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Date	25 July 2025	Email	eastleighdc@hants.gov.uk

For attention of Mr Osmond

Dear Sirs

Re: O/25/99534 At Land at Denhams Corner, Snakemoor Lane, Eastleigh, SO32 2BW

Outline application for up to 150 dwellings including 40% affordable housing, with vehicle and cycle accesses from Snakemoor Lane, pedestrian/cycle access from Botley Road, sustainable transport hub, public open space and play area, and associated infrastructure and landscaping

Thank you for the consultation for the above application. The application is seeking outline permission for the development of up to 150 residential dwellings on Land at Denham's Corner, Horton Heath. A Transport Assessment (reference DN/NS/24478-02) along with associated plans has been submitted for review. Upon review, the Highway Authority would like to make the following comments.

Sustainable Travel:

There is no footway provision along Snakemoor Lane, but there is a footway adjacent to the B3335 Botley Road and B3342 Bubb Lane. The nearest bus stops are within 200m of the site access, located on the B3354 Botley Road and Snakemoor Lane. These are served by the number 3 and 49 services, with the number 3 providing an hourly service between Southampton and Eastleigh. The closest rail station is located 1.25km south of the site (nothing this distance is via the B3354 and Shamblehurst lane; neither have no footway or cycle provision and are not lit.). From here there are direct hourly train services between London Waterloo and Portsmouth Harbour.

Deputy Chief Executive and Director of Hampshire 2050
Gary Westbrook

Whilst the Transport Assessment has provided a high-level review of the distances to a range of facilities within the vicinity of the site, all the facilities within the vicinity of the site and the distance to these should be set out within a table for ease. Distances should be via appropriate walking/ cycling routes and not 'as the crow flies'. Therefore, the sustainability of the site will be reviewed once further information has been submitted.

Furthermore, the walking and cycling provision in the vicinity of the site and to these key locations, such as schools and shops, should be assessed via a WCHAR and include Healthy Streets indicators. Narrative should be provided on the locations along these routes where substandard provision exists as set out within the Highway Authority's TG10. Improvements to increase the healthy streets score and improve compliance with TG10 and LTN1/20 should be identified through this review process.

In terms of sustainably located development, Active Travel England have some useful guidance ([Active Travel England Standing Advice Note: Active travel and sustainable development \(publishing.service.gov.uk\)](https://publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/100000/active-travel-england-standing-advice-note-active-travel-and-sustainable-development.pdf)), which states the following *"A mix of local amenities should be located within an 800m walking and wheeling distance (using well-designed routes) of all residential properties"*. Their guidance also reinforces that *"Most buildings within the application site should be within 400m of a high-frequency bus stop or 800m of a rail/light station or tram stop, with appropriate facilities."*

Existing Traffic Data:

ATC surveys have been undertaken on Snakemoor Lane (east of the proposed site access) and the B3354 Botley Road, between 14th and 20th November 2023. An additional ATC survey was undertaken between 30th January and 5th February 2025. This data provides the average vehicular flows along with the 85th percentile of measured speeds.

In addition, manual traffic turning counts and queue length surveys have also been undertaken on Snakemoor Lane / Bubb Lane B3342 / B3354 roundabout on 14th November 2023 and on Bubb Lane / Chalcroft Way and Bubb Lane/ Tollbar Way junctions 30th January 2025.

These surveys are acceptable to the Highway Authority.

Personal Injury Accident Data:

PIA data has been obtained from Hampshire Constabulary for the lasted 5-year period, between 1st September 2019 to 31st August 2024. This revealed a total of 15 accidents had occurred in the vicinity within this time frame. The data provided is acceptable to the Highway Authority.

Development Proposal:

The proposal is for a residential development of up to 150 dwellings, with a new access off Snakemoor Lane.

Site Access:

The proposed site access will be via a priority junction on Snakemoor Lane, just to the east of the entrance to Lane End House. Visibility splays have been based on the 85th percentile of measured speeds, resulting in an eastern splay of 2.4m x 56m and a western splay of 2.4m x 88m, to the roundabout. However, upon review, the visibility in the primary direction is not taken to the proposed roundabout channel; this should be shown to demonstrate appropriate visibility is achievable.

Furthermore, it is not clear what the pink dashed line is on the drawing. This appears to be forward visibility based on the recorded speeds but clarity should be provided. Lastly, any vegetation removal needed to achieve visibility should be noted on the drawing.

Whist tracking of a refuse vehicle has been provided, tracking speeds are required. Tracking should be in accordance with HCC TG2 guidance, noting the tracking speeds and the required vehicles.

Pedestrian and Cycle Access:

A new pedestrian/cycle access is being proposed onto Botley Road. A 3m wide shared use path will be delivered from the site to Botley Road, where a Puffin Crossing is being proposed. An additional footway would be implemented on the northern side of Botley Road, providing access to the southbound bus stop. Upon review, the following comments are made.

Due to Botley Road being subject to a 40mph speed limit, in accordance with HCC TG10 guidance a 1.5m separation margin should be provided between the footway and the carriageway. Furthermore, a 1.5m footway is not acceptable and a minimum footway of 2m should be provided. If there are any constraints preventing this, then this should be noted within any design proposals. However, in accordance with HCC TG10, footway widths at bus stops should be 3m and consideration should therefore be given in providing a 3m path up to the bus stop.

Due to the route forming part of the LCWIP route, the applicant has stated that they are *“willing to provide fair, reasonable and justified contributions towards further improvements to section 339.2 near to site.”* However, the applicant should explore delivery of appropriate LCWIP improvements.

As previously mentioned within the Highway Authority’s pre-app response, given the above access is being promoted as a pedestrian and cycle access, any proposed infrastructure should be designed to accommodate both pedestrians and cyclist in accordance with LTN 1/20 and HCC TG10 guidelines. Additionally, further consideration should be given to the existing infrastructure, ensuring that this is improved where required, to encourage sustainable travel. Given the speed limit and traffic flows on Botley Road, LTN 1/20 classes cycles mixing with traffic here *“as suitable for few people and will exclude most potential users and/or have safety concerns”*. Cycle access for all should be provided and, as a minimum, tie into the existing provision on Bubb Lane.

Consideration should also be given to the suitability of the existing provision on Bubb Lane in line with the LCWIP. Finally, cycle access to the north, connecting to the catchment schools (both primary and secondary), the nearest shop and community facilities, etc will be important. The applicant could consider utilising and upgrading the PRow that runs along the northern boundary of the site to provide pedestrian and cycle access to the facilities within Horton Heath, as this lands within the 30mph section of Botley Road.

Subsequently, as the scheme proposes a new puffin crossing across the B3354 Botley Road, the Highway Authority have sort initial comments from ITS colleagues, which are set out below;

- Stopping sight distances (SSD) and forward visibility based on 85th percentile of measured speeds should be shown on the submitted drawings.
- Maintenance of vegetation will need to be considered to keep visibility clear to the traffic signal heads.
- Street lighting would be required to ensure drivers can see pedestrians on and in the vicinity of the pedestrian crossing. As per 15.18.2 of the TSM Chapter 6 'Good Street lighting will reduce the majority of the problems related to extraneous light sources. Advice from a competent lighting engineer should be sought to ensure that street lighting to 'BS 5489-1:2013: Code of practice for the design of road lighting' is used at all pedestrian crossing sites. The Institution of Lighting Professionals also publishes guidance I Technical Report No. 12 'Lighting of Pedestrian Crossings'.
- A power supply is required to provide electrical supply to the traffic signals. The power supply will have to be provided in a position which is adjacent to the traffic signal controller.
- The traffic signal controller should be positioned in a location close to the crossing and preferably 4.5m back from the carriageway.
- A suitable drainage system is required to ensure surface water is collected. Care should be taken to ensure that dropped kerbs are installed in such a way that excess water does not collect at the crossing point.
- A vehicle maintenance bay would be required for future maintenance of the pedestrian crossing. The lack of this facility will increase risk of unsafe parking and potential obstruction of the footway. The vehicle maintenance bay should be installed after the pedestrian crossing (in the direction of travel so visibility to the nearside primary signal head is maintained).
- Relocation of hazard sign (junction ahead).

- 3m should be provided between the stop line and nearest pedestrian studs.
- Signal poles should be installed 0.5m off the carriageway edge whilst maintaining a footway width of 2m as a minimum.
- The carriageway on both approaches to signals, up to the pedestrian studs, should be resurfaced with a high PSV wearing course (min. +68 PSV) rather than use of HFS (HFS is considered a maintenance liability). The 85th percentile speed will determine the length of the PSV wearing course and should be a minimum of 50m in length on each approach up to the pedestrian studs.
- A dropped kerb with a field gateway access is visible on the western footway. Although the gateway looks abandoned, confirmation whether this is in use or could be used in future should be determined, as this will impact the potential new pedestrian crossing.

Furthermore, the Transport Assessment highlights that *“there are numerous locations where side road crossing would benefit from the installation of tactile paving and/ or dropped kerbs. Discussions will be held with the Highway Authority to understand whether contributions towards those improvement would be appropriate”*. However, as mentioned above the route to destination should be assessed via a WCHAR and Health Street indicators in the first instance; mitigation around missing infrastructure maybe required depending on the outcome of the WCHAR.

Stage 1 RSA (Road Safety Audit):

No Road safety Audit (RSA) has been provided. A stage 1 RSA for all works to the public highway, including both the vehicular and pedestrian/cycle accesses, along with the designer's response should be provided for review.

Travel Plan:

A travel plan (reference DN/NS/24478-03 Travel Plan) has been submitted for review, and this has been assessed using Hampshire County Council's evaluation criteria for the assessment of travel plans – *A Guide to Development Related Travel Plans (2009)*. Whilst the quality of this travel plan is generally good, the below amendments and additions are required before it can be approved:

The section on rail service provision should include information on how residents will be able to access the train station by sustainable means. A sustainable travel voucher should be offered to each dwelling. This should be at least £50, and residents should have the option of using it on public transport or for cycle equipment. Travel plan coordinators can either run this through a reimbursement scheme where residents purchase their product and up to £50 is reimbursed, or the TPC can get vouchers directly from the companies (e.g. bus month tickets or money off vouchers for a specific cycle shop).

A dedicated website or social media presence should be used to engage with residents and convey travel plan related information.

The contact details of the travel plan coordinator should be provided to Hampshire County Council once known. This should be stated in the travel plan.

A minimum response rate of 35% should be aimed for in residents' surveys, measures to encourage this response rate should be included (e.g. entry into a prize draw for online shopping vouchers).

The action plan should be fully costed. It should include: a cost estimate for the travel plan coordinator for the lifetime of the travel plan, the cost of each resident's survey and ATC, and the cost of each measure.

A section should be included which states that the travel plan will be secured via a s.106 agreement. This section should also include a commitment to pay Hampshire County Council the travel plan evaluation fee (£1,500) and five years of monitoring fees (totalling £15,000). Additionally, there should be a commitment to pay a travel plan cash deposit, this being the value of the travel plan action plan plus a surety of ten per cent.

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

Parking:

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

Mobility Hub:

The transport assessment highlight that the development proposed to deliver a new mobility hub in the centre of the site. This will include an area managed for electric bike hire, communal EV charging spaces, parcel delivery hub, space for pop up small events, local produce sales and a display board for public transport and local community information.

Whilst this approach is acceptable to the Highway Authority, the Highway Authority would welcome the opportunity to comment on any proposed relevant planning condition securing this provision before this is finalised. This should include provision for ongoing maintenance of the Mobility Hub facilities. Furthermore, the only cycle access is via Botley Road and therefore additional cycle access should be explored.

Traffic impact:

Trips:

The transport assessment provides both the person trip rate (includes a breakdown of suitable modes of transport) and the vehicular trip rate. These are both acceptable to the Highway Authority. As a result, the proposed development is forecast to generate 81 two-way AM peak vehicular trips, and 78 two-way PM vehicular trips.

Distribution and Assignment:

The distribution of these trips onto the network was agreed during pre-application engagement. The distribution of vehicular trips has been assessed using the census journey to work data 2011 for the super middle output area of Eastleigh 010. Google maps has been used to assign this traffic onto the network. This is acceptable to the Highway Authority.

Traffic Impact Assessment:

The 2025 base traffic flows have been factored up to a future year of 2030, using TEMPro. This is acceptable. The following committed developments have been considered:

- One Horton Heath (application reference O/20/89498).
- Boorley Gardens, Botley (application reference O/15/75953). (50% of this has already been built out, and therefore half of the development traffic is already included within the junction counts. The remaining 50% of traffic flows have been taken from the Transport Assessment for this site).
- Woodhouse Lane (application reference O/18/83634).
- Winchester Road (application reference F/19/86233)

The committed development above is acceptable.

The below junctions have been modelled using junction 10.

- Proposed Site Access.
- Snakemoor lane/ Bubb Lane B3342 / B3354 roundabout.
- Bubb Lane B3342 / Chalcroft Way roundabout.
- Bubb Lane / Tollbar Way junction.

With the following scenarios tested:

- 2025 Base.
- 2030 Base.
- 2030 Base + Committed Development.
- 2030 Base + Committed Development + Development.

The Highway Authority are comfortable that the site access and Snakemoor lane/ Bubb Lane B3342 / B3354 roundabout (once the committed improvement scheme has been delivered) will operate satisfactorily. However, regarding Bubb Lane B3342 / Chalcroft Way roundabout, further scrutiny is required and the modelling files for all scenarios should be submitted for review.

Finally, regarding Bubb Lane / Tollbar Way junction, the improvement scheme here is not committed as the outline application for One Horton Heath does not have planning permission. Again, further scrutiny is required and the modelling files for all scenarios should be submitted for review.

Summary:

The Highway Authority require additional information as mentioned above before a formal recommendation can be provided.

Yours faithfully,

Zara Rogers
Transport Planner - Highway Development Planning
Hampshire 2050