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<i>Date</i>	17 March 2025	<i>Email</i>	eastleighdc@hants.gov.uk

For attention of Mrs Martin

Dear Sirs

**Re: F/25/99007 At EAST HORTON GOLF CENTRE, MORTIMERS LANE,
FAIR OAK, EASTLEIGH, SO50 7EA**

HYBRID APPLICATION

In regard to application F/25/99007, having reviewed the information contained within the application pack, there would be no objection to the proposals from a highway perspective, subject to the submitted Construction Environment management Plan being secured via a condition.

ACCESS:

Access in and out of the site for both construction and post construction use is acceptable, with no alterations made to the existing highway or junction layout. The geometry of the junction and the level of visibility is suitable for the purpose.

TRIP RATES:

It is outlined within the submitted Transport Statement that the works will take approximately 6 to 9 months for Phase 1 and 18 to 24 months for Phase 2, and as such trip rates during this construction phase will increase due to the need to bring in fill materials from external sites.

Whilst it is estimated that this will involve up to 50 loads of fill per day (100 OGV movements), in terms of impact on the highway it is not believed that this will be severe, given the existing vehicle flows on Mortimers Lane, recorded as approximately 5,600 per day, with 9.2% of these being goods vehicles which equates to approximately 517 movements per day.

Deputy Chief Executive and Director of Hampshire 2050
Gary Westbrook

The additional 100 OGV movements will add just 1.8% to the percentage increase of vehicle movements overall, and spread over a 10 hour working day, will be just an additional 10 OGV movements per hour, comprising of 5 vehicles into the site and 5 out which is unlikely to be noticeable given the existing vehicle flows on Mortimers Lane, averaging 1 movement every 6 minutes.

Post construction, it is anticipated that the site works will have been for a betterment of existing facilities that will improve the site offer for existing members. Whilst there may be additional members as a result of the improvements, it would be anticipated that this would be as a result of releasing suppressed demand rather than providing a specific new offer. When also assessed in terms of linked and pass-by trips, it would be anticipated that specific additional trips completely attributable to the site improvements will be negligible.

CONSTRUCTION ENVIRONMENT MANAGEMENT PLAN (CEMP):

A CEMP has been submitted as part of the application pack, and this has been reviewed accordingly. HGV routes are highlighted, with the acknowledgment that these will vary depending on where the fill material is to be sourced from, and it is outlined that wheel wash facilities will be utilised to ensure the highway is kept clear of dirt / mud. Onwards, mechanical road sweepers will be utilised to clean the highway should wheel washers fail.

On site, adequate space is afforded for the parking of contractors, and the turning of vehicles to enable forward gear access and egress.

As mentioned above however, it would be requested that the CEMP is secured via a condition, so that enforcement can be taken should issues arise.

Yours faithfully,

Matt Grantham
Principal Transport Planner - Highway Development Planning
Hampshire 2050