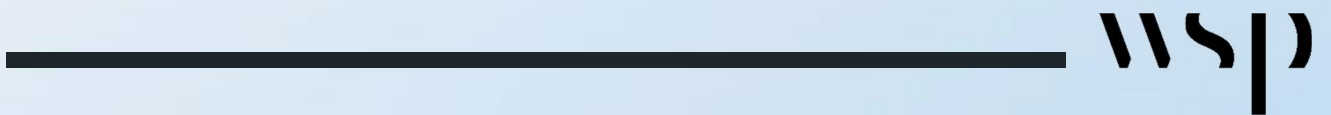


Appendix B

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.

