

Response to Local Highway Authority Comments
Land South of Mortimers Lane, Fair Oak
Application No. P24/S2764/O

1.0 Introduction

- 1.1 This Technical Note (TN037) has been prepared on behalf of Bloor Homes in response to the updated Local Highway Authority (LHA) consultation response dated 16 May 2025 (Ref: 055529), issued by Hampshire County Council (HCC) in relation to the outline planning application (Ref: O/24/98619) for the Land South of Mortimers Lane, Fair Oak.
- 1.2 The response follows the submission of Glanville's Technical Note 034 (Ref: 034_8230679_AD_LHA_Response) and supporting updated drawings and documents, which sought to address earlier comments from the LHA in its consultation response dated 25 February 2025.
- 1.3 Subsequent to that submission, a meeting was held with HCC officers on Friday 09 May 2025 to review the outstanding matters. This meeting was constructive, and broad agreement was reached on several key areas of the access strategy and off-site highway improvements. However, a number of matters remain subject to ongoing review or require further information and confirmation.
- 1.4 This Technical Note summarises:
 - a. Matters that are now agreed or resolved following discussions with the LHA;
 - b. Matters that remain outstanding and require further action or dialogue.
- 1.5 This TN also notes progress on the DfS (Departure from Standard) application and the controlled pedestrian crossing on Botley Road, both of which are key components of the accessibility strategy for the proposed development.

2.0 LHA Consultation Response Dated 16 May 2025

- 2.1 Further to the submission of TN034 and the technical meeting held with the LHA on 09 May 2025, the LHA subsequently issued a formal consultation response on 16 May 2025. This section summarises the current position on all key transport matters, setting out those issues that are now agreed or resolved, and identifying any items where further clarification, information, or submissions are required and provided, as appropriate.

Matters Agreed or Resolved

- 2.2 The following matters are now considered resolved or agreed in principle:

Footway Width at Northern Bus Stop (Mortimers Lane):

- 2.3 The 1.9m footway for a short 14m section adjacent to the bus stop is acceptable to the LHA, with guardrail provision and no requirement for a DfS.

Footway / Cycleway Materials

- 2.4 It is agreed that the specification of footway and cycleway surfacing materials is a matter for detailed design and will be addressed at the S278 stage, should the development proceed.

Knowle Lane Shared Use Path:

- 2.5 The LHA has accepted the Applicant's justification for not delivering a shared-use facility along Knowle Lane agreeing with Glanville's views as set out in TN034 that there insufficient verge width within the adopted highway boundary. The proposed on-carriageway cycle warning markings are therefore considered an appropriate compromise for this context.

- 2.6 However, the LHA has raised concerns regarding the inclusion of an Advanced Stop Line (ASL) at the Knowle Road/Botley Road/Burnetts Lane signalised junction, noting the absence of designated cycle facilities or onward connections in this location. Practical issues were identified, including difficulty in accessing the ASL due to constrained highway widths, a telegraph pole obstructing required low-level cycle signals, and the relocation of the stop line affecting a nearby driveway. Given these constraints and the likelihood that Knowle Lane will only be used by more confident cyclists accessing destinations further afield, the LHA has recommended that the ASL be removed from the proposals, with the cycle symbols retained to provide general driver awareness.

Mobility Hub Concept:

- 2.7 The overarching strategy and vision for a mobility hub have been accepted in principle. The LHA has requested the opportunity to comment on the final planning condition wording, with emphasis on long-term maintenance arrangements.

Access Design Adjustments:

- 2.8 The revised splitter island layout is accepted in principle, subject to provision of lane width details (since submitted). Visibility plays are acceptable in concept, though minor clarifications are required (see below).

Use of Pembers Farm Avenue Traffic Surveys:

- 2.9 The LHA has confirmed that basing the trip generation on surveys at Pembers Farm Avenue is acceptable.

Updated Traffic Flow Clarifications:

- 2.10 Clarifications regarding flow distributions, particularly school trip assumptions between Junctions J6 and J7, have been accepted.

Impact on South Downs:

- 2.11 The LHA acknowledges the South Downs National Park Authority's concerns but confirms that the forecast traffic increase to the east of the site (6 AM peak, 9 PM peak) is minimal and primarily remains on the main road network. Any limited use of rural lanes is not considered to result in an unacceptable highway impact.

Matters Requiring Further Information or Action

- 2.12 The following items remain outstanding or require further confirmation:

Site Access Drawing – Lane Widths and Final Dimensions:

- 2.13 While broadly acceptable, the LHA has requested finalisation of lane width annotations through the splitter island and right-turn pocket. The confirmed land widths are now shown on Drawing 8230679/6103 Rev K.

- 2.14 *Pedestrian Visibility Splays at the Proposed Site Access with Mortimers Lane:*

- 2.15 The LHA has requested that the setback distances for pedestrian visibility splays at access crossing points be clearly stated. All splays must be located within the highway boundary, and where this is not achievable, the affected land should be offered for adoption. The Applicant has previously confirmed that all splays will be kept clear of obstructions over 600mm in height. The pedestrian visibility splays are now shown on Drawing 8230679/6103 Rev K.

Pelican Crossing Feasibility:

- 2.16 The proposed controlled crossing on Botley Road has been relocated north of the Fair Oak Infant School access in line with LHA feedback. A revised drawing has been submitted (Drawing 8230679_6107_H), along with estimated PV² calculations using available traffic data and projected school-age pedestrian demand. This is now under review by HCC's ITS team, and the LHA has confirmed that, if found acceptable, it may be secured via S278 without condition.

Botley Road Shared Footway/Cycleway (DfS Required):

- 2.17 The LHA has confirmed its strong preference for Option 1 as the preferred improvement scheme for the Botley Road / Stubbington Way signalised junction, citing multiple active travel and safety benefits over Option 2. These include maintaining the cycle desire line, avoiding the need for a second Toucan crossing (and its associated impacts), offering a more compliant design with fewer substandard-width sections, and providing increased junction storage capacity and simpler right-turn movements. While Option 1 would result in increased average delays during peak periods (based on independent ITS modelling), these are considered acceptable when weighed against the wider safety, accessibility and active travel benefits. The in-principle layout is deemed broadly acceptable, although further tracking for articulated vehicles and swept path speeds must be provided.
- 2.18 The shared-use path associated with Option 1 includes short sections below the 3.0m standard width and is therefore subject to a DfS application. This has now been submitted by the applicant and will be considered at the HCC DfS Panel meeting scheduled for 05 June 2025. The LHA has confirmed it will update the LPA on the outcome of this process

Option 1 – Winchester Road / Botley Road / Stubbington Way Signalised Junction:

- 2.19 Drawings 8230679/6211 and 6212 demonstrate that a maximum legal articulated delivery vehicle can manoeuvre conveniently when seeking to access and egress all arms of the amended signalised junction arrangement considered as part of Option 1.

Knowle Road/Botley Road/Burnetts Lane signalised junction.

- 2.20 The LHA has requested that the Advanced Stop Lines (ASLs) be removed from the proposals at the Knowle Lane / Botley Road / Burnetts Lane signalised junction due to access constraints, infrastructure conflicts, and the limited value they would provide within the wider cycling network.
- 2.21 Drawing 8230679/6108 Rev A has been updated to not show the ASLs at the Knowle Lane / Botley Road / Burnetts Lane signalised junction.

Road Safety Audit:

- 2.22 A Stage 1 Road Safety Audit (RSA) has been completed for both the proposed site access and the wider off-site highway works, with the Designer's Response prepared and submitted in April 2025. The LHA has acknowledged that the majority of comments raised in the RSA have been addressed satisfactorily. The one outstanding item relates to Problem 1, concerning the potential use of the ghost island right-turn lane by vehicles accessing Little Dower House. A detailed justification was provided within the Designer's Response, noting that this arrangement reflects an earlier approved layout and associated DfS previously accepted by the LHA, with no objections raised during subsequent consultations.
- 2.23 The independent Road Safety Auditor is currently on leave from the 15 May 2025 until 29 May 2025. As such, formal confirmation of his agreement with the Designer's Response to Problem 1 will be sought upon his return. In the meantime, no further changes are proposed to the access layout, and we consider the current position to be robust and safe in the context of previous approvals and existing highway arrangements.

Mortimers Lane / Winchester Road Junction Upgrade:

- 2.24 The revised flare design at the Winchester Road / Mortimers Lane junction is broadly supported by the LHA and demonstrates that the proposed development can be accommodated within theoretical capacity, reducing queuing and delay. However, concerns remain regarding the proposed 36.1m give-way width, which may be excessive, and the limited ability for more than two vehicles to egress simultaneously without blocking other movements.
- 2.25 The LHA has requested a rationalised design with a slightly extended two-lane approach, clearer road markings, and confirmation that visibility for both egressing lanes can be achieved. These amendments are shown on Drawing 8230679/6125.
- 2.26 As discussed at the meeting on the 09 May 2025, the proposed amendments to the junction between Winchester Road and Mortimers lane are very similar to the extant arrangements in place at the junction between Winchester Road and Sandy Lane located approximately 800 metres to the north of the junction, as shown on Drawing 8230679/6126.
- 2.27 A review of the crashmap website for the most recent five year study period confirms that there have not been any records Personal Injury Collisions at the priority junction between Winchester Road / Sandy Lane. It is therefore considered that the provision of a two lane approach at the junction between Winchester Road and Mortimers Lane is acceptable and will not result in any adverse highway safety issues.
- 2.28 Drawings 8230679/6209 Rev A shows that the proposed improvement to the junction will allow a maximum legal articulated delivery vehicle when turning left from Mortimers Lane to Winchester to do so without overhanging onto the opposite side of the carriageway, which currently can occur with the extant junction layout, as shown on Drawing 8230679/6213.
- 2.29 Drawings 8230679/6213 and 6209 Rev show that there is no material difference with the turning manoeuvres of a maximum legal articulated delivery vehicle with the proposed improvements, compared to the extant layout.
- 2.30 As advised in paragraph above, it has not been possible for the amendment drawing to be considered by the safety auditor before finalisation of this document due to annual leave. It is intended to submit a separate response subsequent to the 29 May 025.

Summerlands & Longfield Crossings:

- 2.31 Following review of Drawing 8230679/6121, the LHA has requested further updates to ensure the proposed tactile crossing at Summerlands Road is appropriately located. Specifically, it is recommended that the crossing be repositioned closer to the junction desire line and away from any nearby private driveways, to reflect pedestrian desire lines and avoid potential safety or access conflicts. Additionally, the LHA has noted that the submitted drawings do not currently include a crossing at Longfield Road, which would be necessary to complete the proposed pedestrian route.
- 2.32 We would welcome clarification from the LHA regarding the comments in respect to Summerlands and the proposed tactile paving improvements, as shown Drawing 8230679/6121. The improvements are proposed at the existing raised plateaux traffic calming feature and will not affect any private driveways.

Figure 1 – Raised Plateaux Traffic Calming Feature on Summerlands near Junction with Fair Oak Road



2.33 Screenshot 1 below confirms the issues raised at this location in the WCHAR and Glanville's response.

Table 5: Summary of Walking Review Additional User Opportunities

Walking Review Additional User Opportunities				
Ref	Location	Observation	Photographs	Glanville Response
1	Existing uncontrolled crossing facilities at Village Centre	The surfacing and tactile paving in place at the existing uncontrolled pedestrian crossings near the Village Centre are in very poor condition with uneven of loose slabs and damaged surfacing. Risk of pedestrian tripping injuries Carry out repairs and / or relay as required.	 View across uncontrolled crossing (Summerlands Road)	The applicant is agreeable to carrying out improvements to the existing surfacing and tactile paving at this location and this can be discussed and agreed with the Local Highway Authority.

2.34 We would be grateful if the LHA can confirm that the proposed improvements are agreed.

2.35 It is not considered necessary to provide any pedestrian improvements at Winchester Road junctions with Summerlands and Longfield to the north of Mortimers Lane. This is because they are not considered to be compliant with the three legal tests of Regulation 122 of the Community Infrastructure Levy, which advises that any mitigation measures need to be a) necessary; b) directly related to the development scheme and c) reasonable in all other respects.

2.36 The main desire line for future residents from the development scheme will be via Mortimers Lane, the residential roads to the south of Mortimers lane and both Botley Road and Winchester Road to the south of Mortimers Lane. It is not considered that any meaningful level of trips from the development site will need to travel north on Winchester Road and cross the junctions Summerlands and Longfields.

2.37 As the LHA is aware, the applicant is committed to sustainable transport improvements directly related to the scheme and considered necessary to increase the propensity for travel to and from the site by sustainable transport modes as genuine alternatives to the car. However, in this case, it is not considered that the proposed improvements at Winchester Road junctions with Summerlands and Longfield meet the three legal tests of CIL Reg 122.

2.38 We would be grateful if the LHA can confirm its agreement to this by return,

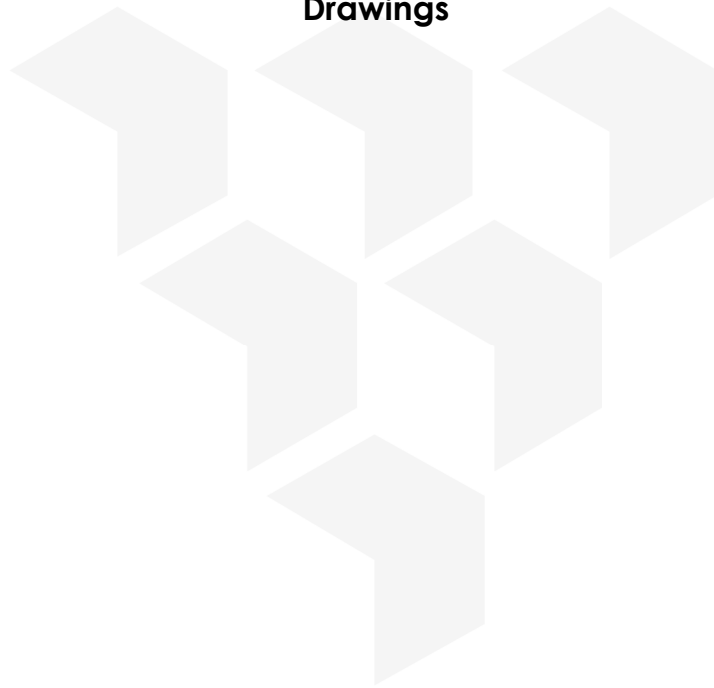
Framework Travel Plan:

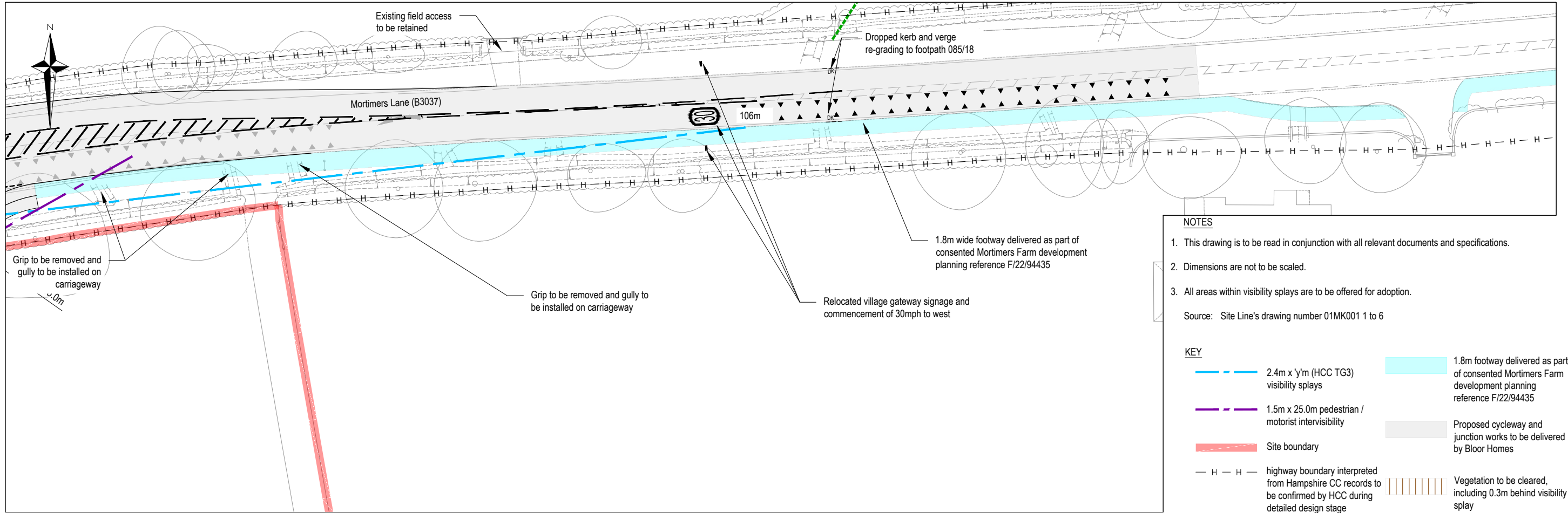
2.38 The LHA requests confirmation that sustainable travel vouchers (suggested £50 per dwelling) will be provided. Bloor Homes has confirmed agreement to this approach, with vouchers made available upon request to future residents. On the basis of 245 dwellings, this equates to a total potential value of £12,250 to support early uptake of sustainable travel options. This commitment is now reflected in the updated Travel Plan document (035 Rev A).

3.0 Conclusion

3.1 The Applicant remains committed to working collaboratively with the LHA to finalise outstanding matters and ensure a proportionate and deliverable highway strategy. We would welcome confirmation that the latest submissions, including the revised drawings and this Technical Note, are sufficient to resolve the remaining issues, or if any further clarifications are required.

Drawings





NOTES

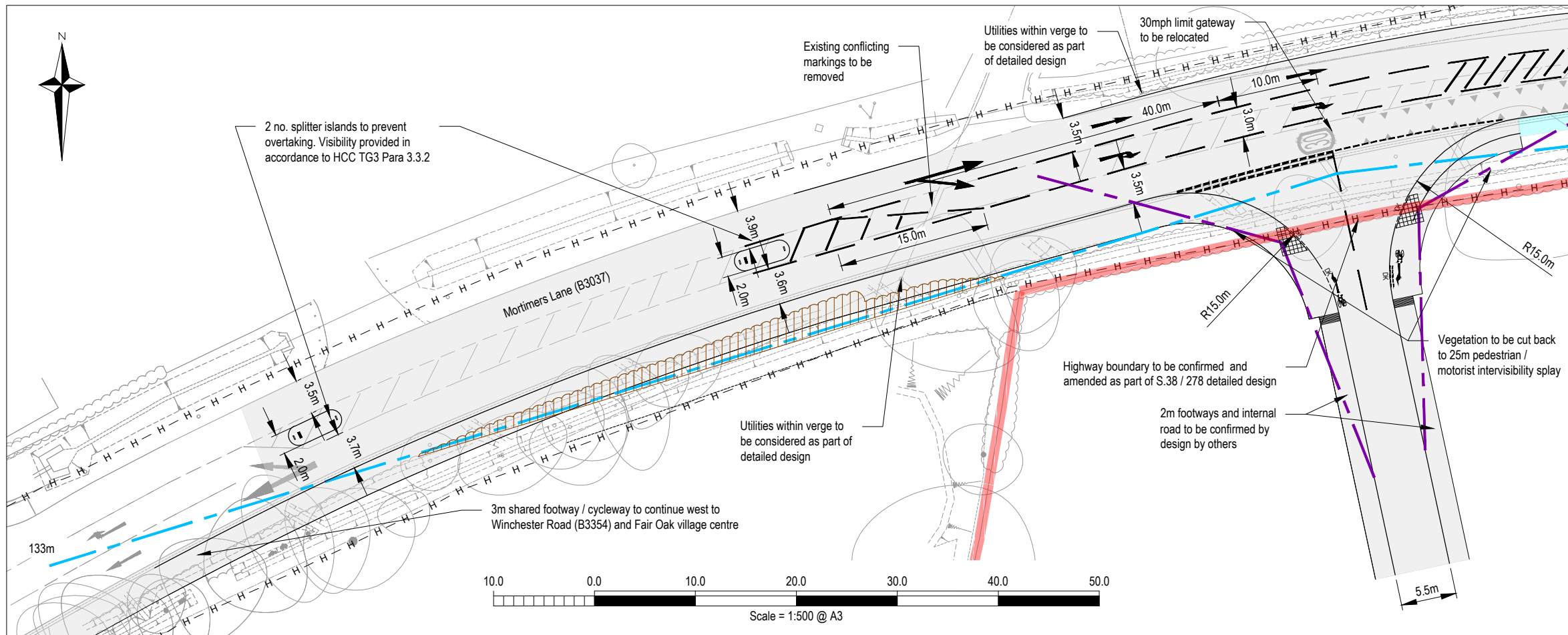
1. This drawing is to be read in conjunction with all relevant documents and specifications.
2. Dimensions are not to be scaled.
3. All areas within visibility splays are to be offered for adoption.

Source: Site Line's drawing number 01MK001 1 to 6

KEY

- 2.4m x 'y'm (HCC TG3) visibility splays
- 1.5m x 25.0m pedestrian / motorist intervisibility
- Site boundary
- highway boundary interpreted from Hampshire CC records to be confirmed by HCC during detailed design stage
- 1.8m footway delivered as part of consented Mortimers Farm development planning reference F/22/94435
- Proposed cycleway and junction works to be delivered by Bloor Homes
- Vegetation to be cleared, including 0.3m behind visibility splay

VISIBILITY TO EAST



VISIBILITY TO WEST

K	Updated in response to LHA comments.	21/05/25	AH	AJ
J	Updated in response to RSA.	24/04/25	TH	AD
I	Splitter Island location revised. Visibility splays revised.	07/04/25	TH	AD
H	Westbound bus stop removed. Visibility splays revised.	11/10/24	TH	AD
Rev.	Description	Date	By	Chkd

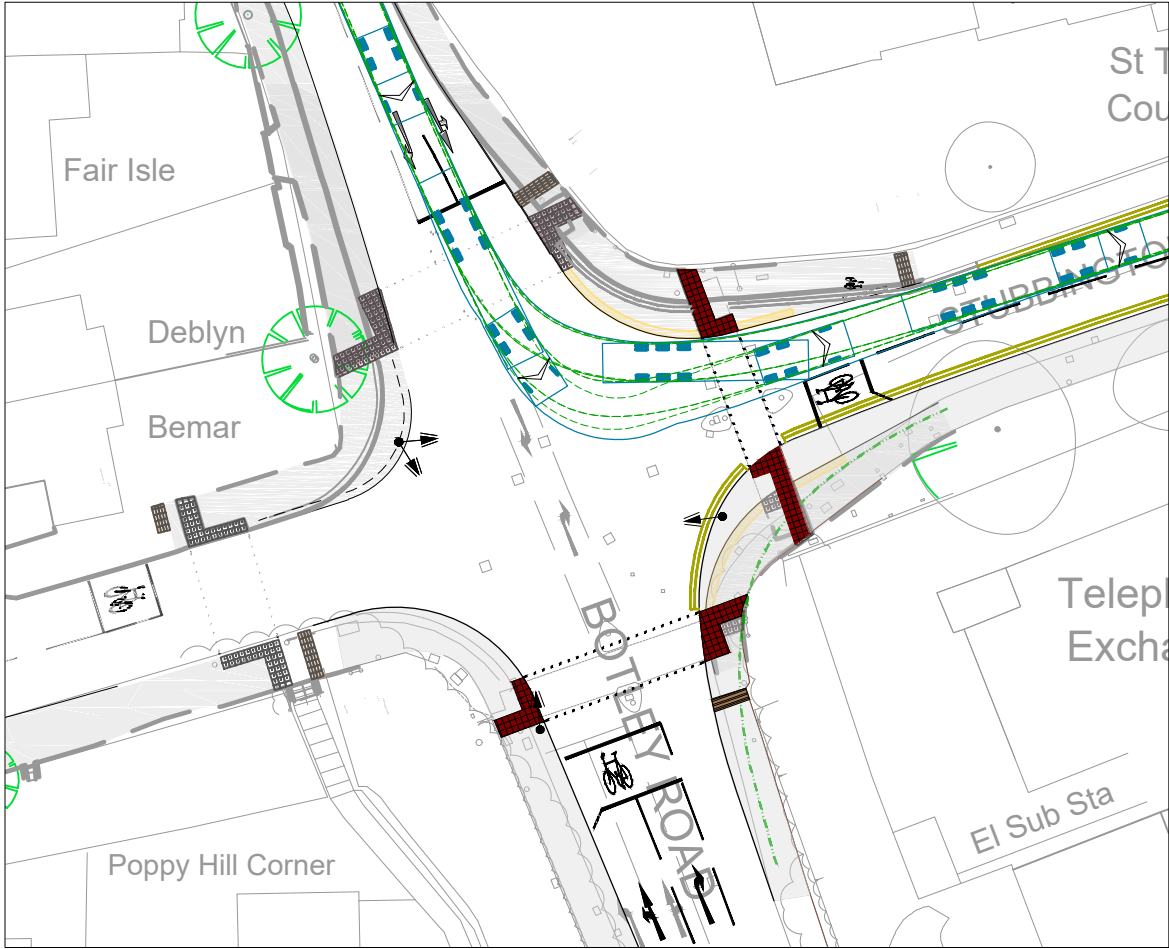
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Civil Engineering
Structural Engineering
Transport Planning

Highways Engineering
Building Surveying
Geomatics

Hertfordshire | Oxfordshire | Cambridgeshire | Bristol

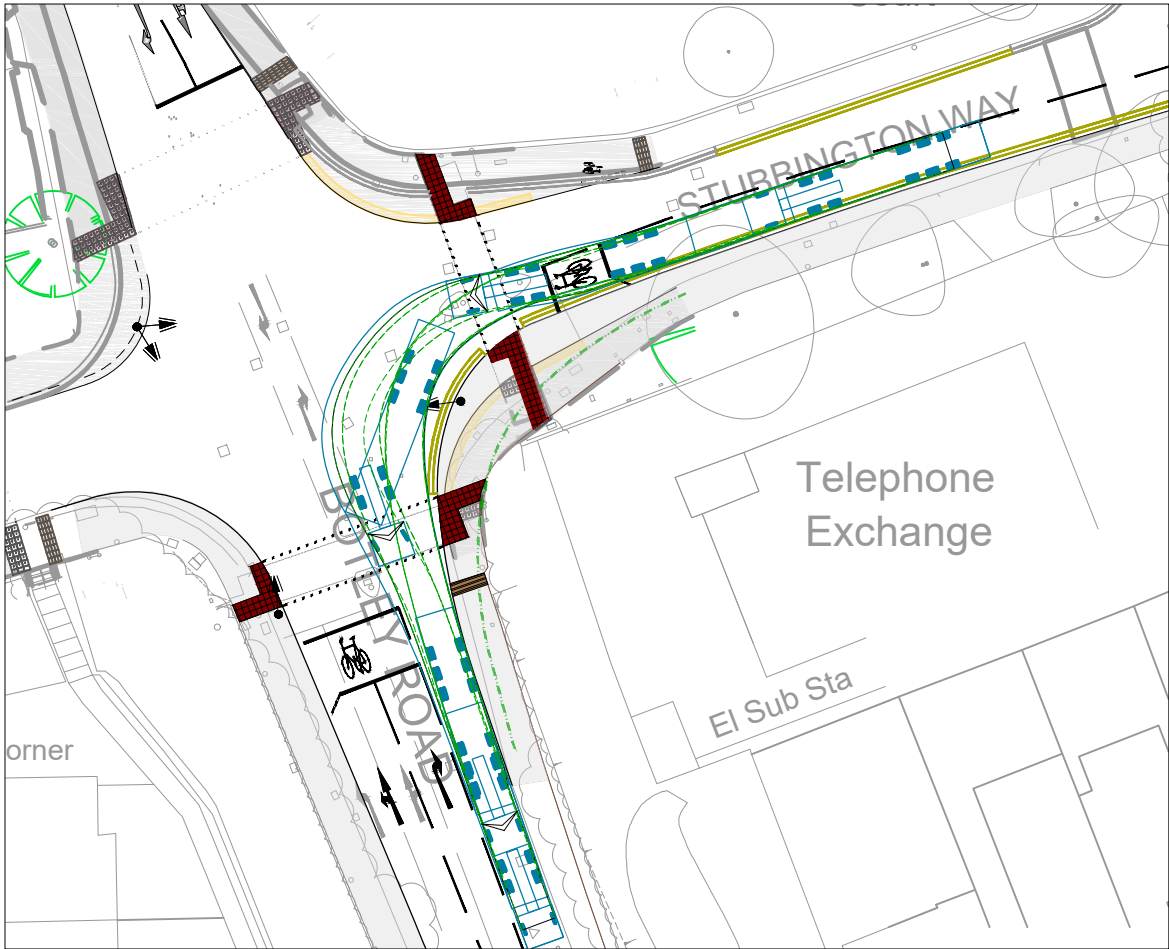
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Project :	Land South of Mortimers Lane, Fair Oak, Eastleigh		
Title :	Site Access Visibility Splays		
Engineer : T. Hart	Date : November 2023		
Director : A. Jones	Scale : 1:500 @ A3		
Status :	PRELIMINARY		
Drawing No.	8230679/6103	Rev	K



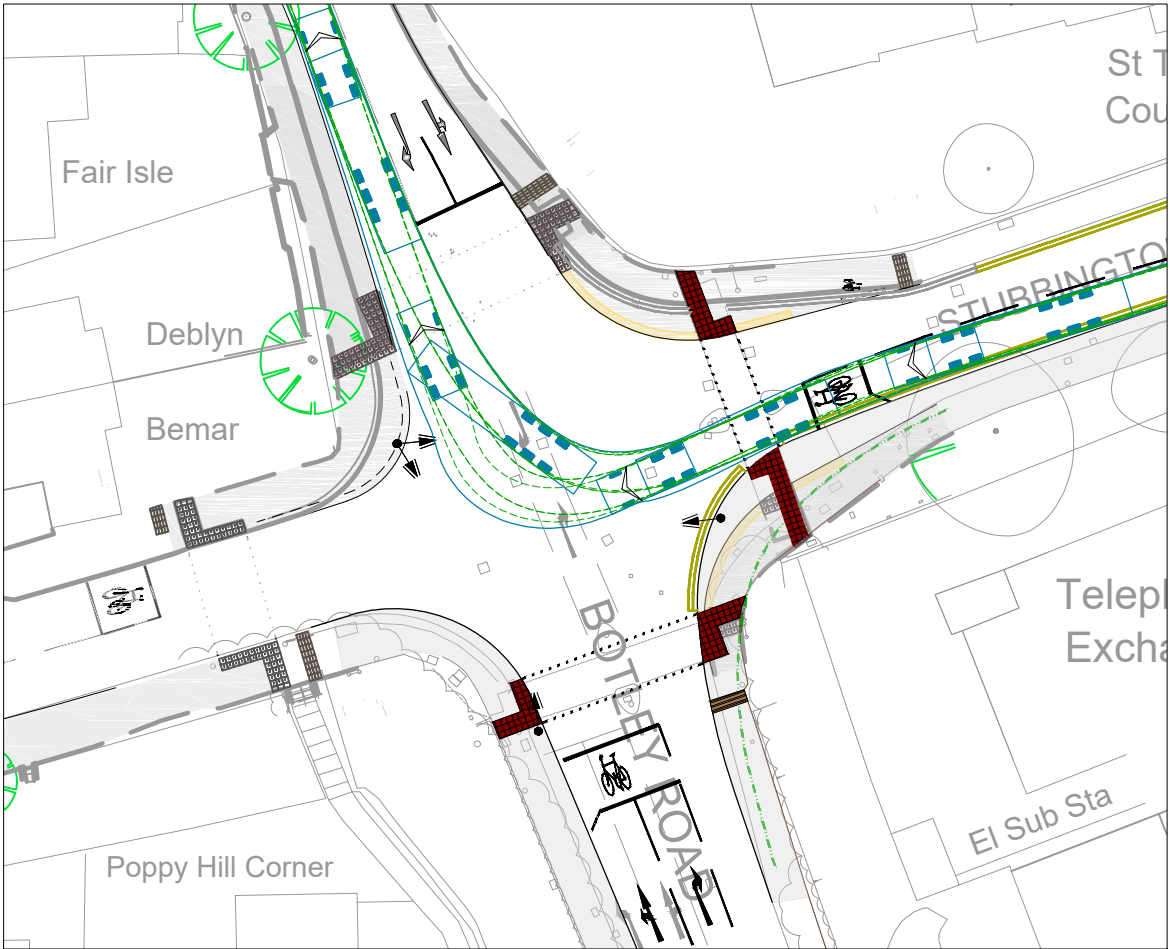
LEFT-TURN - ENTRY



RIGHT-TURN - ENTRY

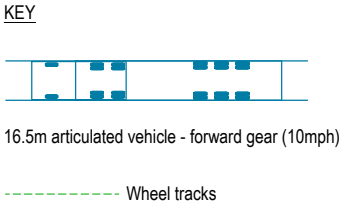


LEFT-TURN - EXIT



RIGHT-TURN - EXIT

- NOTES**
1. This drawing is to be read in conjunction with all relevant documents and specifications.
 2. Dimensions are not to be scaled.
- Source: Site Line's drawing number 01MK005 1 to 5
HCC drawing numbers - 510453-MIL-HKF-FO-DR-CH-0101 - 0105

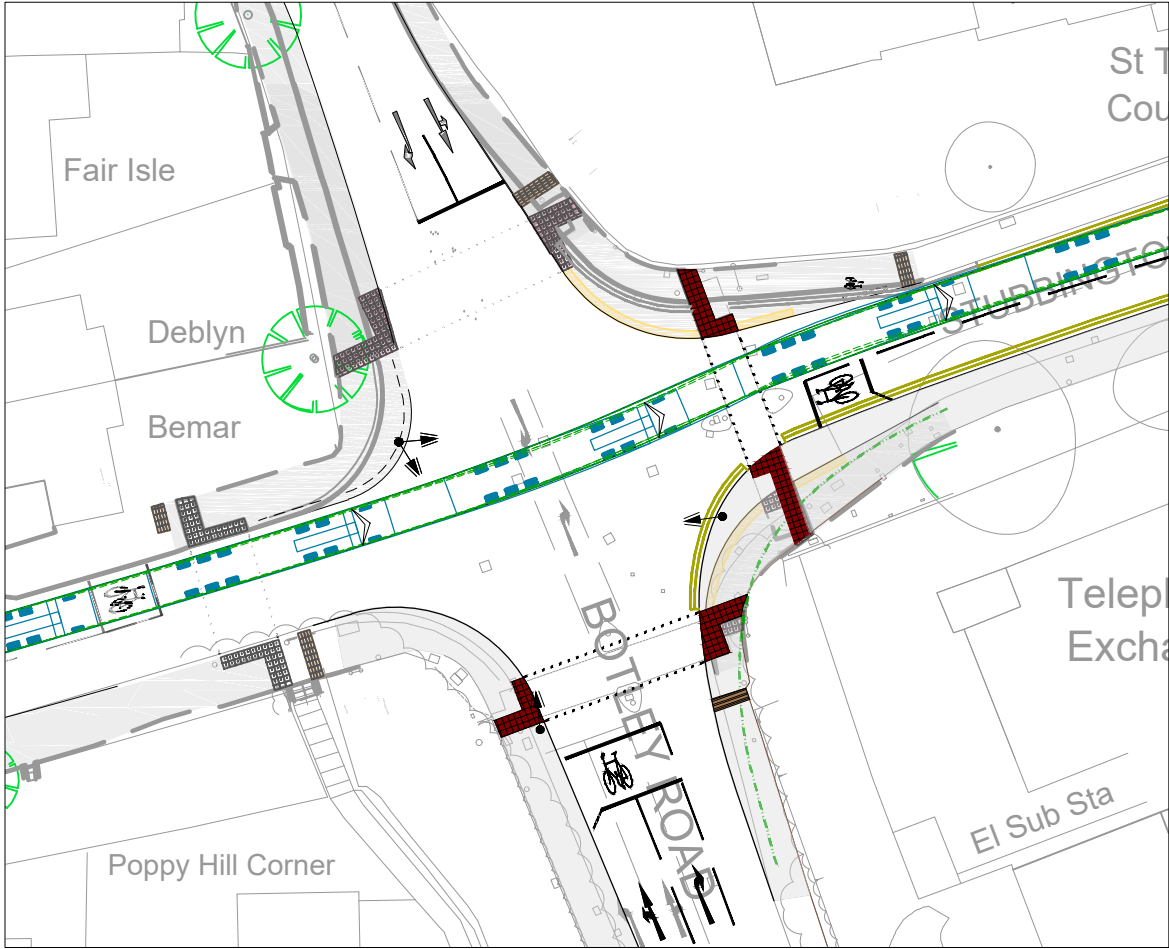


Rev.	Description	Date	By	Chkd
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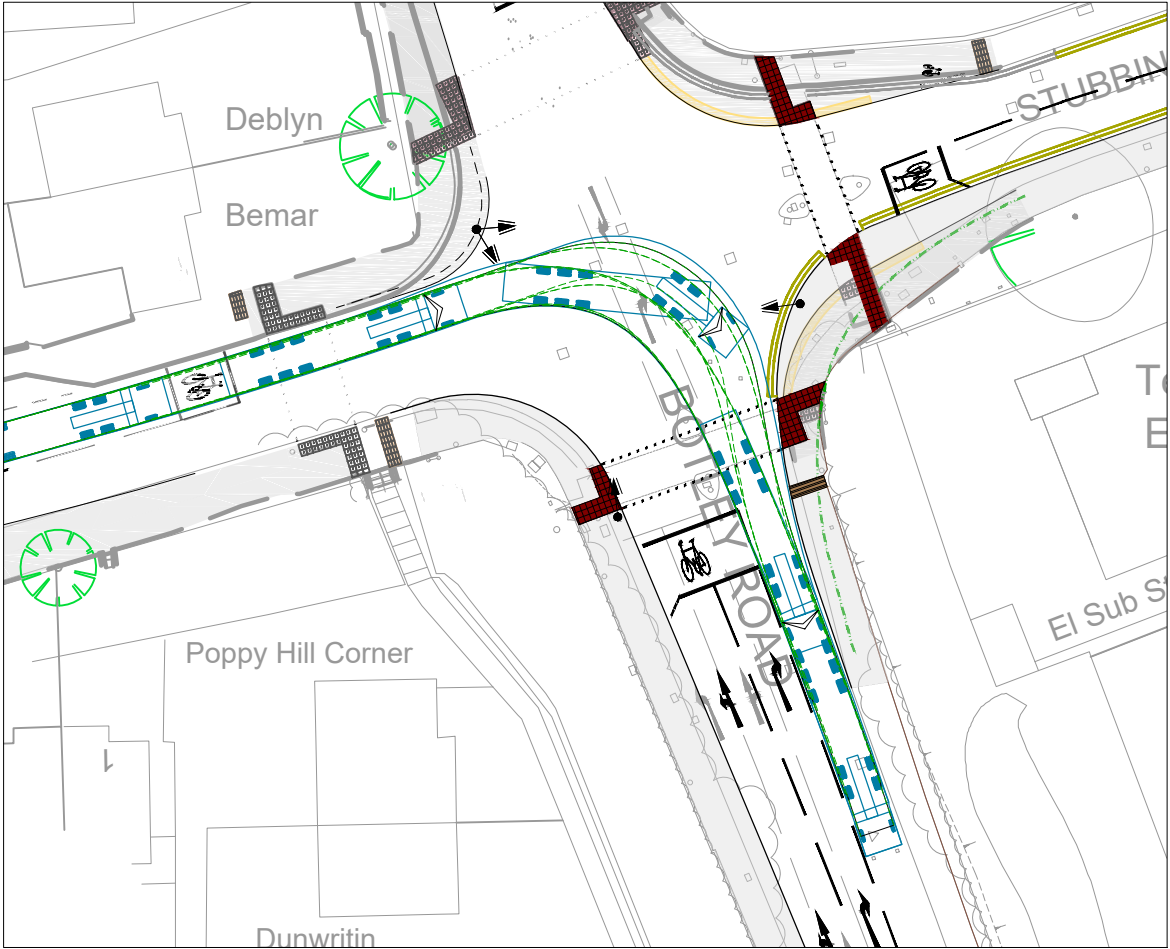


- Civil Engineering
 - Structural Engineering
 - Transport Planning
 - Highways Engineering
 - Building Surveying
 - Geomatics
- Hertfordshire | Oxfordshire | Cambridgeshire | Bristol

Client :	Bloor Homes Southern
Project :	Land South of Mortimers Lane, Fair Oak, Eastleigh
Title :	Swept Path Analysis 16.5m Articulated Vehicle
Engineer : A. Harper	Date : May 2025
Director : A. Jones	Scale : 1:500 @ A3
Status :	PRELIMINARY
Drawing No.	8230679/6211
Rev	



STRAIGHT OVER



RIGHT-TURN - ENTRY

- NOTES
1. This drawing is to be read in conjunction with all relevant documents and specifications.
 2. Dimensions are not to be scaled.
- Source: Site Line's drawing number
01MK005 1 to 5
HCC drawing numbers -
510453-MIL-HKF-FO-DR-CH-0101 - 0105

KEY

16.5m articulated vehicle - forward gear (10mph)

Wheel tracks



Rev.	Description	Date	By	Chkd
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- Civil Engineering

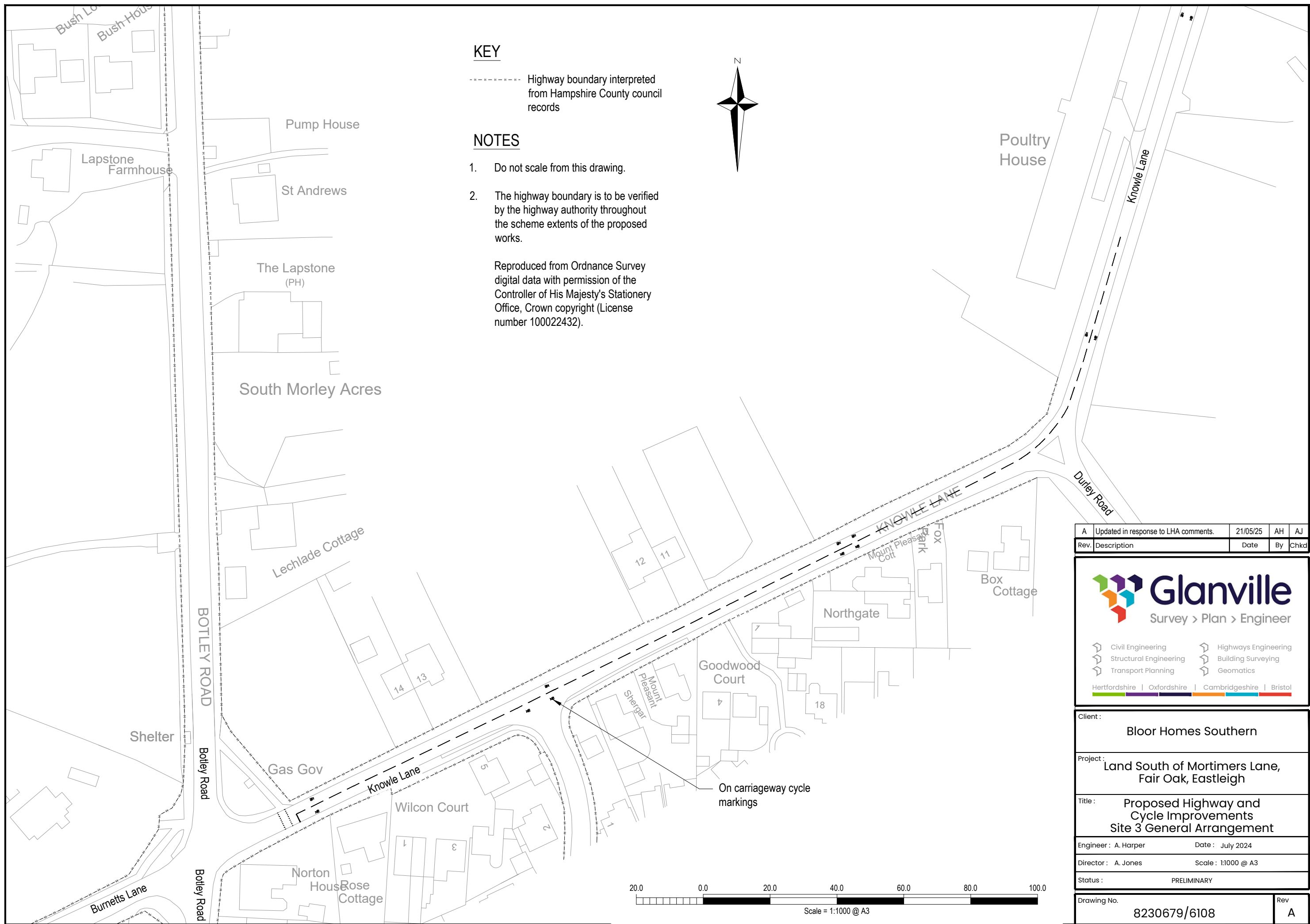
Structural Engineering

Transport Planning
- Highways Engineering

Building Surveying

Geomatics
- Hertfordshire | Oxfordshire | Cambridgeshire | Bristol

Client :	Bloor Homes Southern		
Project :	Land South of Mortimers Lane, Fair Oak, Eastleigh		
Title :	Swept Path Analysis 16.5m Articulated Vehicle		
Engineer : A. Harper	Date : May 2025		
Director : A. Jones	Scale : 1:500 @ A3		
Status :	PRELIMINARY		
Drawing No.	8230679/6212		Rev



A	Updated in response to LHA comments.	21/05/25	AH	AJ
Rev.	Description	Date	By	Chkd

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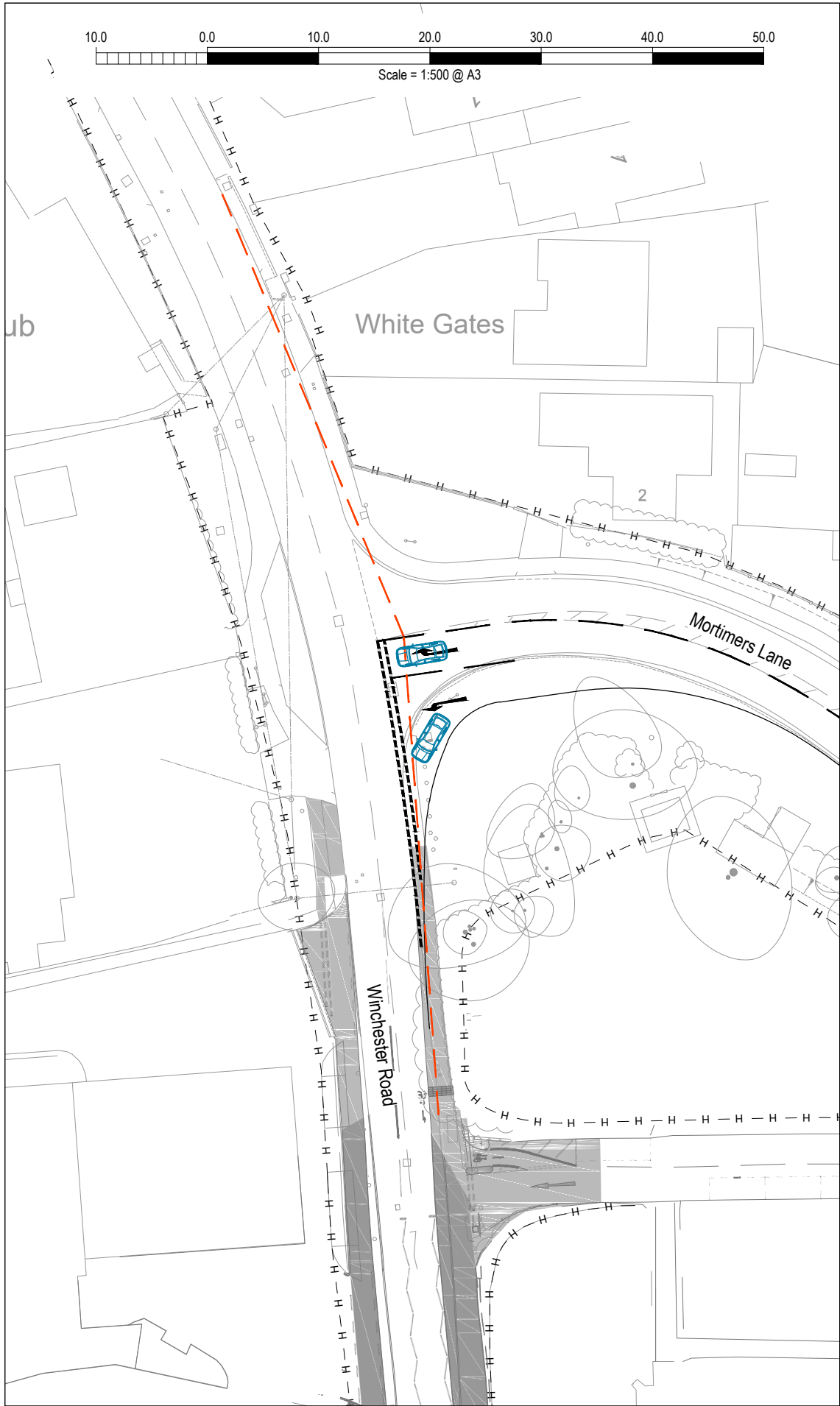
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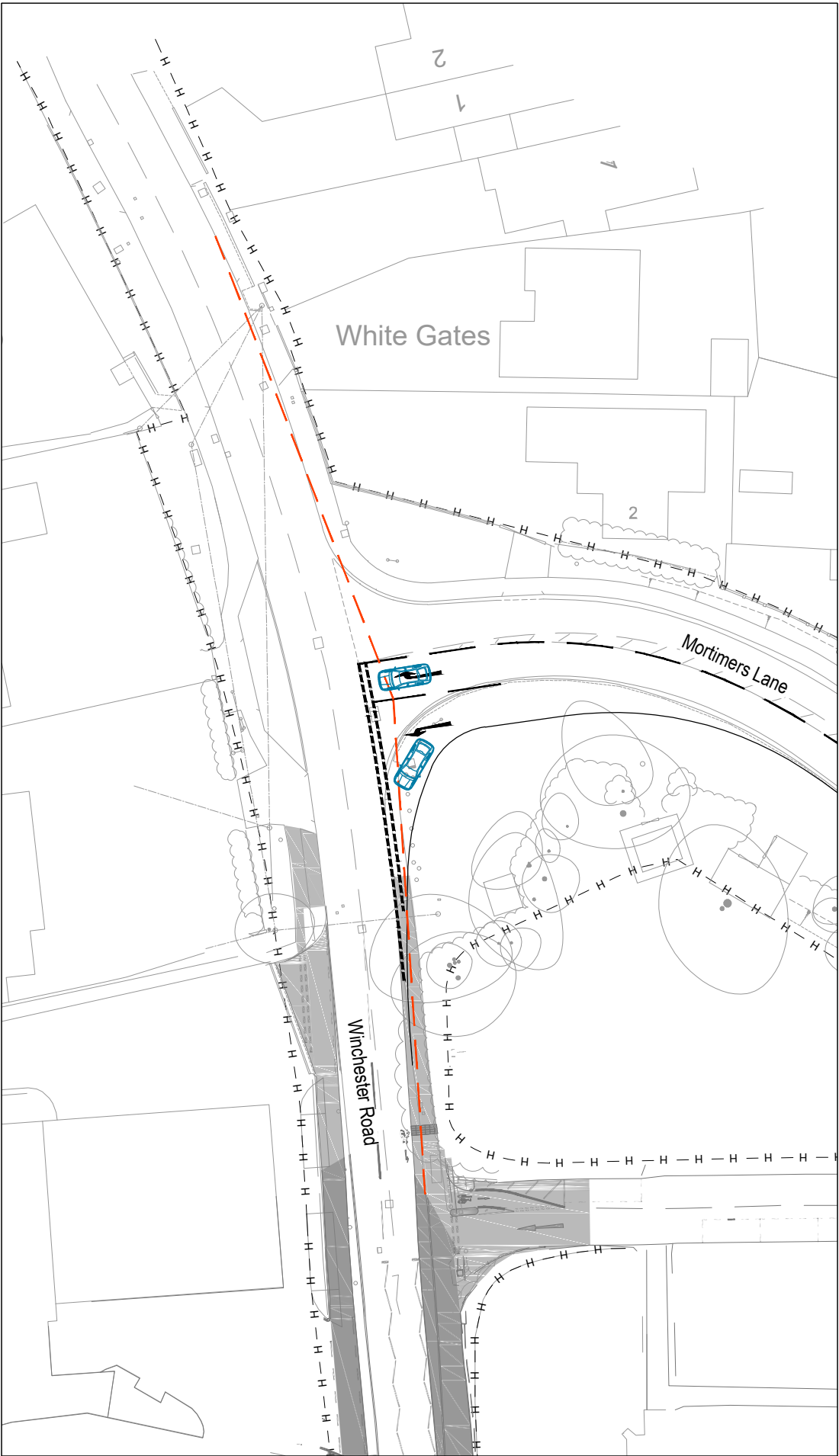
Cambridgeshire

Bristol

Client :	Bloor Homes Southern		
Project :	Land South of Mortimers Lane, Fair Oak, Eastleigh		
Title :	Proposed Highway and Cycle Improvements Site 3 General Arrangement		
Engineer :	A. Harper	Date :	July 2024
Director :	A. Jones	Scale :	1:1000 @ A3
Status :	PRELIMINARY		
Drawing No.	8230679/6108		Rev A



LANE 1 VISIBILITY SPLAYS



LANE 2 VISIBILITY SPLAYS

NOTES

1. This drawing is to be read in conjunction with all relevant documents and specifications.
2. Dimensions are not to be scaled.

Source: Siteline survey drawing 01MK005
HCC drawing numbers -
510453-MIL-HKF-FO-DR-CH-0101 - 0105

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KEY

- 2.4m x 43.0m (M/S) visibility splays
- Highway boundary interpreted from Hampshire County Council records



Rev.	Description	Date	By	Chkd
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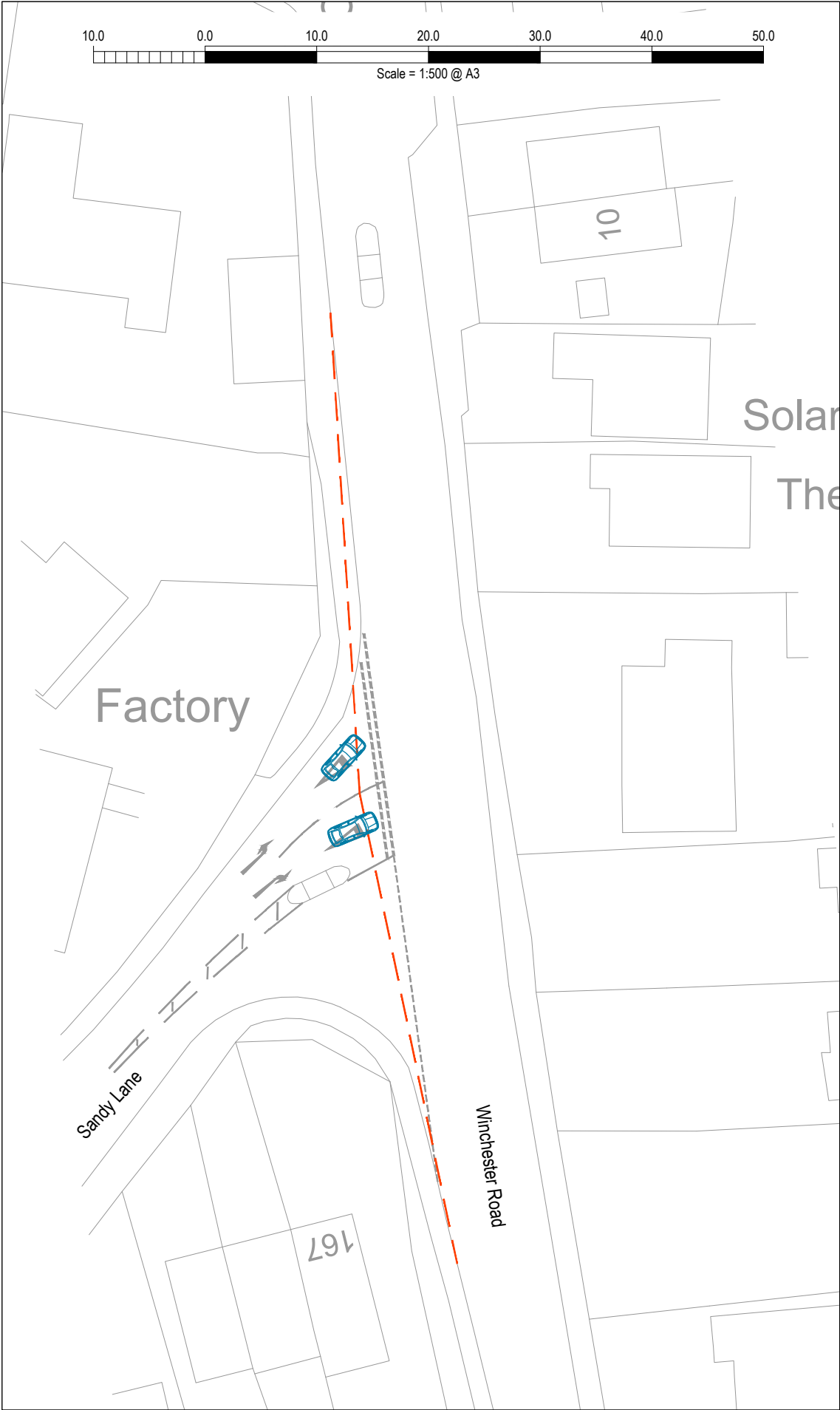
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Oxfordshire

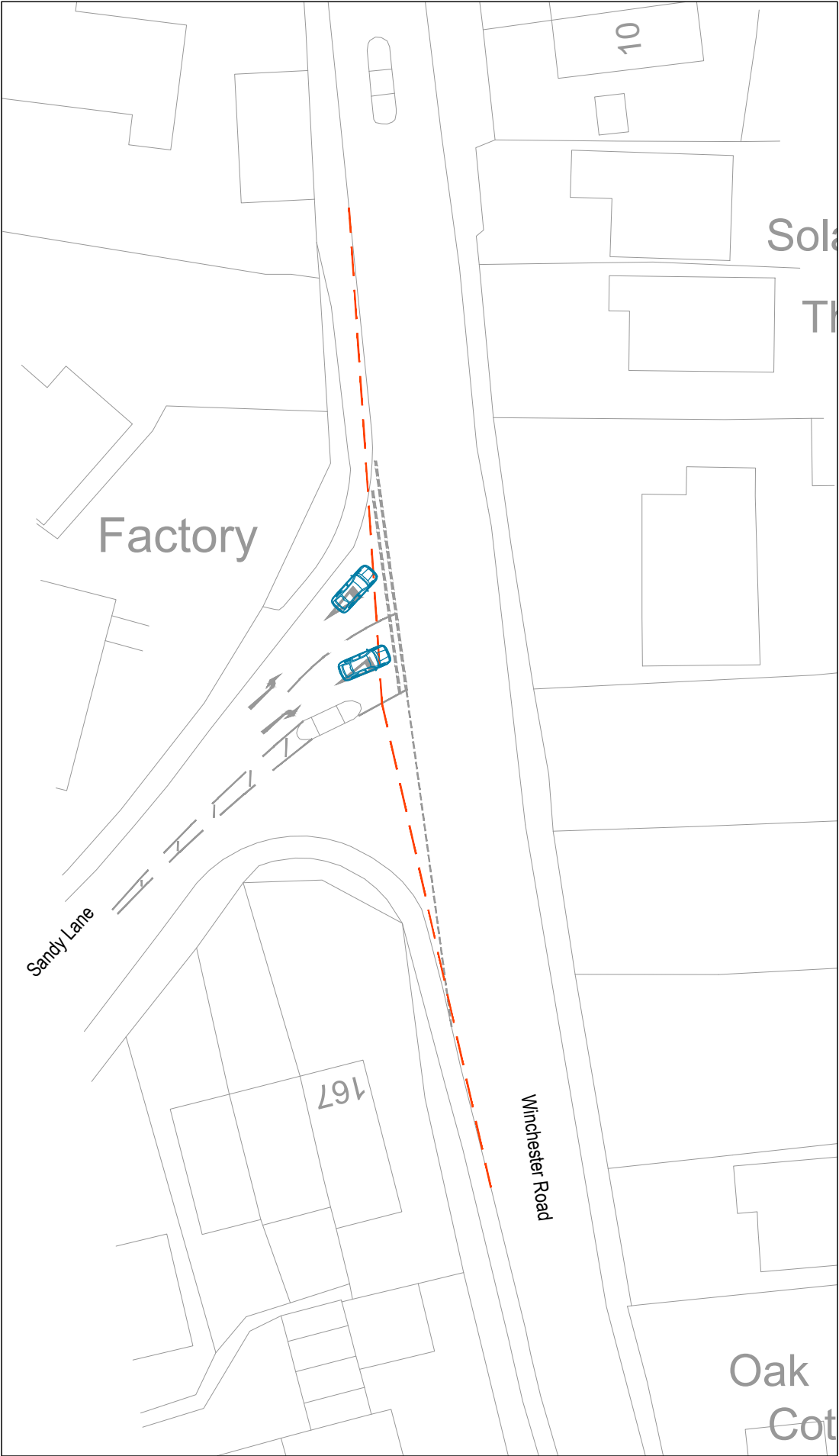
Cambridgeshire

Bristol

Client :	Bloor Homes Southern		
Project :	Land South of Mortimers Lane, Fair Oak, Eastleigh		
Title :	Mortimers Lane / Winchester Road Mitigation Plan (With HCC Scheme) Junction Visibility Splays		
Engineer : A. Harper	Date : May 2025		
Director : A. Jones	Scale : 1:500 @ A3		
Status :	PRELIMINARY		
Drawing No.	8230679/6125		Rev



LANE 1 VISIBILITY SPLAYS



LANE 2 VISIBILITY SPLAYS

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KEY

— 2.4m x 43.0m (M/S) visibility splays



Rev.	Description	Date	By	Chkd
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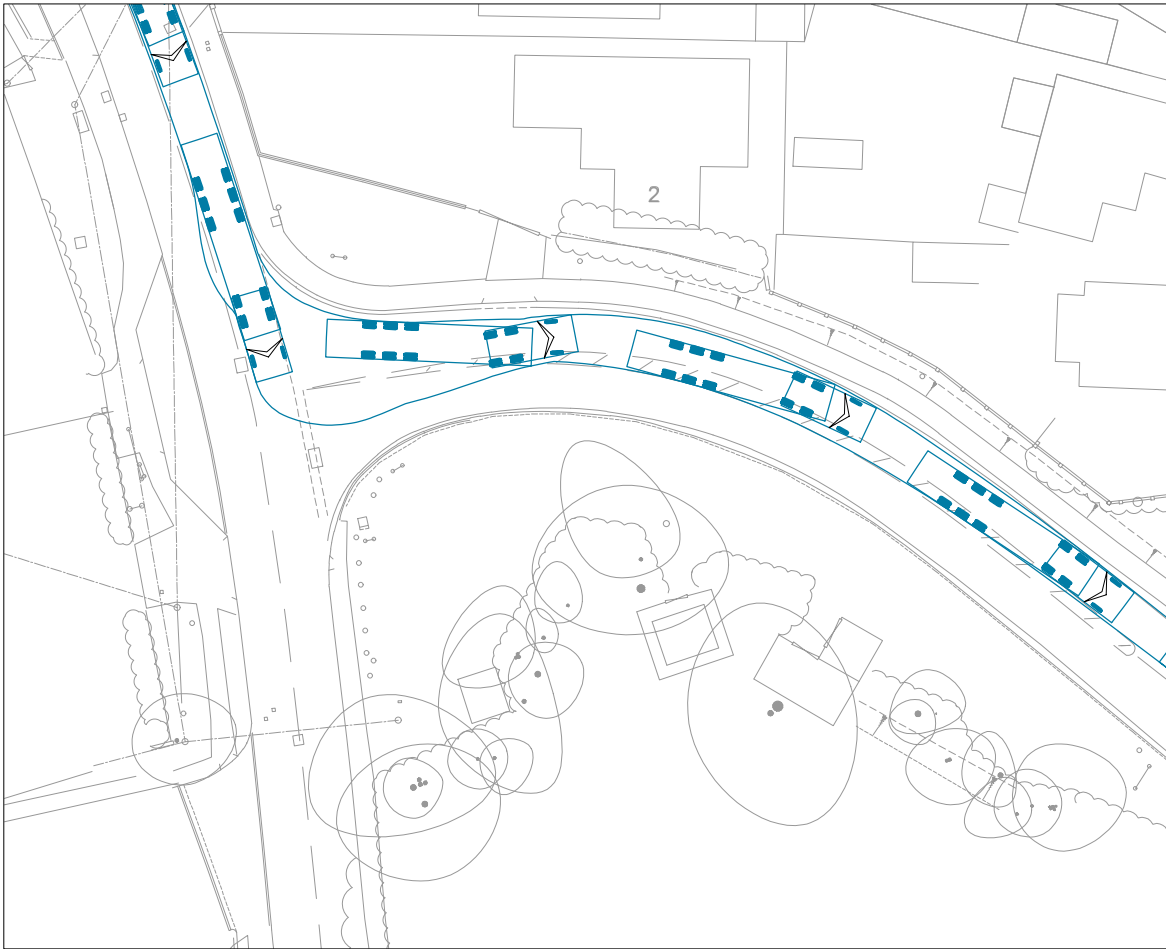
Hertfordshire

Oxfordshire

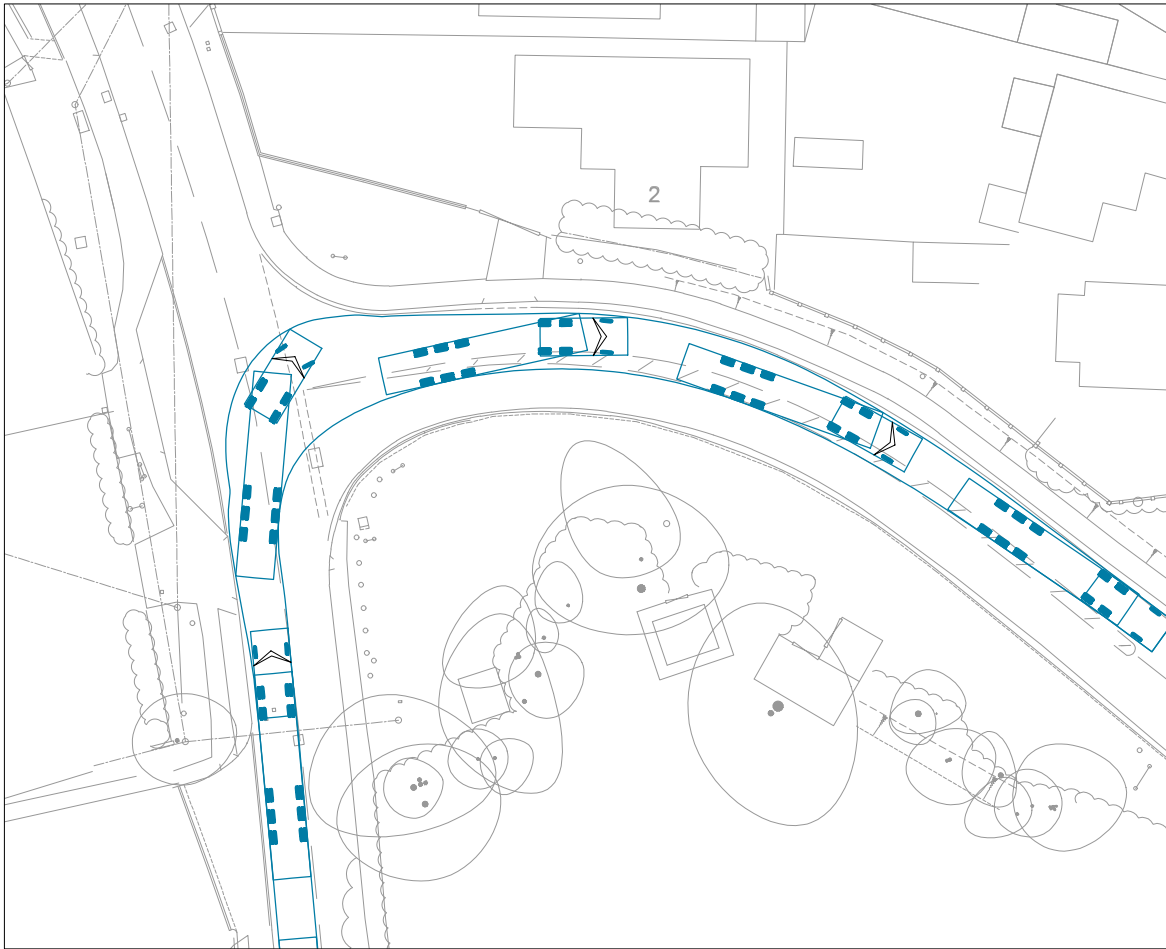
Cambridgeshire

Bristol

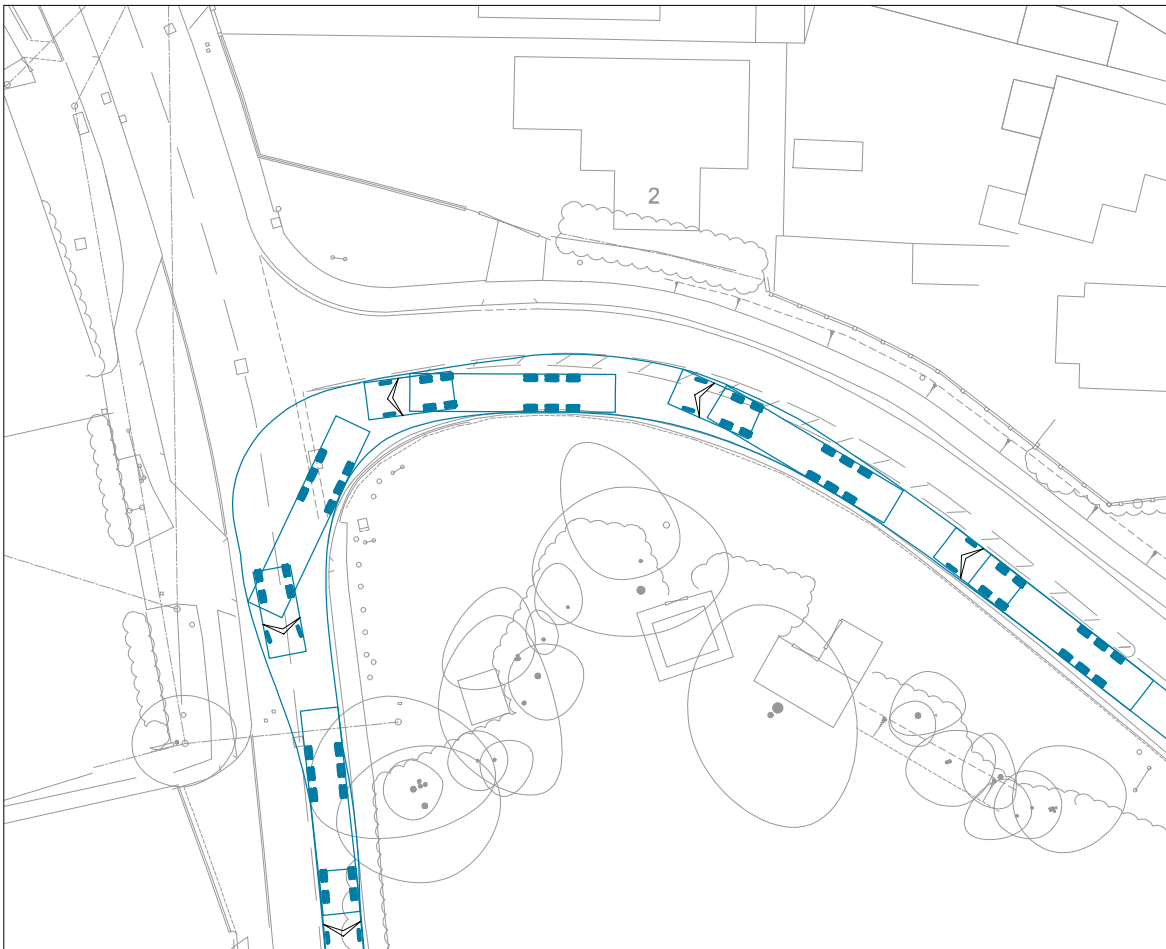
Client :	Bloor Homes Southern		
Project :	Land South of Mortimers Lane, Fair Oak, Eastleigh		
Title :	Sandy Lane Junction Visibility Splays		
Engineer :	A. Harper	Date :	May 2025
Director :	A. Jones	Scale :	1:500 @ A3
Status :	PRELIMINARY		
Drawing No.	8230679/6126		Rev



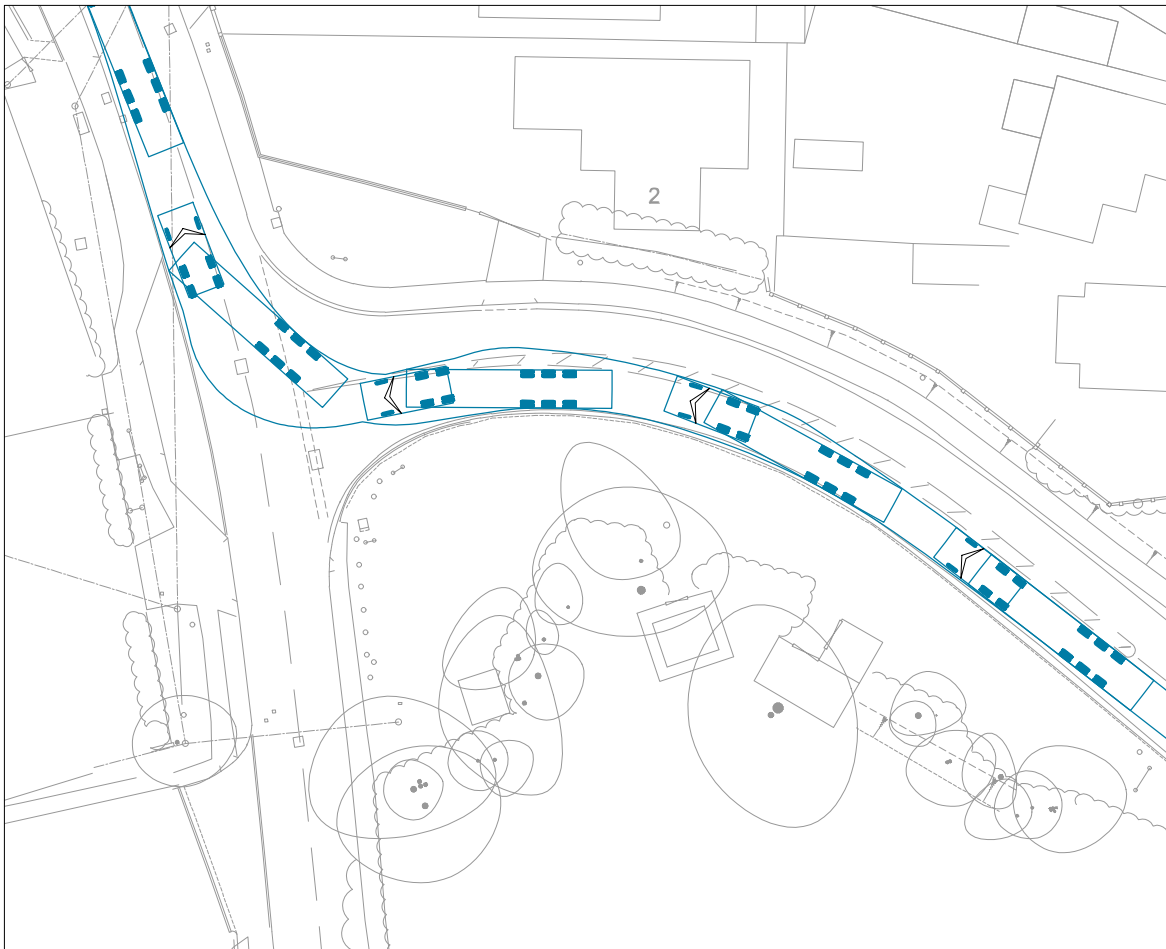
LEFT-TURN - ENTRY



RIGHT-TURN - ENTRY



LEFT-TURN - EXIT



RIGHT-TURN - EXIT

NOTES

1. This drawing is to be read in conjunction with all relevant documents and specifications.
2. Dimensions are not to be scaled.

Source: Siteline survey drawing 01MK005
HCC drawing numbers -
510453-MIL-HKF-FO-DR-CH-0101 - 0105

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KEY



16.5m articulated vehicle - forward gear



Rev.	Description	Date	By	Chkd
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Client :
Bloor Homes Southern

Project :
Land South of Mortimers Lane,
Fair Oak, Eastleigh

Title : Swept Path Analysis - Existing
Mortimers Lane / Winchester Road
16.5m Articulated Vehicle

Engineer : A. Harper Date : May 2025

Director : A. Jones Scale : 1:500 @ A3

Status : PRELIMINARY

Drawing No.
8230679/6213

Rev



- NOTES**
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 2. Dimensions are not to be scaled.
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KEY

— H — Highway boundary interpreted from HCC records.



Rev.	Description	Date	By	Chkd
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 Civil Engineering

 Structural Engineering

 Transport Planning

 Highways Engineering

 Building Surveying

 Geomatics

Hertfordshire

Oxfordshire

Cambridgeshire

Bristol

Client :

Bloor Homes Southern

Project :

Land South of Mortimers Lane,
Fair Oak, Eastleigh

Title :

Crossing at Summerlands Road
/ Fair Oak Road Junction

Engineer : T. Hart

Date : March 2025

Director : A. Jones

Scale : 1:200 @ A3

Status :

PRELIMINARY

Drawing No.

8230679/6121

Rev