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<i>Date</i>	16 May 2025	<i>Email</i>	eastleighdc@hants.gov.uk

For attention of Mrs Martin

Dear Sirs

Re: O/24/98619 At Land South of Mortimers Lane, Fair Oak

Outline application with all matters reserved (apart from access) for the construction of up to 245 dwellings (Use Class C3) and up to 350sqm multi-functional building (Use Class E - commercial, business or service or Use Class F2 - Community), with associated open space and play area, landscaping, SuDS, infrastructure, mobility hub and vehicular access off Mortimers Lane

Thank you for the re-consultation for the above application. The application seeks to gain outline planning permission for a residential development consisting of 245 dwellings and a multifunctional hub, with a new access off Mortimers Lane. It is noted the Highway Authority (HA) have previously provided a response dated 25th February requesting additional information, including:

- A design drawing for each WCHAR improvement
- Further information on the Multi-Use Mobility Hub
- Minor modifications to the site access design, including the location of proposed spitter island and pedestrian visibility splays at crossing points
- A Road Safety Audit (RSA) for all proposed off-site works
- Footway widening from 1.9m to 2m by the proposed new bus stop
- Further information regarding the proposed shared use path along Botley Road and changes to the signalised junction in conjunction with this path
- Clarification of forecast traffic flows
- Justification of the proposed cycle provision on Knowle Lane
- Clarification of the assignment method of trips

Deputy Chief Executive and Director of Hampshire 2050
Gary Westbrook

- Modifications to the Framework Travel Plan

Following the HA's response dated 25th February 2025, a series of meetings have taken places between HCC and the applicant to discuss addressing the above and further information has been provided. The applicant has submitted a revised document titled Response to Local Highway Authority Comments (reference 034_8230679_AD_LHA_Response) and associated drawings with the aim of addressing the previous comments. Upon review, the HA would like to make the following comments.

Accessibility

WCHAR Concept Plan:

Following the Highway Authority previous comments, the applicant has submitted a WCHAR concept plan and associated drawings of each WCHAR improvement. These improvements include a series of dropped kerbs/ tactile paving crossings and a Pelican Crossing of Winchester Road between White Tree Close and Pavilion Close.

Regarding the Pelican Crossing (Drawing 8230679/6120), this is considered the appropriate form of crossing, however, it is not considered feasible to deliver a crossing in this location due to a private driveway access. Other appropriate locations have been considered, and it appears that the only feasibility location to meet the desire line is outside the pedestrian access to Fair Oak Infant school. As such, it has been agreed with the Applicant that they explore implementing the Pelican Crossing in this location. A design drawing is required for review and a forecast PmV² assessment in the vicinity of the proposed new crossing is required to ensure delivery is achievable and justified in this location. This information has recently been submitted directly to the HA and is currently being reviewed.

Regarding the proposed crossing at Summerland's Road (drawing 8230679/6121), this does not show the proximity of the crossing in relation to the driveway. However, it is recommended that the crossing is located closer to the desire line of the junction, away from the driveway, and plans should be updated to reflect this. Furthermore, the suggested improvements do not indicate an additional crossing at the junction of Longfield Road to complete the route; this should be considered.

Drawing 8230679/6108 proposes on carriageway cycle warning markings throughout the length of Knowle Lane and the introduction of an Advanced Stop Line (ASL) for cycles on the Knowle Road arm of the Knowle Road/ Botley Road/ Burnetts Lane signalised crossroad junction. This junction has no other cycle facilities or designated onward cycle provision/ infrastructure. Knowle Lane is subject to a 40mph speed limit and onward cycle routes from Knowle Road/ Botley Road/ Burnetts Lane are on carriageway, generally heavily trafficked and in some cases higher than 30mph. Also, there are (or soon will be) other, more appropriate, cycle routes from the site to nearby facilities within

Fair Oak and Eastleigh. As such, cyclists using Knowle Lane are likely to be experienced cyclists accessing amenities or employment further afield.

In terms of the design currently proposed, there is no way of cycles accessing the ASL (unless they happen to be first in the queue) and, given the highway width, there is no way of easily providing this access. Also, there are a number of potential delivery issues with the ASL as proposed, including the existing telegraph pole blocking the required low level cycle signals and relocation of the stop line blocking the adjacent driveway access, likely requiring further relocation with potential capacity implications for the junction operation.

Given the above, the HA feel the ASL should be removed from the Applicant's proposals. The cycle symbols provide a useful warning to drivers that more experienced/ confident cyclists may be on carriageway and should be retained for implementation by the developer via S278 Agreement.

Mobility Hub:

The approach sets out in the Response to Local Highway Authority Comments is acceptable. The HA request sight of, and an opportunity to comment on, the proposed relevant planning condition before this is finalised. This should include provision for ongoing maintenance of the Mobility Hub facilities.

Access

Splitter Island:

The site access plan has been updated, changing the location of the splitter island. Whilst this now appears to be acceptable, no details have been provided for the lane widths through the splitter islands, and this information is required.

As a note to be picked up at S278 Detailed design, whilst the right turn dimensions comply with CD123, the right turn pocket appears to be longer than the requirements in CD123.

Visibility:

Whilst the applicant has now included pedestrian visibility splays at the site access crossing points, the setback distance of these has not been stated and this is required. Regardless, all visibility splays should be located within the highway boundary. As such, the applicant should consider either moving the crossing point further north towards the desire line, or any visibility splay that currently fall outside of the Highway boundary will be required to be offered up for adoption. The applicant has noted that these splays will be kept clear of obstruction over 600mm in height within the design.

Off-Site Highway Works

Footway by Northern Bus Stop:

It is noted fencing has been added to the proposals as requested. While the footway width is 1.9m (slightly below the optimum width) for c.14m in length, this does not require a Departure from Standard, nor constitute a reason for the HA to object to the proposals in this instance.

Footway/ Cycleway Materials:

This is a detailed design matter and can be addressed at the S278 stage should the development come forward.

Knowle Lane Shared Use Path:

The HA previously requested justification regarding why a shared use path on Knowle Lane has not been proposed as part of the application. The applicant has submitted additional information highlighting the highway boundary width, which identifies that outside of East Horton Business Park there are several pinch points with the available width, which is not wide enough to accommodate a shared use path. As such, the applicant has proposed a series of on carriageway cycle markings throughout the length of Knowle Lane as noted above. This is acceptable to the HA as stated above.

Shared Use Path to the Schools on Botley Road

Two improvement options have been proposed, both providing a shared use pedestrian and cycle path to the schools on Botley Road. The principle of shared use provision to the schools is supported and considered necessary to make the development acceptable.

The HA consider Option 1 preferable for the following reasons:

1. Cycles are kept on the desire line, noting Hampshire County Council's improvement scheme in this location. The majority of cycles will either be on the western side of Winchester Road (including those generated by the proposed development routing via Mortimers Lane) or coming from Eastleigh Road. Option 2 would mean crossing Botley Road twice when accessing the schools by cycle; this is a significant barrier to cycle use.
2. Option 1 does not require an additional standalone Toucan crossing. Option 2 does, with associated vehicular delay and ongoing maintenance liability for the HA.
3. Option 2 has more, and longer, sections of substandard width shared use compared with Option 1. This is undesirable, off-putting to future users and less likely to be approved through the DfS process, particularly when there is a more compliant alternative (that is, Option 1).
4. A greater number of RSA problems are raised with Option 2.
5. Option 1 has a potential safety benefit over both the existing junction layout and the Option 2 junction layout. Currently, and under Option 2, right turners from Winchester Road into Eastleigh Road are required to gap seek across 2 lanes of opposing traffic, the ahead movement and the left turn movement. Under Option 1, they will only have to do this

across one lane of opposing traffic, as the ahead movement has been re-assigned to the nearside lane.

6. Finally, another benefit of Option 1 over the existing arrangement and Option 2 is increased storage/ waiting capacity of right turners into Stubbington Way. Currently there is storage space for one vehicle to wait when turning from Botley Road southern arm into Stubbington Way, with any other vehicles wanting to turn right blocking the ahead movement. Under Option 2, 4 vehicles could wait to turn right into Stubbington Way before the lane is blocked, with traffic surveys and forecasts showing that this level of demand in any single cycle of the signals is very unlikely to be reached or exceeded.

Regarding the junction operation under Options 1 and 2, the Applicant has submitted a capacity modelling assessment in section 5 of the TA. However, upon review, the HA's Intelligent Transport Systems (ITS) team noted some inaccuracies with the models. As such, ITS have carried out independent modelling of both Options 1 and 2. While both Options are forecast to operate below capacity in terms of Degree of Saturation (DoS), with a DoS on all arms of below 100%, Option 1 does result in more queuing and delay than Option 2. ITS modelling forecasts Option 1 will result in an increase in average peak time delay per vehicle of approximately 25 seconds across both peaks on Botley Road and Winchester Road but reach a maximum of 50 seconds extra delay per vehicle on Winchester Road in the AM peak. On Eastleigh Road across both peaks the average delay per vehicle will increase by 35 seconds but reach a maximum average of 1-minute extra delay in the AM peak compared to Option 2.

This junction has been the subject of considerable appraisal by the HA, both through this application and also through the development of the HA's own cycle improvement scheme here. All viable options for delivery of cycle provision in the vicinity within the available highway land, whilst retaining acceptable vehicular capacity, have been explored. On balance, and as supported by Hampshire County Councils Local Transport Plan 4, both the active travel and increased safety benefits of Option 1, as set out above, are considered to outweigh the disbenefits to vehicular traffic resulting from implementation of this Option. Furthermore, the improved pedestrian and cycle facilities will enable mode shift, reducing vehicular traffic through this junction and counterbalancing some of the increases in delay/ queuing. As such, the HA wish to see option 1 secured for delivery should the site come forward.

With reference to the acceptability of the Option 1 design in engineering terms, regarding signalised crossroads itself, the in-principle design appears broadly acceptable, however, the Applicant should provide tracking for an articulated vehicle in accordance with TG2 for all movements through the proposed junction layout. Swept path vehicle speeds should be annotated on all tracking drawings.

Regarding the shared use path, there are sections that are below 3m in width. This is not in accordance with HCC's TG10 guidance and as such a Departure from Standards (DfS) in principle must be progressed and approved at this

planning stage to ensure the proposed works are deliverable. The Applicant has recently submitted the required DfS and a review by the DfS Board is scheduled for 5th June 2025. The HA will update the Local Planning Authority on the progress/ outcome of this process.

Other comments on the design of the shared use path are set out below:

- The carriageway geometry information and widths appear to be missing; plans should be updated to provide this information.

Matters to be considered during detail design of the S278:

- The Corduroy paving on the eastern side of Botley Road should be located at the end of the proposed shared use path with the implementation of a transition kerb to allow for cyclist to join the carriageway if desired.
- The existing infrastructure, including signs, pedestrian guardrail and bus stops, has been indicated on the proposed drawing to either remain or be relocated. Whilst this is acceptable in this instance, it should be noted that HCC will not accept any additional reduction in the width of the shared use to accommodate this infrastructure, and therefore additional consideration to the type and location of the infrastructure will be required.
- It is understood that the back edge of the existing footway, with associated retaining features, will not be amended. However, should any works to the existing retaining features be required, further investigation and design would be necessary at the S278 stage.

It should be noted that while intervisibility between signal heads is not to standard, the Option 1 layout would improve this slightly compared to HCC's forthcoming scheme in this location. As such, no DfS is required at this planning stage, although further consideration may be required at the S278 detailed design stage.

Trip Generation and Impact

Traffic Survey Vs TRICS:

Clarification was previously sought regarding the use of the traffic surveys from the Pembers Farm Avenue. The applicant has confirmed that all trip generation for the proposed development has been based on the traffic surveys carried out at Pembers Farm Avenue Access. This is an acceptable approach to the HA.

Traffic Flows:

Clarification was previously requested regarding the traffic distribution as it was believed there were missing vehicle flows at several junctions. The applicant has since confirmed that the "loss trips" between junctions 6 and 7 represents movements associated with the primary school, Wyvern College and Lapstone playing fields. The traffic flow diagrams have been updated to clarify this, which is acceptable to the HA.

Impact on the South Downs:

It is noted that South Downs National Park Authority have raised concerns in their response dated 10th March 2025 regarding the additional traffic on the B3037, which joins the B2177 on the edge of the National Park and could lead to additional pressure on the smaller rural lanes.

The development is forecast to generate an additional 6 vehicles in the AM peak and 9 vehicles in the PM peak to the east of the site access. The majority of these will remain on the main road network, routing towards Bishops Waltham or the B3354. A small proportion of these will likely travel through the country lanes within the South Downs National Park, but this is not considered an unacceptable impact in highway terms.

Winchester Road/ Mortimers Lane Junction:

The HA previously questioned the traffic surveys undertaken in 2023 at this junction. The junction was re-surveyed and significantly higher traffic flows were recorded. Using these updated traffic flows to model the junction operation forecast the additional development traffic to push this junction over capacity. Given this, the Applicant has proposed a junction improvement at this location, widening the Mortimers Lane southbound approach lane at the junction so 2 vehicles can egress simultaneously. This improvement brings the forecast junction operation to within theoretical capacity of an RFC of less than 1 and very close to practical capacity, with an RFC on one arm of 0.86 (rather than the desired 0.85). Queuing and delay are significantly reduced compared to the existing layout.

However, regarding the design of the improvement scheme and noting the proposals have been reviewed by a Road Safety Auditor, who raised no safety problems, the HA have concerns over the proposed 36.1m give-way line. It is assumed this width is to accommodate HGV tracking whilst allowing 2 vehicles to simultaneously egress. Furthermore, the kerb realignment only allows a maximum of 2 vehicles to sit side by side when waiting to egress; any more vehicles than this would block vehicles wishing to turn the other direction onto Winchester Road. The HA suggest the design is reviewed to try and rationalise the length of the give-way line, provide a slightly longer 2-lane approach and formalise with road markings the 2-lane approach (similar to the nearby junction of Sandy Lane/ Winchester Road). Also, visibility of 2 vehicles waiting to egress should be provided. The revised design should be reviewed again by the Safety Auditor.

Stage 1 Road Safety Audit (RSA1)

A stage 1 RSA for both the access works and all off site highway works has been undertaken. Whilst most comments have been adequately addresses at this stage, the designer has proposed alternative solution/ evidence to the auditor's recommendation for Problem 1. Ideally, confirmation should be

provided by the Safety Auditor that the Designer's response adequately addresses the problem raised.

Framework Travel Plan

A revised framework travel plan (reference 035_8230679_AD_Travel_Plan) has been submitted, following on from the HA previous comments. Whilst most comments have been adequately addressed at this stage, there is still the requirement for the Travel Plan to include a commitment to providing sustainable travel vouchers for each dwelling on site. For this site, the standard £50 would be a sensible amount cover the current price of the Gold 7 Day MegaRider ticket. This should include likely price increases over the next few years.

Recommendation:

The Highway Authority require additional Information as set out above before a formal recommendation can be provided. Should the Local Planning Authority be minded determining the application, please contact the HA for reasons for refusal.

Yours faithfully,

Zara Rogers
Transport Planner - Highway Development Planning
Hampshire 2050