

Appendix A

Hampshire County Council Comments

WSP

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

*Economy, Transport and Environment Department
Elizabeth II Court West, The Castle
Winchester, Hampshire SO23 8UD*

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Enquiries To Zara Rogers

My reference 047390

Direct Line

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.

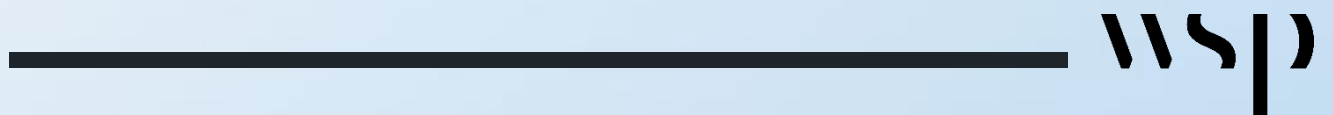
Yours faithfully,

Gemma McCart
Team Leader– Highways Development Planning

Director of Economy, Transport and Environment
Stuart Jarvis BSc DipTP FCIHT MRTPI

Appendix B

National Highways Comments





National Highways Planning Response (NHPR 21-09) Formal Recommendation to an Application for Planning Permission

From: South East Divisional Director
Operations Directorate
Southeast Region
National Highways
PlanningSE@nationalhighways.co.uk

To: Eastleigh Borough Council FAO Liz Harrison
liz.harrison@eastleigh.gov.uk

CC: transportplanning@dft.gov.uk
spatialplanning@nationalhighways.co.uk

Council's Reference: F/22/93194

Location: The Ageas Bowl, Marshall Drive, West End, Southampton, SO30 3XH

Proposal: 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.

National Highways Ref: 96110

Referring to the consultation dated 13th September 2022 on the planning application referenced above, in the vicinity of the M27 that forms part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is that we:

- ~~a) offer no objection (see reasons at Annex A);~~
- ~~b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – National Highways recommended Planning Conditions & reasons);~~
- c) recommend that planning permission not be granted for a specified period (see reasons at Annex A);**

~~d) recommend that the application be refused (see reasons at Annex A)~~

Highways Act 1980 Section 175B is not relevant to this application.¹

This represents National Highways' formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should the Local Planning Authority not propose to determine the application in accordance with this recommendation they are required to consult the Secretary of State for Transport, as set out in the [Town and Country Planning \(Development Affecting Trunk Roads\) Direction 2018](#), via transportplanning@dft.gov.uk and may not determine the application until the consultation process is complete.

Signature:

Date: 04/10/2022



Name: Mrs Beata Ginn

Position: Assistant Spatial Planner
National Highways
planningSE@nationalhighways.co.uk

National Highways

Bridge House, 1 Walnut Tree Close, Guildford, Surrey, GU1 4LZ

Beata.Ginn@nationalhighways.co.uk

¹ Where relevant, further information will be provided within Annex A.

Annex A **National Highways' assessment of the proposed development**

National Highways (“we”) has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

National Highways are concerned with proposals that have the potential to impact on the safe and efficient operation of the SRN, in this case the M27.

National Highways has previously engaged with the applicant for pre-application scoping discussions. Following the receipt of their Transport Assessment (TA) Scoping Report, we replied with a technical note dated 31st August 2021 setting out our requirements for the TA.

Trip Generation and Distribution

We note that since sending our technical note in August 2021 during the pre-application stage, there have been changes to the proposed development. In particular, the residential development has reduced from 275 homes to 185 homes, the hotel has expanded from 116 to 142 rooms, and proposals for a care home have been added. We previously indicated that we found the proposed trip generation methodology and resultant trip generation acceptable.

The trip generation methodology has remained the same in the submitted TA for all land uses other than the care home, which was not present at the time of scoping. The proposed TRICS trip generation methodology for the care home aspect of the development is also acceptable to us. Overall trip generation for the site has increased alongside the increase in the size of development. Previously proposed and currently proposed trip generation is tabulated below:

Proposal	AM (08:00-09:00) two-way trips	PM (17:00-18:00) two-way trips	Daily (07:00-19:00) two-way trips
Provisionally agreed	135	118	1,221
Currently proposed	158	141	1,547

The newly proposed trip generation and its methodology is also acceptable.

Regarding trip distribution, it was agreed during the scoping stage that approximately 34% of vehicle trips would use M27 Junction 7. The full trip distribution in Appendix J shows 36.6% of vehicle trips using M27 Junction 7. This is also acceptable.

Traffic Impact

It was agreed during the scoping stage that traffic impact modelling would be undertaken to assess the impact of development traffic at the junctions included in the distribution assessment. For particular interest to National Highways, this included modelling of M27 Junction 7 signal-controlled roundabout, which currently suffers from traffic congestion at peak hours.

Section 8 “Future Year Traffic Assessments” of the TA includes modelling of the site access junction only. National Highways would expect modelling of the M27 Junction 7 to demonstrate that the impact of development can be accommodated safely. The capacity assessment of this roundabout should be informed by accurate geometrical plans and traffic signal specification, which can be requested from National Highways.

National Highways also requests clarification regarding the proposed use of the access on A334 and confirmation that the access will be used in conjunction with events and vehicle type proposed to utilise the access.

Recommended Non-Approval

It is recommended that the application (Ref: F/22/93194) should not be approved for a period of 56 days (until 29th November 2022) from the date of this recommendation to allow the applicant time to respond to the outstanding technical matters.

Reason: To allow National Highways to understand the impact of the development on the safe and efficient operation of the Strategic Road Network and provide the Local Planning Authority with fully informed advice.

Appendix C

WCHAR

WSP



Land and Development Advisory Ltd

Ageas Bowl Masterplan

Walking, Cycling and Horse Riding Assessment
and Review





Land and Development Advisory Ltd

Ageas Bowl Masterplan

Walking, Cycling and Horse Riding Assessment and Review

Type of document (version) Public

Project no. 70073579

Our Ref. No. WCHAR

Date: February 2023

WSP

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1 Scheme Details

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1.5 Scheme Location and Description of Highway Works

Introduction

- 1.5.1. WSP has been appointed by Land and Development Advisory Ltd to produce a Walking, Cycling and Horse Riding Assessment and Review for the Ageas Bowl Masterplan, located in West End, Hampshire.
- 1.5.2. The proposals for the development comprise of five character areas:
 - Character area 1: Car Park and Spectator Ramp;
 - Character area 2: 142-bed budget hotel and car park;
 - Character area 3: Pavilion and Maintenance Store;
 - Character area 4: 71 bedroom (+ Concierge) Care Home; and
 - Character area 5: Residential area made up of 103 dwellings and 82 apartments
- 1.5.3. Figure 1-1 below outlines the proposed Site location in relation to local facilities and existing Public Rights of Way.

Highway Proposals and Proposed Access Arrangements

Vehicular

- 1.5.4. Access for vehicles into the Ageas Bowl site is currently achieved via the B3035 Botley / Marshall Drive signal junction. There is then a roundabout which will via its eastern arm direct visitors to the existing and proposed hotels and associated car park, grounds entrance and pavilion. The southern arm of the junction leads towards the proposed well-being centre, residential development, and care home via an existing internal access road. The western exit of the roundabout provides access to an existing hotel facility (Holiday Inn Express) and David Lloyd gym complex.
- 1.5.5. The proposed access into the residential area consists of a three arm compact roundabout to the west of the stadium on the existing internal road. Vehicular access and parking can be achieved around the entire residential development through the internal access road, though the masterplan is focused on active-travel movements. The proposed width of the main residential access road is 6m, with footways either side which will be 2m wide. In areas of shared space the carriageway width is between 4-6m to encourage slow moving vehicles with the priority given to pedestrians and cyclists. The residential development includes a number of footpaths providing more direct access to properties than the internal road network. WSP drawing 3579-GA-101 included in Appendix A presents vehicular access into the residential development.
- 1.5.6. The internal access road continues south-east from the residential development access roundabout towards the proposed Care Home and associated car park. WSP drawing 3579-GA-101 also presents a swept path analysis of the vehicular access into the Care Home car park.

- 1.5.7. Access to the main car park for the Well-Being centre will be via a priority junction to the south of the Marshall Drive roundabout which provides access to the expanded Hotel car park. A secondary car park has been provided for the Well-Being centre providing space for four disabled parking bays this will enable access into the centre to be step free. This car park will also be accessed via the internal road. WSP drawing 3579-GA-101 presents a swept path analysis of the vehicular access into the Well-Being car parks and access into the proposed hotel car park which will still be accessed via eastern arm of the roundabout.
- 1.5.8. The new pavilion and maintenance area will be accessed via the internal ring-road as per the existing situation.

Pedestrian and Cyclist

- 1.5.9. The main pedestrian and cyclist access to the Site is via the Marshall Drive traffic signal junction. There is an existing shared use path leading to the roundabout on Marshall Drive and footways on both sides of the carriageway, which will continue around the internal access road, leading into the Well-Being centre, the residential development, and the care home. The Ageas Bowl internal road network promotes considerate vehicle movement, which in turn promotes active travel throughout the site as low vehicle speeds reduce severance created by vehicles and pedestrians and cyclists.
- 1.5.10. The residential development has an additional access point in the form of an offline path through Telegraph Woods connecting to Telegraph Road, which will provide a shorter route to the West End local centre. The residential development will also link into the existing tracks within Telegraph Woods which would provide leisure activities for those living on site. These tracks are not classified as a Public Right of Way (PRoW) and as such these tracks could be closed for public access at any point.
- 1.5.11. Cycle stores are proposed on the lower ground floor of the Well-Being centre and the apartment blocks of the residential development. Bike storage will be provided within the curtilage of each residential property.
- 1.5.12. Bicycle parking will be provided in accordance with Eastleigh Borough Council's adopted standards and is discussed later within this section.

1.6 Event Day Arrangements

- 1.6.1. Currently, event day traffic and pedestrian movements are organised via Traffic Management Plans (TMP) completed by The Ageas Bowl and submitted to Eastleigh Borough Council for approval before each event.
- 1.6.2. Each bespoke TMP outlines the strategy that will be employed to minimise the impact of the event in question on both the local and strategic road network, as well as ensuring that spectators are able to travel to and from the event in a safe and efficient manner. The operation of these TMPs has been in place since 2004, having been found to be a success in the past, with the Ageas Bowl team minimising traffic congestion on the surrounding highway network prior to events and ensuring the swift and safe exit of spectators after each

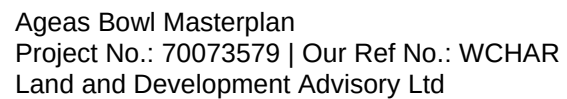
event which maintains the integrity of the operation of the local highway network. Overall, it is the aim of the traffic management team is to have the local highway network operating as normal within two hours of the end of an event.

- 1.6.3. Parking on events days takes place both on-site and at off site at dedicated park and ride facilities. Accessible parking, VIP and Debentures parking for events is generally located on-site. The majority of on-site parking on event days is accessible via the signal-controlled junction on B3035 Botley Road and is managed by traffic marshals. Parking at Thorneydown Farm is accessed via A27 Moordown Road, with an internal footpath connecting pedestrians from the car park to the site. Onsite parking is typically managed via a booking system, with 1,685 spaces available on-site. The University of Southampton Sports Ground facility at Wide Lane has an additional 1,500 spaces and operates as a Park and Ride, with no need to pre-book.
- 1.6.4. Each TMP contains details about the approach taken to the management of local traffic signals. The Ageas Bowl work closely with Hampshire County Council's Intelligent Traffic Systems Group (ITS) Group) to develop a strategic approach to local traffic signalling. The purpose of this approach is to minimise the disruption event traffic may cause to the wider road network. Previous TMP's have included mitigation measures such as the live monitoring and / or management of traffic lights by an ITS engineer at the following locations prior to an event:
 - Junction 5, M27;
 - Eastbound Slip Road, Junction 7, M27;
 - Windhover Roundabout; and
 - B3035 Botley Road / Marshall Drive.
- 1.6.5. The purpose of intervention by the ITS Group is to improve the flow of traffic into the Park and Ride site at the University of Southampton Sports Ground at Wide Lane and to the Ageas Bowl site itself, while also ensuring that queuing traffic does not lead to safety concerns such as blocking back of queues onto the M27. This is assisted further by the ITS Group being in direct communication with police motorbike riders who monitor traffic condition at critical locations.
- 1.6.6. Each TMP also outlines ITS measures put in place to ensure the egress of traffic from the event is safe and efficient. An ITS engineer is typically positioned at the junction of B3035 High Street / A27 Church Hill during the egress of spectators, to ensure priority is given to traffic exiting the ground, with particular consideration being given to Park and Ride Buses returning for multiple pickups.
- 1.6.7. In terms of Public Transport, The Ageas Bowl operates a rail shuttle service from Southampton Airport Parking and / or Hedge End train stations. Additionally, The Ageas Bowl liaises with local public transport operators and EBC to encourage visitors to use public transport to attend events. Additional late running bus services, increased service frequency and the provision of free services have previously been implemented in order to reduce the strain on the local network.

- 1.6.8. Further information about event day operations can be found in the Transport Assessment, including management of local junctions, temporary event signage and temporary road closures.

1.7 WCHAR Study Area

- 1.7.1. The WCHAR has been undertaken and completed at the request of Hampshire County Council (HCC). The Hampshire County Council's document TG19 (Walking, Cycling and Horse-Riding Assessment and Review) outlines those developments more than 50 residential units in size and 'S38/S278 schemes should undertake a WCHAR based on a 'large scheme' basis. The development will provide more than 50 units and community facilities but will not include any S38 works as the residential development will connect into a private unadopted road and the S278 works only relate to the event day access junction not the residential/ community access.
- 1.7.2. The study area and routes of the WCHAR is outlined below. This has been created by adding a 1km buffer around the development site in order to encompass routes to local schools and local amenities.



2 WCHAR Assessment

2.1 Assessment of walking, cycling and horse-riding policies and strategies

- 2.1.1. There are numerous policy documents relating to the development at The Ageas Bowl.
National Planning Policy Framework, 2021
- 2.1.2. National Planning Policy was updated in July 2021, setting out the government's planning policies and how they should be applied when planning new development.
- 2.1.3. Relevant to the development at The Ageas Bowl, Section 8 'Promoting healthy and safe communities' states in paragraph 100 that:
"Planning policies and decisions should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails."
- 2.1.4. Chapter 9 'Promoting sustainable transport', explains in paragraph 104:
"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."*
- 2.1.5. Paragraphs 110 and 111 also state:
"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:
a) *appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
b) *safe and suitable access to the site can be achieved for all users;*

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”

and that:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

Hampshire Local Transport Plan 4 (April 2022)

- 2.1.6. This document was published in April 2022 and is currently in draft. The document describes the route to delivering a set of core transport related outcomes over the next 30 year period, including ‘significantly reducing dependency on the private vehicle’.
- 2.1.7. Section 6 outlines the proposed core policies related to the development at The Ageas Bowl:
 - Policy C1 – Putting people and places at the heart of our decisions;
 - Policy C5 – Support local living and reduce demands on transport; and
 - Policy C6 – Encourage sustainable travel behaviour.
- 2.1.8. Section 7 outlines the following proposed theme policies which are relevant to the development at The Ageas Bowl:
 - 7.1: Healthy Places
 - HP1 - Deliver the infrastructure required to support a large-scale shift towards walking and cycling for everyday trips
 - HP2 - Enable healthy neighbourhoods and high streets in partnership with communities
 - HP3 - Widen participation and broaden the appeal of walking and cycling as a natural travel choice
 - 7.4 Balancing Travel Demand (BTD)
 - BTD3 - New approaches for shifting the balance between private car use and other modes
 - 7.5 Rural Transport
 - RT2 – Sustainable access to the countryside
 - Development and Masterplanning (DM)
 - DM1 - Integrate transport and strategic land-use planning to reduce the need to travel

- DM2 - Support proactive masterplanning of new development sites for high quality neighbourhoods

Eastleigh Borough Local Plan (2016 – 2036)

2.1.9. This local plan was adopted in April 2022 and sets out the policies and plans to guide future development up until 2036. The council has three strategic priorities outlined in the plan, which are:

- **A Green Borough:** tackling congestion; developing green infrastructure; an excellent environment for all; and minimising waste and managing resources
- **A Healthy Community:** enabling healthier lifestyles/wellbeing; and tackling deprivation
- **A Prosperous Place:** increased provision and more diverse mix of housing; ensuring appropriate infrastructure including employment land; enabling the right skills and employment mix; and reinvigorating town and local centres

2.1.10. Development at The Ageas Bowl is outlined in Policy WE4. This policy is detailed further in the Transport Assessment.

Eastleigh Local Cycling and Walking Infrastructure Plan (LCWIP, 2022)

2.1.11. This document outlines the plan for investment in walking and cycling infrastructure, with the intention of bringing a range of benefits to the residents of Eastleigh. These include: “a *reduction in air pollution, fewer delays, decreasing frequency of collisions on the highway and improving accessibility for people of all ages and ability*”. The document then goes on to detail it’s proposed network around the area.

2.1.12. **Route 263: West End – Hedge End** runs along the B3035 Botley Road, which is the main access road to the development at The Ageas Bowl. This route aims to connect residential and business area and the LCWIP acknowledges the vehicular domination of the route at present. The document then outlines some potential upgrades to the route, including a segregated facility along the B3035.

2.1.13. **Route 338: West End – Hamble** route runs to the south west and south of the proposed development. Proposed improvements include a segregated cycle track between the Swaythling Road/High Street junction and Kanes Hill roundabout, as well as a review of Kanes Hill Roundabout.

2.1.14. **Route 262: Kanes Hill Roundabout – Hedge End Centre** runs to the south-east of the site and the document recognises the limited existing cycle infrastructure. Several improvements are suggested for this route, including a segregated cycle track between Kanes Hill and Upper Northam Drive.

LTN 1/20 – Cycle Infrastructure Design (Department for Transport, 2020)

2.1.15. LTN 1/20 was published in July 2020 and outlines the standards for cycling infrastructure. It provides guidance for designing new and improving existing cycling infrastructure, outlining the most desirable and appropriate levels of intervention for the environment.

- 2.1.16. The document explains that cycling is a vital component of key transport policies across the country and will contribute to targets for reducing traffic congestion, improving air quality, and securing the benefits of cycling in terms of public health.
- 2.1.17. LTN 1/20 also emphasises the importance of making cycling inclusive and an achievable form of travel for all. It states that to achieve the core design principles, cycling infrastructure should be Coherent, Direct, Safe, Comfortable and Attractive.

Inclusive Mobility – A Guide to best Practice on Access and Pedestrian and Transport Infrastructure (Department for Transport, 2021)

- 2.1.18. The Inclusive Mobility document was published in December 2021 and provides guidance and best practice on access to pedestrian and transport infrastructure. It describes features that should be considered for the provision of safe and inclusive infrastructure, and highlights issues related to disabling barriers, such as technology, maintenance, awareness of the needs of disabled people and the importance of engagement.

Hampshire County Council Countryside Service Design Guidance (2020)

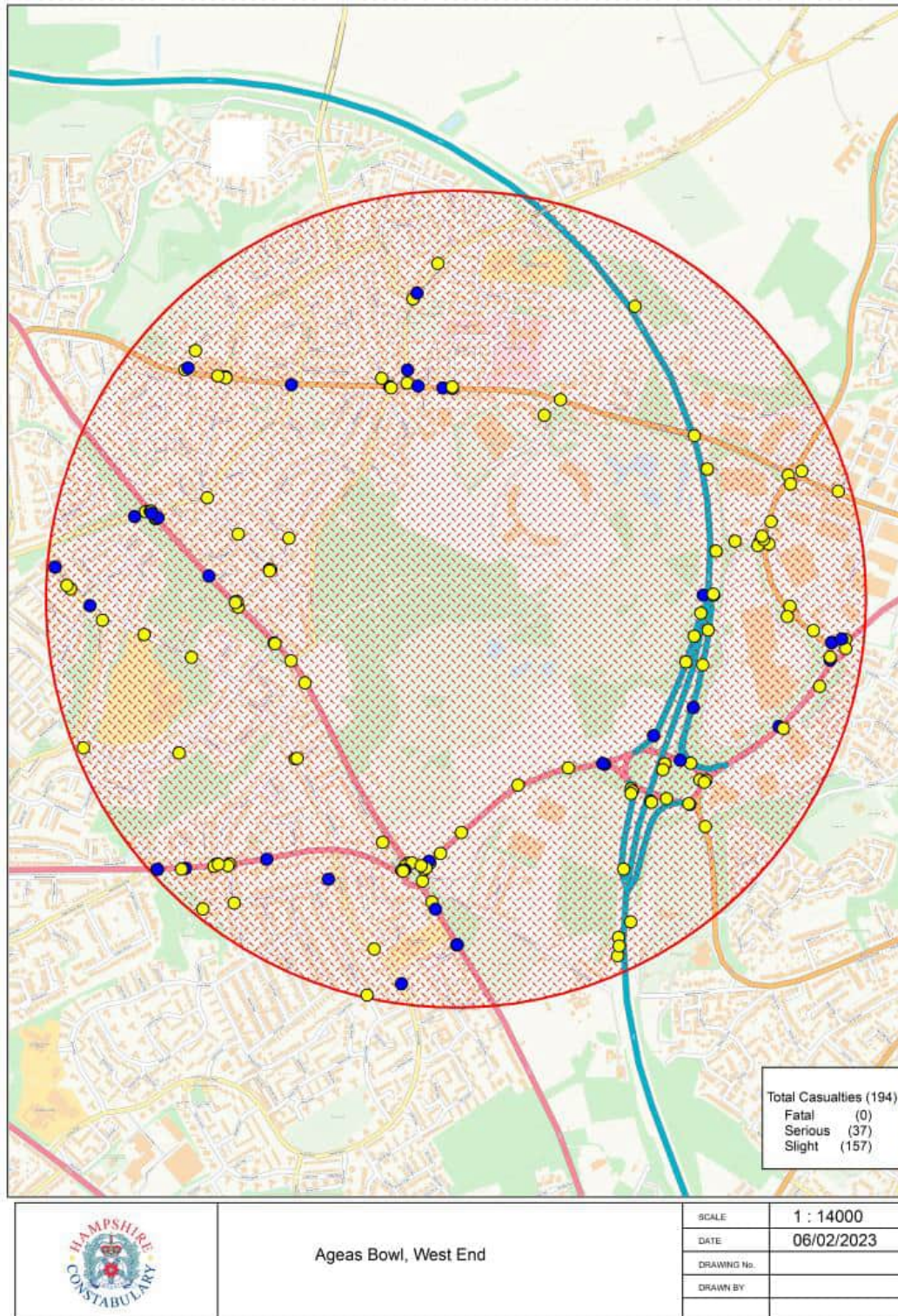
- 2.1.19. Hampshire Countryside Service have provided a series of guidance documents containing design standards for different elements of countryside development. The following documents are considered to be relevant to the proposed development and WCHAR:
- **Paths, Widths, Heights, and Gaps:** There is a desirable path width of 2.5m and a head clearance of 3.5m for bridleways, and desirable path width of 1.5m and head clearance of 2.5m for footpaths. It is desirable to allow an extra 0.5m on either side of a footpath or bridleway to allow vegetation to grow.
 - **Path Surfacing:** A natural surface, adequate for public use, such as gravel is considered acceptable where it is in keeping with the environment and requires minimal maintenance. Drainage should also be considered, particularly in areas that susceptible to being muddy or waterlogged, this can include vegetation clearance to allow sufficient sunlight in. Formal surfacing may need to be considered if drainage does not solve any issues. The document outlines several other considerations that need to be made in terms of water and surfacing, maintenance, and possible use of the surface by large farming machinery that may cause damage. The document also outlines the typical bridleway specification for constructing a path suitable for walkers, cyclists, and horse-riders.

2.2 Collision data

- 2.2.1. Based upon the analysis of Personal Injury Accident (PIA) data received from Hampshire Constabulary for the latest available 5-year period (01/10/2017 – 30/09/2022) a total of 157 PIAs occurred with 37 being classified as ‘Serious’ and 157 classified as ‘Slight’. No fatal accidents were recorded within the study period. Approximately 11% of the recorded incidents involved at least one pedal cycle.

2.2.2. Figure 2-1 shows the location of the accidents that occurred in the study area during the most recent five year period.

Figure 2-1 - Accident Data



- 2.2.3. Five cluster sites of accidents were identified at the following locations with a review of the data identifying the majority of the recorded accidents as being ‘Slight’:
- M27 – Junction 7;
 - A27 – Kanes Hill Roundabout;
 - A27 Church Hill/West End Road junction;
 - A334 Charles Watts Way/B3342 Tollbar Way/Turnpike Way Roundabout; and
 - Botley Road/B3035 Mini-Roundabouts.
- 2.2.4. A review of the causation factors at these cluster sites identified that the PIAs were caused by human error, with factors such as ‘failing to see’ and ‘careless/reckless/in a hurry’ being listed as opposed to errors within the operation/design of the highway network.
- 2.2.5. One slight PIA was recorded within proximity of the proposed site access junction near the signalised B3035 Botley Road/Marshall Drive junction. The causation factor for this accident was listed ‘loss of control’ and ‘failed to judge other persons path or speed’. No vulnerable road users were recorded as being involved.
- 2.2.6. Another incident occurred on Marshall Drive; however this was attributed to a medical episode of a cyclist and did not involve any other road users.
- 2.2.7. In conclusion, it can be determined that there are no operational issues within the local highway network within proximity of the proposed development, with previous PIAs occurring due to human/driver error. Given the limited level of traffic associated with the development proposals, it can be determined that the operation of the proposed development would not have an adverse impact upon active modes of transport from the highway safety perspective.

2.3 Multi-modal transport services and interchange information

Bus Services

- 2.3.1. The closest bus stops are Moorgreen Hospital (eastbound) and Shaw Road (westbound), which are both situated on the B3035 Botley Road, immediately west and east of the Marshall Drive junction. This is approximately 400m (or a five minute walk) from the Marshall Drive Roundabout.
- 2.3.2. The Moorgreen Hospital stop has a shelter with seating and timetabling information available. The Shaw Road stop is signposted as a bus stop, with timetabling information, however no seating or shelter is available. Alternatively, the westbound Moorgreen Hospital bus stop has both shelter and seating and has the same services available as Shaw Road.
- 2.3.3. Services available from these stops include the Xelabus X4, providing an hourly service between Eastleigh, West End and Hedge End, and the First 8 service, running every 30 minutes between Southampton City Centre, Bitterne, West End and Hedge End Railway Station.

Rail Services

- 2.3.4. The closest train station is Hedge End, which is 2.6km north east of the site. Hedge End station is a small station, with two platforms operated by South Western Railway. The station is manned by staff on a part time basis; however customer help points are available on all platforms for when the station is unmanned.
- 2.3.5. There is a waiting room available during daytime hours, and outdoor seating is available. This station does not have toilet facilities. Platform one has step free access, however Platform two is only accessible via a 52 step footbridge.
- 2.3.6. There is a free, council managed car park at the station with 96 spaces which operates 24h a day. Bike storage is available with wheel rack space for 54 bikes. There is CCTV overlooking the bike storage area.
- 2.3.7. The train station has frequent services to destinations including Eastleigh, Winchester, London Waterloo and Portsmouth Harbour. The table below summarises the journey time and frequency of these services.

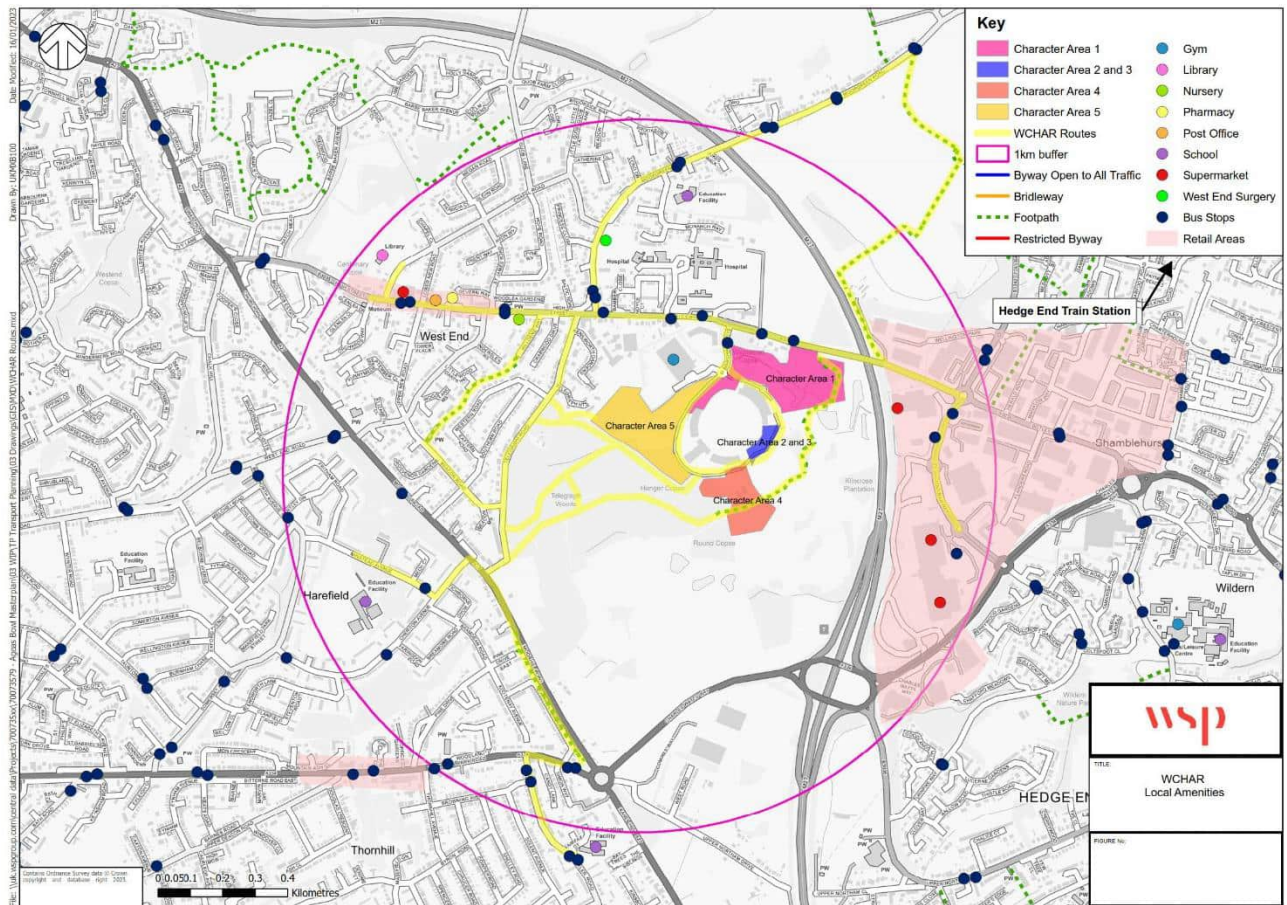
Table 2-1 – Summary of Rail Services from Hedge End

Destination	Frequency	Journey time
Portsmouth Harbour via Fareham, Cosham, and Portsmouth and Southsea	Hourly	45 minutes
London Waterloo via Eastleigh, Winchester, and Basingstoke	Hourly	1 hour 35 minutes

2.4 Trip Generators

- 2.4.1. The Site is located approximately 1km from Hedge End retail centre to the east and West End Village centre to the west, roughly a 15 minute walk in each direction. Both of these offer shopping and convenience opportunities, as well as a selection of places to eat. Hedge End is accessed via B3035 Botley Road and B3342 Tollbar Way, with wide pedestrian and cycle facilities, including signalised crossings, available for the duration. West End is also accessed via B3035 Botley Road and B3035 High Street, also with adequate pedestrian and cycle facilities available for the duration. Cycle parking is available at Hedge End retail park outside multiple areas of the shops available, and in West End Village centre.
- 2.4.2. The following amenities are available within 1km from the development:
- David Lloyd Gym;
 - West End Surgery;
 - St James' Primary School;
 - Hildene Centre and Pre-School;
 - Hedge End Retail Centre;
 - Convenience Shop;
 - Pharmacy;
 - Post Office;
 - Supermarket;
 - Library; and
 - Woodlands Community College.
- 2.4.3. The map below highlights the location of these amenities in proximity to the development.

Figure 2-2 - Key amenities in the local area



2.5 Site Visit

- 2.5.1. A site visit was undertaken on Wednesday 11th January 2023, between 09:30 and 13:00 to observe the standard and condition of existing facilities. An assessment of how these existing facilities will tie into the proposed site development and access arrangements was also undertaken. The site visit was carried out by two assessment team members. The weather started out as cold, sunny, and clear, but became overcast and started raining in the early afternoon.
- 2.5.2. The following sections present a summary of the key findings from the Site visit for the key routes highlighted in Figure 1-1. The purpose of the site visit is to provide a detailed review of the existing walking, cycling. It will focus on the surface quality, whether lighting is available or routes are overlooked, conflicts/ risks of each route, crossing facilities and accommodation of desire lines. Taking these items into consideration, opportunities will then be proposed to make appropriate improvements to the study area.
- 2.5.3. Photos are available in Appendix B.

Telegraph Woods

- Several other users were noted in Telegraph Woods during the site visit, particularly dog walkers;
- The footways around the woods were a good width. They were unsurfaced and sympathetic with the environment, some areas of muddiness however this was not severe, particularly considering it had been raining heavily the day before;
- Paths were generally unaffected by overgrown vegetation;
- There was a map available near the entrance of the woods on Telegraph Road and some wayfinding present throughout the routes taken; and
- There is no lighting present in the woods, so during night time hours this area would be very dark and could feel isolated.

The Ageas Bowl Internal Network and Footpath 241/509/1

- When leaving the woods and entering The Ageas Bowl site, footpath 241/509/1 was followed through the golf course;
- Footpath 241/509/1 was quite uneven, with some steep terrain and slippery areas. Before joining into the golf course there was a large, waterlogged area which required walking over an unstable plank of wood;
- It was noted that there were many users on the golf course during the site visit, raising potential conflict risks for users of the footpath. However, the route was well signposted, with safety reminders regarding the golf course and bodies of water frequented throughout;
- The internal road around The Ageas Bowl has good quality footways on at least one side of the carriageway;
- Zebra crossings are available throughout the internal ring route; and
- The route is well signposted.

Route to Hedge End Retail Park

- A3035 Botley Road has good quality and sufficiently wide footways on both sides of the carriageway;
- Informal crossings are available at frequent intervals, often with dropped kerbing, tactile paving, and a refuge;
- The shared use path on the northern side of the carriageway is gradient separated;
- Several cyclists and pedestrians were using the facilities during the time of the site visit;
- A Toucan crossing is available at the eastern end of A3035 Botley Road, providing a continuous route to and from the shops to the north of Hedge End Retail Park;
- Informal crossings are available around the roundabout, facilitating movement to other areas of Hedge End Retail Park;
- A shared use path is available down B3342 Tollbar Way, facilitating access to shops including, B&M, Pets at Home, Curry's and Lidl; and

- Further south on B3342 Tollbar Way, the footway on the western side of the dual carriageway ends, with a staggered, signalised crossing moving pedestrians and cyclists onto the eastern side.

Offline Route to Moorgreen Road

- This route followed Footpath 241/10/1, which runs parallel to the M27 and comes out in a series of fields adjacent to Moorgreen Road;
- This footpath was of adequate surface and good width, however there were several instances of the fence between the footpath and the motorway being broken, making the route very loud and feel less safe / in close proximity of fast moving traffic;
- A lot of litter was visible in the hedge lines of the route, this in combination with the above meant the usable width was restricted and walking in single file was necessary;
- Footpath 241/10/1 is not well overlooked and does not have any lighting present;
- There was not much wayfinding present on the route;
- The route required walking over some short bridges, these were very slippery due to the wet weather;
- Some of the fields on the route had livestock, there were no clear warnings of this as some signage was broken; and
- The route joined onto Moorgreen Road, which has a footway on the northern side only. This was of a good quality and adequate width and continued back to a residential area in West End, eventually rejoining A3035 Botley Road.

St James' Primary School

- The route in the vicinity of St James' Primary School was well laid out, with high visibility bollards, school zig-zag road markings and traffic calming present. Crossings around the school were also good quality, with bollards, dropped kerbing and tactile paving.

Route to West End Village Centre

- The route between the Ageas Bowl entrance and West End Village centre consists of a shared use path on the northern side of A3035 Botley Road;
- A clearly visible zebra crossing is available before the mini roundabout with Moorgreen Road, with tactile paving and dropped kerbs;
- Some crossing points were informal, though tactile paving and dropped kerbs were available and sometimes a refuge in the middle of the carriageway; and
- The road is well overlooked with streetlighting for the duration of the journey.

Hilldene Way – Beacon Road Footpath

- This path follows footpath 241/505/1;
- The entrance to the footpath is quite tucked away, with wayfinding signage obscured by vegetation;
- The footpath varied in width but was adequate for the duration. Occasional overgrown vegetation restricted the available width and walking in single file was necessary; and

- The route was partially overlooked by nearby residences but streetlighting was not present.

Telegraph Road, Including Pedestrian Access Into Telegraph Wood / Proposed Development Link

- Telegraph Road has a good quality footway on the western side of the carriageway;
- Parking is available on some stints of the road, with other areas having parking restrictions;
- Traffic calming speed cushions are present for the duration of the road;
- There is one pinch point where the footway widens, reducing the width of the road to a single vehicle width. There are high visibility bollards on this section of the footway;
- The offline route into Telegraph Woods / The Ageas Bowl starts as well defined, with a gate and bin at the entrance;
- There is a steep incline, and at the top of the incline the route becomes ambiguous, consisting of only a trodden path; and
- A desire line runs down the northern perimeter of the woodland, down into a ditch with a very steep climb which provides access into the area of the proposed development.

Routes to Harefield and Kanes Hill

- There is no formal crossing across A27 Moorhill Road for users trying to get to Cheriton Avenue or Moorhill Gardens, there is only an informal crossing consisting of tactile paving and a dropped kerb;
- Parts of footways along A27 Moorhill Road are very narrow, which may make some users feel unsafe considering the 40mph speed limit on the road; and
- Footpath 241/506/1 provides a good pedestrian alternative for users wanting to access Kanes Hill Primary School and the amenities on Bitterne Road East.

2.6 Existing Pedestrian, Cyclist and Equestrian Facilities

Pedestrian Facilities

2.6.1. Figure 1-1 shows the Public Rights of Way in the vicinity of the development. These were considered as part of the site visit above and include the following routes:

- Footpath 241/509/1 – running between Telegraph Woods and A3035 Botley Road, through Boundary Lakes golf course;
- Footpath 241/10/1 – running parallel to the M27 between A3035 Botley Road and Moorgreen Road;
- Footpath 241/505/1 – running between Hildene Way and Beacon Road; and
- Footpath 241/506/1 – running parallel to A27 Moorhill Road and Moorhill Gardens.

2.6.2. Generally, there is a good pedestrian network facilitating pedestrian movement between the development and key amenities in the local area. The leisure routes in the area are also of good quality, providing a safe and enjoyable experience for those using them.

Cycling Facilities

- 2.6.3. There are few dedicated cycling facilities in the area. The shared-use path along A3035 Botley Road, which runs into Marshall Drive, is of good quality and width, with a Toucan crossing facility provided to enable cycle crossing.
- 2.6.4. Many of the routes in the study area without dedicated cycle infrastructure are situated on quiet, low traffic routes making them suitable for travel by this mode.

Equestrian Facilities

- 2.6.5. There are no bridleways in the study area. The closest is Bridleway 114/505/1 in Hedge End which is approximately 2km from the Site. Due to the distance from the Site, this was not audited as part of this study.

2.7 Liaison with Key Stakeholders

- 2.7.1. Several key stakeholders have been consulted about the development proposals, however communication with stakeholders has been limited.

Hampshire County Council Highways

- 2.7.2. Hampshire County Council, as local highway authority, provided a response to the planning application on 24th October 2022 detailing a number of observations and required updates to the application, including updated accident data and Travel Plans.
- 2.7.3. A Road Safety Audit has also been requested for the proposed access points and internal layouts, as well as consideration of visibility splays.
- 2.7.4. The absence of a WCHAR was noted, which has now been addressed by this document.
- 2.7.5. The highway authority recommended a holding objection until the requested further information is submitted.

National Highways

- 2.7.6. National Highways provided a response to the application on 4th October 2022. The application was not approved for a set period, as further technical clarification was requested. This was due to an increase in trip generation since the scoping stage, though the new figures have been accepted. National Highways have requested full modelling to be undertaken at M27 Junction 7, in order to demonstrate that the impact of the development can be safely accommodated.

HCC Countryside Service

- 2.7.7. It has been noted that HCC Countryside Service should be consulted, however no response has yet been recorded,

Landscape Officer

- 2.7.8. The landscape officer has provided comments for the designs submitted. Comments regarding the link from the development to Telegraph Woods include the following:

- The sections of path run too tight to the site boundary and should be re-aligned to reduce impact on existing vegetation and to create space for buffer planting.
- The feasibility of providing the informal access into Telegraph Woods needs to be reassessed.
- There are some significant level changes to enable this access resulting in high retaining walls and the arrangement is cramped.

3 User Opportunities

- 3.1.1. The opportunities highlighted below are considered to be relevant to the proposed development and should be considered by the wider design team throughout the progression of the scheme design.

3.2 General

- Opportunity 1: Improved bus stops on Botley Road by Shaw Road. Addition of shelter and / or seating where space permits, to improve accessibility, comfort and feeling of safety, thus possibly increasing the use of bus as a travel option.

3.3 Strategic Opportunities

- Opportunity 2: Extension of / provision of links to the National Cycle Network, potentially connecting to Route 23 in Southampton, Route 2 running parallel to the Solent, and Routes 224 and 236 in Fareham. Facilities would need to be in accordance with Local Transport Note 1/20 guidelines and complement the proposed Local Cycling Walking Infrastructure Plan (LCWIP) network.
- Opportunity 3: Reduction of speed limit at the eastern end of B3035 Botley Road to 30mph. This would improve perception of safety for pedestrians and cyclists using the facility.

3.4 Walking Specific Opportunities

- Opportunity 4: Whilst the majority of routes through Telegraph Woods were adequate, vegetation clearance would be beneficial in the area connecting through to Footpath 241/509/1.
- Opportunity 5: Improvement to Footpath 241/509/1, including drainage improvements and resurfacing to reduce the slope and reduce the potential for slippery surface, this would improve the walking experience in the area and reduce the risk of injury.
- Opportunity 6: Consideration of the steep and uneven topography when designing the route running parallel to Royal Heights and into the proposed development. The desire line runs through a ditch which requires climbing up a steep hill with no stable footing. A possible solution would be to adjust the ditch, evening out the gradient, creating a safer route between Telegraph Road and the development.
- Opportunity 7: Provision of CCTV, additional lighting, and rubbish bins along Footpath 241/10/1. These would improve the public realm and feeling of safety for users on this route.
- Opportunity 8: An addition of a signal crossing and improved footways on the A27 Moorhill Road, near the Telegraph Road junction. This would facilitate the movement of people travelling to and from local schools in Harefield and Kanes Hill.
- Opportunity 9: Upgrade the zebra crossing on B3035 Botley Road to signalised crossing, particularly near the Moorgreen Road junction. This would improve the crossing

experience for pedestrians and cyclists, in line with recommendations in the Eastleigh LCWIP.

3.5 Cycling Specific Opportunities

- Opportunity 10: A segregated cycle track along the B3035 Botley Road, as proposed in the Eastleigh LCWIP, would facilitate safe cycle travel from the development to other areas to the south, including schools and greater / central Southampton area. This would require additional land acquisition to meet LTN1/20 requirements.
- Opportunity 11: Widening of the shared-use facility between Barbe Baker Avenue and Orchards Way to create a new segregated facility, as proposed in the Eastleigh LCWIP. This would require the removal of on-road parking bays.
- Opportunity 12: Improvement to the cycle parking facilities in West End village centre, at present they are uncovered Sheffield stands. These could be covered by a shelter to provide a more secure and more attractive option.
- Opportunity 13: Improvement to the cycle store facilities at Hedge End Retail Park. Cycle parking was available in some areas, but these were uncovered Sheffield stands. More secure, covered stands could be more frequently placed around the park.
- Opportunity 14: Cycle parking could be provided at West End Surgery.
- Opportunity 15: Improved cycle parking could be provided at the Moorgreen Recreational Ground.

3.6 Horse-Riding Specific Opportunities

- 3.6.1. No horse-riding specific opportunities have been identified in this location.

4 Review of WCHAR Assessment Opportunities

- 4.1.1. This section provides a summary of the opportunities identified as part of the Assessment Report and the actions taken or outcomes related to these during the design phase of the highway scheme.

4.2 General

Table 4-1 – Design Team Response to General Opportunities Identified

Opportunity Identified	Design Team Response
Opportunity 1: Improved bus stops by Shaw Road. Addition of shelter and / or seating where space permits, to improve accessibility, comfort and feeling of safety, thus possibly increasing the use of bus as a travel option.	An improvement scheme for these bus stops has already been secured as part of planning application O/15/76418, granted permission under appeal APP/W1715/W/15/3139371 in 2016.

4.3 Strategic Opportunities

Table 4-2 – Design Team Response to General Opportunities Identified

Opportunity Identified	Design Team Response
Opportunity 2: Extension of / provision of links to the National Cycle Network, potentially connecting to Route 23 in Southampton, Route 2 running parallel to the Solent, and Routes 224 and 236 in Fareham. Facilities would be in accordance with LTN1/20 guidelines and complement the proposed LCWIP network.	It is not financially viable for the developer to provide these works, which would also be disproportionate to the development and level of demand being created.
Opportunity 3: Reduction of speed limit at the eastern end of B3035 Botley Road to 30mph. This would improve feeling of safety for pedestrians and cyclists using the facility.	An improvement scheme for these bus stops has already been secured as part of planning application O/15/76418, granted permission under appeal APP/W1715/W/15/3139371 in 2016.

4.4 Walking Specific Opportunities

Table 4-3 – Design Team Response to General Opportunities Identified

Opportunity Identified	Design Team Response
Opportunity 4: Whilst the majority of routes through Telegraph Woods were adequate, vegetation clearance would be beneficial in the area connecting through to Footpath 241/509/1.	This is a maintenance issue and should be resolved by HCC Countryside Services or land owner
Opportunity 5: Improvement to Footpath 241/509/1, including drainage improvements and resurfacing to reduce the slope and reduce the potential for slippery surface, this would improve the walking experience in the area and reduce the risk of injury.	This is a maintenance issue and should be resolved by HCC Countryside Services or land owner
☐ Opportunity 6: Consideration of the steep and uneven topography when designing the route running parallel to Royal Heights and into the proposed development. The desire lines runs through a ditch which requires climbing up a steep hill with no stable footing. A possible solution would be to fill adjust the ditch in, evening out the gradient, creating a safer route between Telegraph Road and the development.	Consideration will be made for improving the landscaping at the connection into the western element of the site. Endeavours will also be made to engage with the adjacent land owner, noting that it is not possible for the developer to provide these improvement works directly. Inability to deal with the ditch may also be a prohibitive factor.
Opportunity 7: Provision of CCTV, additional lighting, and rubbish bins along Footpath 241/10/1. These would improve the public realm and feeling of safety for users on this route.	Provision of CCTV and lighting is not feasible due to the need to provide an electricity connection. Provision of rubbish bins would require maintenance by HCC and may be subject to vandalism.
Opportunity 8: An addition of a signal crossing and improved footways on the A27 Moorhill Road, near the Telegraph Road junction. This would facilitate the movement of people travelling to and from local schools in Harefield and Kanes Hill.	There would not be significant enough demand generated by the development proposals to justify the implementation of a new crossing in this location.
Opportunity 9: Upgrade the zebra crossing on B3035 Botley Road to signalised crossing, particularly near the Moorgreen Road junction. This would improve the crossing experience for pedestrians and cyclists, in line with recommendations in the Eastleigh LCWIP.	There would not be significant enough demand generated by the development proposals to justify the implementation of an upgraded crossing in this location.

4.5 Cycling Specific Opportunities

Table 4-4 – Design Team Response to General Opportunities Identified

Opportunity Identified	Design Team Response
Opportunity 10: A segregated cycle track along the A27, as proposed in the Eastleigh LCWIP, would facilitate safe cycle travel from the development to other areas to the south, including schools and greater / central Southampton area. This would require additional land acquisition.	It is unreasonable and not financially viable for the developer to fund cycle infrastructure improvements that require third party land acquisition.
Opportunity 11: Widening of the shared-use facility between Barbe Baker Avenue and Orchards Way to create a new segregated facility, as proposed in the Eastleigh LCWIP. This would require the removal of on-road parking bays.	In accordance with LTN1/20 the provision of shared-use facilities is not recommended in urban areas due to potential conflicts between pedestrians and cyclists. Provision of a segregated cycle route would require third party land acquisition, which is not financially viable for the development to fund.
Opportunity 12: Improvement to the cycle parking facilities in West End village centre, at present they are uncovered Sheffield stands. These could be covered by a shelter to provide a more secure and more attractive option.	Consideration will be given to providing funding towards improved cycle parking facilities via the S106 Agreement.
Opportunity 13: Improvement to the cycle store facilities at Hedge End Retail Park. Cycle parking was available in some areas, but these were uncovered Sheffield stands. More secure, covered stands could be more frequently placed around the park.	It is not possible for the development to provide cycle parking facilities on private land.
Opportunity 14: Cycle parking could be provided at West End Surgery.	It is not possible for the development to provide cycle parking facilities on private land.
Opportunity 15: Improved cycle parking could be provided at the Moorgreen Recreational Ground.	The existing provision (consisting of uncovered Sheffield stands) is considered adequate to short-term recreational and leisure use

4.6 Horse-Riding Specific Opportunities

- 4.6.1. No horse-riding specific opportunities have been identified in this location.

5 Walking, Cycling and Horse Riding Assessment Team Statement

Design Team Leader

- 5.1.1. As the Lead Reviewer, I confirm that this walking, cycling and horse riding review report has been compiled in accordance with HCC's Technical Guidance Note TG19 and thus records all design team deliberations and decisions relating to walking, cycling and horse riding issues and opportunities.

Name and Title:	Chris Williams
Title / Position:	Associate Director
Organisation:	WSP
Signature:	

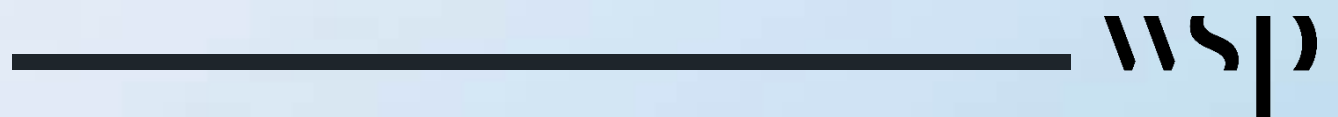
Lead Assessor

- 5.1.2. As Lead Assessor, I confirm that the WCHAR Review has been undertaken at the appropriate stage of the highway scheme development.
- 5.1.3. I confirm that in my professional opinion, the appointed Design Team has the appropriate experience for the review role, making reference to the expected competencies contained in DMRB GG 142, and have liaised with the Assessment Team regarding potential additional opportunities identified.

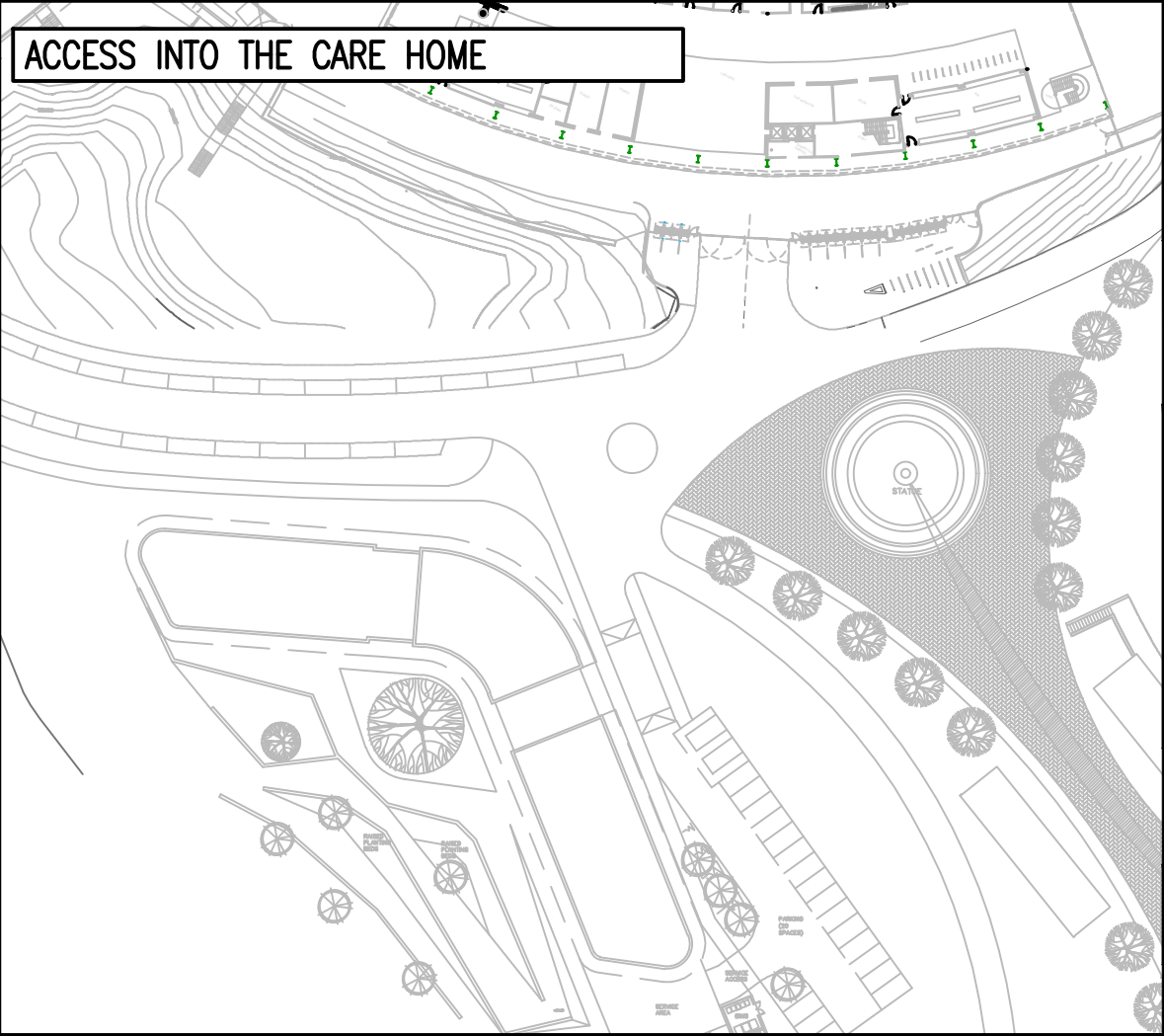
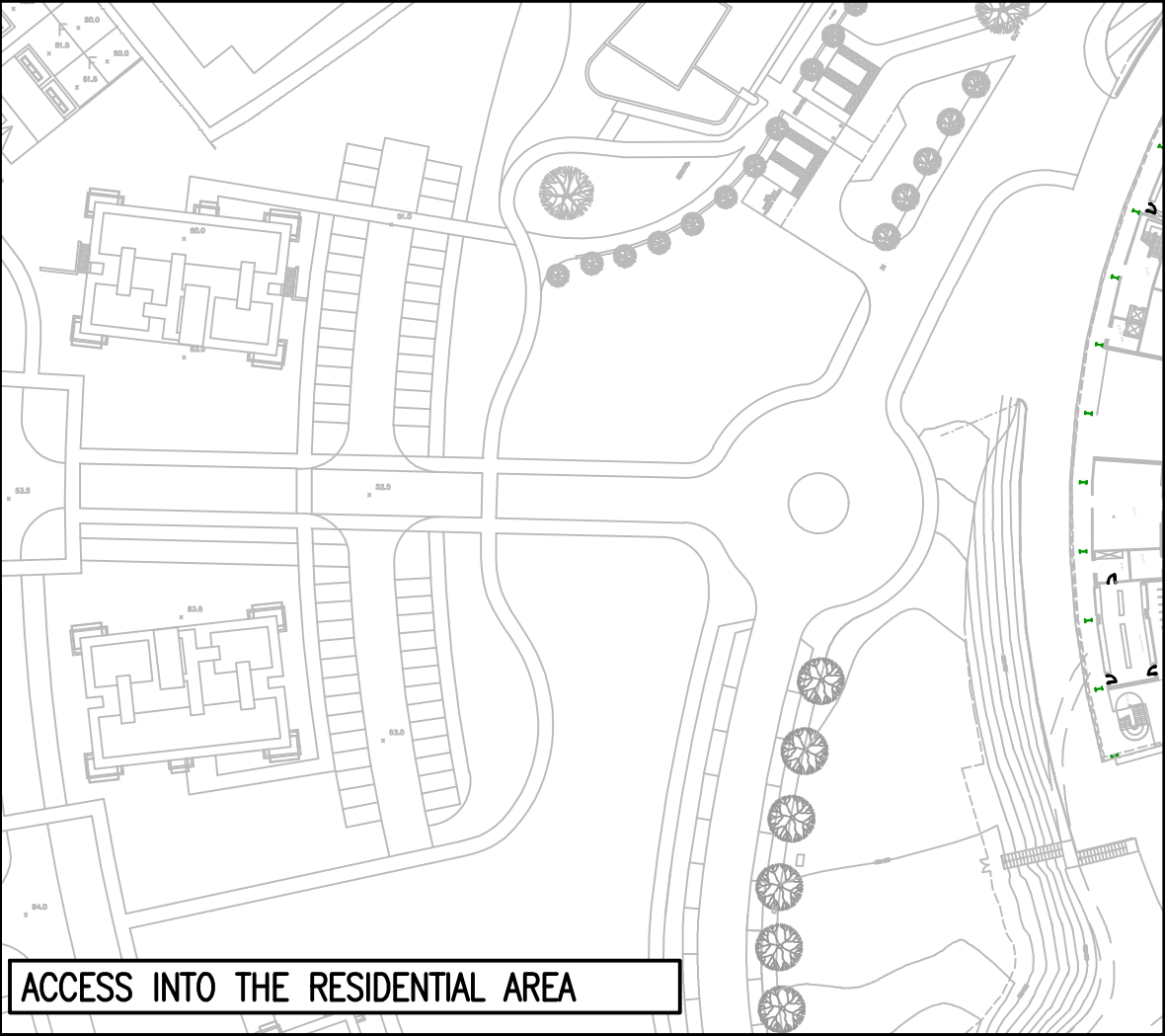
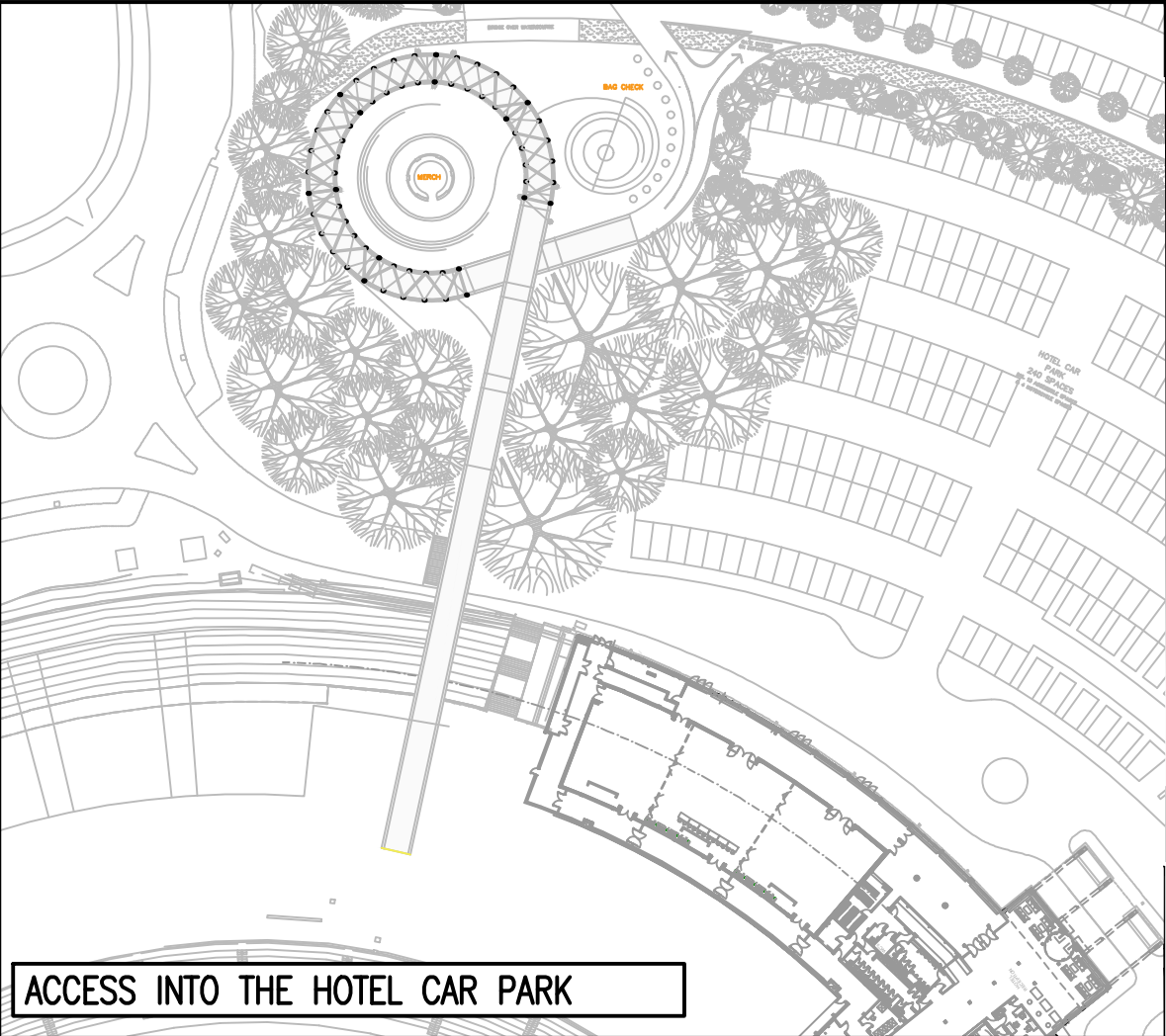
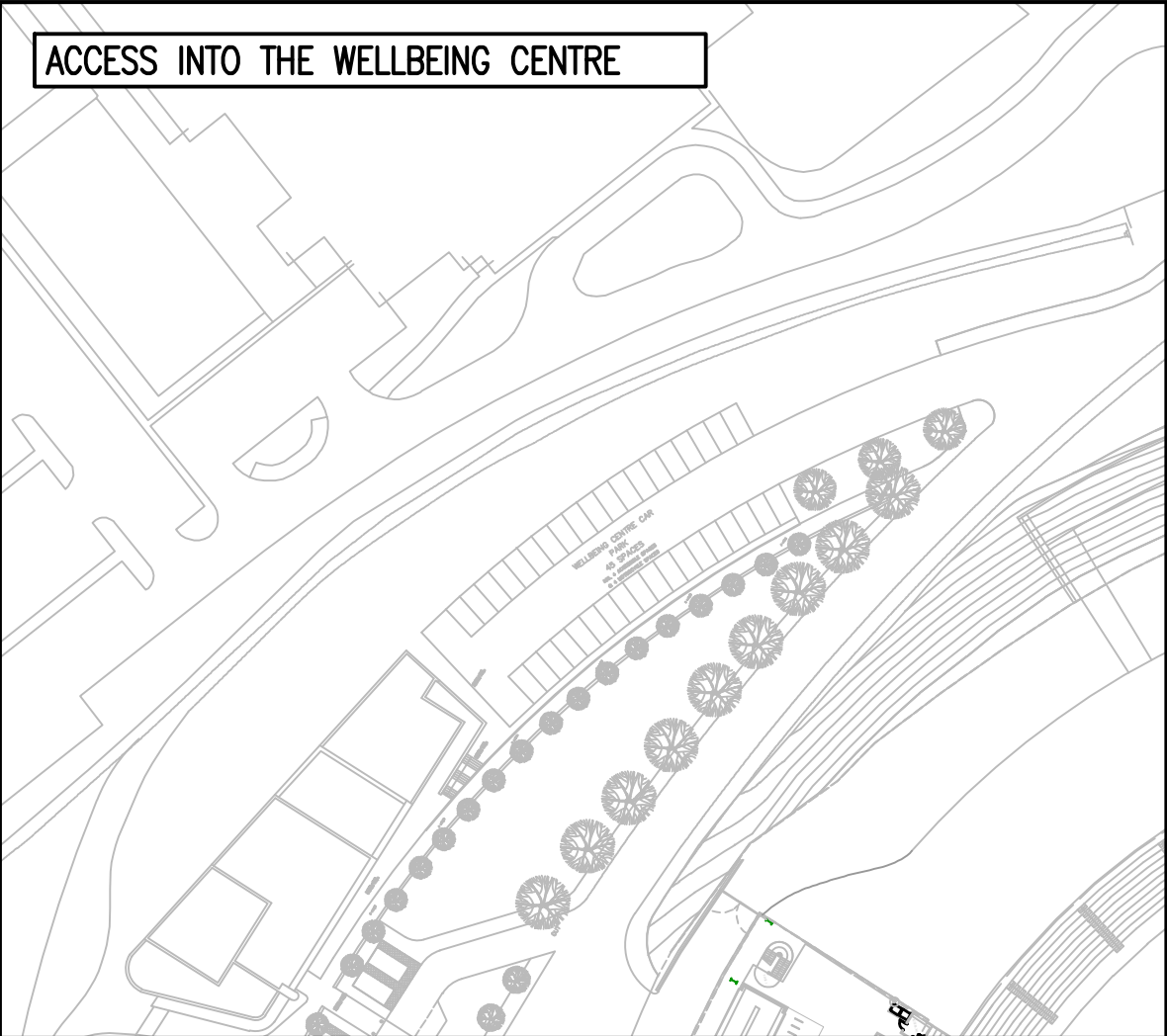
Name and Title:	Philip Moss
Title / Position:	Principal Transport Planner
Organisation:	WSP
Signature:	P.J.Moss

Appendix A

Access Arrangement Drawings



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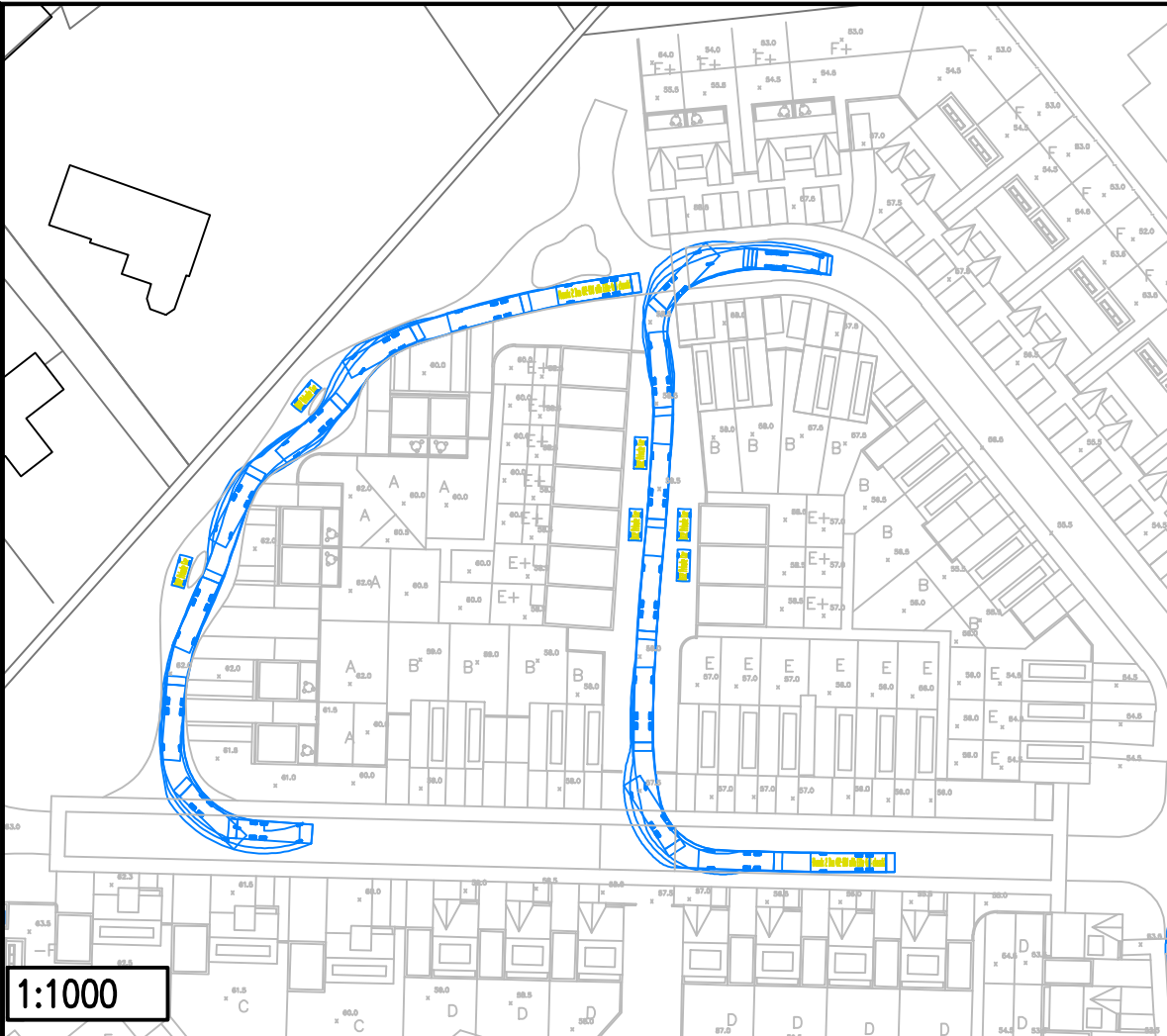
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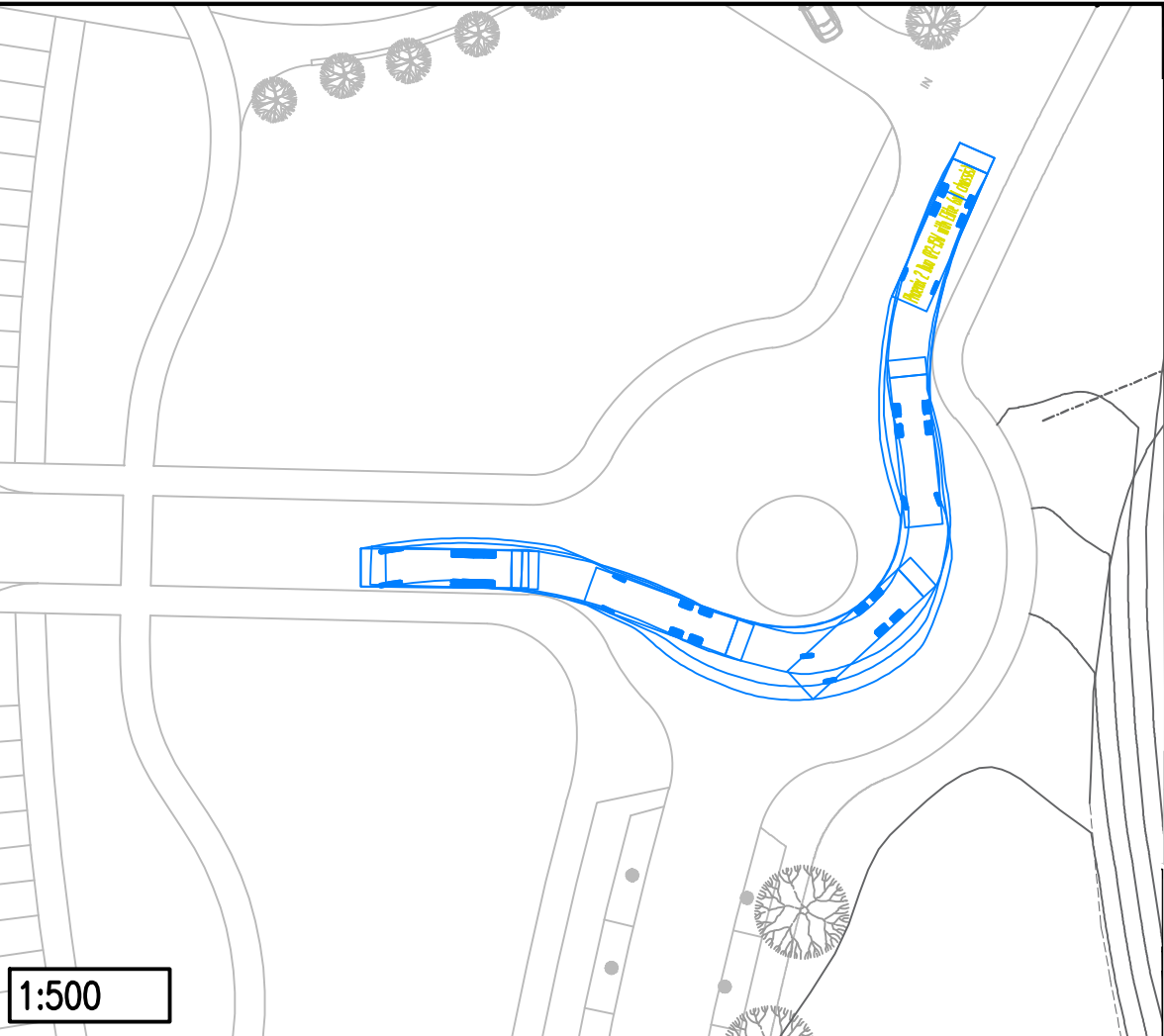
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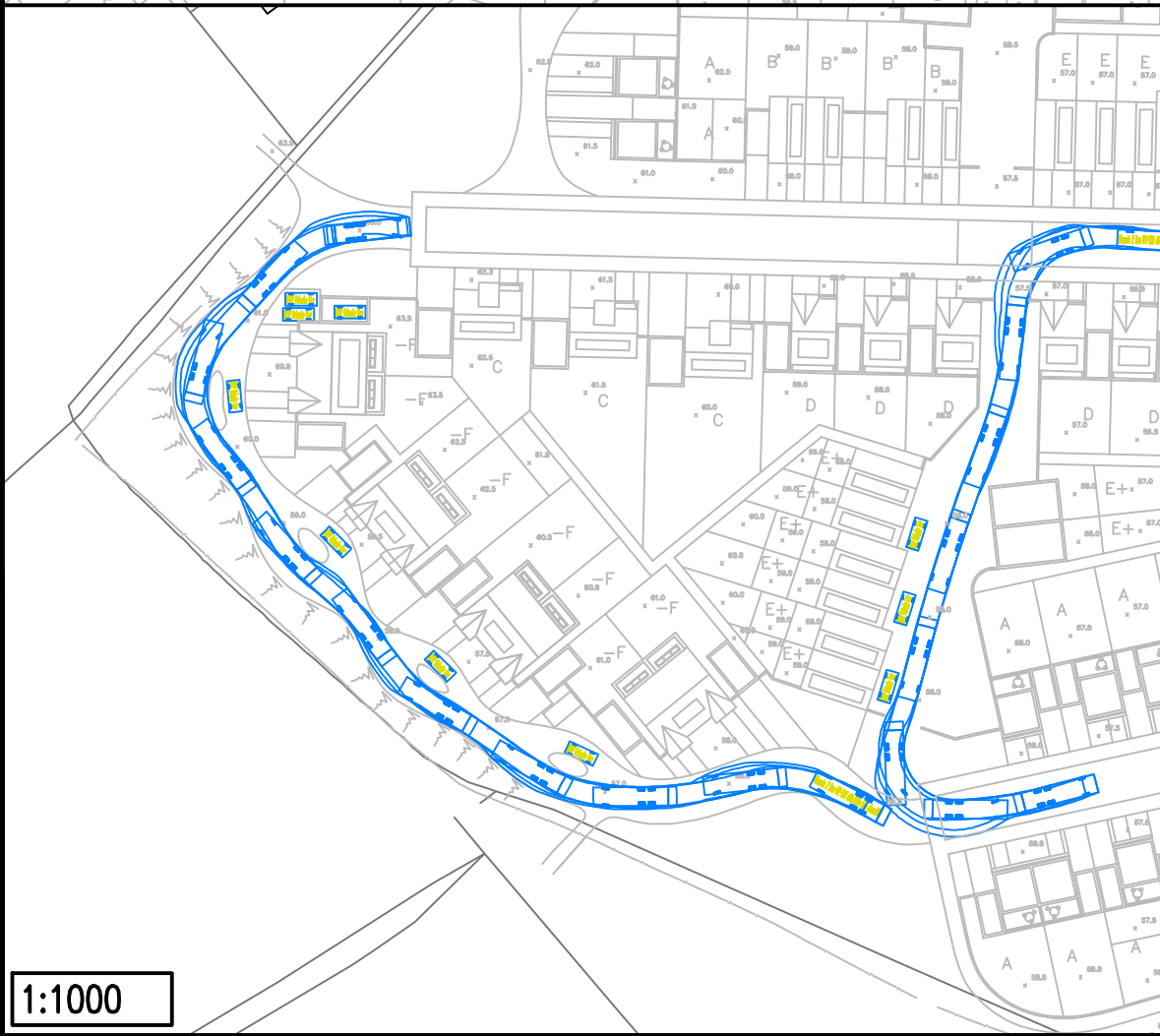
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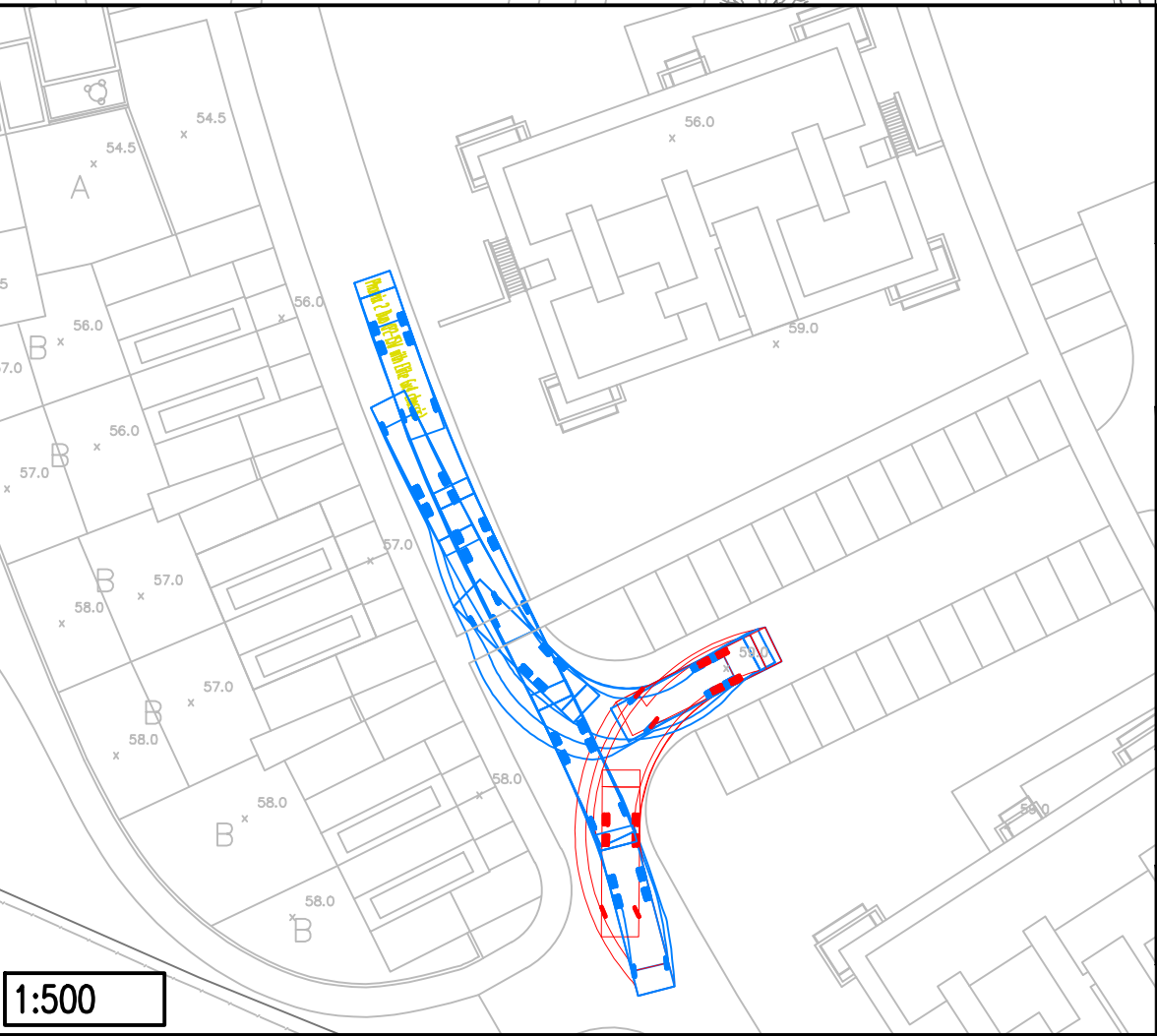
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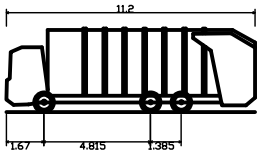


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Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
Overall Length 11.200m
Overall Width 2.530m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m

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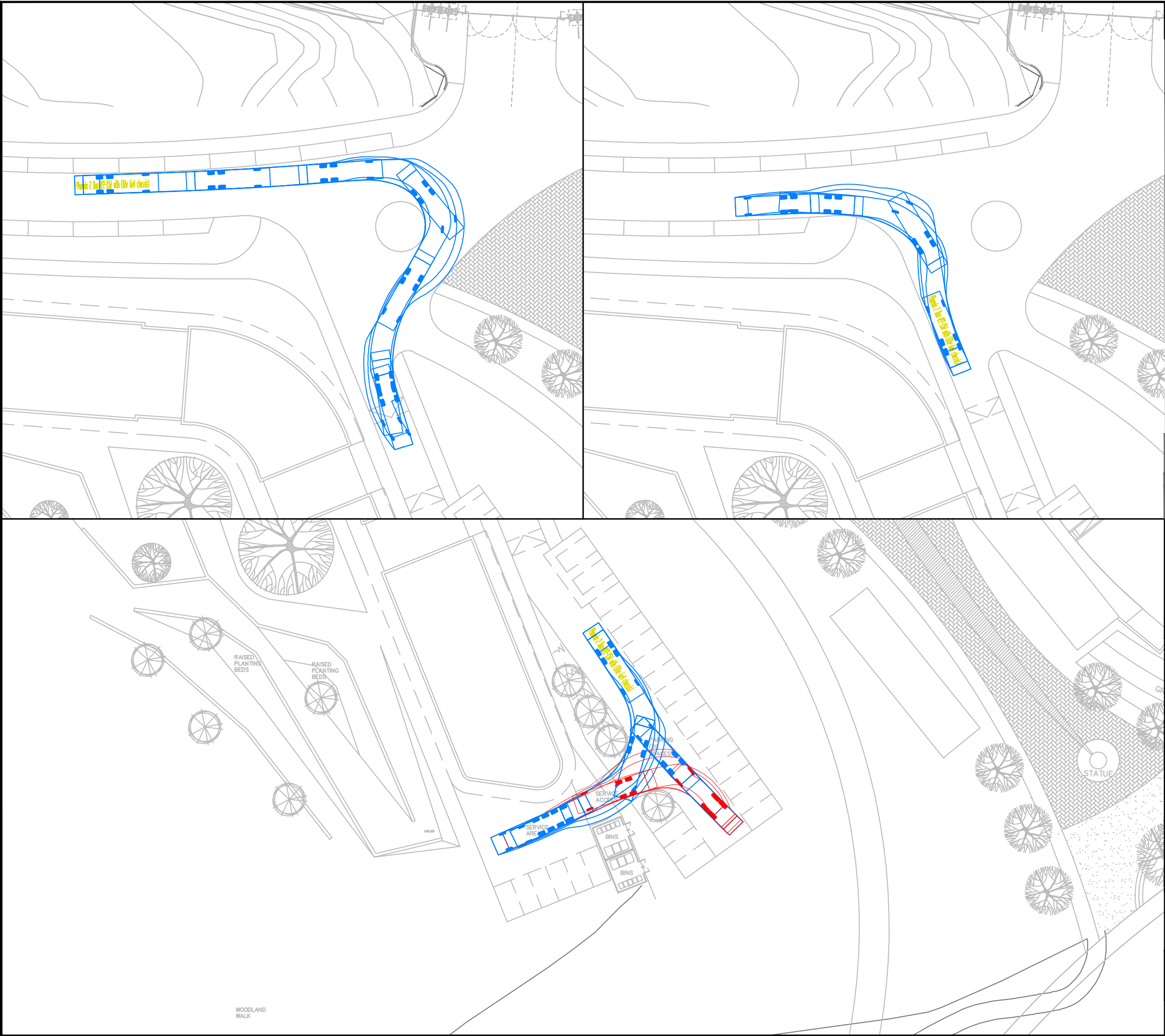


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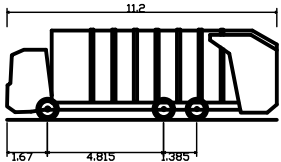
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				DATE:	January 22
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Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m

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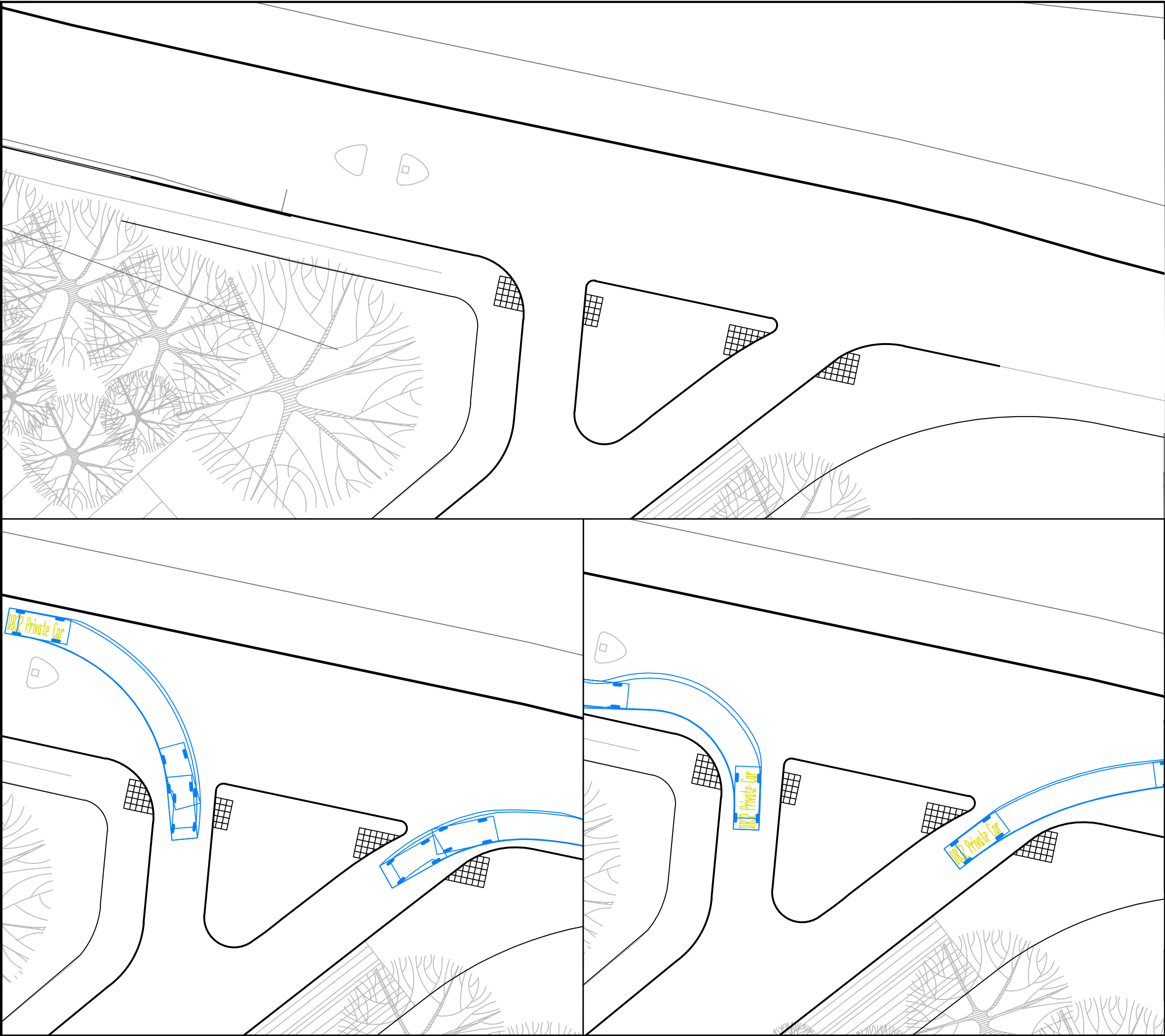
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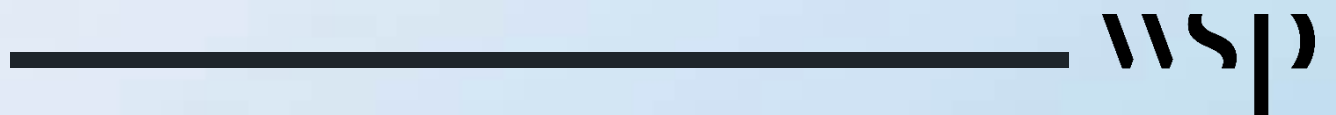
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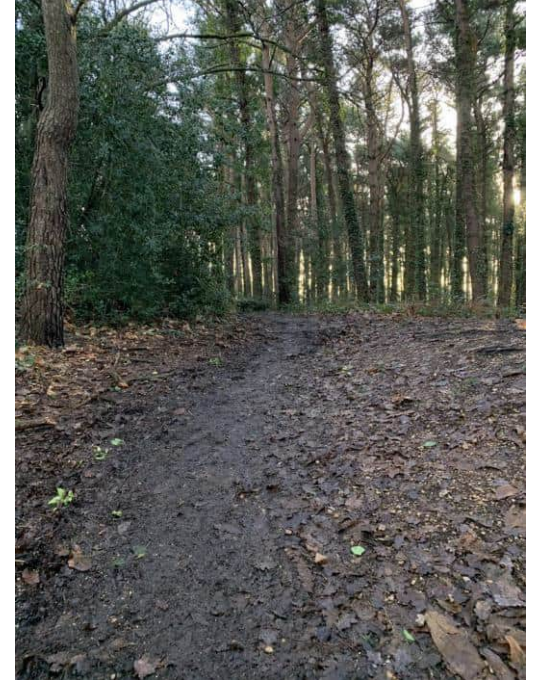
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Appendix B

Site Visit Photos



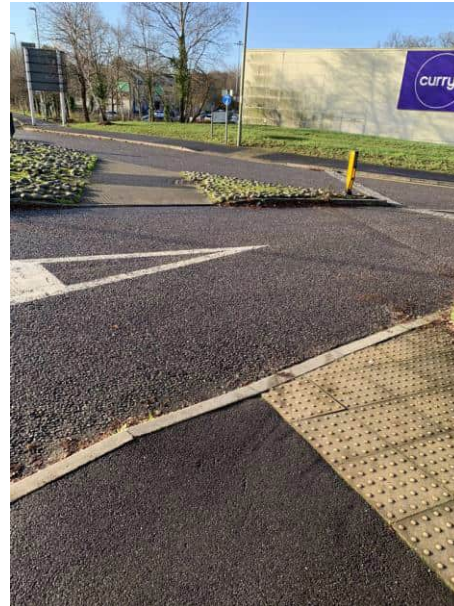
Telegraph Woods



The Ageas Bowl Internal Network and Footway 241/509/1



Route to Hedge End Retail Park



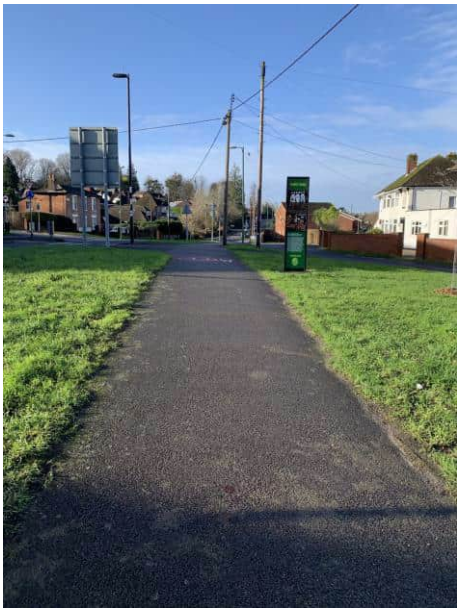
Offline Route to Moorgreen Road



St James Primary School



Route to West End Village Centre



Hilldene Way – Beacon Road Footpath



Telegraph Road, Including Pedestrian Access Into Telegraph Wood / Proposed Development Link



Routes to Harefield and Kanes Hill





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