
EBC Ref: F/25/100141 – Kings Copse Avenue: Transport Assessment Addendum

Ref: OT/ITS19785-019
Date: 12 December 2025

SECTION 1 Introduction

- 1.1 This Transport Assessment Addendum (TAA) has been prepared to address comments raised by Hampshire County Council (HCC) in their response (*ref: 058151*) to the Transport Assessment submitted as part of the full planning application for 192 dwellings on Land South East of Kings Copse Avenue (*ref: F/25/100141*).
- 1.2 The comments raised by HCC are included as **Appendix A** and have been grouped into three categories as follows:
- 1 Vehicle Access
 - 2 Pedestrian and Cycle Access
 - 3 Internal Layout
- 1.3 The TAA responds to queries raised by HCC in turn in each category. It is noted that the response from HCC reviewed and raised no objection to the traffic impact (i.e. trip generation / distribution / junction modelling) of the proposed development and therefore no additional information has been provided regarding this element.

SECTION 2 Vehicle Access

2.1 Visibility

- 2.1.1 HCC have commented that the submitted site access drawing (*ref: 3743.03B*) outlines that visibility splays of 2.4m x 119m and 2.4m x 109m are achievable within the highway boundary, however the drawing itself does not show the full extent of the splays.

- 2.1.2 An updated drawing (ref: 3743.03_RC S278 Works Overall Scheme) has been prepared which illustrates that the full extent of the visibility splays is achievable within the adopted highway boundary. This drawing is included as **Appendix B**.

2.2 Swept Path Analysis

- 2.2.1 HCC have requested that the following swept path analysis scenarios are provided for the proposed access arrangements:

- Fire Tender: Right turn in, right / left turn out.
- Refuse Vehicle: Right / left turn out.
- Large Car: Two-way tracking for all moves.

- 2.2.2 The requested swept path analysis scenarios have been undertaken and are illustrated on drawings (ref: 3743.T01 and 3743.T03) included as **Appendix C**. Safe and suitable access to the site will be provided.

SECTION 3 Pedestrian and Cycle Access

3.1 Proposed Footway – Southern side of Kings Copse Avenue

- 3.1.1 HCC have commented on the proposed 2.0m wide footway along the southern frontage of Kings Copse Avenue (drawing ref: ITS19785-GA-012). HCC have requested that the proposed 2.0m wide footway is upgraded to a 3.0m wide footway / cycleway.
- 3.1.2 Whilst it is not disputed that a 3.0m wide footway / cycleway would be beneficial, arboricultural constraints mean that this cannot be provided. Additionally, there is insufficient width within the adopted highway boundary to provide a continuous 3.0m wide route, particularly on the western extent of the proposed footway. Any upgrade to a 3.0m wide width would be reliant on third party land which is not within the scope of the applicant to provide. The provision of a 2.0m wide footway is an improvement for existing and future residents compared to the existing situation and therefore the development proposal provides a benefit.

3.2 Shared pedestrian / cycle link – underpass

- 3.2.1 HCC have requested clarity regarding a discrepancy between the S278 Works Overall Scheme Plan (ref: 3743.03B) and the Proposed Pedestrian / Cyclist connections drawing (ref: ITS19785-GA-006H).
- 3.2.2 It is confirmed that the link north-east from the site to the underpass is 2.0m in width. This is shown on the updated drawing (ref:3743.03_RC S278 Works Overall Scheme).

3.3 Kings Copse Primary School

- 3.3.1 HCC have requested that further consideration is to be given for cyclists wishing to access Kings Copse Primary School from the site. The development proposes a significant improvement to the link northbound onto the Tanhouse Lane bridleway to widen and re-surface to allow safe and suitable cycle access. Additionally, a proposed refuge island across Kings Copse Avenue will enable safe crossing to access the enhanced bridleway. The proposed improvements are shown on submitted drawing 3743.23.
- 3.3.2 The enhanced bridleway improvements provide a connection onto Havendale and then onto Kings Copse Road. Kings Copse Road is subject to a 30mph speed limit and is suitable for the short (approx. 150m) journey for cyclists on carriageway between Havendale and Kings Copse Primary School. There are road traffic signs on the approach to the school (shown in **Image 3.1**) to encourage low vehicular speeds, further making on-carriageway cycling conducive.

Image 3.1: Kings Copse Road.



Source: Google Maps.

- 3.3.3 Additionally, the enhanced bridleway contains a spur which provides direct access onto Woodstock Close. Woodstock Close is an access only cul-de-sac which is a low speed and lightly trafficked carriageway which is again safe and suitable for on-carriageway cycling. Kings Copse Primary School is located approximately 30m from the junction between Woodstock Close and Kings Copse Road.
- 3.3.4 The development proposals submitted as part of the planning application provide an enhancement to the existing bridleway and enables safe and suitable access between the site and Kings Copse Primary School. The proposals not only benefit future residents of the site but will also benefit existing residents to the south of Tanhouse Lane / Ambleside by providing a safe off-carriageway cycle route.
- 3.3.5 This is further supported by evidence within Manual for Streets:

“Cyclists should generally be accommodated on the carriageway. In areas with low traffic volumes and speeds, there should not be any need for dedicated cycle lanes on the street” (MfS, para 6.4.1)”

- 3.3.6 A plan showing the available routes between the site and Kings Copse Primary School are illustrated on **Image 3.2**.

Image 3.2: Link between the site and Kings Copse Primary School.



Source: Google Maps.

3.4 Deer Park Secondary School

- 3.4.1 HCC have also requested that opportunities should be investigated to provide an off-carriageway cycle route to connect the site to Deer Park Secondary School. Deer Park is located approximately 3.5km from the site and serves as a catchment for a large number of existing houses within Hedge End.
- 3.4.2 The proposed bridleway improvements (ref: 3743.23) provides a safe connection between the site onto Havendale. Routing northbound provides access onto Hobbs Lane which is subject to a 30mph speed limit and for which on-carriageway cycling is supported by paragraph 6.4.1 in MfS. Hobbs Lane has speed calming features, such as raised tables (**Image 3.3**) and on street parking, to act as traffic calming features and reduce speeds.

Image 3.3: Traffic calming features – Hobbs Lane.



- 3.4.3 Hobbs Lane, at its northern extent, connects to Lower Northern Road from which there is a shared use footway / cycleway present, as shown in **Image 3.4**.

Image 3.4: Lower Northam Road – Shared use footway / cycleway.



- 3.4.4** The shared footway / cycleway provision includes safe and suitable off-carriageway bypass of the Maypole Roundabout and onto Woodhouse Lane. There is a small section of on-carriageway cycling slightly north of the Maypole Roundabout, for approximately 250m, to the junction with Pavilion Road.
- 3.4.5** The off-carriageway shared use route then continues along Woodhouse Lane providing a direct connection into Deer Park School, as shown in **Image 3.5**.

Image 3.5: Woodhouse Lane - Shared use footway / cycleway.



- 3.4.6 With the addition of the proposed enhancements to the Tanhouse Lane bridleway as a result of the development, there is significant existing off-carriageway walking and cycling infrastructure available connecting the site to Deer Park Secondary School.
- 3.4.7 A plan showing the available existing cycle infrastructure between the site and Deer Park Secondary School is shown on **Image 3.6**.

Image 3.6: Cycle provision between the site and Deer Park Secondary School.



Source: Google Maps.

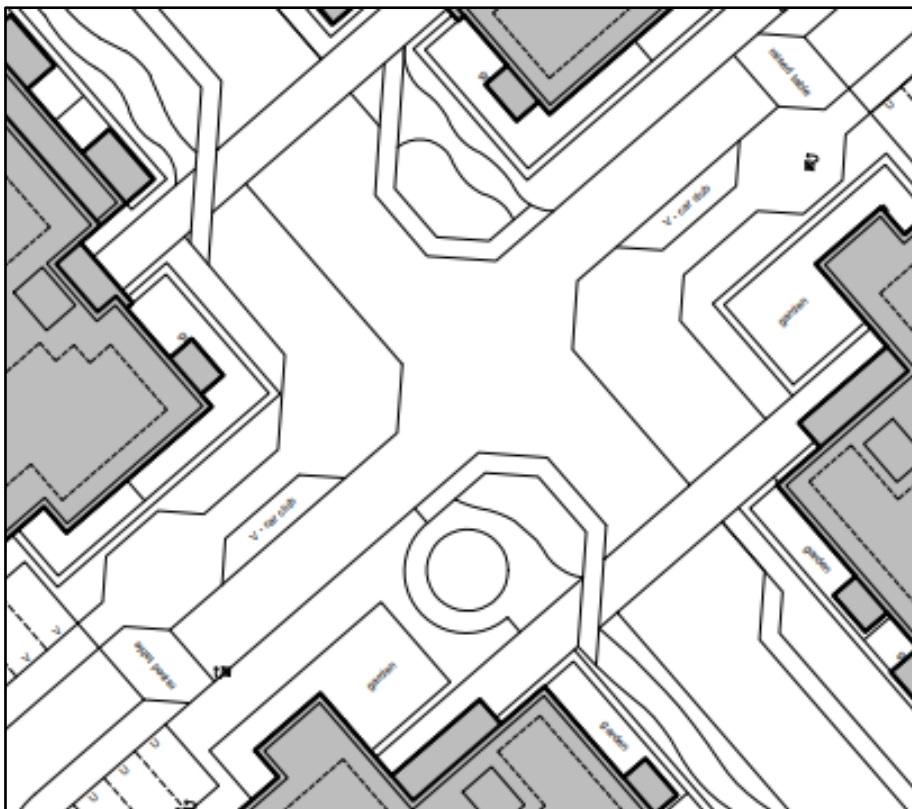
3.4.8 Notwithstanding the above, HCC have requested developer contributions (referenced further in Section 5) to be secured to indicatively improve pedestrian and cycle improvements in the local vicinity. In lieu of providing further off-site cycle improvements, on a without prejudice basis, the applicant is willing to provide a proportionate contribution to HCC which can be utilised by HCC towards LCWIP schemes within the local area / upgrading the current short section of on-carriageway cycling on Woodhouse Lane.

SECTION 4 Internal Layout

4.1 Refuse Tracking

- 4.1.1 HCC have requested clarification regarding the adoption status of the internal site layout. It can be confirmed that the internal layout will not be offered for adoption as highway and will be under the responsibility of a private management company.
- 4.1.2 The site layout has been updated to amend the 'Central Square' to provide a traffic calmed area to promote low vehicle speeds and promote pedestrian movement. An extract of the updated 'Central Square' is included as **Image 4.1**. The updated design is in accordance with paragraph 7.4.1 of Manual for Streets principles which seek to control traffic speeds naturally through reduction in carriageway widths / removing straight sections of carriageway.

Image 4.1: Central Square – Updated Site Layout.



Source: Site Layout.

- 4.1.3 The updated site layout is included as **Appendix D**.

4.2 Parking

4.2.1 HCC have stated that where spaces are located adjacent to landscaping, or hard vertical surfaces, it is recommended that an additional 0.3m step out strip is provided to ensure ease of door opening.

4.2.2 It is confirmed that a 0.3m strip will be provided.

4.3 Internal Visibility

4.3.1 HCC have requested that internal visibility splays of 2.4m x 25m should be provided for all junctions in the site where multiple cars are expected to access / egress if the internal layout is to be offered for adoption.

4.3.2 The site will not be offered for adoption and therefore the visibility splays of 2.4m x 18m as shown on submitted drawing **ITS19785-GA-009F** is acceptable. This is in accordance with HCC TG2 guidance which supports the use of forward visibility splays of 18m for tertiary streets.

4.4 Pedestrian and Cycle Movement

4.4.1 HCC have requested that a footway should be implemented along the northern section of the site, with particular reference to plots 92 to 99. This area of the site is proposed as a shared surface arrangement. This section of the site forms a cul-de-sac and there will be no through vehicle movements.

4.4.2 Shared surface arrangements work best in relatively calm traffic environments with the key aims to:

- Encourage low vehicle speeds.
- Create an environment in which pedestrians can walk, or stop and chat, without feeling intimidated by motor traffic.
- Make it easier for people to move around.
- Promote social interaction.

4.4.3 The provision of a shared surface arrangement is supported by paragraph 7.2.14 of Manual for Streets (MfS) which states that:

“shared surface streets are likely to work well where the volume of motor traffic is below 100 vehicles per hour.”

4.4.4 The dwellings located within this section of the site will generate far less than 100 vehicle trips in the peak hour. This is in accordance with the guidance of MfS and will help to promote the pedestrian and cyclist hierarchy of the shared use arrangement.

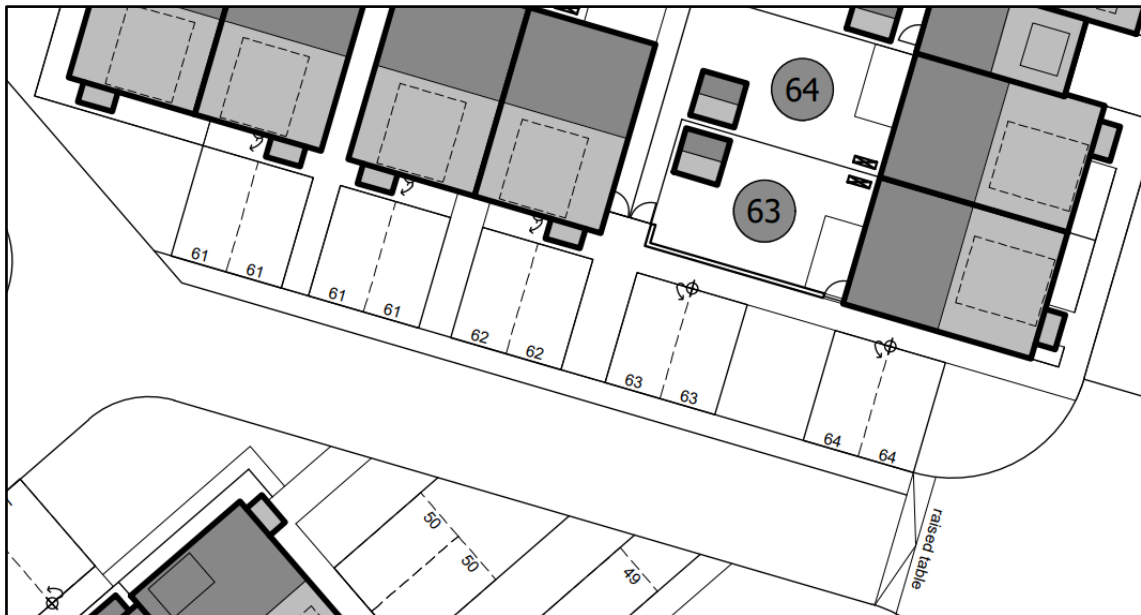
4.5 Landscaping – Plots 35 – 43

- 4.5.1 HCC have requested that the area of landscaping between the parking bays and proposed footway outside Plots 35 – 43 should be removed to avoid pedestrians cutting through the landscaped area. The landscaped area comprises features that will not be passable for pedestrians and therefore pedestrians will route from their parking bays onto the proposed footways. The site will not be offered for adoption and therefore the landscaped areas will be under the responsibility of a private management company.

4.6 Parking Bays – Plots 59 – 62

- 4.6.1 HCC commented that the proposed parking bays will require pedestrians to stand in the carriageway whilst accessing the boot of their vehicle.
- 4.6.2 This area of the layout will operate as a shared surface arrangement. The site layout has been updated to provide a 1.2m wide strip, which will be demarcated with a different colour, to provide a visual separation between the carriageway and a safe 'standing area' for pedestrians whilst accessing the boot of their vehicle. An extract of this area is shown on **Image 4.2**.

Image 4.2: Demarcated area for pedestrians to access boot of their vehicles.



Source: Site Layout.

4.6.3 The updated site layout is included as **Appendix D**.

SECTION 5 Developer Contributions

5.1 The HCC response has requested developer contributions of £675,000 to be secured indicatively for:

- Bus infrastructure improvement in the local vicinity;
- Bus service subsidisation in the local vicinity; and
- Pedestrian and cycle improvements in the local vicinity.

5.2 HCC will need to demonstrate compliance with the CIL tests, i.e.:

Planning obligations must only be sought where they meet all of the following tests:

a) necessary to make the development acceptable in planning terms;

b) directly related to the development; and

c) fairly and reasonably related in scale and kind to the development. (ref: NPPF para 58).

5.2.1 To meet these tests, the value of the contribution element should account for:

- The actual cost of the works.

- The proposed infrastructure improvements (including improvements to the bridleway on Tanhouse Lane and a refuge island on Kings Copse Avenue) which will be available to the wider community.
- The additional bus patronage and revenue generated by the new residents.

5.2.2 Whilst the principle of the cost of the highways works being allowed for in the contribution is agreed, the cost of those works is not agreed and, indeed, cannot be known at this stage.

5.2.3 Therefore, it is suggested that the actual cost of the off-site highway works is used. This will be the contract cost of the works. A clause should be provided within the S106 agreement that the value of the contribution is determined once the actual cost of the works is known.

5.3 Bus Patronage / Revenue

5.3.1 The development is likely to generate up to 111 daily bus passenger movements (*ref: Table 6.1 of the Transport Assessment*). An adult day ticket for the Bluestar service is priced at £4.30¹. Assuming the service is in operation for 364 days (no service on Christmas day) the development is likely to generate a revenue of £173,737.20 each year for Bluestar which will be used to fund improvements to the service.

5.3.2 Over five years, this would deliver revenue of circa £535K towards local buses. Whilst the total amount of revenue generated would not be available for re-investment (i.e. accounting for operating costs) this still provides a figure in line with that sought by HCC.

5.3.3 There will however be a revenue gap while the development is built out. Robustly assuming a five year build out of the proposed development:

Table 5.1: Bus Patronage and Revenue

Year	Number of dwellings in that year	Daily Bus trips	Revenue
1	40	23	£36,195.25
2	80	46	£72,390.50
3	120	69	£108,585.75
4	160	93	£144,781.00
5	192	111	£173,737.20
Total			£535,689.70

¹ [Day, multi-day and multi-trip tickets - Bluestar](#)

5.3.4 This value should be deducted from the contribution to comply with the relevant CIL tests, e.g. to make it:

- ***directly related to the development; and***
- ***fairly and reasonably related in scale and kind to the development.***

5.3.5 On a without prejudice basis, the applicant is willing to provide a proportionate contribution of £675,000 minus the cost of the enhanced Tanhouse Lane bridleway works which can be used by HCC to either support the delivery of their LCWIP scheme or alternatively towards upgrading local cycling infrastructure which would also benefit existing residents. This methodology is robust as it does not account for the bus revenue generated by the development, outlined in **Table 5.1**.

SECTION 6 Summary and Conclusions

6.1 This TAA has been prepared following comments raised by Hampshire County Council (HCC) in their response (**Appendix A**) to the Transport Assessment submitted as part of the full planning application for up to 192 dwellings on Land South East of Kings Copse Avenue (*ref: F/25/100141*).

6.2 A revised vehicular access drawing (*ref: 3743.03_RC S278 Works Overall Scheme*) has been prepared to illustrate the full extent of visibility splays of 2.4m x 119m and 2.4m x 109m can be achieved within the adopted highway boundary. Swept path analysis drawings have been prepared for the proposed access arrangements to demonstrate safe manoeuvrability of the access.

6.3 It is not possible to upgrade the proposed 2.0m wide footway on the southern side of Kings Copse Avenue to a 3.0m shared footway / cycleway due to tree and land ownership constraints.

6.4 HCC have requested that further consideration is to be given for cyclists wishing to access Kings Copse Primary School from the site. The development proposes a significant improvement to the link northbound onto the Tanhouse Lane bridleway to widen and re-surface to allow safe and suitable cycle access. Additionally, a proposed refuge island across Kings Copse Avenue will enable safe crossing to access the enhanced bridleway. The proposed infrastructure presents a significant benefit to both existing and future residents and provides a connection into existing cycle infrastructure to provide connectivity to Kings Copse Primary and Deer Park Secondary Schools. The applicant is willing to provide a proportionate contribution towards local cycling / walking schemes (i.e. as identified in the LCWIP).

- 6.5 The internal site layout will not be offered for adoption by HCC. The site will be within the responsibility of a private management company. Following receipt of comments from HCC, Plots 59 to 62 have been updated to provide a 1.2m wide strip, which will be demarcated with a different colour, to provide a visual separation between the carriageway and a safe 'standing area' for pedestrians whilst accessing the boot of their vehicle.
- 6.6 On a without prejudice basis, the applicant is willing to accept a proportionate highway contribution towards the HCC LCWIP scheme / an alternative off-site upgrade on Woodhouse Lane.

APPENDIX A. HCC COMMENTS

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

Hampshire 2050
The Castle
Winchester, Hampshire SO23 8UL
Telephone 0300 555 1375
Fax 01962 847055
www.hants.gov.uk

Enquiries to	Matt Grantham	My reference	058151
Direct Line	N/A	Your reference	F/25/100141
Date	13 November 2025	Email	eastleighdc@hants.gov.uk

For attention of Ms Altman

Dear Sirs

Re: F/25/100141 At Land south east of Kings Copse Avenue, Hedge End

Residential development of 192 dwellings comprising houses and apartments, to include access, parking, landscaping and other associated works, along with off-site footway and bridleway improvements.

In regard to application F/25/100141, having reviewed the information contained within the application pack, and available on the EBC Planning portal, the following comments are made.

Proposals

It is understood that the proposals are for a 192 dwelling housing estate, which will be accessed by vehicles from the east side of Kings Copse Avenue, with additional pedestrian and cycle access points across the site adding to permeability and the promotion of sustainable travel. It is also proposed that the development will provide improvements to local footways and bridleways.

Access

VEHICLE ACCESS:

As outlined above, it is understood that vehicle access into the site will be via the eastern side of Kings Copse Avenue, with a bell-mouth junction being provided to enable two way traffic in and out of the site. This junction is dedicated to vehicles only, as foot / cycleways are internalised within the site, with exits at other points along the frontage.

In terms of visibility from this junction onto Kings Copse Avenue, whilst the 'S278 Works – Overall Scheme Plan' drawing (3743.03B) outlines that visibility splays of 2.4 x 119.0m north and 2.4 x 109m south are achievable, the drawing itself does not appear to show the full extent of the splay. It is therefore requested that a plan showing the full visibility splay is submitted for assessment, and also for use in conjunction with a condition of planning to stipulate the area within the visibility envelope is kept clear of visual obstruction.

With regard to the geometry of the proposed access, this appears to be generally acceptable, and tracking drawings have been supplied (numbers ITS19785-GA-016, ITS19785-GA-013 Rev B, and ITS19785-GA-003 Rev E) for the tracking of large cars, fire tender, and refuse vehicles.

It is however noted that the drawings supplied do not show the full range of movements at the access. It is therefore requested that the following are supplied:

- Fire Tender: Right turn in, right turn out, and left turn out;
- Refuse Vehicle: Right turn out and left turn out; and
- Large Car: Two-way vehicle tracking for all moves. At present the tracking is shown for internal movements only.

The tracking should of course be demonstrated to be achievable within designated lanes.

PEDESTRIAN & CYCLE ACCESS:

Pedestrian and cycle access is proposed from the site to the existing highway network via 3 main access points, as shown on Drawing 3743.03B – S278 Works – Overall Scheme Plan, being:

- A. Shared pedestrian / cycle link to the north of the site, linking into the existing footpath that heads west to the underpass and north to Ambleside;
- B. Shared pedestrian / cycle link to the north-west of the site, linking onto a proposed refuge island on Kings Copse Avenue which then joins the existing footway through to Woodstock Close; and
- C. A shared pedestrian / cycle link to the west of the site leading onto the existing provision on Tanhouse Lane.

Both B and C link onto a proposed 2.0m wide footway on the southern side of Kings Copse Avenue, which onwards leads in the direction of the Norman Rodaway playing fields, where it links into the existing shared pedestrian / cycle route that leads to the vehicle access of the playing fields and onwards.

Given the likely use of this link from B and C (above), it would be requested that the width is increased to cater for cycle use, not just that of pedestrians. It

is an obvious route which children in particular would be anticipated to utilise to reach the pavilion and beyond, without the need to cross grass in wet weather, and a 2.0m wide path would not be acceptable for this, and neither would the anticipation that children should be forced to utilise the carriageway in this location. Drawings should be updated accordingly.

Clarity is also required with link A outlined above. Whilst the S278 Works – Overall Scheme Plan (drawing 3743.03B) appears to show this link as approximately 3.0m wide, the ‘Proposed Pedestrian / Cyclist Connections’ drawing (ITS19785-GA-006 Rev H) outlines the link will be 2.0m wide. The alignment is also different between the two drawings. Clarification is therefore sought on both width and alignment.

Given that the catchment school for seniors / secondary education is currently down for Deer Park in the direction of Boorley Green, it would also be requested that further more direct off road cycle route options are investigated, given the potential number of students choosing to make a sustainable cycle journey to school. Conversion of grass verges should be investigated as a minimum up to a point where the Maypole roundabout can be reached, providing a direct and convenient link to a point where existing shared cycle route facilities can be linked into leading up Woodhouse Lane. Alternatively, a cycle route plan to the Deer Park school from the site utilising off road or quiet roads should be supplied for assessment, highlighting any constraints.

Link C provides a link onto Tanhouse Lane, a bridleway with existing uses inclusive of equestrian. To the north, where the bridleway proceeds beyond Kings Copse Avenue, accessed via the proposed refuge, it is proposed to formalise the route to better cater for cyclists, upgrading it with widths between 3.0 and 3.5m as shown on drawing 3743.23 Bridleway Works – Overall Scheme. The improvements to this link are welcomed, and would provide a route to Havendale.

There does however remain no direct improvements for cyclists wishing to access Kings Copse Primary School, and this should be investigated, with any reasons why such improvements cannot be provided discussed in updated information accordingly.

It should however be noted that any works required on the highway, for the development to proceed, inclusive of those outlined above, a S278 will need to be applied for from HCC as Local Highway Authority, and additional information is likely to be required as part of the process. This will deal with elements such as Departures from Standards, the results of which may result in updates to the plans being required. As such, it is recommended that the S278 process is entered into at the earliest convenience. Details of this process can be found via the following web address -

<https://www.hants.gov.uk/transport/developers/section-278>

Personal Injury Accident Data

Accident data for the period between 2020 to 2024 has been obtained from Hampshire Constabulary, and this indicates that in the local vicinity, 3 ‘slight’

accidents were reported. These have been assessed, and there would appear to be no link to highway inefficiencies that could either be further impacted upon by the development proposals or mitigated against.

Internal vehicle tracking / swept analysis.

It is understood that the internal site roads will not be put forward for adoption by HCC as Local Highway Authority, however formal confirmation of this has not been provided within the application pack.

As such, an initial internal assessment of the proposed internal layout has been undertaken, and the following comments are made.

VEHICLE TRACKING

Vehicle tracking drawings have been supplied (numbers ITS19785-GA-016, ITS19785-GA-013 Rev B, and ITS19785-GA-003 Rev E) for the tracking of large cars, fire tender, and refuse vehicles.

Having reviewed these, it is noted that whilst the refuse vehicle can negotiate the majority of the side, there are points where vehicle body overhang takes place (i.e. to the west of plot 1, west of plot 6, north of plot 10, west of flat block B01, and north of plot 102).

Whilst it is unclear whether the sites internal road layout are to be put forward for adoption, either in part or full, it should be noted that such instances of vehicle overhang would not be acceptable for HCC Highway adoption given there would be no highway control over what could be put on the affected pieces of land, which essentially could be obstructive to the refuse vehicle movements. As such, plans should be updated with localised adjustments made to enable the free movement of the refuse vehicle accordingly.

In terms of the large car tracking drawing, it is understood that this shows snapshots of locations where road space looks tight and there could be an issue, with the drawing demonstrating how the associated movements can be achieved through, for example, the tapering of driveway access points. It would however be requested that tracking is also supplied which demonstrates two-way vehicle flow for large cars across the development as a whole in order to identify any locations that may be overly tight or potentially cause obstruction.

PARKING QUANTUM AND LAYOUT

Whilst the quantum of parking is for EBC to assess, ensuring that their parking standards SPD is fully adhered to, it is noted that section 5.5 of the supporting Transport Assessment outlines that parking adheres to standards. The Case Officer may however wish to ensure that this is the case.

The proposed parking layout has however been assessed, utilising the 'Proposed Site Plan' (drawing 22-148-KCA-MHA-ZZ-XX-DR-A-0003 Rev C01), and this is generally acceptable. Spaces appear adequately sized, though the Case Officer may wish to confirm that they are 2.5 x 5.0m rather

than 2.4 x 4.8m in line with new standards, and aisle widths of 6.0m appear to be provided which will enable easy access and turning in and out of the parking spaces.

It is however noted that there are spaces located adjacent to landscaping, or hard vertical surfaces, and where this is the case, it would be recommended that an additional 0.3m step out strip is provided to ensure ease of door opening and user access. Example plots of this are parking space C15, 51, 87, etc.

Additionally, clarity would be requested into areas such as that adjacent to parking for plots 35 to 42, where the drawing appears to suggest either two footways adjacent to each other, or parking being surrounded by landscaping (grass?) with a footway beyond which can't be reached without walking over the grass, which will likely result in walking in the road.



For the same area, and indeed others across the site such as plots 61 to 64, where a relatively high level of passing traffic can be expected, concern is also raised regarding the need for users to stand in the road when taking items from the boot of their vehicle. Vehicle spaces should be indented further inwards to provide a safe standing position off of the carriageway.

Parallel visitor parking bays should also be provided with a hardstanding area upon which to exit a vehicle, rather than simply have to step onto landscaping – i.e. spaces to the north of plot 76.

A review of the parking layout should be undertaken, with adjustments made as necessary.

INTERNAL VISIBILITY

For the internal roads to be adopted in accordance to HCC Technical Guidance Note 3, internal visibility splays should be 2.4 x 25.0m for a design speed of 20mph, and these should be kept clear of vertical obstruction.

Internal visibility splays are shown on drawing ITS-19785-GA-009-Rev F (Site Layout – Visibility) for some of the junctions within the site, however these are shown at 2.4 x 18.0m which as outlined above is below the standard required for adoption.

Additionally, it is noted that even with these reduced visibility splays, there are instances where the sight line is blocked to some extent by (i.e.) a car in a designated parking space (see parking space number 43, 72 and 95). A parking spaces is a location where you can expect to have a car parked a reasonable amount of time, particularly in the case of an allocated parking space, and so if highway adoption is to be considered, then such instances need to be revised accordingly.

There would also be a requirement for the visibility splay drawing to be updated to include all junctions within the site where multiple cars are expected to access / egress, for example car courts, and drawings should be updated to show these for assessment also.

PEDESTRIAN AND CYCLE MOVEMENT

Cycle movement within the proposed site is via on-road utilisation only, bar the 3 links out of site as outlined above. Given the anticipated speeds within the development, this would be acceptable.

Provision for pedestrians is more available, with a level of linked footways running around the site. However there are some areas where links appear to be missing with benefits gained for both convenience and safety if they were to be added to plans.

One such missing link is to the north of the site, linking into the proposed shared pedestrian cycle link in the direction of the underpass. Clearly this is a promoted link, and as such a footway would be anticipated. However footways stop short completely at this area of the site with no provision at all across the frontages of 92 to 99. Whilst vehicle movements could be lower in this area due to the cul-de-sac nature of this section of the site, it is largely replicated around the edge of the site, and so a link path located on the surrounding grassed area, upon which users could move off road, would be beneficial for some user groups.

Clarification of what is private or public paths would also be useful, for example outside of plots 88 to 91, which could provide a continuous footway with adjustments (i.e. to the southern end) if it were a public link.

Trip Generation

Within the submitted Transport Assessment, the additional multi-modal highway trips are outlined, providing information in regard to trip generation that would be attributed to the site should it come forwards.

In terms of highway impact, junction modelling has also been undertaken utilising the following scenarios:

- 2024 base year scenario;
- 2030 future year including existing and committed development; and

- 2030 future year including existing and committed development plus the proposed development.

The following junctions were modelled:

1. Proposed site access;
2. Maypole roundabout;
3. Kings Copse Avenue / Whitebeam roundabout;
4. Kings Copse Avenue / Sovereign Drive roundabout;
5. Kings Copse Avenue / Duke Head roundabout;
6. Kings Copse Avenue / Heath House Lane roundabout;
7. Barnfield Way / Dodwell Lane roundabout; and
8. M27 junction 8 interchange.

Following a review of the model outputs, as a result of the development proposals, only one junction was found to be impacted to a level where a concern would arise, being the M27 junction 8.

However the junction remained just within a theoretical capacity (RFC of 0.9), with a maximum 0.89 reported, and a queue length time increase from a maximum of 20.38 seconds to 24.56 seconds.

Whilst any increase in delay is unfortunate, it is not believed that such a theoretical delay (4.18 seconds) would be significant or have a detrimental affect on the local highway network.

Developer Contributions

There will be a need to implement highway improvements in future years to accommodate additional highway users, and most crucially encourage users of the development to travel sustainably.

As such, developer contributions would be required should the development proposals be granted permission and proceed to construction. The request for these would be £675,000, secured indicatively to:

- Bus infrastructure improvement in the local vicinity;
- Bus service subsidisation in the local vicinity; and
- Pedestrian and cycle improvements in the local vicinity.

However, it is noted that as part of the development proposals, the applicants are proposing to provide infrastructure upgrades and improvements (i.e. bridleway improvements and pedestrian refuge) which would be of benefit to the wider public, not just the future site occupiers. As such, if the developer

can provide justified costs for these, then some offsetting of the overall highway contribution being requested can be calculated accordingly.

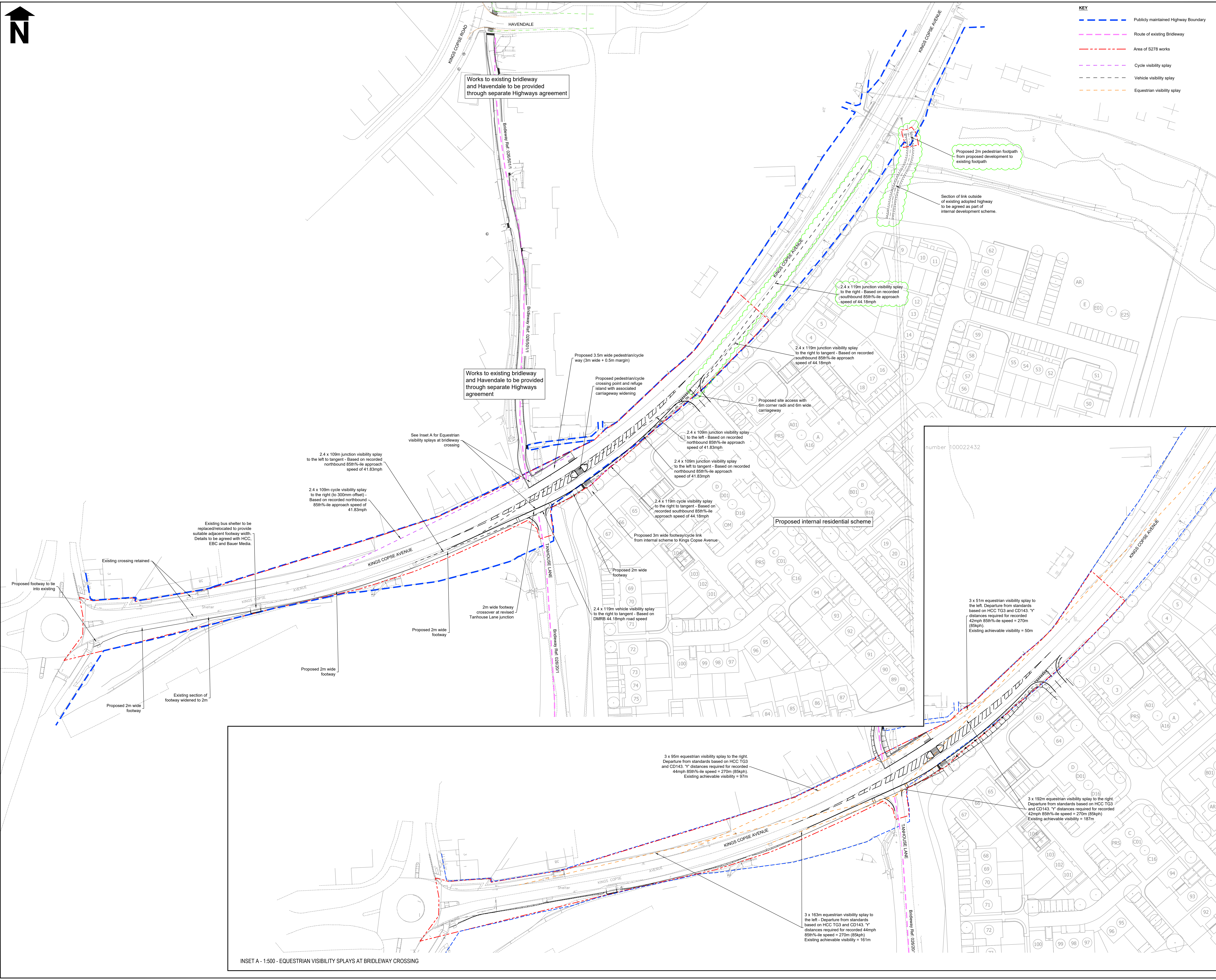
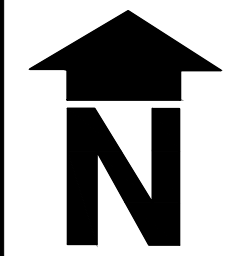
Recommendation

Whilst there would not necessarily be any objection to the development proposals at this location from a highway perspective, additional information and drawings are required (as outlined above) before a formal highway recommendation can be issued from HCC as Local Highway Authority.

Yours faithfully,

Gemma McCart
Team Leader - Highway Development Planning
Hampshire 2050

APPENDIX B. SITE ACCESS DRAWING



- KEY**
- Publicly maintained Highway Boundary
 - Route of existing Bridleway
 - Area of S278 works
 - Cycle visibility splay
 - Vehicle visibility splay
 - Equestrian visibility splay

- NOTES**
- Do not scale from this drawing.
 - All errors, omission and discrepancies to be reported to the Engineer and Peter Evans Partnership Ltd immediately.
 - Topographic survey provided by Siteline, drawing ref. 644KC02C dated October 2023
 - The topographic survey has been drawn about an Ordnance Survey grid.
 - All levels are in metres and relate to an Ordnance Survey derived from GPS.
 - All setting out details and proposed levels based on topographic survey co-ordinate system.
 - Contractor to verify location of existing services prior to commencement of any works.
 - Contractor to confirm location of services to isolate / divert / reconnect.
 - All electrical equipment removed by the contractor is to be disconnected and made safe by qualified personnel prior to removal and/or commencement of any works.
 - Contractor to carry out PAK testing for presence of Coal Tar on all bitumen areas within the construction area. Suitable remediation/removal and disposal measures to be undertaken by the contractor should the presence of Coal Tar be found
 - All highway construction details to be in accordance with Hampshire County Council's Technical Guidance Notes and Highways England 'Manual of Contract Documents for Highway Works' (MCHV). Classified roads shall be designed in accordance with CD series of Documents within DMRB
 - All covers within the highway (including private chambers) shall be in accordance with CD 534 and BS EN 124, stamped to indicate accreditation by BSI, LRQA or SGSY and all those within the carriageway shall be grade D406
 - All necessary steps shall be taken to provide temporary drainage outlets to prevent ponding of surface water on lower carriageway layers until the completion of the pavement and it's permanent drainage.
 - All road marking to be thermoplastic paint. Glass beads added to reflectorised markings, where required.
 - All road markings and signs to be in accordance with The Traffic Signs Regulations and General Directions 2016 and its subsequent amendments.
 - All signs, posts and foundations designed using SignPlot software. Foundation design based on PD 6547.
 - Contractor to verify spelling/consistency on all signs and road markings prior to painting/procurement. All errors/discrepancies to be reported to Peter Evans Partnership Ltd. immediately.
 - Layout of tactile paving to be in accordance with "Guidance on the Use of Tactile Paving" by the Department for Transport
 - Design details subject to approval by Hampshire County Council. Details may change.
 - All street lighting to be in accordance with Hampshire County Council's Technical Guidance Notes for street lighting.
 - For Site Location Plan see drawing no. 3743.01
 - For Existing Site Detail Plan see drawing no. 3743.02
 - For Overall Scheme Plan see drawing no. 3743.03
 - For Site Clearance Plan See drawing no. 3743.04
 - For Proposed General Arrangement see drawing no. 3743.05
 - For Proposed Levels and Setting Out Details see drawing no. 3743.06
 - For Proposed Drainage Plan see drawing no. 3743.07
 - For Proposed Surfacing Plan See drawing no. 3743.08
 - For Proposed Geometry Plan see drawing no. 3743.09
 - For Proposed Signs and Road Markings Plan see drawing no. 3743.10
 - For Location of Existing Services see drawing no. 3743.11
 - For Cross Sections see drawing no. 3743.12
 - For Longitudinal Sections see drawing no. 3743.13
 - For Typical Construction Details see drawing no. 3743.14
 - For Land Plan see drawing no. 3743.15
 - For Site Extent Plan see drawing no. 3743.16
 - For proposed lighting design see MMA drawing no. TBC

STAGE 4 DESIGN RISK ASSESSMENT FOR SITE ACCESS, CARRIAGEWAY WIDENING, CROSSING POINT AND NEW CYCLE LINK				
CONSTRUCTION PHASE RISK ASSESSMENT		RISK ASSESSMENT		
ACTIVITY	HAZARD	H	M	L
Working Adjacent to Road	Working adjacent to traffic. Kings Copse Avenue. Traffic management in temporary conditions. Intrusion of runaway vehicles, equipment materials dropped from overhead, falls into traffic route, collisions between construction plant, highway traffic & pedestrians, noise vibration, dust, vehicle fumes.	X<	>X	
Excavation and protection of existing services	Electrocution/ disruption of services. Underground HV/LV cables, underground telecoms, underground fibre optic, underground storm water and water main.	X<	>X	

A 14.08.25 LS Visibility splays and annotation revised.
B 02.05.25 LS Footway and crossover added.
C 18.11.25 LS Visibility updated

pep

Peter Evans Partnership
Transport Planning & Highway Consultants

Client
EASTLEIGH BOROUGH COUNCIL

Job
KINGS COPSE AVENUE, HEDGE END

Drawing Title
S278 WORKS - OVERALL SCHEME PLAN

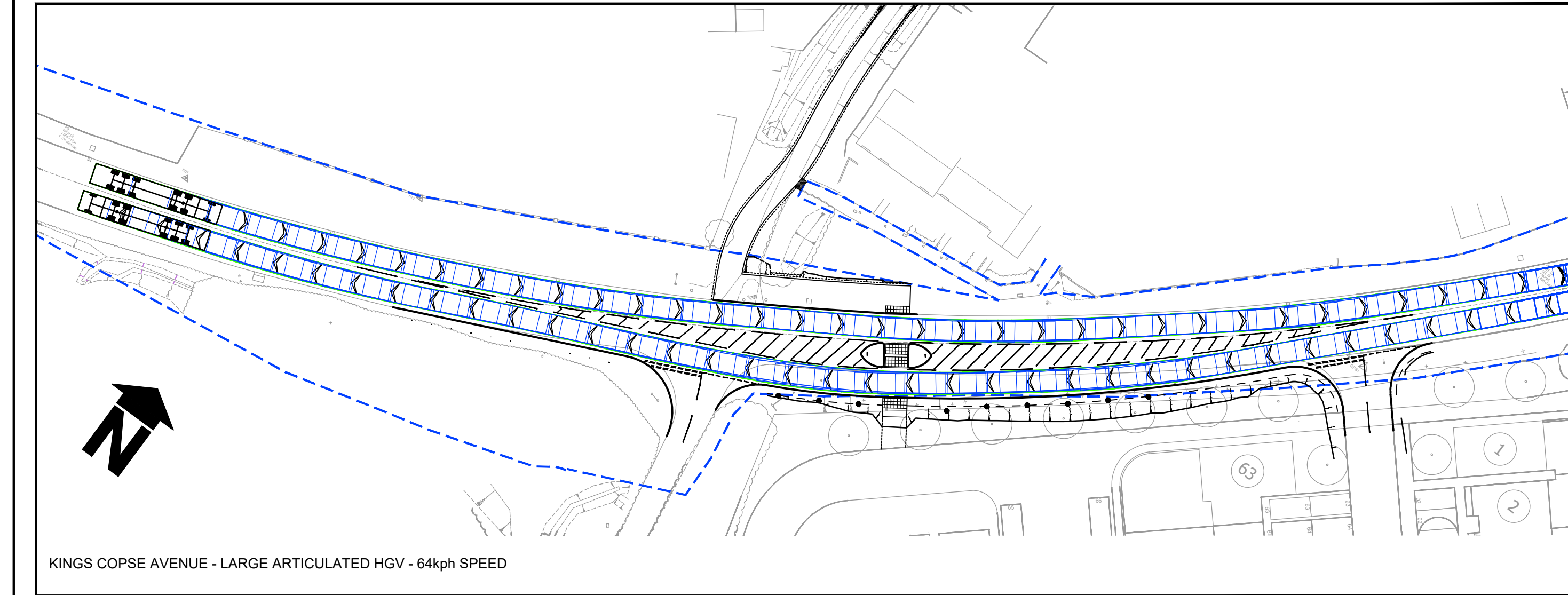
Scale @ A0 1:500 **Date** 20.05.25 **Drawn by** LS **Checked by** MEC

Drawing Number 3743.03C **Issue Status** FOR PRELIMINARY TECHNICAL APPROVAL

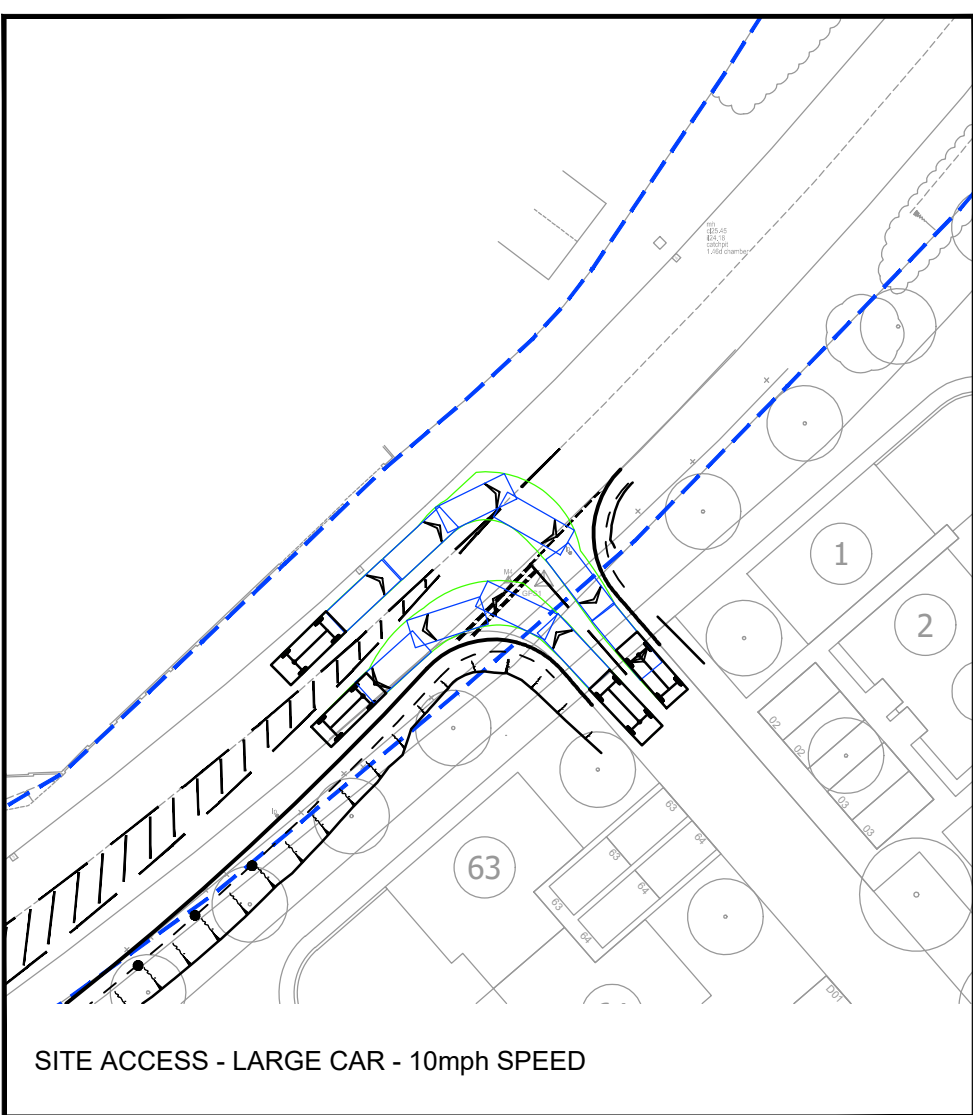
NOTE: REPRODUCED FROM THE ORDNANCE SURVEY MAP WITH THE PERMISSION OF THE CONTROLLER OF MAPS © CROWN COPYRIGHT LICENSE NO. 10000897

APPENDIX C. SWEPT PATH ANALYSIS DRAWING

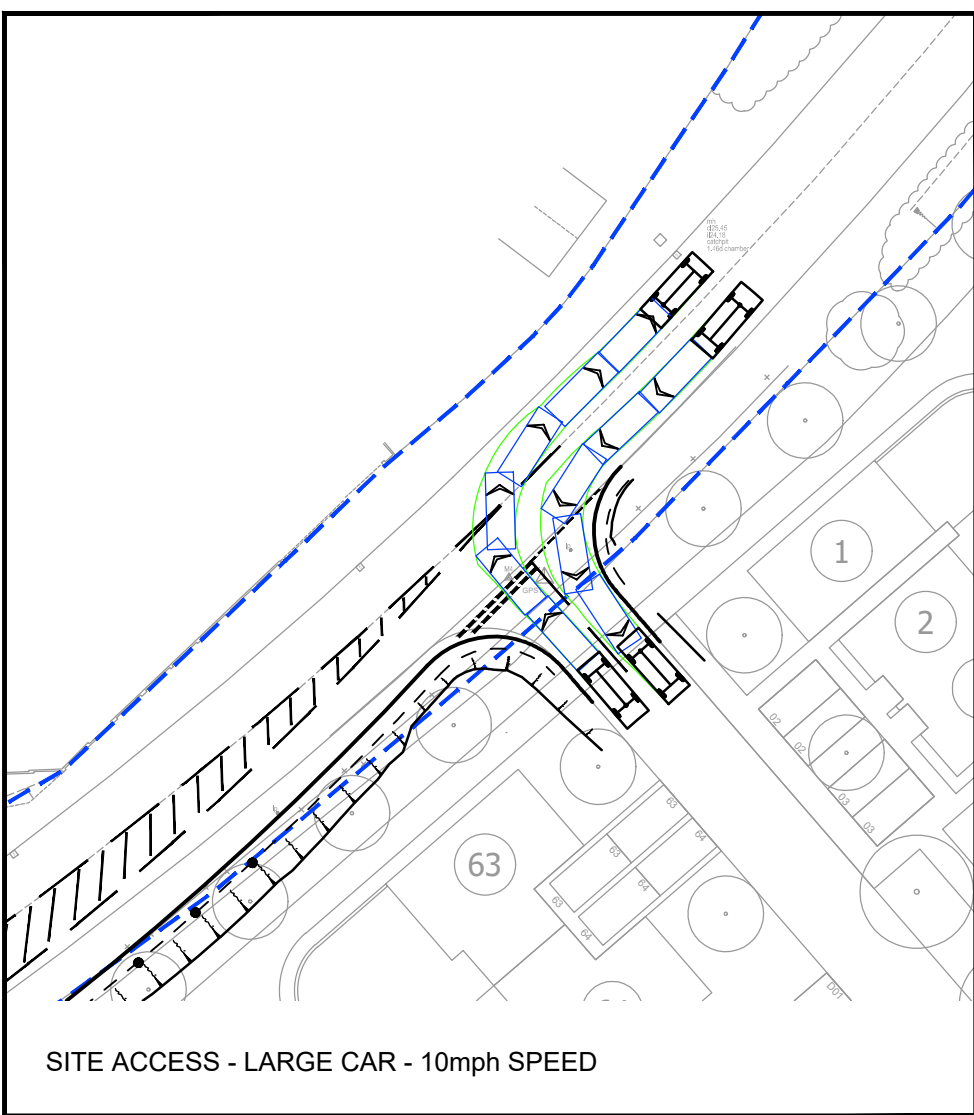
NOTE: REPRODUCED FROM THE ORDNANCE SURVEY MAP WITH THE PERMISSION OF THE CONTROLLER OF HMSO. © CROWN COPYRIGHT LICENCE NO. 100005697



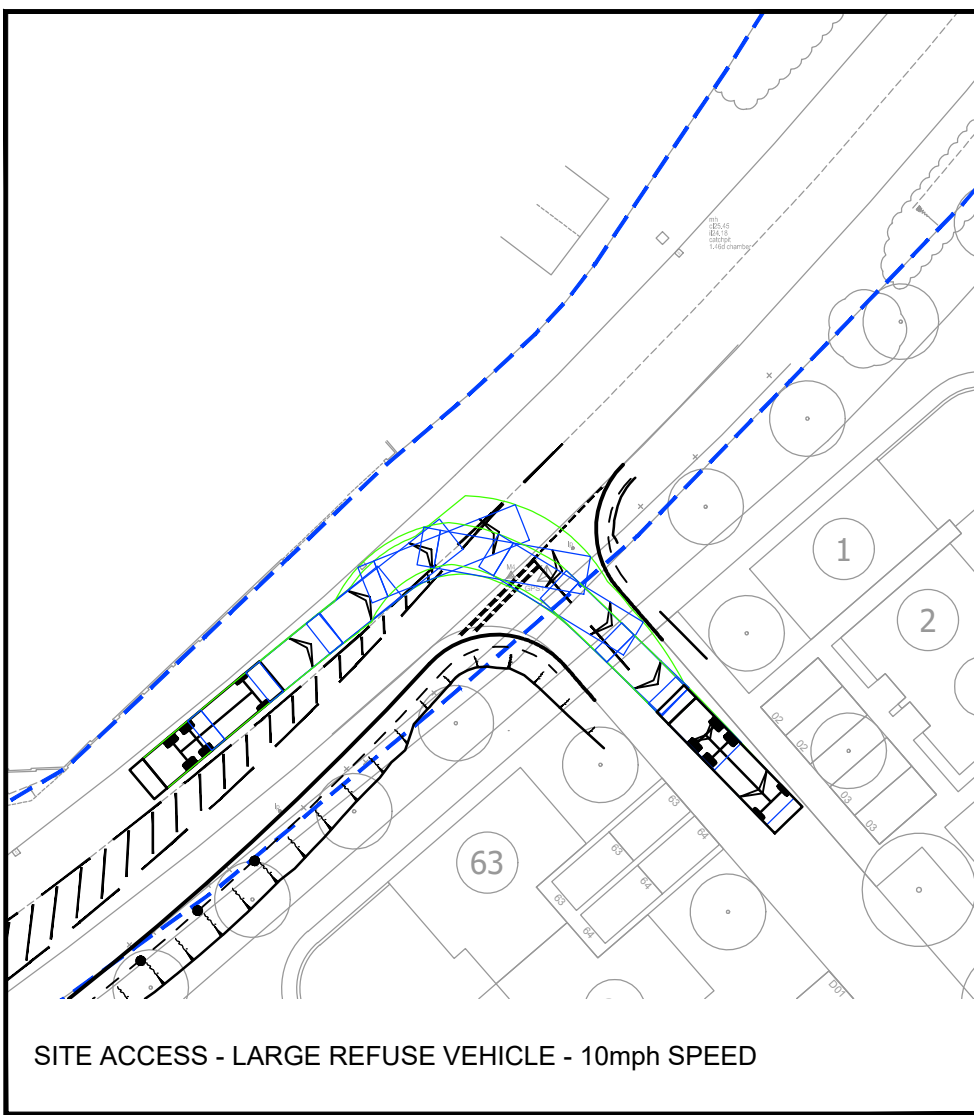
KINGS COPSE AVENUE - LARGE ARTICULATED HGV - 64kph SPEED



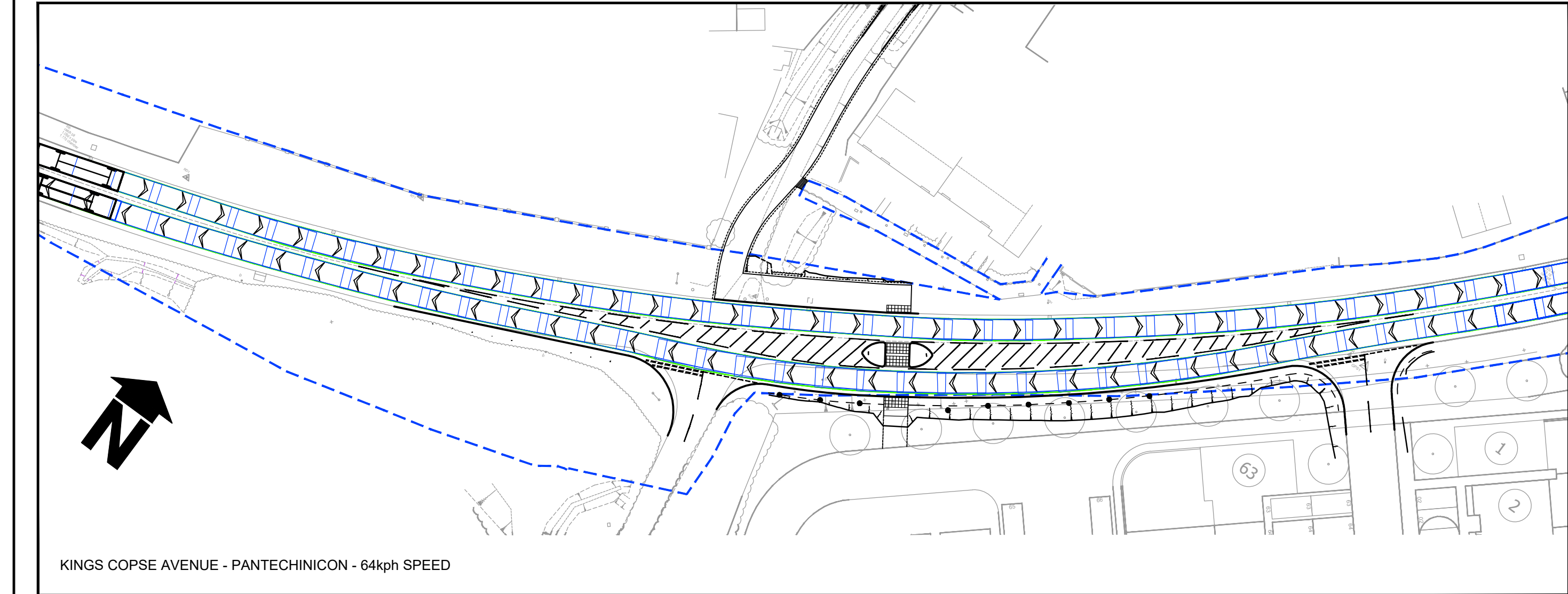
SITE ACCESS - LARGE CAR - 10mph SPEED



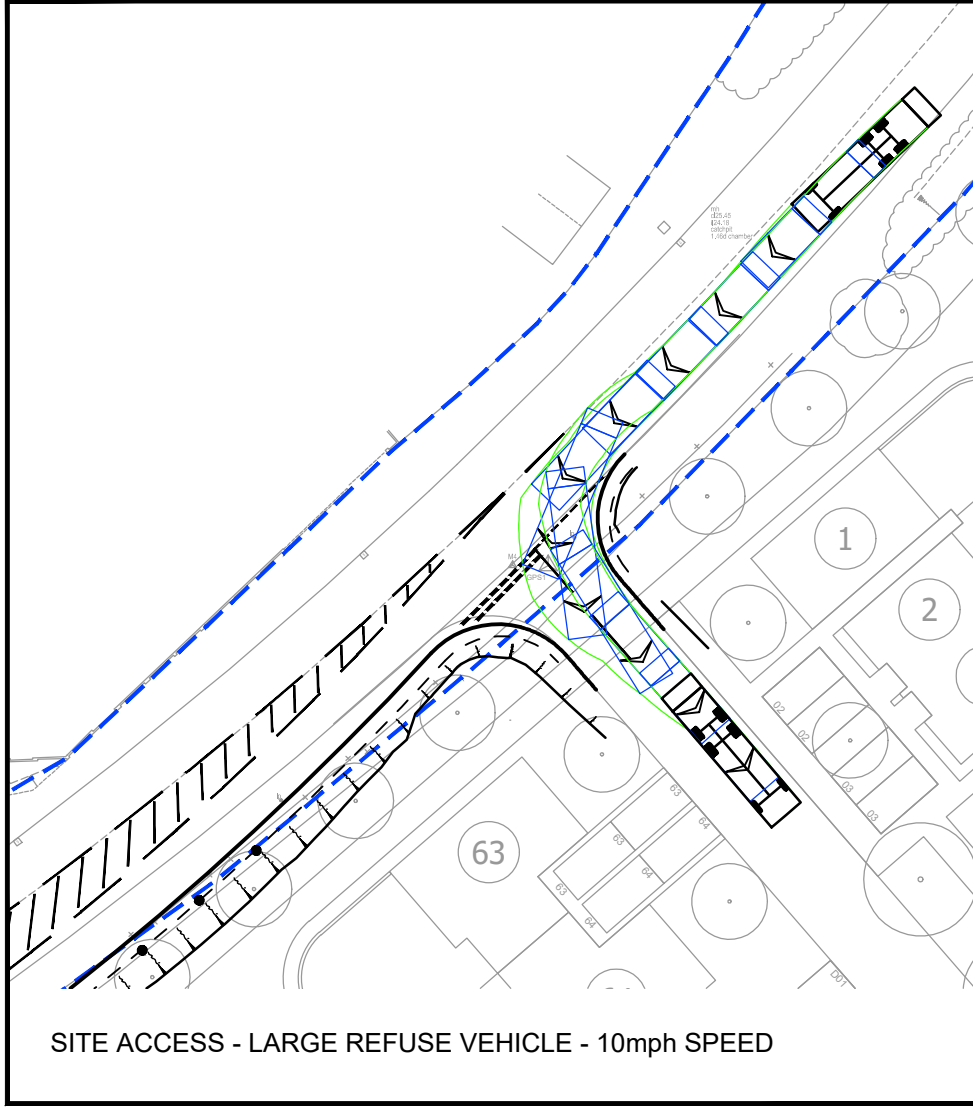
SITE ACCESS - LARGE CAR - 10mph SPEED



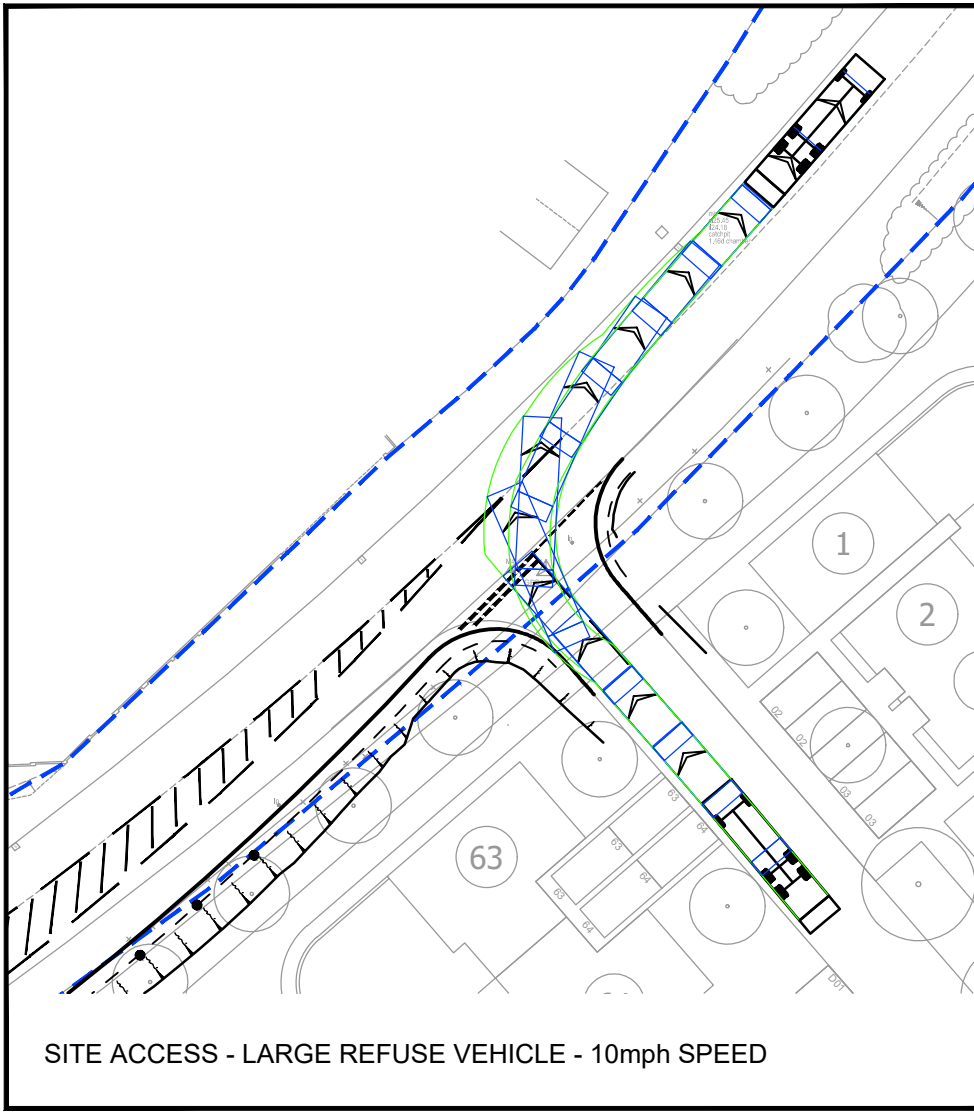
SITE ACCESS - LARGE REFUSE VEHICLE - 10mph SPEED



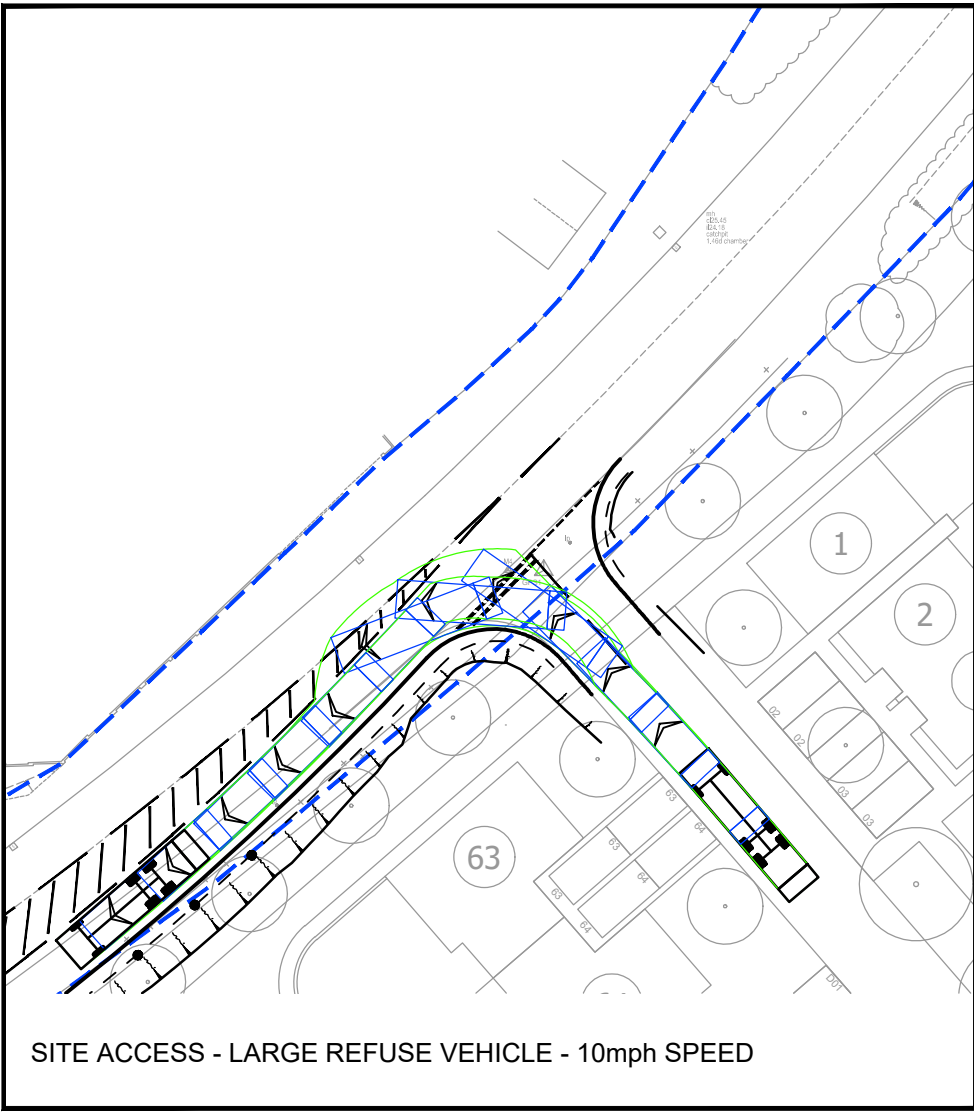
KINGS COPSE AVENUE - PANTECHINICON - 64kph SPEED



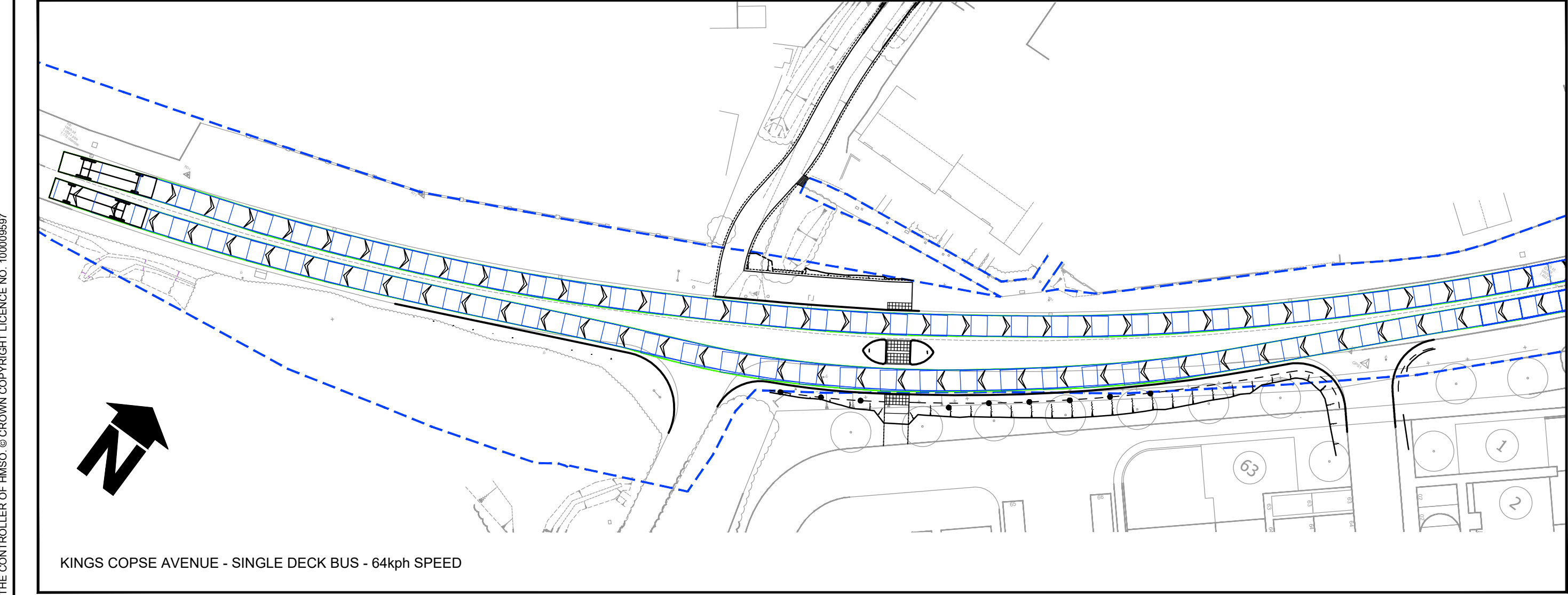
SITE ACCESS - LARGE REFUSE VEHICLE - 10mph SPEED



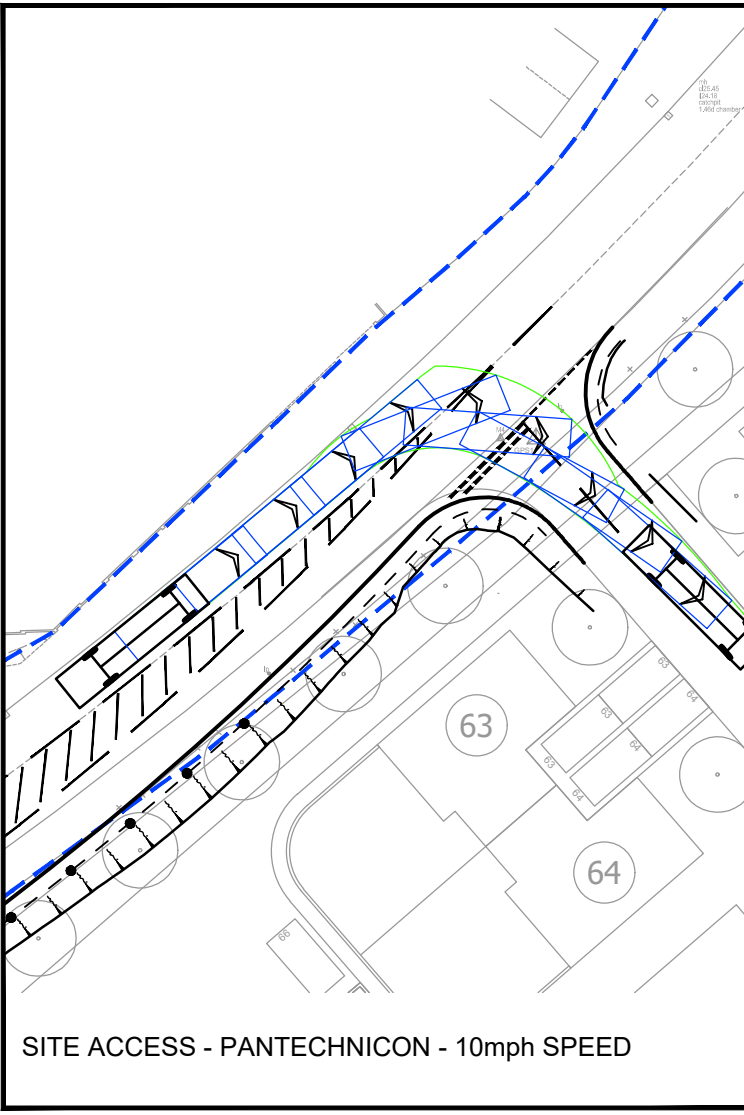
SITE ACCESS - LARGE REFUSE VEHICLE - 10mph SPEED



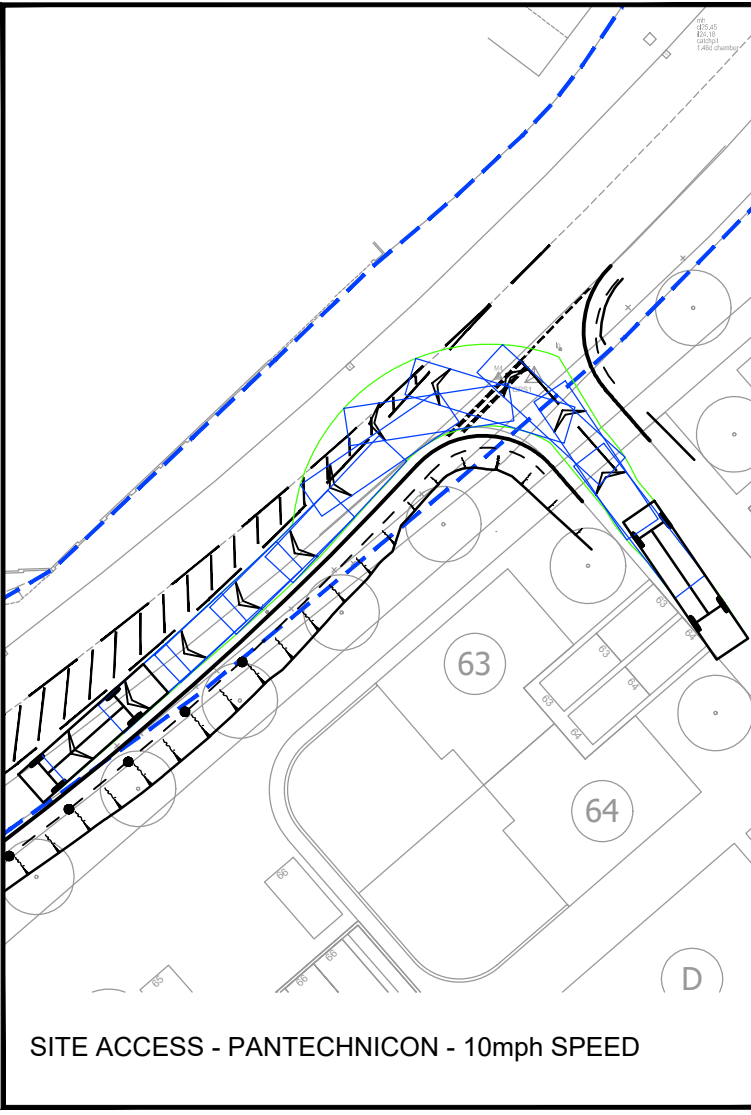
SITE ACCESS - LARGE REFUSE VEHICLE - 10mph SPEED



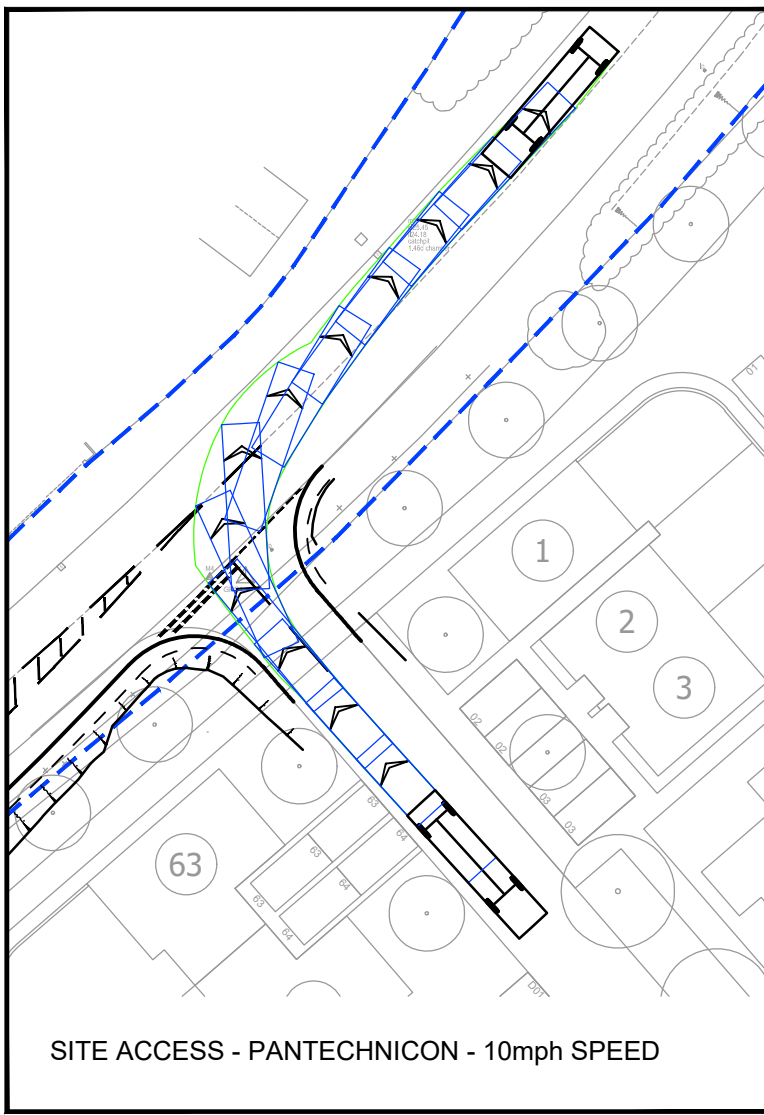
KINGS COPSE AVENUE - SINGLE DECK BUS - 64kph SPEED



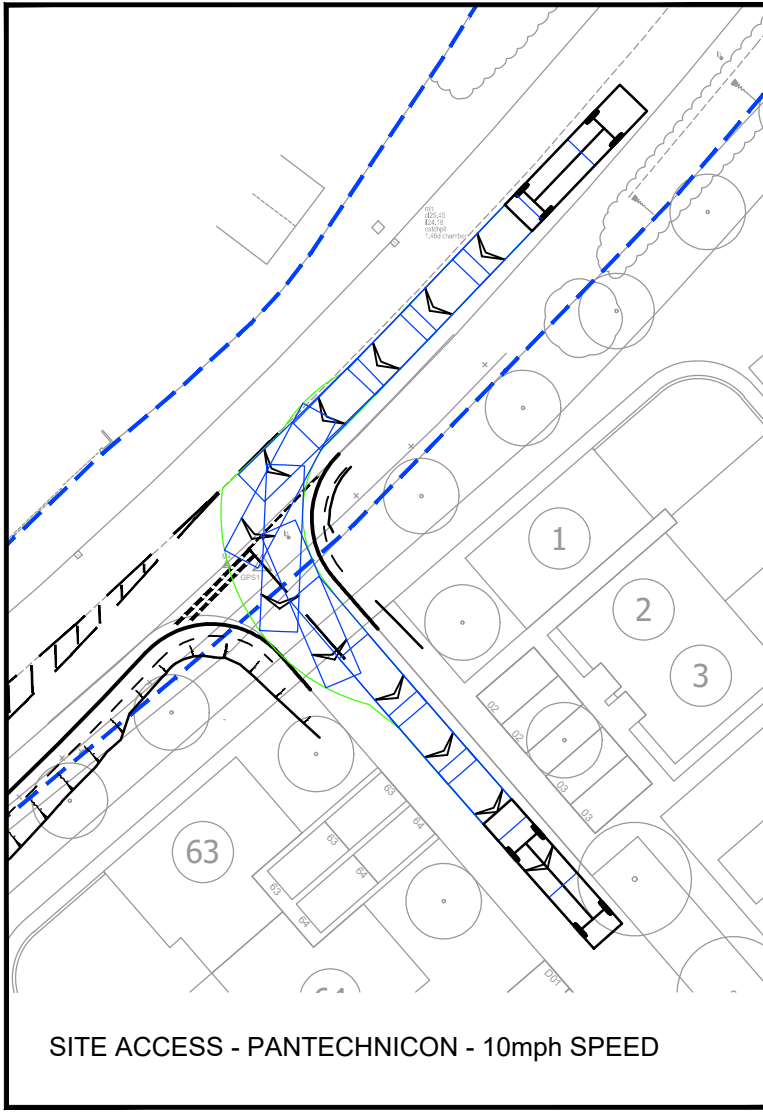
SITE ACCESS - PANTECHNICON - 10mph SPEED



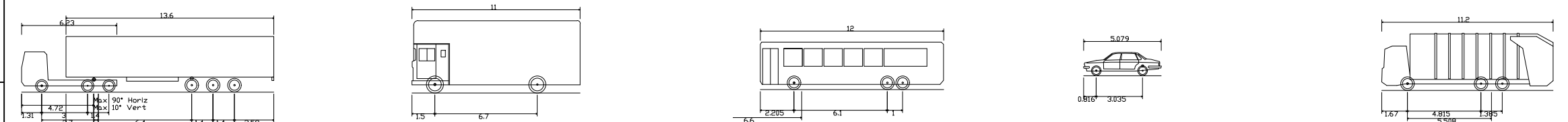
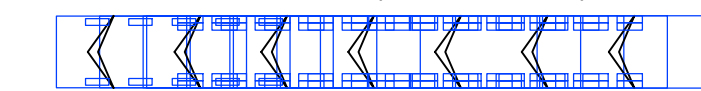
SITE ACCESS - PANTECHNICON - 10mph SPEED

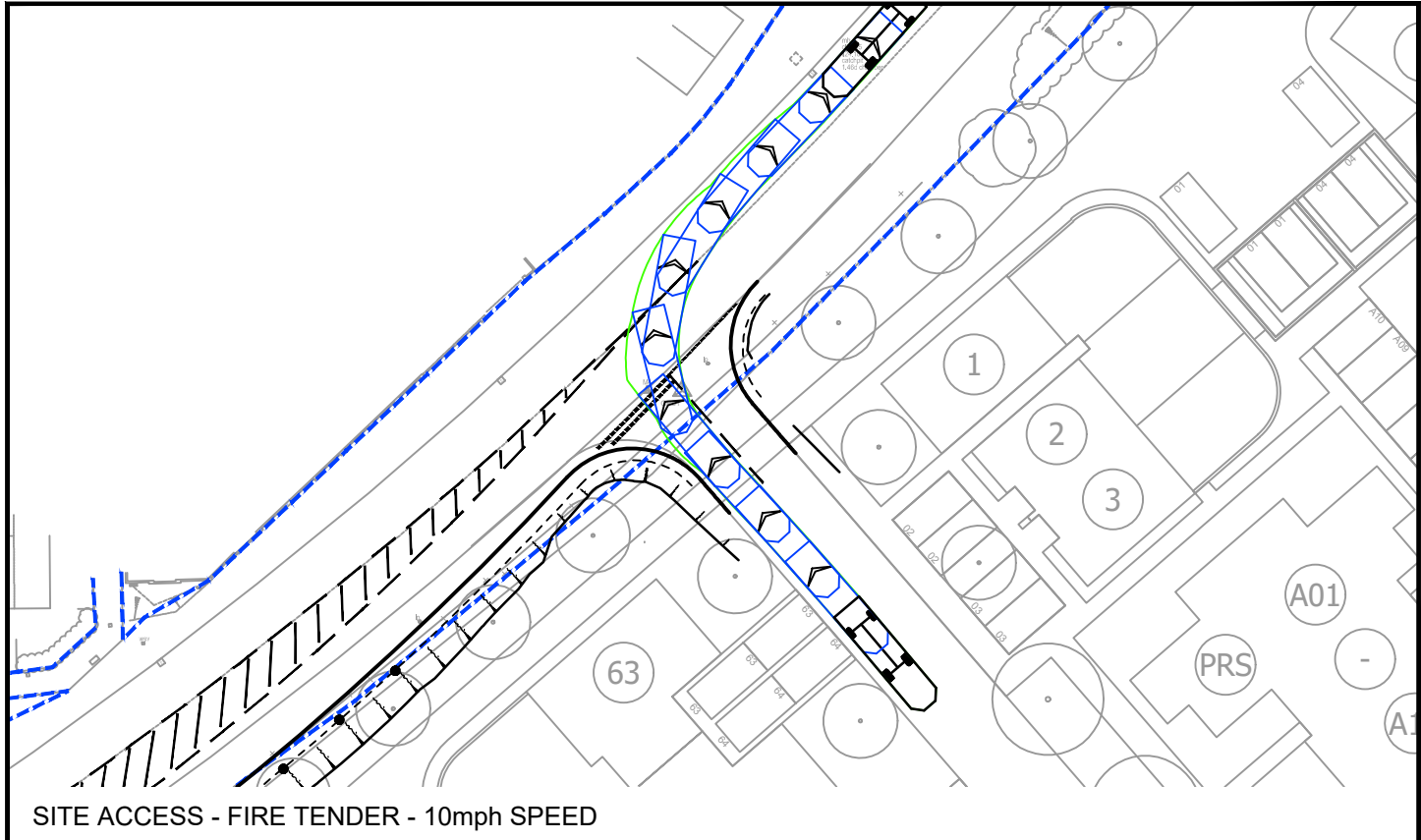
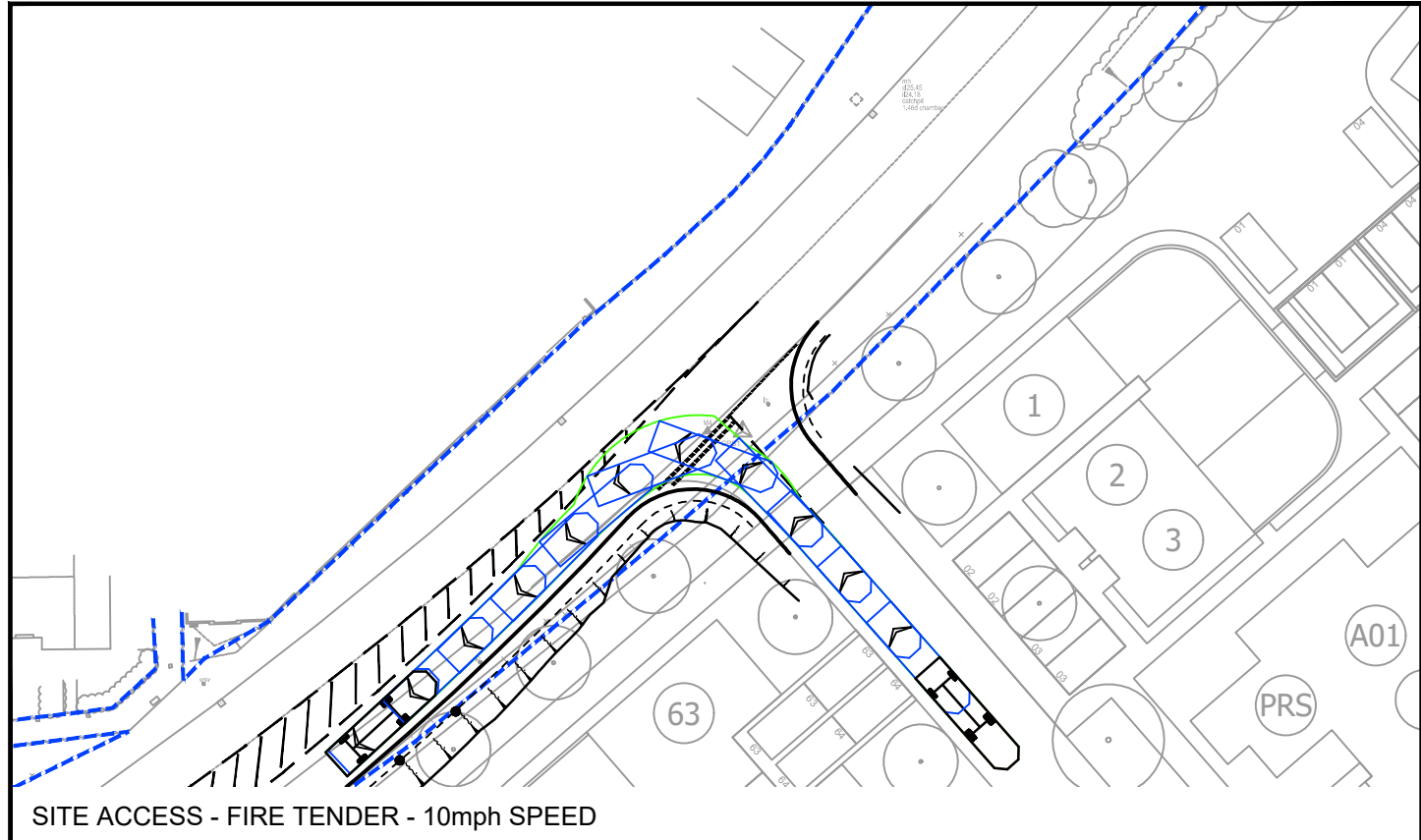
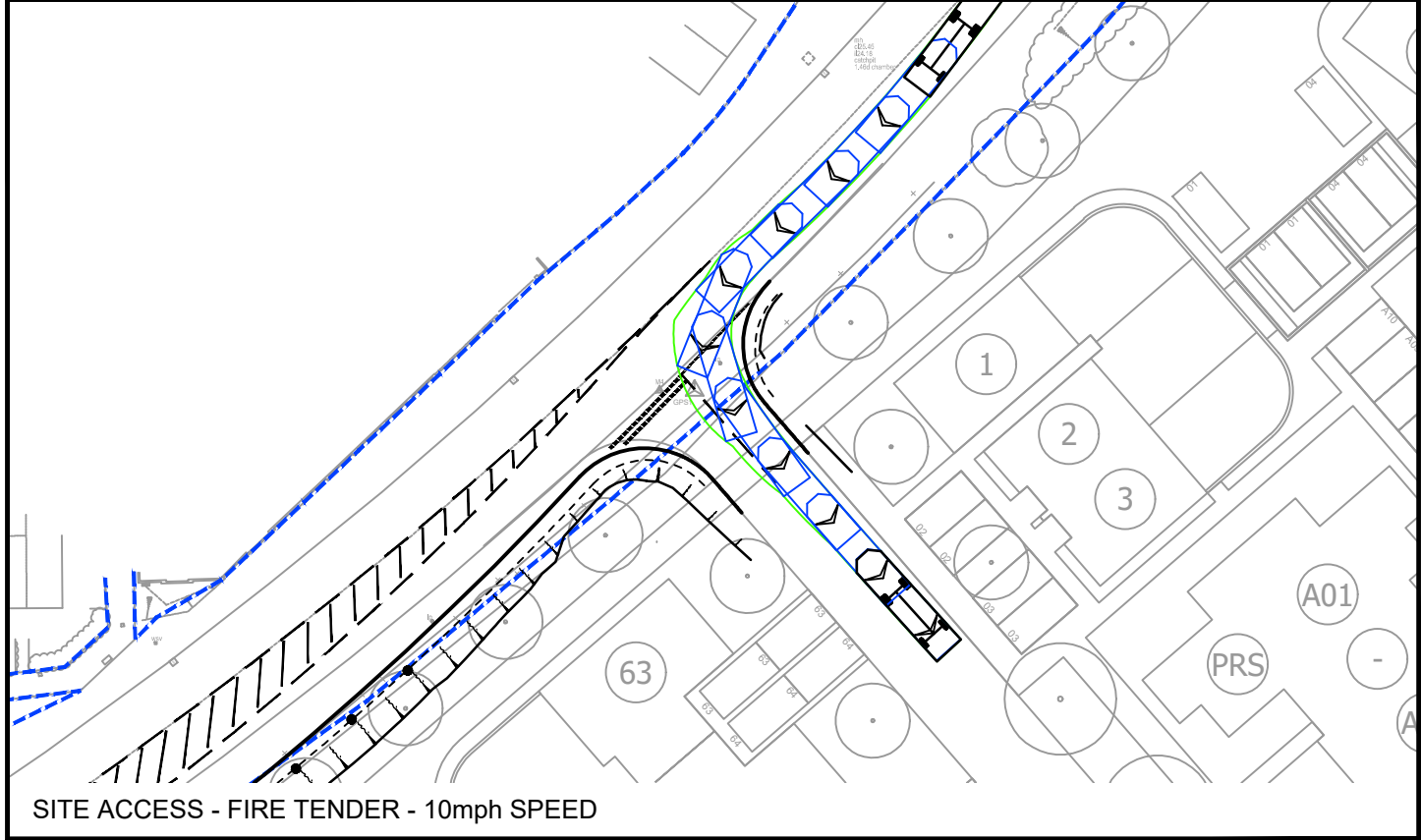
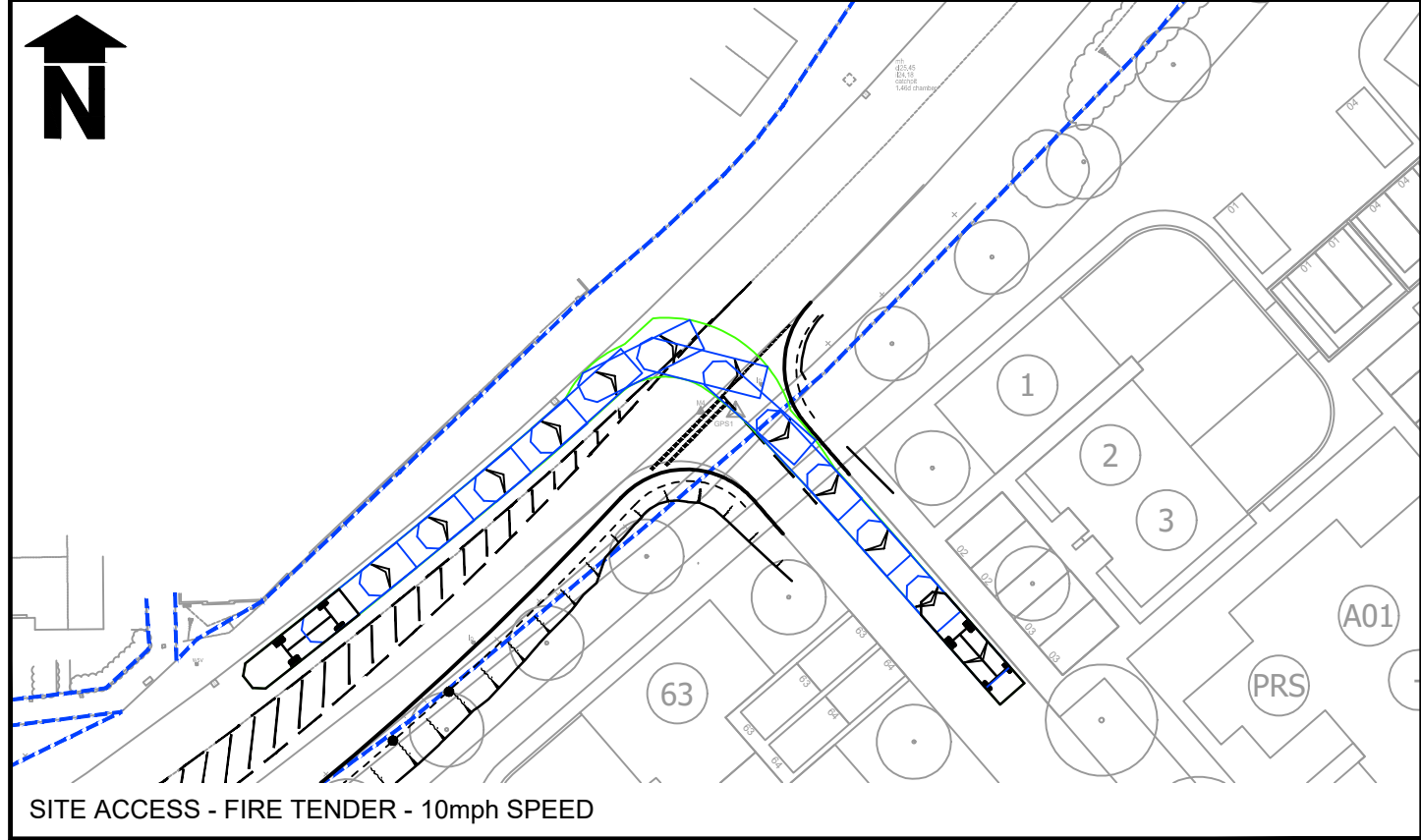


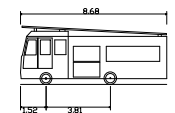
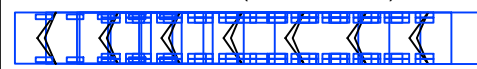
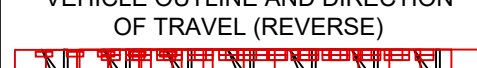
SITE ACCESS - PANTECHNICON - 10mph SPEED



SITE ACCESS - PANTECHNICON - 10mph SPEED

 © Pep Cars Partnership	Client EASTLEIGH BOROUGH COUNCIL	Job KINGS COPSE AVE, HEDGE END	Vehicle Type AS SHOWN	Vehicle Diagram <table><tr><td>Monaco 12</td><td>Large Car (2006)</td><td>Phaenik 2 Bus (P2-15W with Elite 4x4 chassis)</td></tr><tr><td>Overall Length 12,000m</td><td>Overall Length 5,079m</td><td>Overall Length 8,220m</td></tr><tr><td>Overall Width 2,300m</td><td>Overall Width 1,820m</td><td>Overall Width 2,520m</td></tr><tr><td>Overall Body Height 3,100m</td><td>Overall Body Height 2,720m</td><td>Overall Body Height 3,720m</td></tr><tr><td>Min Body Ground Clearance 850m</td><td>Min Body Ground Clearance 450m</td><td>Min Body Ground Clearance 850m</td></tr><tr><td>Max Track Width 2,500m</td><td>Track Width 2,500m</td><td>Track Width 2,500m</td></tr><tr><td>Lock to lock time 6.05s</td><td>Lock to lock time 3.900m</td><td>Lock to lock time 9.500m</td></tr><tr><td>Kerb to Kerb Turning Radius 6.870m</td><td>Kerb to Kerb Turning Radius 9.924m</td><td>Kerb to Kerb Turning Radius 9.900m</td></tr></table>	Monaco 12	Large Car (2006)	Phaenik 2 Bus (P2-15W with Elite 4x4 chassis)	Overall Length 12,000m	Overall Length 5,079m	Overall Length 8,220m	Overall Width 2,300m	Overall Width 1,820m	Overall Width 2,520m	Overall Body Height 3,100m	Overall Body Height 2,720m	Overall Body Height 3,720m	Min Body Ground Clearance 850m	Min Body Ground Clearance 450m	Min Body Ground Clearance 850m	Max Track Width 2,500m	Track Width 2,500m	Track Width 2,500m	Lock to lock time 6.05s	Lock to lock time 3.900m	Lock to lock time 9.500m	Kerb to Kerb Turning Radius 6.870m	Kerb to Kerb Turning Radius 9.924m	Kerb to Kerb Turning Radius 9.900m	VEHICLE OUTLINE AND DIRECTION OF TRAVEL (FORWARDS)  VEHICLE OUTLINE AND DIRECTION OF TRAVEL (REVERSE) 
	Monaco 12	Large Car (2006)	Phaenik 2 Bus (P2-15W with Elite 4x4 chassis)																										
Overall Length 12,000m	Overall Length 5,079m	Overall Length 8,220m																											
Overall Width 2,300m	Overall Width 1,820m	Overall Width 2,520m																											
Overall Body Height 3,100m	Overall Body Height 2,720m	Overall Body Height 3,720m																											
Min Body Ground Clearance 850m	Min Body Ground Clearance 450m	Min Body Ground Clearance 850m																											
Max Track Width 2,500m	Track Width 2,500m	Track Width 2,500m																											
Lock to lock time 6.05s	Lock to lock time 3.900m	Lock to lock time 9.500m																											
Kerb to Kerb Turning Radius 6.870m	Kerb to Kerb Turning Radius 9.924m	Kerb to Kerb Turning Radius 9.900m																											
Date 02.07.25	Drawn by LS	Checked by MEC	Scale @ A1 1:500	AutoCAD File Names Base: 3743.01 Track: 3743.T01																									



 © Peter Evans Partnership	Client EASTLEIGH BOROUGH COUNCIL	Job KINGS COPSE AVE, HEDGE END	Vehicle Type FIRE TENDER	Vehicle Diagram  DB32 Fire Appliance Overall Length 18.0m Overall Width 2.45m Overall Body Height 3.57m Min Body Ground Clearance 0.08m Max Track Width 2.51m Lock to lock time 10.0s Kerb to Kerb Turning Radius 7.51m	VEHICLE OUTLINE AND DIRECTION OF TRAVEL (FORWARDS)  VEHICLE OUTLINE AND DIRECTION OF TRAVEL (REVERSE) 
	Date 18.11.25	Drawn by LS	Checked by MEC		
			Scale @ A3 1:500	AutoCAD File Names Base: 3743.01 Track: 3743.T03	

APPENDIX D. SITE MASTERPLAN



Notes
1. This drawing is the copyright of MH Architects Ltd
2. Do not scale this drawing except for Local Authority planning purposes
3. All dimensions must be checked on site by the contractor prior to commencement of the works.

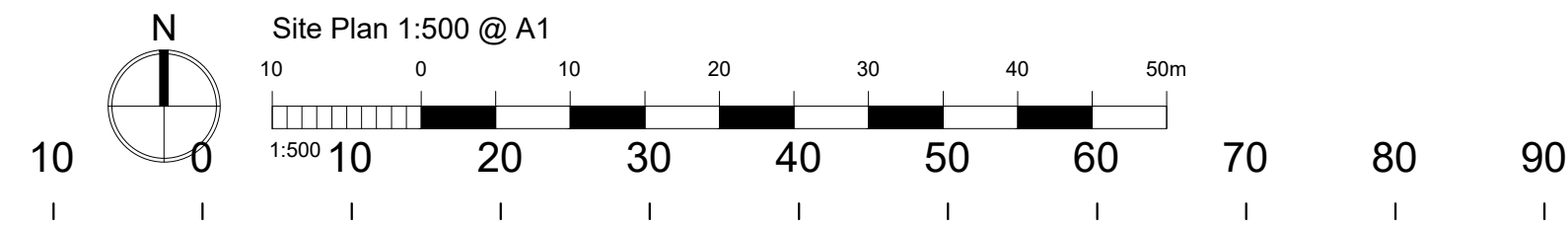
Client Approval					
X	A - Approved				
X	B - Approved with comments				
X	C - Do not use				
Rev.	Revision Note/Purpose of Issue	Drw By	Date	Chk By	Date
A	Issued for Information (First Issue)	MW	16.11.23	HUG	16.11.23

Client
Eastleigh Borough Council

Job title
Kings Copse Avenue

Drawing title											
Proposed Block Roof Plan											
Drawn		Date		Checked		Date		Scale at A1			
JDM		JUNE 25		HUG		JUNE 25		1:500			
Job No.		Pro.	Org.	Zone	Level	Type	Role	No.		Rev.	
22-148		KCA	MHA	ZZ	XX	DR	A	0002		C02	
Purpose of Issue											

PLANNING



Ground Floor
Building
Southern Gate
West Sussex
t. 01243 774748
e. admin@mharchitects.co.uk
www.mharchitects.co.uk
Limited Company
Registered in England No.1994233

