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Dear Mrs Harrison,

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

Full planning application for the erection of 186 dwellings, a 71-bedroom care home (Use Class C2), a 142-bedroom hotel (Use Class C1), a well-being centre (Use Class E / F2), improvements to existing stadium, new vehicular access, car parking, pedestrian circulation, together with associated tree planting, landscaping, SuDS and biodiversity enhancements (Amended description)

Thank you for the re-consultation for the above application recently submitted in relations to The Ageas Bowls. The application is a full planning application for the erection of 185 dwellings, a 71-bedroom care home, 142-bedroom hotel, a well-being centre, improvements to the existing stadium, a new vehicular access and car parking.

Hampshire County Council previously responded to this application on 22nd October 2022 advising further information is required.

The additional information requested:

- 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

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- 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

The applicant has subsequently submitted a Transport Assessment Addendum dated July 2023 with the aim of addressing the points above. Hampshire County Council as Highway Authority have reviewed this additional information and would like to make the following comments.

Sustainable Access including WCHAR:

A WCHAR assessment has been undertaken for the site, assessing both the walking and cycling facilities in the surrounding area of the site. Upon review of this the Highway Authority would like to make the following comments.

Whilst a number of key facilities have been mentioned, the specific routes taken to access these have not been identified and this is required. The Highway Authority request that the applicant provides a detailed review of specific routes to key destinations within the vicinity of the site, including the local catchments schools and convenience store.

The walking and cycling provision in the vicinity of the site and to key locations should be assessed via a WCHAR and the Healthy Streets indicators. Narrative should be provided on the locations along these routes where substandard provision is provided as set out within the Highway Authority's technical guidance TG10. Improvements to increase the Healthy Streets score and improve compliance with TG10 and LTN1/20 should therefore be identified through this review process. Guidance from Active Travel

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England states that local amenities, including but not be limited to the following, should be within 800m of a proposed development.

- Food Shop
- An indoor meeting place
- A primary school and secondary school
- A post office
- A GP surgery

The Highway Authority however note that the distances to some amenities listed are above the recommended walking distance, which highlights the need for high quality, attractive walking facilities and routes. Furthermore, whilst the WCHAR has identified a number of both pedestrian and cycling improvement opportunities, including those that have been mentioned with in the Eastleigh LCWIP, the applicant indicates that there would not be a significant demand generated by the proposal to justify implementation of a number of these improvements. The Highway Authority disagrees with this conclusion; additional information and mitigation is required to demonstrate the site is accessible and sustainable. Appropriate opportunities to promote sustainable transport modes should be identified and safe and suitable access to the site for all users should be demonstrated, as should appropriate facilities that encourage public transport use. Priority should be given first to pedestrian and cycle movements, both within the scheme and with neighbouring areas.

The WHCAR also fails to pick up on the fact that the Marshall Drive/Botley Road signalised junction does not meet the requirements for LTN 1/20, and also that B3035 West End High Street /Botley Road is a secondary route in the LCWIP (Route 263), that goes past the entrance to Ageas Bowl. [Borough of Eastleigh Draft local cycling and walking infrastructure plan: LCWIP \(hants.gov.uk\)](#). This existing shared use path is below standards.

Given the above, the Highway Authority would require that the applicant fully re-assesses the WCHAR and identifies suitable mitigation measures to improve the sustainable infrastructure within the vicinity of the site.

Pedestrian and cycle footpath through Telegraph Woods:

The Highway Authority previously raised concerns regarding the proposed route through Telegraph Woods. The applicant has stated in the Addendum that this will no longer be provided as a “*formal route*” and instead will be a “*Leisure Route*”. The Highway Authority believe that this link through Telegraph Woods should be provided

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as a “formal route” as it provides a significantly shorter distance for the residential element of the proposal to the facilities within in the vicinity of the site.

The table below shows both the distance to a range of facilities within the vicinity of the site, via telegraph woods and marshal drive. It shall be noted that this has been measured to the centre of the residential element of the proposed development.

<u>Facility</u>	<u>Route Distance Via Marshall Drive</u>	<u>Route distance via Telegraph Road</u>
West End Surgery	1.07km	690m
St James Primary School	1.52km	1.2km
Hildene centre and pre-school	1.18km	740m
Hedge End Retail Centre	1.68km	2.23km
Convenience Shop - Iondis	1.4km	1.km
Pharmacy	1.4km	1.km
Post Office	1.45km	1.02km
Supermarket	1.54km	1.1km
Library	1.7km	1.28km
Deer Park School		
Wildern School	2.46km	2.94km
Woodlands Community College	2.4km	1.42km
Bus stop – X10 – Moorgreen - Road -The pavilions – Route to Southampton	990m 612m	654m 1.1km
X4 and 8 – Botley Road – Shaw Road & also Botely Road – Hildene centre	1.21km	763m
Hedge End Train Station	2.9km	5km

As seen in the table above, the route through telegraph woods provides a significantly shorter route to several key facilities within the vicinity of the site compared to using Marshall Drive. Additionally, as previously mentioned, Active Travel England state that facilities should be located within 800m of the proposed development; providing a pedestrian to route through Telegraph wood brings the distances to the facilities either below, or significantly closer to this threshold. Furthermore, within Eastleigh Local Plan

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policy WE4 it states, *“the development provides an appropriately designed access directly to/from the settlement of West End rather than via Marshall Drive for pedestrians/cyclists”*. Therefore, a suitable connection should be provided to meet this policy.

The applicant should therefore explore the implementation of this formal route, providing details of how it will be maintained, and access will be permitted in perpetuity.

PIA (Personal Injury Accident) Data:

PIA data has been provided for the latest 5-year period from 1st October 2017 to 30th September 2022 obtained from Hampshire Constabulary. The data revealed a total of 194 accident occurred within the vicinity of the site over this time period. Whilst the developer suggests that *“no improvements are necessary due to the collisions being driver error”*, the Highway Authority would disagree with this statement and would conclude that the high number of accidents that have occurred could be down to the high volumes of traffic that pass through the vicinity of the site.

As such, it is important to encourage a modal shift to trips via sustainable modes, to reduce reliance on private car travel in the context of highway safety. Therefore, the Highway Authority would request, as mentioned above, that suitable improvements to the sustainable infrastructure in the vicinity of the site are explored.

Development Proposal:

New Car Park Access:

Following on from the Highway Authority’s previous comments, a revised access has been submitted. This involves reducing the overall footprint of the junction, by narrowing the access/egress widths into the carpark from 4m to 3.5m with the design maintaining two sets of dropped kerbs. Upon review the Highway Authority would like to make the following comments.

- The drawing does not contain any relevant dimensions for assessment, and this should be included. The width of the Carriageway between the islands should not lie between 3.2m and 3.8m in accordance with LTN 1/20.
- Whilst tracking has been provided, the wrong size vehicle has been tracked. HCC require a vehicle of 4.89m x 1.94m to be used. Furthermore, additional details regarding the largest anticipated vehicle that uses this access should be stated, with additional tracking if required.

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- The proposals indicate that there is to be an impact on the trees and hedgerows, however no details for this have been provided and are required.
- Clarification should be provided regarding whether there is widening to the northern kerb line of the B3035. Furthermore, the pedestrian refuge island on the B3035 to the west of the access should be widened to 3m to allow for cyclists to cross to the shared use facility on the northern side of the B3035, with a suitable cycle link to this provided.
- Whilst there appears to be a larger footway/cycleway on the eastern side of the access this is not clearly indicated on the drawing, and therefore additional consideration is required such as how cyclist will get to this facility and where they are going. Furthermore, suitable tactile paving will need to be provided at detailed design stage.
- Details on how this access will operate is required, including the event day traffic management plan. It is not clear if this access will be left in left out, or an entrance only at the start of an event and an egress only post event.
- The plans submitted indicate conning is to be used to create three lanes on Botley Road. It is unclear how this could be achieved within the existing carriageway width and tracking is required to ensure running lanes are of suitable width.

To conclude, the event day car parking access requires additional consideration before the Highway Authority are satisfied the proposal is acceptable in principle.

Proposed Pavilion Ramp:

The Highway Authority previously requested further information regarding the new access ramp, providing a high-level review of what is being proposed. No additional information has yet to be provided and therefore this is still required. It is understood this ramp may be removed from the proposals; confirmation should be provided if this is the case.

Internal Layout:

The Highway Authority previously requested additional information to be provided for the internal layout, including forward and junction visibilities, RSA, and additional consideration to the Swept path analysis. This information has not been provided within the material submitted for consideration to the LPA and is required.

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RSA (Road Safety Audit):

The Highway Authority previously requested a RSA for both the internal site layout as well as the new/modified event day car parking access. This has not been provided and is required.

Traffic Impact:Committed Development:

A further review to the sites included as part of committed development has been undertaken. This is acceptable to the Highway Authority.

Botley Road/Marshal Drive Traffic Signals:

The Highway Authority previously noted that there were a number of errors previously submitted within the Junction capacity assessment, but subsequently re-ran the modelling and concluded that 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.”*

The applicant has since taken the comments previously mentioned and updated their modelling. The Highway Authority have therefore reviewed this additional modelling and would like to make the following comments:

There are a few new minor inaccuracies with the latest model as set out below

1. Phase C min green should be 7 seconds not 6
2. Phase D min green should be 7 seconds not 6
3. 5 m radii have been entered for all left turn movements, these seems unnecessarily tight, has this been measured?
4. Error in the intergreen matrix- phases H to C do not conflict and is not included in the config running on site so can be removed (will not affect the results)
5. Phase E is a filter arrow and not a full traffic phase. It should only feature in stage 4 as the associated phase (F) runs in stage 1.

What is apparent on this iteration of the modelling is that the junction capacity drops from around 13% and 11% spare in the 2027 AM and PM peaks respectively without

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development, to virtually 0% in the same 2027 peaks with the development traffic included. With the above minor amendments included it is likely that the junction would operate slightly over capacity in the design year due to the development traffic. Furthermore, as mentioned above, this junction is not LTN 1/20 compliant.

Given the above, the Highway Authority would request improvements to walking and cycling facilities in the vicinity if the site (including this junction) are explored, to increase the uptake of sustainable modes (modal shift) and therefore reducing the vehicular use of this junction and in so doing, mitigating the operational/ capacity concerns in this location

Event Day junction capacity at new access junction:

The Highway Authority previously asked for confirmation that the worst-case scenario had been used to assess the new access junction. The applicant has subsequently undertaken further research obtained from Hampshire Cricket Club from previous events to understand previous movements. The results of this assessment have been used to update the junction assessment for the new car park access. This forecasts the new junction to operate within capacity for event days.

However, the model set up has not been checked in detail as clarity is required regarding the following:

- The base flows used within the modelling assessment. These do not appear to match the recorded flows from the Manual Classified Count (MCC) undertaken Thursday 2nd December 2021. It should be noted that the Highway Authority are in the process of checking whether this data (noting growth has been applied) is acceptable. If more recent surveys are required, this will be confirmed to the applicant as a matter of urgency.
- Distribution (stick) diagrams should be provided for base flows, development flows in isolation for event and non-event days and total future year flows.
- The methodology used to forecast the number of vehicles arriving at an event. The Addendum references a previous planning application; however, the methodology should be clearly set out in full under this application as it is not clear how peak hour event trips have been calculated.
- PM peak modelling. The submitted modelling has only been undertaken for the AM peak. The Highway Authority require PM peak modelling is also undertaken given some events will generate traffic during the PM peak hour

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- Trips associated with the other proposed land uses within the submitted application should be included in the assessment.
- Operation of the access must be clarified. While stated in the TA that this access will operate “*as one-way into the site before an event and as one way out after an event*” with the traffic management plans to include the “*temporary closure of B3035 Botley Road between the roundabout junction with B3342 Tollbar Way and the mini-roundabout junction with Moorgreen Road*”, the modelling set up suggest that Botley Road will be open to all traffic. Clarity is required on this point.
- The egress should be modelled. Regardless of the proposed operation, modelling of movements egressing the site is required.

This additional information is therefore required before the Highway Authority can confirm that the operation of this access junction is acceptable.

Traffic Management:

The Highway Authority previously requested that details of an event day traffic management plan should be provided now to identify any additional mitigation methods that may be required. The applicant has stated that they are liaising with Hampshire Cricket Club, and an updated event day traffic management plan will be provided in due course.

However, the Highway Authority require this event day traffic management plan to be submitted at this planning stage for review, which considered how both the required residential and emergency vehicle access is maintained during events. Furthermore, with the creation of the new event day car park, which involves temporary conning, as previously mentioned a traffic management plan would be required for this. As above, the Highway Authority would also require this traffic management plan at this stage to confirm that the new junction proposal is acceptable.

Parking:

Parking is a matter to be considered by Eastleigh Borough Council to ensure the proposed parking is acceptable.

Travel Plan:

An updated residential and workplace travel plan has been submitted following on from the previous comments raised. Upon review, the Highway Authority are happy with this,

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and therefore this should be secured within any future S106 agreement, should the proposals come forward.

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.

Yours sincerely,

Zara Rogers

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