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Enquiries to	Jonny Elliott	My reference	060627
Direct Line	N/A	Your reference	O/26/101417
Date	13 August 2026	Email	eastleighdc@hants.gov.uk

For attention of

Dear Sirs

**Re: O/26/101417 At Land adjacent to Windhover Roundabout, Bursledon,
Bursledon Road, Bursledon, SO31 8BN**

**Outline planning application (all matters reserved except for access) for
employment development (Use Class B2/B8) of up to 18,580 square
metres together with ancillary offices (Use Class E(g)(i)) and other
ancillary buildings, structures, parking, servicing and manoeuvring
areas, landscaping and sustainable urban drainage features, following
demolition of existing buildings**

I refer to your consultation for the above planning application and would offer
the following comments.

The proposed development is for a flexible B2/B8 warehouse of approximately
200,000 ft², with ancillary offices, buildings, parking and associated works.

Existing Highway Conditions

The application site is located to the north of Windhover Roundabout. This is a
five-arm part-signalised roundabout junction which consists of the A27 West
End Road / A3024 Bert Betts Way / A27 Providence Hill/ A3025 Hamble Lane
/ A3024 Bursledon Road arms.

The site is bound by the A27 West End Road to the east. This is a classified
highway which is subject to a 40mph speed limit. The road includes street
lighting, and a footway is present on the site frontage. The West End Road
arms meeting the roundabout junction via a give-way arrangement.

Director of Universal Services
Patrick Blogg

The A3024 Bursledon Road forms the west site boundary. This is a classified highway which is subject to a 40mph speed limit. The road is lit and a footway is present on the site frontage, with a shared footway / cycleway on the west side of the carriageway. The junction of Bursledon Road and the roundabout is signal controlled, and there is an uncontrolled pedestrian crossing with refuge present on the approach to the roundabout junction.

The signalised junction of Bursledon Road / Le Marechal Avenue is located opposite the site; this includes signalised pedestrian and cycle crossing facilities. A bus stop and layby are also present on the site frontage on Bursledon Road.

Section 3.0 of the TA presents an analysis Personal Injury Collision (PIC) data across the study network for the most recent 5-year period, identifying 67 collisions in total, comprising of 59 'slight' severity collisions and 8 with serious injuries. The TA concludes that the collision record does not identify any cluster or common causation factors attributable to the local highway network, and that the development would not result in an increase in either the number or severity of collisions. This assessment and conclusion is considered reasonable in principle, and no objection is raised to the methodology or findings presented in this section.

Notwithstanding the above, whilst the historic collision records do not indicate a specific existing safety issue for vulnerable road users, this should be considered alongside the findings of the WCHAR, which identifies existing deficiencies in pedestrian and cycle provision at Windhover Roundabout. The low number of recorded pedestrian and cycle collisions at this location may therefore reflect the limited existing pedestrian and cycle activity resulting from these deficiencies, rather than confirming that the junction is inherently safe for these users once activity increases as a result of the development proposals.

Site Access and Proposed Highway Works

Access to the site is proposed to be gained via two accesses from the A3024 Bursledon Road and the A27 West end Road:

A3024 Bursledon Road

The Bursledon Road site access is proposed to take the form of a signal-controlled junction, which would form a staggered crossroads junction with the Le Marechal Avenue opposite. Associated works include the carriageway alignment of Bursledon Road, controlled pedestrian crossings on Bursledon Road and at the site access, amendments to road markings, and pedestrian provision.

The submitted drawings show a red dashed line which is assumed to be represent the highway boundary. There are also banking 'tadpoles' which are also shown in red. Further clarity is requested on these points.

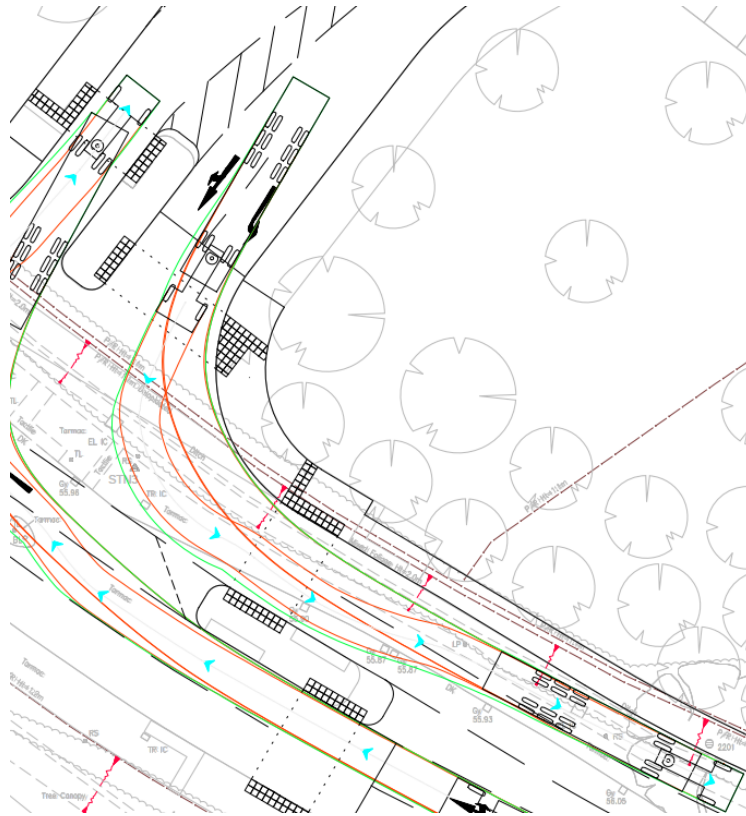
No information appears to have been provided in relation to the proposed junction geometry, such as lane widths, island widths, forward visibility to signal heads, intervisibility zone, etc.

There are significant concerns regarding the internal site layout in relation to the proposed signalised access junction. Drawing 1803014-TK09 illustrates an articulated HGV ingress and egress from the western facility. A HGV is required to give way to traffic exiting the eastern facility. A HGV driver, positioned on the offside of the vehicle cab, will not be able to see traffic exiting the eastern facility. Car driver visibility to a car exiting the eastern site would also be very limited due to the layout. In addition, the car park accesses join in this vicinity with further vehicle movements occurring to which there may be limited visibility. There is also concern that a second HGV exiting from the western site would block across the ingress to the development leading to vehicles blocking back to the main Bursledon Road junction. These factors are considered to represent significant safety hazards, which may have a knock on effect on safety at the adjacent signalised junction.

The swept path driven speeds should be confirmed, noting that a minimum of 10mph and/or expected driven speeds are required, in accordance with HCC Technical Guidance Note 2.

Drawing 1803014-TK01 C illustrates a max legal length HGV ingressing and egressing the junction. The right turn manoeuvre into the site is very tight and would require a HGV to position itself perfectly and not continue in the ahead lane, blocking the junction. There is a high probability that the HGV will partially obstruct the ahead traffic in the westbound offside lane. To avoid ahead drivers attempting to steer around the back of the HGV the right turning storage area within the junction would need to be wider to ensure it can fully accommodate an HGV.

The left turn movement out of the site shows the HGV in an unnatural position, and appears to be positioned across both exit lanes:



The merge on the westbound Bursledon Road exit is very short and does not provide clear priorities. Geometrically the generally slower moving nearside lane traffic would need to merge into the faster moving offside lane traffic. As shown, it is unacceptable and would need to be significantly improved. This would require the merge distance to be extended and for the offside lane to clearly merge into the nearside lane. Furthermore, waiting eastbound right-turning traffic is directly next to the merge, with no separation or kerb, which could result in head on conflict. Centre hatching would also be required in this area to separate the opposing traffic.

The existing junction road markings have not been shown. These should be illustrated to provide context for the proposals. It is also unclear why the existing yellow box markings have been removed from the proposed junction.

While it is acknowledged that the offset staggered junction has been provided in order to allow for a non-hooking right turn from the A3024, consideration should be given to moving the site access closer to align better with Le Marechal Avenue side road. This would provide a more compact junction and reduce intergreen times.

As a general point, the tails of the tactile paving should be three deep in all circumstances.

The existing crossing over Bursledon Road is a Toucan crossing. The proposals include staggering this crossing, which appears sufficient. However, the central island is shown at a width around 3m, and this would need to be

4m minimum to accommodate cyclists. Furthermore, the 4m width would need to be maintained with the inclusion of guardrails.

The route to the west of the site access appears to have been designed wide enough to be shared use pedestrian/ cycle. However, the crossings provided over the site access are not wide enough for Toucans (they should be 4m minimum) and the centre island is also not wide enough.

There doesn't appear to be an onward connection for cyclists into the site on the east side of the site access road. This would require all pedestrians and cyclists accessing the development to wait 4 separate times at each crossing which could take a significant amount of time to get across the whole junction. It is recommended that a route on the eastern side of the site access road is provided which would provide a quicker more direct route into the development. It also allows the possibility of removing the staggered crossing over the site access road arm.

Bursledon Road often experiences peak time congestion between Windhover roundabout and Botley Road junction. The junction layout should consider Keep Clear markings within the junction to allow vehicles to exit the junction into the side roads.

There is an existing pedestrian refuge crossing on Bursledon Road between the roundabout and site access. This section of Bursledon Road would be changed to 2 lanes in both directions which will make this uncontrolled crossing very difficult to use. With Bursledon Road arm of the roundabout already signalised it is recommended that this includes a signalised pedestrian crossing. A standalone signal crossing should also be provided on the Bursledon Road westbound exit from the roundabout for route continuity. These facilities would replace the existing pedestrian refuge crossing which should be removed.

Windhover Roundabout

The proposals include signalisation of the West End Road, Providence Hill, and Bursledon Road arms of Windhover Roundabout, with the Hamble Lane arm continuing to operate on a give-way basis to the circulatory carriageway. Associated works include additional running lanes at the signalised arms and amendments to the circulatory carriageway and stop lines.

The general arrangement drawings for the roundabout have not been provided in sufficient detail to allow a full assessment of the proposed lane geometry, stop line positions, and circulatory carriageway widths. On this basis, the following comments are made on a preliminary basis and should be revisited once the detailed general arrangement drawing for the roundabout is made available.

It is not clear how the additional lanes at each signalised arm tie into the existing circulatory carriageway, or whether the circulatory carriageway itself is

proposed to be widened to accommodate the additional lanes. This should be clarified, together with confirmation of circulatory carriageway lane widths and lane discipline at each arm.

Vehicle tracking does not appear to have been provided for the roundabout itself. This should be provided to confirm that the proposed lane widths and stop line positions at each signalised arm can accommodate vehicle movements without encroachment into adjacent lanes.

West End Road

The A27 West End Road site access is proposed to take the form of a simple priority junction and a footway with an uncontrolled crossing across the access. Section 6 of the TA states that a priority junction has been chosen on the basis that that traffic queues would not extend to the access junction.

No geometric information has been provided to allow the Highway Authority to fully assess the proposed junction design.

The submitted drawings show a red dashed line which is assumed to be represent the highway boundary. There are also banking 'tadpoles' which are also shown in red, and further clarity is required on these points.

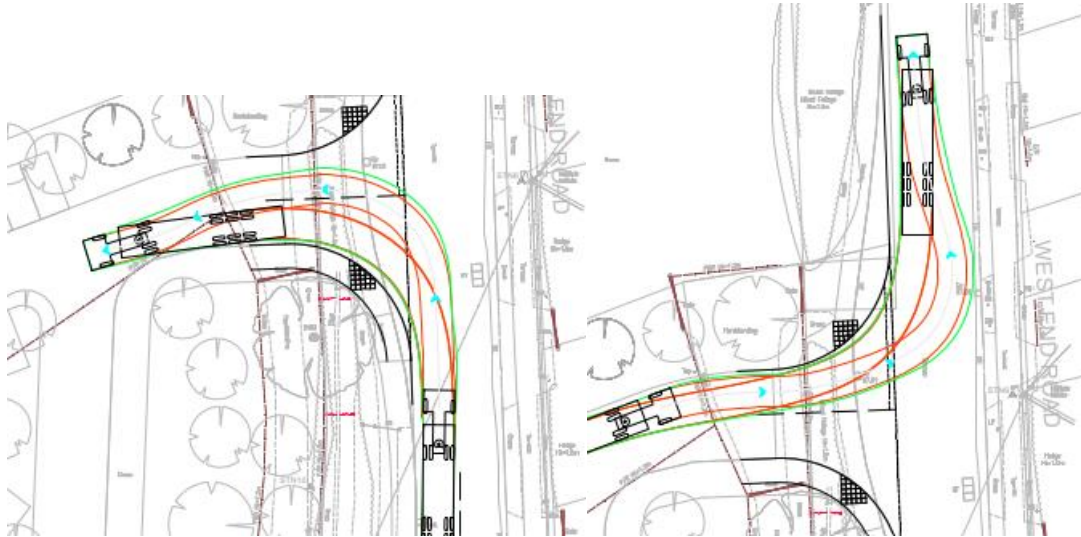
Junction visibility splays are shown as 2.4m x 120m in each direction, and a 2.4m x 90m visibility splay has also been shown. While it accepted that the 120m visibility splay to the south is not appropriate given the amount of land take necessary, the revised 90m visibility splays are also considered to be unacceptable at this time. In accordance with HCC Technical Guidance Note 3, Stopping Sight Distances (SSD) and visibility splays must be based on surveyed vehicle speeds. On this basis, two speed surveys should be undertaken in order to calculate the required junction visibility splays.

In terms of the access strategy, the TA states that two site accesses are proposed on capacity grounds, with modelling indicating that a single access could not accommodate the combined predicted peak hour flows; HGV movements are routed via Bursledon Road, with staff car trips split across both accesses. However, it is not clear whether this capacity constraint has been robustly tested, or whether an enlarged or reconfigured junction on Bursledon Road alone could accommodate the combined vehicular demand, avoiding the need for a separate access onto West End Road.

This has a direct bearing on the scale of works proposed at Windhover Roundabout, as signalisation of the West End Road arm is understood to be required, at least in part, to manage movements generated by this access. Should a single-access solution via Bursledon Road be shown to be feasible, the requirement to signalise the West End Road arm should be reviewed, offering some offset to the concerns raised above regarding the scale of the mitigation package. It is requested that the applicant provide evidence demonstrating that a single access via an enlarged Bursledon Road junction

could not accommodate the combined trip generation, before the West End Road access and its associated signalisation are accepted as necessary.

The submitted HGV tracking plans shows that a HGV cannot access the site without crossing the site access centreline. Similarly, the exit manoeuvres show the HGV swept path taking up the full West End Road carriageway width. With two examples shown below:



This suggests that the access cannot adequately accommodate HGV movements and has the potential to lead to vehicle conflicts, to the detriment of highway safety.

Consideration is also given to CD 123 guidance on the selection of priority junction type based on major and minor road two-way AADT flows. Taking into account the background traffic flows and proposed development traffic generation, the estimated AADT could push the junction into the ghost island category, when plotted against CD 123 Figure 2.3.1.

When taking this into account, along with the other concerns raised in this response, the proposed West End Road site access is not currently accepted, pending further justification and junction modelling.

Stage 1 Road Safety Audit (RSA)

While the majority of the problems raised and the responses are accepted, we would offer the following comments on some of the problems raised in the RSA:

Problem 2.1 – vehicle swept path analysis should be provided at this stage.

Problem 2.3 – the response provided is accepted however it should be annotated accordingly on the submitted drawings.

Problem 2.11 – the response provided is accepted however the dimensions should be shown on the drawings.

Problem 2.12 - Preliminary consideration should be given to this now. The current designs are 'goalposts' however the design has no margin and therefore signage would reduce the effective width. Given that space is limited, the preliminary design should be agreed at this stage.

Development Traffic generation

The Transport Assessment sets out the proposed development trip rates and resultant traffic generation, which have been calculated based on TRICS data. Given the flexible uses proposed, the assessment considers B2 industrial, B8 warehousing (commercial) and B8 parcel distribution centre trip rates as a sensitivity test. It is noted that the parcel distribution centre trip rates have been used for assessing the traffic impact of the development. This is considered to be a robust approach, given that the parcel distribution centre trip rates are the highest within the three land use categories which are proposed.

The proposed parcel distribution centre trip rates and resultant traffic flows which are presented in the Transport Assessment are as follows:

	Weekday Morning Peak (07:00 – 08:00)		Weekday Evening Peak (17:00 – 18:00)	
	Arr	Dep	Arr	Dep
Vehicular Trip Rate	0.491	0.773	0.412	0.634
Vehicular Trips	91	144	77	118
OGV Trip Rate	0.12	0.231	0.097	0.12
OGV Trips	22	43	18	22
LGV Trip Rate	0.074	0.176	0.162	0.102
LGV Trips	14	33	30	19

Traffic Impact

The Transport Assessment includes an assessment of the traffic impact implications of the development proposals. This includes traffic surveys which were undertaken in 2024 and 2025 in order to determine exiting background traffic flows on the local highway network and the weekday network peak hours, which have been identified as 07:00 – 08:00 hrs and 17:00 – 18:00 hrs.

It is requested that the full survey data, including the peak hour calculations, are provided for review.

The background traffic flows have been factored with adjusted TEMPro growth factors and committed development flows, in order to create a 2031 assessment year traffic flow scenario.

Trips have been distributed onto the network using 2011 Census Travel to Work data, and first principles assumptions, and assigned at the site accessed based on the development floorspace as well as the level of parking located at each access point, with the following scenarios being considered in the TA:

- 2025 Baseline;
- 2031 Baseline;
- 2031 + Development (warehousing); and
- 2031 + Development (parcel distribution).

Following on from a review of the submitted junction modelling, we would offer the following comments.

General Traffic Signalised Junction Comments

In order to allow the Highway Authority to fully review the proposals, the following information is requested:

1. LinSig modelling files.
2. Drawing(s) indicating visibility splays relevant to the traffic signals.
3. Existing controller specification for the A3024 bursledon Road / Botley Road junction.
4. Signal timings survey.
5. Saturation flow surveys and any subsequent calculations
6. Traffic survey results, including flows and queues.

As a general observation, it is recognised that some of the comments within this review of the signals information, particularly in the Windhover Roundabout section, may require extensive works to accommodate. Once the items within the review have been addressed and/or investigated, it is suggested that discussions be initiated with the Councils ITS Team to agree on an appropriate package of measures, commensurate with the quantum of development.

All LinSig modelling - The traffic flow matrices presented in the LinSig outputs do not match the flows presented within the TA. For example, the 2025 Demand Flows AM scenario has a flow from D to E (Bert Betts way to Providence Hill) of 250 PCUs, figure L.1 of the TA suggests this should be 140 PCUs. Another example is D to F (Bert Betts Way to Hamble Lane), the LinSig shows 479 PCUs in the AM peak, whereas Figure L.1 has 673 PCUs. There are inconsistencies across all of the scenarios.

It is unclear how the junction survey flows been developed into an OD matrix across the whole network. If they have been 'finessed', please provide the calculations and/or describe the methodology employed.

All LinSig modelling- It is unclear why different models have been provided for the AM and PM peak hours. All scenarios using the same link structure should be within one model to ensure consistency.

A3024 Bursledon Road / Botley Road Existing Traffic Signal Junction Model

The model includes DoS above 100% in the AM peak on both Botley Road approaches. It should not be possible to have a DoS above 100% within a calibrated model in a surveyed scenario, as the capacity must have been sufficient for the traffic to be counted through the junction.

The phase lettering does not match the controller specification; it should be:

- A. Bursledon Road eastbound
- B. Bursledon Road westbound
- C. Le Marechal Avenue (Kestrel Park) right turn
- D. Le Marechal Avenue (Kestrel Park) left turn
- E. Bursledon Road eastbound right turn
- F. Pedestrians across Bursledon Road
- G. Pedestrians across Le Marechal Avenue (Kestrel Park)

The phase minimum greens are incorrect as they do not match the controller specification; the minimums should be:

- Min E 3
- Min F 6
- Min G 5
- Min H 7

The existing intergreens are incorrect; based on the correct phasing, the matrix should be:

		To Phase							
		A	B	C	D	E	F	G	H
From Phase	A			5			9	9	
	B			7	7	5	5	8	
	C	7	7			5	9		5
	D		7						5
	E		5	5				9	
	F	0	0	0					
	G	0	0			0			
	H			0	0				

The right turn into Le Marechal Avenue is an indicative arrow, yet this arm has not been set up as a give-way.

Lane J2:4/1 has a saturation flow but this should be an infinite saturation flow.

Bursledon Road is high speed (40mph speed limit) and therefore 2 seconds should be added to each of the Bursledon Road phases as they lose right of way.

Windhover Roundabout Proposed partial Signalisation

The proposals include signalisation of the A27 West End Road and Bert Betts Way arms of the junction. During peak periods, particularly the PM peak, a southbound queue forms on Hamble Lane blocking back around the Windhover roundabout circulatory carriageway. This queue blocks all the way back to, and past, the A27 Providence Hill arm of the junction, and traffic which is giving way often relies on being let out by slow moving circulating traffic, increasing queues on the circulatory carriageway.

The queue on the Providence Hill arm extends a significant distance in the PM peak, and an increase in circulating traffic resulting from the development will make getting out of Providence Hill even harder and will likely increase this queueing. The PM peak southbound queue on Hamble Lane is not reflected in the modelling, which is acceptable as the junction on Hamble Lane is outside the scope of the model, and in any case, LinSig may not be an appropriate tool for assessing this type of situation.

It is considered necessary to signalise the Providence Hill arm as well.

The model includes DoS above 100% in the PM peak. It should not be possible to have a DoS above 100% on a calibrated model in a surveyed scenario, as the capacity must have been sufficient for the traffic to have been counted through the junction.

The junction has been coded as two separate controllers; it should be 1 controller, 2 streams as per the existing configuration.

The phasing is incorrect; phasing should match the existing controller specification as follows:

Phase	Title
A	Circulatory (Northbound)
B	Bursledon Road
C	Circulatory (Westbound)
D	Hamble Lane
E	Stream 2, Stage 3 Dummy

The intergreen matrix is incorrect; The existing controller configuration has all intergreens set to 6 seconds, not 5.

The opposing Lane Coefficient used for Providence Hill does not match the Junction 9 modelling.

Additional checks on Windhover Roundabout will be completed once the LinSig files are received.

A3024 Bursledon Road / le Marechal Avenue / Site Access Proposed Junction

The design illustrates both Bursledon Road right-turn lanes running under a full traffic phase (not indicative or separately signalled). The Eastbound right turn requires traffic to give way to two lanes of Westbound traffic with a 40mph limit. Experience in Hampshire has shown that this arrangement is unsafe both in terms of speed and number of lanes. Therefore, this staging arrangement is not acceptable on highway safety grounds.

In addition to the concerns previously raised in relation to the internal layout and the principle of two site accesses, from an operational perspective there is insufficient space available to locate the vehicle detection for the signals. A minimum distance of 30m is required to position the detection. The length of the 2 lane is very short and should be lengthened to make it effective. For the site access road approach to the signals, consideration should be given to either:

- a single gated access is provided serving both sites located where the western site access gate is currently shown. This would be a straight approach to the signal junction which could flare out to 2 lanes for a meaningful distance. It would allow vehicle detection to be located in a single lane 30m from the stop line, or
- the eastern site access road forms the side road to the main site access road serving the western site.
- Another access solution.

M27 Junction 8 / Dodwell Lane / A3024 Bert Betts Way

The M27 J8 / Dodwell Lane / A3024 Bert Betts Way junction has been modelled using Junctions 9 ARCADY software.

A comparison of the 2031 baseline and 2031 'with development' (warehousing) predicts that the development is likely to result in a slight reduction in capacity and increase in queuing on all arms at the junction.

Comparing the 2031 baseline and 2031 'with development' (parcel distribution) modelling results predicts that the junction would experience a reduction in capacity and an increase in queuing. This is of particular concern at the Dodwell Lane arm which is already overcapacity during the baseline scenario. Similarly, the A3024 is already approaching capacity during the baseline scenario.

West End Road / Site Access

The proposed site access junction should also be modelled within Junctions10, given that it is proposed to be a simple priority junction.

Development Impact at Other Junctions

The parcel distribution centre traffic flows suggest that the development is likely to have an impact at other junctions on the local highway network, with junctions potentially experiencing an increase of at least 30 trips during the weekday AM and PM peak periods. However, the submitted traffic flow diagrams do not show development trips at junctions beyond those tested in the TA, and the Highway Authority cannot determine whether additional junction modelling would be required.

Traffic Impact Summary

Overall, the submitted junction modelling indicates that the development would result in a material reduction in capacity and an increase in queuing across multiple junctions on the local highway network, necessitating a package of direct mitigation measures. However, the significant number of coding errors, inconsistencies between the LinSig outputs and traffic flow diagrams, and discrepancies in relation to the model phasing, intergreens and minimum greens against the existing controller specifications mean that the modelling cannot currently be relied upon to demonstrate the effectiveness of the proposed mitigation package.

The proposed simple priority form of the West End Road/Site Access junction has not been tested using appropriate software (Junctions10) or checked against DMRB guidance on junction type selection. Until this information is provided and the modelling is corrected and re-run, the Highway Authority is unable to confirm that the proposed mitigation is either necessary or sufficient to accommodate the residual cumulative impact of the development, and the traffic impact of the proposal cannot be considered acceptable at this stage.

Accessibility and Sustainability

Existing Conditions

Pedestrian facilities in the vicinity of the site include footways on both the A27 West End Road and the A3024 Bursledon Road, although the footway on Bursledon Road is on the opposite side of the carriageway.

Cycle facilities include a shared footway / cycle way on the A3024 Bursledon Road which continues north and forms part of the Southampton Cycle Route. A Shared pedestrian / cycle route is also provided to the south of the Windhover roundabout.

While bus stops are located within a short walking distance from the site, these are served by infrequent bus services, and the closest bus stops which are better served are located on Jurd Way, approximately 900m from the site. These stops are served by services X4 and X5 with a frequency of between 30 minutes and hour.

Bursledon railway station is located approximately 2km from the site.

Walking, Cycling and Horse-Riding Assessment and review (WCHAR)

A WCHAR has been undertaken as part of the Transport Assessment. This identifies a number of opportunities for pedestrian and cycle improvements at and around Windhover Roundabout and along the A27 Providence Hill/Bridge Road and A3025 Hamble Lane corridors, including upgraded crossings, tactile paving and segregated cycle tracks in line with LCWIP routes 270, 338 and 339. The WCHAR identifies areas to the south and southwest of the site as key generators of walking and cycling trips, including Tesco (with bus stop), a pub/restaurant, Providence Hill bus stops, Jurd Way bus stops, and Bursledon railway station, and it goes on to identify specific opportunities for improved connectivity across Windhover Roundabout itself.

However, these improvements are consistently framed in aspirational terms, and none are currently reflected in the mitigation package set out in the TA, which is limited to vehicular capacity works at Windhover Roundabout and the A3024 corridor. This is considered a significant omission, given the scale of the proposed development.

There is an existing uncontrolled crossing over the West End Road approach and adjacent circulatory carriageway; should this arm be signalised as part of the scheme, retaining an uncontrolled crossing at this location would not be acceptable on highway safety grounds.

There is also clear evidence of an established pedestrian desire line across the Hamble Lane approach splitter island, yet the only formal uncontrolled crossing provided is located well to the south, away from the direct route to Providence Hill.

The junction modelling predicts that the development will result in a material reduction in capacity and an increase in queuing at Windhover Roundabout, the A3024 corridor and M27 Junction 8, requiring direct mitigation in the form of additional lanes, signalisation and signal timing changes. Since this mitigation necessarily involves remodelling the same junction arms and stop lines that the WCHAR identifies as deficient for pedestrians and cyclists, there is a clear opportunity for the active travel opportunities identified in the WCHAR to be delivered as an integral part of that same highway mitigation, rather than treated as a separate, discretionary matter.

Given the scale of the proposed development, direct and indirect mitigation is considered proportionate and necessary to offset the residual vehicular impact identified through the junction modelling.

In order to provide a safe and convenient route to the trip generators identified in the WCHAR, and to properly accommodate existing pedestrian movements rather than displace them, it is considered that the following pedestrian/cycle provision could be incorporated into the Windhover Roundabout design as part of the signalisation works:

West End Road arm (linking the north of the site and West End Road to Providence Hill):

Puffin crossing over the West End Road approach
 Toucan crossing over the West End Road exit
 Toucan crossing over the West End Road circulatory carriageway
 Upgrade of the route through the centre of the roundabout to a 3m shared use footway/cycleway

Providence Hill arm:

Puffin or Toucan crossing over the Providence Hill approach
 Toucan crossing over the Providence Hill exit
 Toucan crossing over the Providence Hill circulatory carriageway
 Hamble Lane arm:

Toucan crossing over the Hamble Lane entry
 Toucan crossing over the Hamble Lane exit
 Upgrades to tie the cycleway into surrounding links

Bursledon Road arm:

Puffin/Toucan crossing over the Bursledon Road entry
 Puffin/Toucan crossing over the Bursledon Road exit

On this basis, it should be confirmed which of the WCHAR-identified opportunities will be delivered as part of the development proposals, along with the above arm-by-arm crossing provision to be secured alongside the vehicular capacity mitigation.

Travel Plan

The TA refers to the preparation of a Framework Travel Plan, however, this document does not appear to have been provided for review.

Accessibility Summary

Overall, notwithstanding the comments made earlier in this response in relation to the Framework Travel Plan, the absence of additional mitigation and a package of proportionate committed active travel improvements, particularly given the acknowledged deficiencies identified in the WCHAR, is considered contrary to the HCC Local Transport Plan 4 (LTP4) objectives to prioritise and embed sustainable and active travel modes, and to the LCWIP's identified aspirational improvements for this location.

The development is also considered to be inconsistent with NPPF guidance on promoting sustainable transport and prioritising pedestrian and cycle movements, with the general principle that mitigation for a development's impact should address all modes affected.

On this basis, a Travel Plan alone cannot be relied upon to deliver the necessary mode shift, and further commitment to active travel improvements are required before the application can be considered acceptable in sustainability and accessibility terms.

Proposed Internal Layout

Given this is an outline application with all matters reserved except for access, the internal layout would be agreed at the reserved matters planning application stage. However, we would offer the following comments on the indicative internal layout details which have been provided in the submitted Transport Assessment.

Referring to the Eastleigh Borough Council Parking Standards SPD (September 2025), the proposed development would be expected to provide between 175 and 375 car parking spaces, depending on the end use. Operational parking provision would be decided on a site-by-site basis. Between 30 and 38 short-stay cycle spaces, and long-stay cycle parking provision would also be required.

The Transport Statement confirms that if a B8 use comes forward approximately 168 spaces would be provided, and 373 spaces could be provided if a B2 use were to come forward. This is considered to be acceptable in principle, subject to agreeing the internal layout at the reserved matters stage.

However, the case officer should note that the required level of parking provision and loading areas are likely to influence the layout, including the size and position of the buildings, with these matters being considered at the reserved matters stage.

Summary

The Highway Authority recommends a holding objection until further information has been provided which addresses the issues raised in this response.

Yours faithfully,

Jonny Elliott
Consultant Transport Planner - Highway Development Planning
Universal Services

