evaluation](#) fees
- Commitment to provide a travel plan cash deposit
- Sanctions in the event of non-compliance

This travel plan will require further amendments as set out above before it can be considered acceptable for submission in conjunction with the proposed site.

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Recommendations:

The Highway Authority recommend a holding objection until further information is submitted. Once this information is submitted it can be re-assessed and further comments provided. If EBC are minded determining the application in the meantime, then please contact the Highway Authority for reasons for refusal.

Additional Information required:

- RSAs for both the access proposals and internal layouts
- WCHAR Assessment
- Internal layout information to be annotated on plans, including the forward visibility and dimensions of roads
- Visibility splays for access proposals along with dimensions of access arrangements annotated on plans
- Details regarding the structure of the pavilion
- Tracking speeds and consideration given to the tracking of a refuse vehicle
- Further information regarding the additional footpath connections
- Further information on travel plans
- Updated event day traffic management plans clarifying arrangements for residential and care home access
- Consideration given to current parking issues within vicinity of the site, with a revised site wide event day management plan submitted to mitigate the existing parking issues on the network.
- Confirmation that the worst-case scenario has been used for junction modelling of the new proposed car park access,

I trust that the above is clear but please contact Zara Rogers should you need further information.

Yours faithfully,

Gemma McCart
Team Leader– Highways Development Planning

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