

## **Transport & Highways Progress Report**

### **Land South of Mortimers Lane, Fair Oak, Eastleigh**

#### **1.0 Introduction**

- 1.1 This Progress Report has been prepared by Glanville Consultants on behalf of Bloor Homes. Its purpose is to provide, on a without prejudice basis, a consolidated overview of the current highways and transport position for the proposed residential development on land to the south of Mortimers Lane, Fair Oak. It provides an update on the status of key highway design elements and outlines the progress made through continued liaison with Hampshire County Council (HCC) as the Local Highway Authority (LHA).
- 1.2 Following the LHA's second consultation response dated 16 May 2025, Glanville issued a Transport Note (ref: 039\_8230679\_AJ\_LHA\_Response\_(Issue\_2)) and an updated Framework Travel Plan (ref: 038\_8230679\_AD\_Travel\_Plan\_Issue 5) to address the outstanding matters raised.
- 1.3 At the time those documents were submitted, a number of highways matters remained under review. These included:
- i. Final confirmation on the proposed site access design at Mortimers Lane;
  - ii. A pending Departure from Standard (DfS) application relating to reduced-width sections of the shared footway/cycleway on Botley Road;
  - iii. HGV tracking at the Eastleigh Road / Winchester Road / Botley Road / Stubbington Way signalised junction;
  - iv. The scope and layout of amendments at the Mortimers Lane / Winchester Road junction.
- 1.4 Since that time, continued discussions with HCC have resulted in broad agreement on each of the above matters in principle. This includes confirmation of the acceptability of the site access design, approval in principle of the Botley Road DfS, agreement on swept path requirements at the crossroads, and confirmation from the Safety Auditor that the revised Mortimers Lane / Winchester Road layout does not raise any significant safety concerns.
- 1.5 This Report also reflects the revised redline boundary, which has been amended to include the proposed site access and associated off-site highway works, including visibility splays and the shared cycleway provision. This change responds to advice from the Local Planning Authority (Eastleigh Borough Council), to ensure all necessary land is captured within the application boundary and legally secured for delivery.
- 1.6 For clarity, the following matters have now been agreed or accepted in principle through correspondence with HCC and the project Safety Auditor:
- i. Proposed site access design at Mortimers Lane, including right-turn lane widths and tie-in with off-site works.
  - ii. Departure from Standard (DfS) for reduced-width sections of the shared footway/cycleway on Botley Road – approved in principle by HCC's Chief Engineer.
  - iii. HGV swept path analysis for the signalised crossroads (Eastleigh Road / Botley Road / Winchester Road / Stubbington Way) – accepted by HCC.
  - iv. Mortimers Lane / Winchester Road junction amendments – confirmed by the Safety Auditor as not raising any significant safety concerns requiring further mitigation.

- v. Proposed TOUCAN crossing near Fair Oak Infant School – confirmed as acceptable in principle by HCC's ITS team, subject to detailed design at S278 stage.

1.7 At the time of writing, the only remaining matter under review relates to:

- i. Final input from the LPA Ecologist regarding the ditch/Ordinary Watercourse (OWC) interface, following submission of supporting technical information and modelling.

## **2.0 Red Line Boundary Amendment – Justification**

- 2.1 Following consultation with the LPA and in light of the legal advice it has received, the applicant has amended the red line boundary to include the proposed site access, associated widening works required to deliver the right-turn lane and visibility splays, and the off-site provision of a new shared pedestrian/cycleway extending westwards to the Mortimers Lane/Knowle Lane junction.
- 2.2 The inclusion of these works ensures that all land required to implement the access and associated highway improvements is either within the applicant's control or within the adopted public highway, and falls within the application site boundary.
- 2.3 The revised red line ensures legal compliance with the planning submission process and allows the proposed off-site mitigation to be appropriately secured and conditioned through the planning consent. A revised red line plan is included at Appendix A.
- 2.4 The proposed site access and associated off-site highway improvements, as now included within the redline boundary, are specifically illustrated in principle on Drawings 8230679\_6103\_Rev O, 8230679\_6131 and 8230679\_6132 included at Appendix B.

### 3 0 Update on Local Highway Authority Engagement Since May 2025

- 3.1 Since the LHA issued its second consultation response on 16 May 2025, Glanville has continued to liaise closely with HCC to address those matters which remain outstanding, including the submission of the documents noted at paragraph 1.2 of this Progress Report.
- 3.2 This section details the steps undertaken since submission of those documents on the 23 May 2025, in order to address the outstanding issues noted in paragraph 1.3.

#### Proposed Site Access at Mortimers Lane

- 3.3 The proposed site access design, including the right-turn lane widths (3.5m to 3.7m), has been confirmed in principle as being compliant with HCC Technical Guidance (TG) by Nick Gammer on 15 May 2025 and again on 12 June 2025. The relevant correspondence is included at Appendix C.
- 3.4 HCC has also noted on 12 June 2025 that widths through the traffic/refuge islands are all over 3.9m.
- 3.5 Originally, the proposed site access design included a shared cycleway extending west from the proposed site access to Pembers Farm Avenue, intended to tie into shared cycleway proposals that were understood to be delivered by HCC at the time of the submission of the planning application and accompanying Transport Assessment.
- 3.6 HCC has since advised (on 12 June 2025) that due to rationalisation of their own cycleway works, they will no longer widen the section of footway between Knowle Lane and Pembers Farm Avenue, and instead propose to sign it as shared use at its existing width.
- 3.7 HCC has suggested that to ensure a consistent tie-in with the Bloor Homes (3m) proposed path, and to accommodate pedestrians and cyclists from both the Bloor Homes site and the Pembers Hill site, this short section should be widened to 3m (via verge hardening). Glanville has confirmed, on behalf of Bloor Homes, that this widening will be delivered as part of the proposed access via a Section 278 (S278) agreement, and the site access drawing has been updated accordingly. The latest access Drawing is 8230679\_6103\_Rev O and is included at Appendix B.
- 3.8 With respect to the possible need for the ditch adjacent to Mortimers Lane to be piped and in so doing Ordinary Watercourse Consent (OWC) to be secured, Glanville has liaised with the appointed ecologist (EDP) in respect of an alternative solution which sees the ditch retained in its existing open arrangement and its roadside embankment retained using geotextile bag work, i.e. not piped. This proposal is considered suitable and should mitigate the risks associated with needing to secure an OWC for a relatively long stretch of the ditch, instead limiting the OWC to just the extent over which the site access is to be formed. Typical ditch cross sections are included at Appendix B.
- 3.9 On the matter of Problem 1 of the Road Safety Audit (RSA) which concerns Little Dower House, HCC has confirmed via email on 12 June 2025 that this issue will be handled via an RSA 'exception' process at the S278 detailed design stage.

#### Botley Road Shared Cycleway

- 3.10 A Departure from Standard (DfS) meeting was held on 05 June 2025 to discuss the proposed shared footway/cycleway scheme on Botley Road and Stubbington Way. The scheme has been further refined in response to comments from HCC.

- 3.11 The latest version of the Botley Road shared use drawing is 8230679\_6107\_K, a copy of which is included at Appendix D.
- 3.12 HCC has noted that carriageway widths on Botley Road, south of the signal junction, are maintained at a minimum of 6.2m–6.4m, with a short straight section to maintain 3m cycleway widths, as shown on Drawing 8230679\_6128. This is included at Appendix E.
- 3.13 The shared footway/cycleway has been widened near the Cemetery Access, with a minor pinch-point of approximately 2.9m.
- 3.14 HCC has noted the amendments at the Stubbington Way / St. Thomas Court section of the route. The bellmouth radius at the junction has been revised to reflect the carriageway realignment. Granite block paving has been removed to enable the realignment and to introduce a cycle off-slip. The shared cycleway has been shortened so that it now commences opposite St. Thomas Court, ensuring a consistent minimum width of 3m along this section. In addition, the existing controlled crossing on the Stubbington Way arm of the signalised junction is proposed to be upgraded to a Toucan crossing.
- 3.15 HCC has accepted the proposal to widen the existing footway to 1.95m, in lieu of a 3m shared use section, for the Eastleigh Road Link – Guardrails Impact.
- 3.16 The DfS for the shared cycleway scheme on Botley Road has been approved in principle by the Chief Engineer, Iain Sloane, 13 June 2025. This approval specifically covers the following departures:
  - i. A very short narrowing past the signal head at the crossroad junction to 2.32m (the route either side of the signal head is 3m in width).
  - ii. A 25m length of shared use path at 2.9m.
  - iii. A 3m length pinchpoint, for which the achievable width is 2.98m.
  - iv. The width at the relocated bus shelter is 2.9m.
- 3.17 A revised DfS form including these widths has been prepared and issued for HCC's records. The revised DfS form and the in-principle agreement is included at Appendix F.

#### HGV Tracking at the Botley Road / Stubbington Way / Eastleigh Road Signalised Junction

- 3.18 HGV tracking for articulated vehicles, including the left turn into Eastleigh Road from Botley Road South, has been provided to HCC. The drawing 8230679\_6212\_REV A is included at Appendix G.

#### Mortimers Lane / Winchester Road Junction

- 3.19 The initial mitigation measures at the Mortimers Lane junction with Winchester Road included widening the Mortimers Lane arm to provide separate left-turn and right-turn lanes on the approach to Winchester Road.
- 3.20 Following feedback from HCC dated 09 June 2025, the junction design has been updated to reflect the following amendments, as shown on Drawing 8230679\_6111\_Rev C, included at Appendix H:
  - i. Removal of the taper at the junction to ensure vehicles are more perpendicular to the give-way line, improving visibility for right-turning traffic;
  - ii. Inclusion of central hatching between the two egress lanes to clarify positioning and reduce conflict;

- iii. Extension of the left-turn lane by 13 metres to accommodate two queuing vehicles, improving capacity and reducing turning friction.

- 3.21 It is acknowledged that large delivery vehicles turning left from Mortimers Lane onto Winchester Road will continue to encroach into the opposing lane of Winchester Road. This reflects the existing situation and has been accepted by HCC as a tolerable arrangement.
- 3.22 Formal road safety input on the revised layout has been received from Graeme Turner (Safety Auditor) via email on 30 June 2025. His review confirms that the amended design does not give rise to any significant safety concerns and, in his view, does not warrant further investigation or mitigation. While a replacement Road Safety Audit would typically be recommended for such changes, this confirmation has been provided via email for expedience and should be read in conjunction with the previously issued Stage 1 RSA (Issue 2). A copy of this email is included at Appendix K for completeness.

#### Other Issues

##### *Summerlands Road*

- 3.23 The in-principle design for the proposed improvements at Summerlands Road, as shown on Drawing 8230679/6127, has been confirmed by HCC as acceptable. This position was reaffirmed via email correspondence received from LHA at HCC on 28 June 2025. A copy of the drawing is included at Appendix I.

##### *Longfield Road*

- 3.24 The proposed dropped kerbs and tactile paving at Longfield Road, as shown on Drawing 8230679/6124, have been confirmed by HCC as acceptable. This was reaffirmed via email issued by the LHA at HCC on 28 June 2025. The drawing is included at Appendix J.

##### *Framework Travel Plan*

- 3.25 The updated Framework Residential Travel Plan (Issue 5) has been confirmed as acceptable by HCC. This was reaffirmed via email on 28 June 2025 included at Appendix I.

##### *Mobility Hub*

- 3.26 HCC has expressed support for the inclusion of a small-scale hub with facilities such as EV charging, bike parking and lockers/parcel delivery, to be secured via a Section 106 agreement.

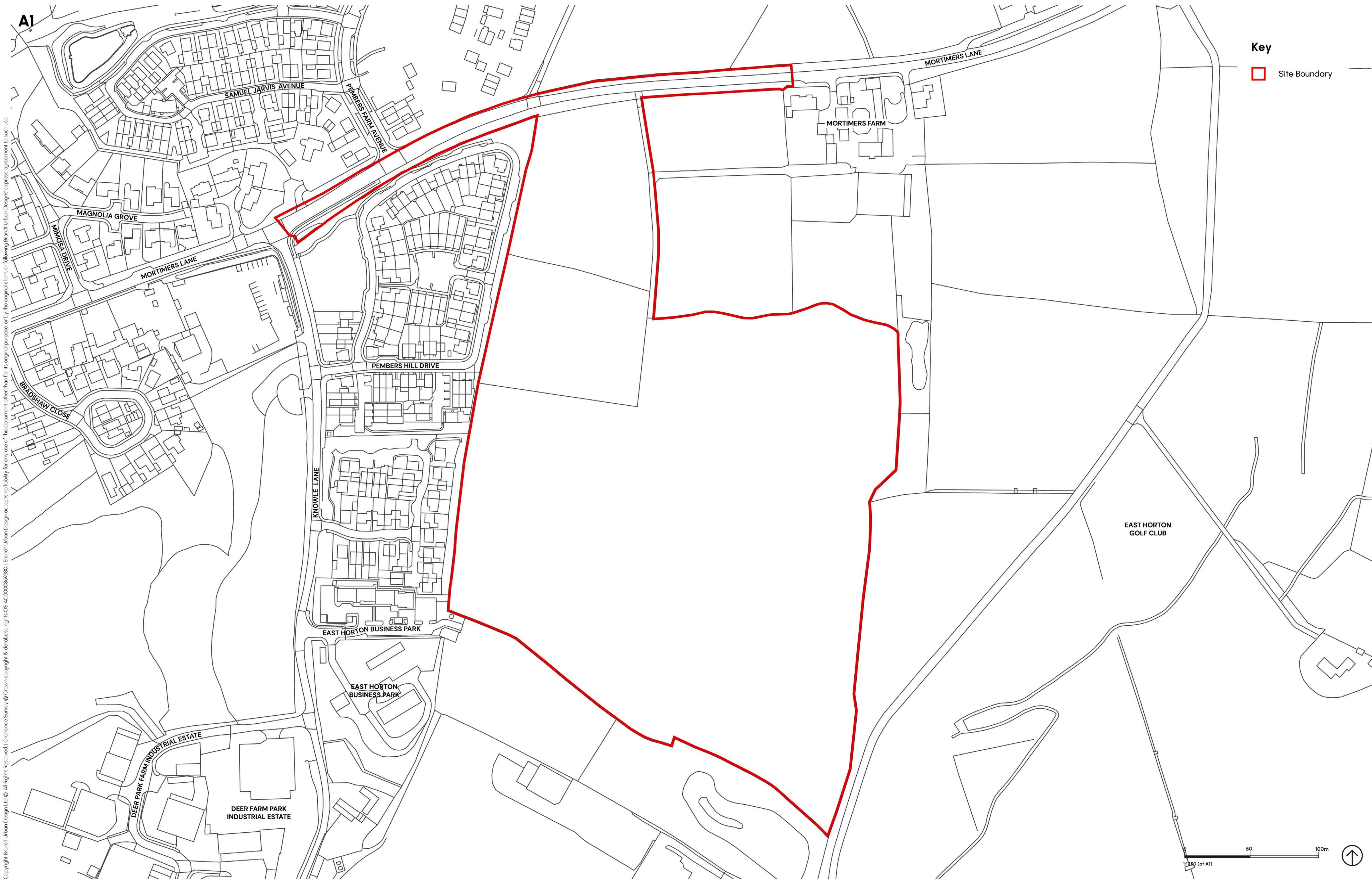
## 4.0 Conclusion

- 4.1 This Progress Report confirms that, on a without prejudice basis, significant progress has been made in resolving previously outstanding highway matters with Hampshire County Council (HCC) since May 2025. The following items have been agreed or accepted in principle following the submission of the most recent documentation and subsequent correspondence with HCC:
- i. Botley Road Shared Use Cycleway – Departure from Standard (DfS): Approved in principle by HCC's Chief Engineer (confirmed 12 June 2025), covering specific departures including narrowings to 2.32m, 2.9m, and 2.98m, as well as a 2.9m width at the relocated bus shelter.
  - ii. Site Access Design: Reconfirmed as acceptable in principle (12 June 2025), with right-turn lane widths (3.5m–3.7m) compliant, and traffic/refuge island widths all over 3.9m.
  - iii. Mortimers Lane / Winchester Road Junction: Revised layout confirmed as not raising any significant safety concerns by the Safety Auditor via email (Graeme Turner, 30 June 2025).
  - iv. HGV Tracking at Eastleigh Road / Botley Road Crossroads: Accepted by HCC, with swept path drawings confirming manoeuvrability of 16.5m articulated vehicles.
  - v. Toucan Crossing at Fair Oak Infant School: Accepted in principle by HCC's ITS team, with detailed design to be progressed at S278 stage (confirmed 28 June 2025).
  - vi. Summerlands Road: In-principle design confirmed acceptable by HCC (email from Nick Gammer, 28 June 2025).
  - vii. Longfield Road Crossing: Proposed dropped kerbs and tactile paving confirmed acceptable (28 June 2025).
  - viii. Framework Residential Travel Plan (Issue 5): Confirmed acceptable by HCC (28 June 2025).
  - ix. Mobility Hub Provision: Support for inclusion of a small-scale hub (EV charging, bike parking, lockers) to be secured via Section 106 agreement (May 2025).
  - x. RSA Problem 1 (Little Dower House): Confirmed by HCC (12 June 2025) to be addressed via an RSA exception process during detailed S278 design.
  - xi. Knowle Lane to Pembers Farm Avenue Widening: Commitment to deliver 3m-wide widening (via verge hardening) confirmed, to be secured through the S278 agreement.
- 4.2 The in-principle approval of the Botley Road Shared Cycleway DfS, alongside the acceptance of the revised access and junction designs, represents a major step forward in demonstrating the scheme's technical compliance with HCC's requirements.
- 4.3 At the time of writing, only one technical item remains under review:
- i. Ditch / Ordinary Watercourse (OWC) Interface: While a viable engineering solution has been developed to avoid the need for a formal OWC crossing, final confirmation from the LPA Ecologist is awaited. Supporting information (including cross-sections and modelling) has been shared, and further input from the project ecologists is anticipated to finalise this matter.

## **Appendix A**

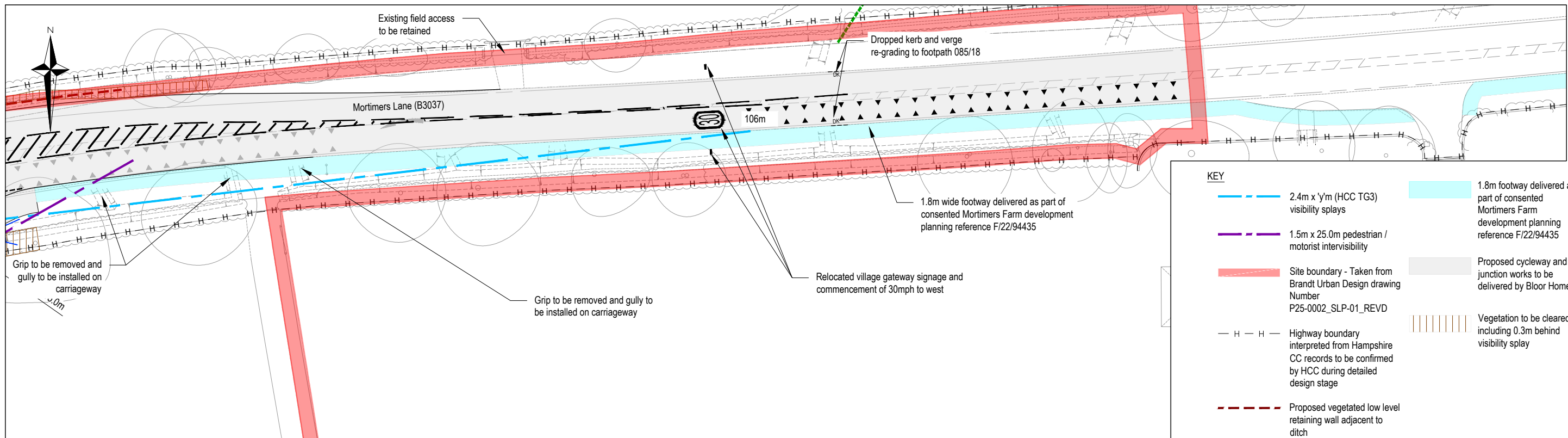
### **Amended Red Line**

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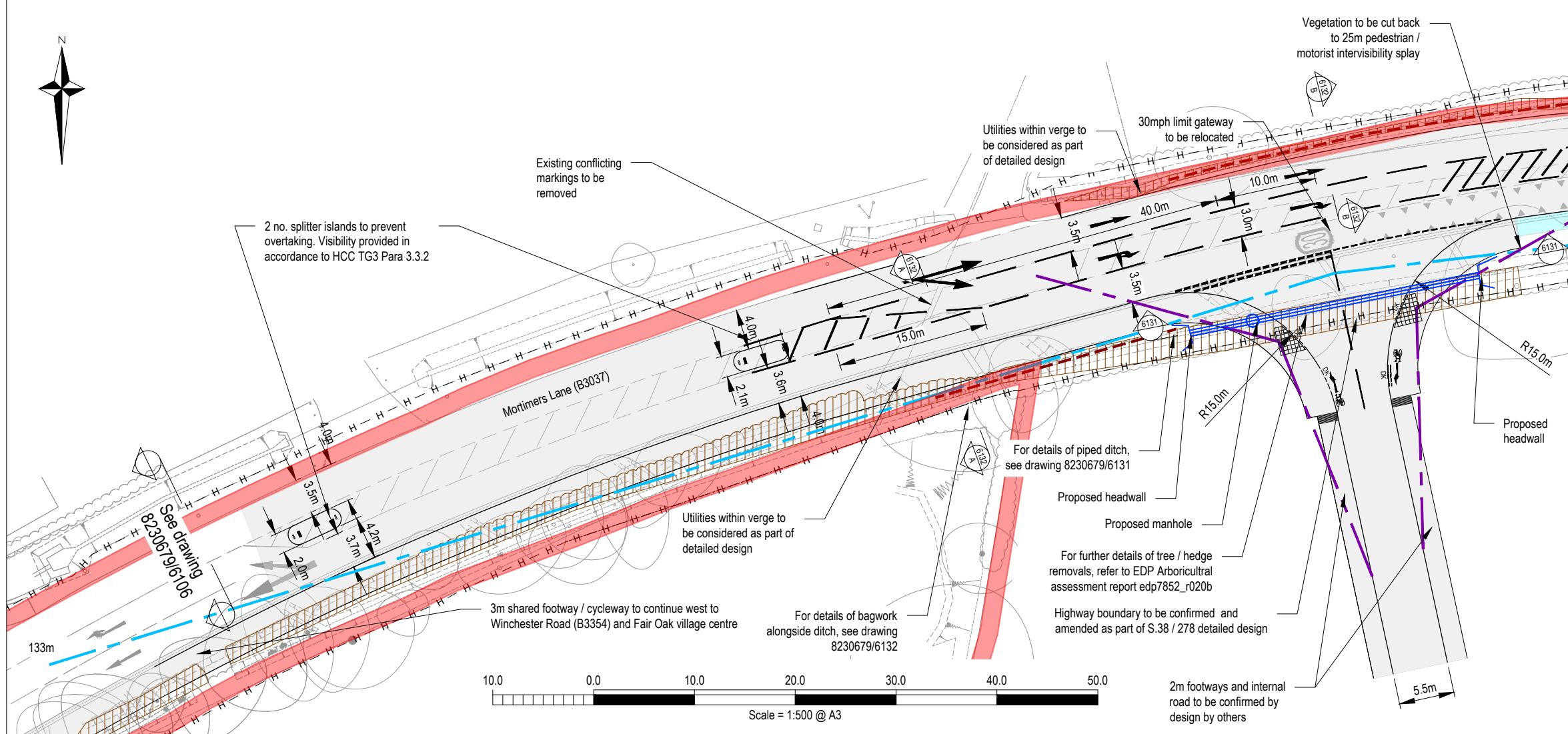


## **Appendix B**

### **Drawing 8230679\_6103\_O, 6131 and 6132**



VISIBILITY TO EAST



VISIBILITY TO WEST

**KEY**

- 2.4m x y'm (HCC TG3) visibility splays
- 1.5m x 25.0m pedestrian / motorist intervisibility
- Site boundary - Taken from Brandt Urban Design drawing Number P25-0002\_SLP-01\_REVD
- Highway boundary interpreted from Hampshire CC records to be confirmed by HCC during detailed design stage
- Proposed vegetated low level retaining wall adjacent to ditch
- 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

- NOTES**
- This drawing is to be read in conjunction with all relevant documents and specifications.
  - Dimensions are not to be scaled.
  - All areas within visibility splays are to be offered for adoption.
- Source: Site Line's drawing number 01MK001 1 to 6

|      |                                      |          |    |      |
|------|--------------------------------------|----------|----|------|
| O    | Site boundary updated.               | 25/06/25 | AH | AH   |
| N    | Site boundary added.                 | 20/06/25 | AH | AH   |
| M    | Additional details added to ditches  | 18/06/25 | AH | AJ   |
| L    | Updated in response to LHA comments. | 09/06/25 | AH | AJ   |
| Rev. | Description                          | Date     | By | Chkd |

**Glanville**  
Survey > Plan > Engineer

- 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 : **Site Access Visibility Splays**

Engineer : T. Hart      Date : November 2023

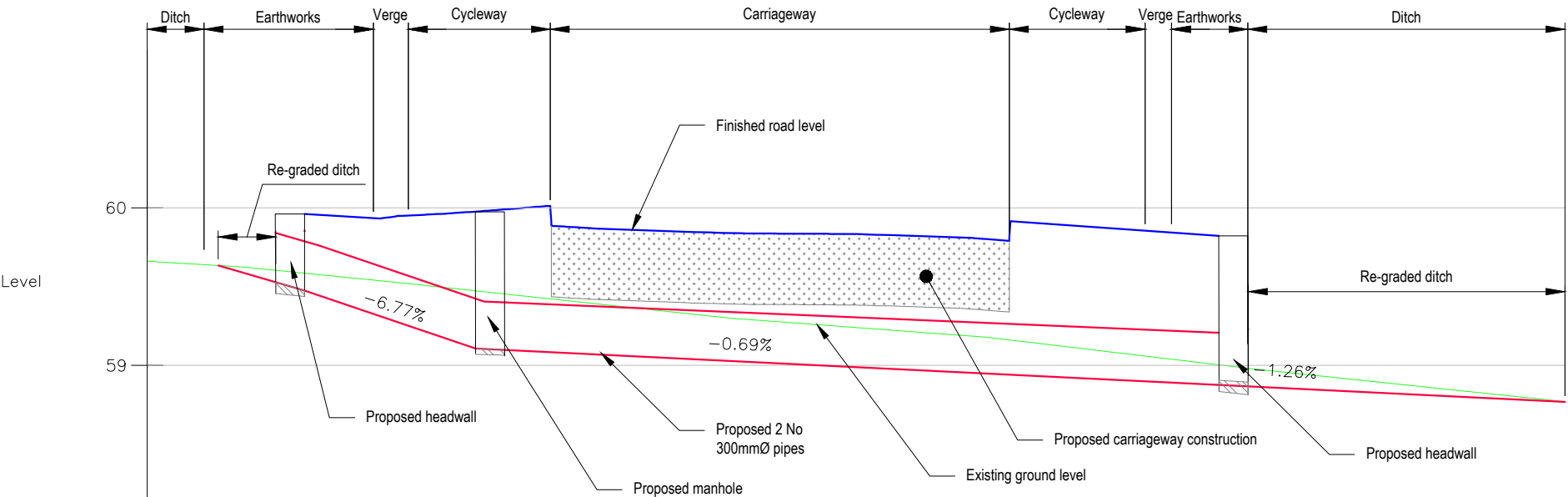
Director : A. Jones      Scale : 1:500 @ A3

Status : PRELIMINARY

Drawing No. **8230679/6103**      Rev **O**

NOTES

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



|                      |        |        |        |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |
|----------------------|--------|--------|--------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| CHAINAGE             | 95.000 | 96.000 | 98.000 | 100.000 | 102.000 | 104.000 | 106.000 | 108.000 | 110.000 | 112.000 | 114.000 | 116.000 | 118.000 | 120.000 | 122.000 | 124.000 | 126.000 | 128.000 | 130.000 | 132.000 | 134.000 | 136.000 | 138.000 | 140.000 |
| EXISTING LEVELS      | 59.661 | 59.649 | 59.625 | 59.585  | 59.545  | 59.504  | 59.461  | 59.418  | 59.375  | 59.332  | 59.292  | 59.263  | 59.233  | 59.203  | 59.171  | 59.123  | 59.075  | 59.028  | 58.980  | 58.938  | 58.896  | 58.854  | 58.812  | 58.768  |
| FINISHED ROAD LEVELS |        |        | 59.686 | 59.743  | 59.903  | 59.958  | 59.984  | 59.884  | 59.863  | 59.849  | 59.838  | 59.836  | 59.830  | 59.818  | 59.796  | 59.816  | 59.677  | 59.455  | 59.088  |         |         |         |         |         |
| PIPE INVERT LEVELS   |        |        | 59.591 | 59.475  | 59.339  | 59.204  | 59.103  | 59.090  | 59.076  | 59.062  | 59.048  | 59.034  | 59.020  | 59.007  | 58.993  | 58.969  | 58.944  | 58.919  | 58.893  | 58.868  | 58.843  | 58.818  | 58.793  | 58.768  |

PIPED DITCH BENEATH ACCESS ROAD  
SCALE: H 1:200,V 1:40. DATUM: 58.000



- 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 :  
Site Access  
Typical Section

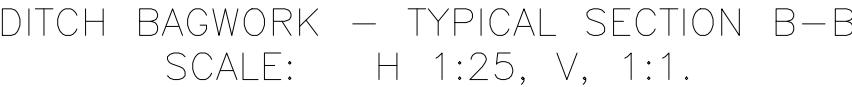
Engineer : A. Harper      Date : June 2025

Director : A. Jones      Scale : As shown @ A3

Status :  
PRELIMINARY

Drawing No.  
8230679/6131

Rev



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

Drawing No. 8230679/6132

Re

## **Appendix C**

### **HCC Correspondence**

**Tim Foxall**

**Subject:** FW: Fair Oak  
**Attachments:** 8230679\_6107\_J - Highway and Cycle Improvements Site 2 GA.pdf; 8230679\_6212\_A - SPA 16.5m articulated Vehicle.pdf; 8230679\_6106\_G - Highway and Cycle Improvements Site 1 GA.pdf; 2025-06-11-1353-56-UTVZ GTurner@glan yMD Response To Applic.eml; 8230679\_6103\_L - Site Access and Visibility Splays.pdf; 8230679\_6111\_C - Mortimers Lane Winchester Rd Mitigation with HCC Scheme.pdf; 8230679\_6125\_A - Mortimers Lane Winchester Rd Visibility Splays.pdf; 8230679\_6206\_A SPA 11.2m Refuse Vehicle.pdf; 8230679\_6211\_A - SPA 16.5m articulated Vehicle.pdf; 8230679\_6205\_A SPA 11.2m Refuse Vehicle.pdf; 8230679\_6209\_B - 16.5m articulated Vehicle Mortimers Lane Junction.pdf; 8230679\_6124 - Dropped Kerb at Longfield Road.pdf; 8230679\_6214 - SPA 16.5m articulated Vehicle.pdf

**From:** Gammer, Nick <Nick.Gammer@hants.gov.uk>

**Sent:** 12 June 2025 11:22

**To:** Anthony Jones <AJones@glanvillegroup.com>; Rogers, Zara <Zara.Rogers@hants.gov.uk>

**Cc:** Rebecca Fenn-Tripp <rebecca.fenn-tripp@bloorhomes.com>; Adam Rickenbach <adam.rickenbach@bloorhomes.com>; Martin, Clare <clare.martin@eastleigh.gov.uk>

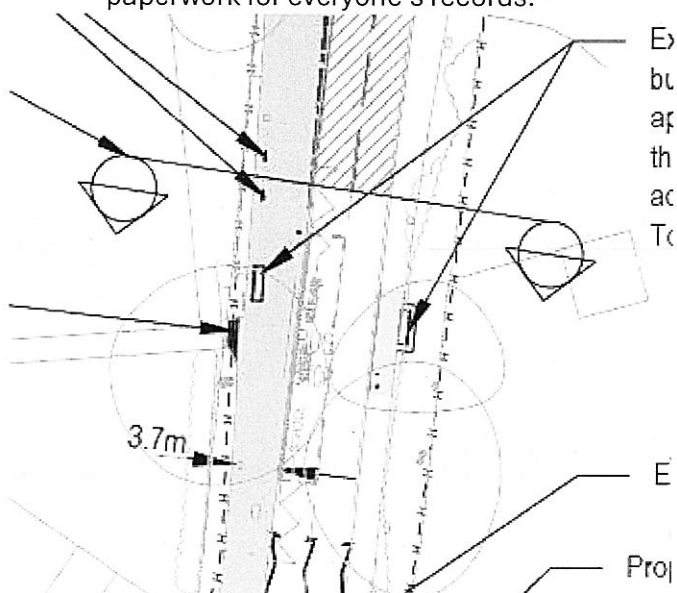
**Subject:** RE: Fair Oak

CAUTION: This email originated from outside of the organisation. Do not click or open attachments, if you suspect the content may not be safe.

Hi Tony

Many thanks for the quick response. I've attached what I believe is the complete set of latest drawings for review.

- I asked Iain to review the revised plans, and he's already responded saying all the comments from our meeting have been taken on board and actioned. Regarding the narrow sections, he's happy with these as they are only just below the required width (and the pinch at the signal pole is a natural place for cyclists to stop and wait to cross rather than cycle). He has spotted one more potential DfS; please can the widths to be noted at the bus shelter. Also, please can you send through a revised DfS form (Word please) and updated drawing including the widths by the bus stop so Iain can then complete the paperwork for everyone's records.



- I've asked ITS to comment on the crossing design outside the school and to review the tracking at the crossroads.
- Zara and I will discuss the following with our engineering colleagues
  - The site access design. To me, this now looks acceptable in principle, but we will confirm.
  - Mortimers Lane/Winchester Road Junction. It appears you've made the changes as requested, but we will confirm. Please do send through Safety Auditor comments once received.
  - Longfield Road crossing. Can't see any issues, but again we'll confirm the in principle design is acceptable.
- Regarding the RSA point, this will require an RSA exception (to be agreed by the same board as DfSs). However, given the access was previously reviewed by the DfS board (albeit in relation to a different matter), and this RSA issue didn't raise concern, I'm minded to agree that this can be resolved through a formal exceptions process at S278 detailed design should the site come forward.

We'll get back to you if any further information or discussion is required. If not, we'll confirm this by email and (assuming Clare then formally consults us), provide a final formal response to the LPA. In terms of timescales for a response, I'm on leave 16<sup>th</sup>-20<sup>th</sup> June inclusive and Zara is away from the 18<sup>th</sup> June, so it's likely to be w/c 23<sup>rd</sup> June.

Best wishes

Nick

**Nick Gammer**

**Principal Transport Engineer – Highways Development Planning**

Hampshire 2050

Hampshire County Council, The Castle, Winchester, SO23 8UL

Email: [nick.gammer@hants.gov.uk](mailto:nick.gammer@hants.gov.uk)

Web: [www.hants.gov.uk](http://www.hants.gov.uk)

**Tim Foxall**

---

**Subject:** FW: Fair Oak

**From:** Gammer, Nick <Nick.Gammer@hants.gov.uk>

**Sent:** 15 May 2025 11:48

**To:** Anthony Jones <AJones@glanvillegroup.com>; Rogers, Zara <Zara.Rogers@hants.gov.uk>

**Cc:** Rebecca Fenn-Tripp <rebecca.fenn-tripp@bloorhomes.com>; Adam Rickenbach <adam.rickenbach@bloorhomes.com>

**Subject:** RE: Fair Oak

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Hi Tony

Agreed, except for the below:

- Regarding point 2, we'll come back to you early next week on your separate email. However, if ITS are comfortable the design is acceptable in principle and the indicative PV2 estimate gives sufficient comfort a crossing is justified, we may not need the condition and can just secure the works for delivery by S278 along with the shared use path/ junction amendments (they're already on the same drawing).
- The revised flare design is considered acceptable in principle  
This is subject to engineering comments, and so the design submitted may not be considered acceptable in principle.

We'll consider the suggested trigger in point 8 and respond in due course.

Our second consultation response is now with our Team Leader for review/ authorisation, so should be available by the end of this week.

Noted regarding the extension of time discussions, please could you let us know if/ when the deadline has been confirmed.

Best wishes

Nick

**Nick Gammer**

**Principal Transport Engineer – Highways Development Planning**

Hampshire 2050

Hampshire County Council, The Castle, Winchester, SO23 8UL

Email: [nick.gammer@hants.gov.uk](mailto:nick.gammer@hants.gov.uk)

Web: [www.hants.gov.uk](http://www.hants.gov.uk)



**Hampshire**  
County Council

**Hampshire County Council operates a pre-application highway advice service for developers.**  
Hampshire County Council welcomes and encourages discussions before a developer submits a planning application. Please follow this link for further information  
<https://www.hants.gov.uk/transport/developers/highwaysdevelopmentplanning>

**From:** Anthony Jones <[AJones@glanvillegroup.com](mailto:AJones@glanvillegroup.com)>

**Sent:** 12 May 2025 12:24

**To:** Gammer, Nick <[Nick.Gammer@hants.gov.uk](mailto:Nick.Gammer@hants.gov.uk)>; Rogers, Zara <[Zara.Rogers@hants.gov.uk](mailto:Zara.Rogers@hants.gov.uk)>

**Cc:** Rebecca Fenn-Tripp <[rebecca.fenn-tripp@bloorhomes.com](mailto:rebecca.fenn-tripp@bloorhomes.com)>; Adam Rickenbach  
<[adam.rickenbach@bloorhomes.com](mailto:adam.rickenbach@bloorhomes.com)>

**Subject:** RE: Fair Oak

**Caution:** This is an external email and could contain malicious content. Do not open any links or attachments if you were not expecting them. If the e-mail looks suspicious, please report via the 'Report Phishing' Button found on your toolbar.

Morning Nick

I trust that you had a good weekend.

Further to the meeting on Friday the 09 May, please find attached our draft meeting notes for your agreement.

#### **Draft Summary of 09 May Meeting with HCC – Fair Oak Development**

##### 1. Botley Road / Stubbington Way Signalised Junction

- HCC confirmed *Option 1* (Toucan crossing retained at the junction, shared footway/cycleway widened on the western side) as the preferred layout.
- This approach supports LTP4 objectives and is more closely aligned with Hampshire's LCWIP.
- A Departure from Standard (DfS) will still be required due to localised pinch points on the shared facility. A DfS meeting has been scheduled for Wednesday 5 June at 11:00, where Glanville will present.

##### 2. Controlled Pedestrian Crossing – Fair Oak Infant School

- The revised location (north of the school access) is supported in principle.
- HCC requested a PV<sup>2</sup> calculation to justify provision, incorporating:
  - Estimated two-way pedestrian flows based on site yields (early years, primary, and secondary pupils); and
  - Future vehicle flows (Base + Committed + Development scenario).
- HCC recognises that these pedestrian flows are based on reasonable assumptions and is open to the calculation being secured by planning condition if required. A suggested condition has been prepared.

##### 3. Mortimers Lane Bus Stop Footway

- The proposed 1.9m footway, including a pedestrian guardrail and repositioned bus stop, is acceptable in principle subject to engineering review.

##### 4. Knowle Lane

- HCC confirmed that, due to highway width constraints, on-carriageway cycle markings are a proportionate and acceptable alternative to a shared-use facility. No objection in principle.

##### 5. Winchester Road / Mortimers Lane Junction

- The revised flare design is considered acceptable in principle. Tracking, flare lengths and the overall geometry are being reviewed by HCC's engineers, with formal confirmation to follow.

## 6. Residential Travel Plan

- HCC confirmed that the Framework Travel Plan is broadly acceptable.
- A request was made for a commitment to provide sustainable travel vouchers per dwelling.
- Bloor Homes expressed a preference for an opt-in scheme to reduce unused vouchers. We agreed to confirm our position once internal discussions have been finalised.

## 7. Mobility Hub

- HCC supports the inclusion of a small-scale hub with facilities such as EV charging, bike parking, lockers, and/or parcel delivery infrastructure, secured via S106 (not condition).
- Maintenance responsibilities should be clarified at planning stage.
- Rebecca (Bloor) will contact CoMoUK regarding best practice examples; Glanville will engage potential providers for click-and-collect lockers and convenience vending machines to assess feasibility and ongoing management.

## 8. Section 278 Delivery Triggers

- HCC confirmed their preference for the following phasing:
  - *Site access and associated footways*: to be completed prior to first occupation;
  - *Wider off-site junction upgrades (e.g. Stubbington Way)*: HCC's preference is for these works to be delivered prior to first occupation. During the meeting, the possibility of linking implementation to a trigger or threshold was discussed, with 30 dwellings referenced as a potential cap. Following further internal discussion, Bloor has asked whether this could be increased to 60 dwellings to better align with projected sales and cashflow. HCC to review and advise whether this higher threshold would be acceptable.
- Client noted concerns around cost and timing; HCC confirmed they are open to constructive dialogue on a pragmatic trigger strategy.

## **9. TRO Process – Speed Limit Change**

- The speed limit change will require a Traffic Regulation Order (TRO), progressed as part of the S278 package. HCC noted that the TRO process generally takes 6–12 months and is typically delegated unless formal objections are received. HCC to advise if earlier progression is possible on this scheme.
- Subsequent to the meeting, clarification is being sought as to whether the TRO application to relocate the speed limit can be submitted independently of the s278 agreement.

We would be grateful if you could confirm your agreement with the above meeting notes or advise of any comments or corrections. We look forward to receiving the second formal consultation response, which we understand is scheduled for issue later this week.

In parallel, Bloor Homes are in the process of agreeing an extension to the application decision deadline with Eastleigh Borough Council to 10th June 2025. This will allow time for the DfS application for the proposed sub-3.0m shared footway/cycleway sections on Botley Road to be presented at the scheduled meeting on 05th June.

Kind Regards,

Tony

Regards

**Anthony Jones** BSC MCIHT  
 Technical Director  
 A.Jones@glanvillegroup.com

## Anthony Jones

---

**From:** Gammer, Nick <Nick.Gammer@hants.gov.uk>  
**Sent:** 01 July 2025 09:10  
**To:** Rebecca Fenn-Tripp; Anthony Jones; Rogers, Zara; Martin, Clare; Tim Foxall; Alex Moeller; Alex Harper  
**Cc:** Adam Rickenbach  
**Subject:** RE: Fair Oak  
**Attachments:** 8230679\_6106\_G - Highway and Cycle Improvements Site 1 GA.pdf; 8230679\_6103\_L - Site Access and Visibility Splays.pdf; 8230679\_6111\_C - Mortimers Lane Winchester Rd Mitigation with HCC Scheme.pdf; 8230679\_6124 - Dropped Kerb at Longfield Road.pdf; DFS 214 - Mortimers Lane Fair Oak\_8230679\_DfS\_001 Rev A - signed.pdf; Appendix E - 8230679\_6107\_K - Highway and Cycle Improvements Site 2 GA.pdf; 038\_8230679\_AD\_Travel\_Plan\_(Issue\_5)\_Part\_1.pdf; 038\_8230679\_AD\_Travel\_Plan\_(Issue\_5)\_Part\_2.pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**Categories:** Filed by Newforma

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Hi Rebecca, all

Further to the below and regarding our action in green, my Passenger Transport colleagues are happy with the approximate new locations of the bus stops, subject to detailed design (and consultation with the operators at that stage) of course.

Just the points in blue below remain outstanding as far as I understand it.

Best wishes

Nick

**Nick Gammer**  
**Principal Transport Engineer – Highways Development Planning**  
Hampshire 2050  
Hampshire County Council, The Castle, Winchester, SO23 8UL  
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<https://www.hants.gov.uk/transport/developers/highwaysdevelopmentplanning>

**From:** Gammer, Nick <Nick.Gammer@hants.gov.uk>

**Sent:** 27 June 2025 15:49

**To:** Rebecca Fenn-Tripp <rebecca.fenn-tripp@bloorhomes.com>; Anthony Jones <ajones@glanvillegroup.com>; Rogers, Zara <Zara.Rogers@hants.gov.uk>; Martin, Clare <clare.martin@eastleigh.gov.uk>; Tim Foxall <tfoxall@glanvillegroup.com>; Alex Moeller <amoeller@glanvillegroup.com>; Alex Harper <aharper@glanvillegroup.com>

**Cc:** Adam Rickenbach <Adam.Rickenbach@bloorhomes.com>

**Subject:** RE: Fair Oak

Thanks Rebecca. I thought a summary of my understanding of where we're at in terms of addressing the points raised in our last response would be useful (for myself and Clare also!). I've highlighted outstanding actions for HCC in green and for the Applicant in blue.

- The improvements shown on attached drawing 8230679/6107 Rev K are very nearly agreed.
  - A DfS meeting was held, points raised and then addressed by Tony; HCC's Chief Engineer reviewed these and signed the DfS in Principle (attached).
  - ITS have reviewed the additional tracking submitted and are content.
  - Regarding the proposed crossing outside Fair Oak infant School, an MPV2 assessment has been provided and justifies a crossing in this location. ITS are content in principle with the Toucan crossing location, noting some minor amendments, summarised below. The Applicant has confirmed they will address these at the S278 detailed design stage should the site come forward, which is acceptable to the HA.

*Due to the potential peak demand use, we would recommend the crossing width to be a minimum of 4m wide, with the crossing width being increased to the south. Our other concern was the location of the bus stops to the north of the crossing. The location for both stops are directly outside the access to the Wyvern Day Nursery & Childcare entrance. Our recommendation is to move the stops marginally north towards Lawnswood access. As a result, the stops will be located away from the Nursery entrance and the southbound bus stop will be located further away from the crossing. Any vehicles wishing to overtake a stationary bus in the southbound direction will therefore have more time to react to the signals.*

*There is one outstanding matter; I need to confirm with passenger transport colleagues, just to ensure they've got no issue with relocating the bus stops to broadly the locations shown. The person I need to talk to is on leave until Monday, but I should be able to confirm then.*

- The proposed improvements at Summerland's Road (drawing 8230679/6121 Rev -) is considered acceptable in principle. Please can you provide this as a standalone drawing for our records and S106 (I only currently have it as part of a package)
- A crossing of Longfield Road (drawing 8230679/6124 Rev -) has been proposed and is considered acceptable in principle.
- Cycle Improvements on Knowle Lane (drawings 8230679/6106 Rev G and 8230679/6108 Rev A) have been updated in accordance with our previous comments and are considered acceptable in principle. Please can you provide 8230679/6108 Rev A as a standalone drawing for our records and S106 (I only currently have it as part of a package)
- Drawing 8230679/6106 Rev G showing the shared use footway, crossing and bus stop implementation on Mortimers Lane has been updated and is considered acceptable in principle. Some minor amendments may be required at detailed design (e.g. lane widths), but these are achievable.
- Drawing 8230679/6103 Rev L showing site access has been updated and is considered acceptable in principle. Some minor amendments may be required at detailed design (e.g. position of crossing point over the site access), but these are achievable.
- Winchester Road/ Mortimers Lane junction. The latest design shown on drawing 8230679/6111 Rev C has been reviewed by our engineers and is considered acceptable in principle, subject to the updated RSA (likely coming Monday) and noting minor geometric amendments may be required at the detailed design stage (e.g. lane widths), but these are achievable.
- As stated previously regarding Problem 1 of the original RSA, this will require an RSA exception. However, given the access was previously reviewed by the DfS board (albeit in relation to a different

matter), and this RSA issue didn't raise concern, I'm minded to agree that this can be resolved through a formal exceptions process at S278 detailed design should the site come forward.

- An updated framework Travel Plan (Issue 5, dated 23rd May 2025) has been provided (attached) and is considered acceptable.

The Applicant should confirm delivery of all works will be completed by the Applicant via S278 Agreement.

Best wishes

Nick

**Nick Gammer**  
**Principal Transport Engineer – Highways Development Planning**  
Hampshire 2050  
Hampshire County Council, The Castle, Winchester, SO23 8UL  
Email: [nick.gammer@hants.gov.uk](mailto:nick.gammer@hants.gov.uk)  
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**From:** Rebecca Fenn-Tripp <[rebecca.fenn-tripp@bloorhomes.com](mailto:rebecca.fenn-tripp@bloorhomes.com)>

**Sent:** 26 June 2025 16:51

**To:** Gammer, Nick <[Nick.Gammer@hants.gov.uk](mailto:Nick.Gammer@hants.gov.uk)>; Anthony Jones <[ajones@glanvillegroup.com](mailto:ajones@glanvillegroup.com)>; Rogers, Zara <[Zara.Rogers@hants.gov.uk](mailto:Zara.Rogers@hants.gov.uk)>; Martin, Clare <[clare.martin@eastleigh.gov.uk](mailto:clare.martin@eastleigh.gov.uk)>; Tim Foxall <[tfoxall@glanvillegroup.com](mailto:tfoxall@glanvillegroup.com)>; Alex Moeller <[amoeller@glanvillegroup.com](mailto:amoeller@glanvillegroup.com)>; Alex Harper <[aharper@glanvillegroup.com](mailto:aharper@glanvillegroup.com)>

**Cc:** Adam Rickenbach <[Adam.Rickenbach@bloorhomes.com](mailto:Adam.Rickenbach@bloorhomes.com)>

**Subject:** RE: Fair Oak

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Good afternoon Nick, thank you for your email.

Tony is currently away from the office so I have forwarded your email to colleagues, @Tim Foxall, @Alex Moeller and @Alex Harper to pick up.

@Martin, Clare whilst emailing, we are coordinating the amended pack for submission very soon.

Best wishes  
Rebecca

**Rebecca Fenn-Tripp**  
Planning Director

**Bloor Homes Southern**  
River Reach, Unit 7 Newbury Business Park, London Road, Newbury, Berkshire, RG14 2PS



---

**From:** Gammer, Nick <[Nick.Gammer@hants.gov.uk](mailto:Nick.Gammer@hants.gov.uk)>  
**Sent:** 26 June 2025 16:41  
**To:** Anthony Jones <[ajones@glanvillegroup.com](mailto:ajones@glanvillegroup.com)>; Rogers, Zara <[Zara.Rogers@hants.gov.uk](mailto:Zara.Rogers@hants.gov.uk)>  
**Cc:** Rebecca Fenn-Tripp <[rebecca.fenn-tripp@bloorhomes.com](mailto:rebecca.fenn-tripp@bloorhomes.com)>; Adam Rickenbach <[adam.rickenbach@bloorhomes.com](mailto:adam.rickenbach@bloorhomes.com)>; Martin, Clare <[clare.martin@eastleigh.gov.uk](mailto:clare.martin@eastleigh.gov.uk)>  
**Subject:** Fair Oak

Hi Tony

Further to the below, did you get the Mortimers Lane/ Winchester Road Junction RSA please? I don't believe we've received it.

ITS have confirmed the tracking is acceptable at the Stubbington Way signalised crossroads. They've raised the below in relation to the crossing outside the schools:

*Due to the potential peak demand use, we would recommend the crossing width to be a minimum of 4m wide, with the crossing width being increased to the south. Our other concern was the location of the bus stops to the north of the crossing. The location for both stops are directly outside the access to the Wyvern Day Nursery & Childcare entrance. Our recommendation is to move the stops marginally north towards Lawnswood access. As a result, the stops will be located away from the Nursery entrance and the southbound bus stop will be located further away from the crossing. Any vehicles wishing to overtake a stationary bus in the southbound direction will therefore have more time to react to the signals.*

The above can likely be addressed at detailed design, but I just need to have a chat with my passenger transport colleagues about the bus stop locations, essentially to make sure there are acceptable locations roughly in the positions you propose. I'll try and do this tomorrow.

There are a couple of other points for HCC to confirm below. Again, I'll try and catch the engineer tomorrow to do this, but I will need the Mortimers Lane/ Winchester Road junction updated RSA to get final agreement on these works.

Best wishes

Nick

**Nick Gammer**  
**Principal Transport Engineer – Highways Development Planning**  
Hampshire 2050  
Hampshire County Council, The Castle, Winchester, SO23 8UL  
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**From:** Gammer, Nick <[Nick.Gammer@hants.gov.uk](mailto:Nick.Gammer@hants.gov.uk)>

**Sent:** 12 June 2025 11:22

**To:** Anthony Jones <[AJones@glanvillegroup.com](mailto:AJones@glanvillegroup.com)>; Rogers, Zara <[Zara.Rogers@hants.gov.uk](mailto:Zara.Rogers@hants.gov.uk)>

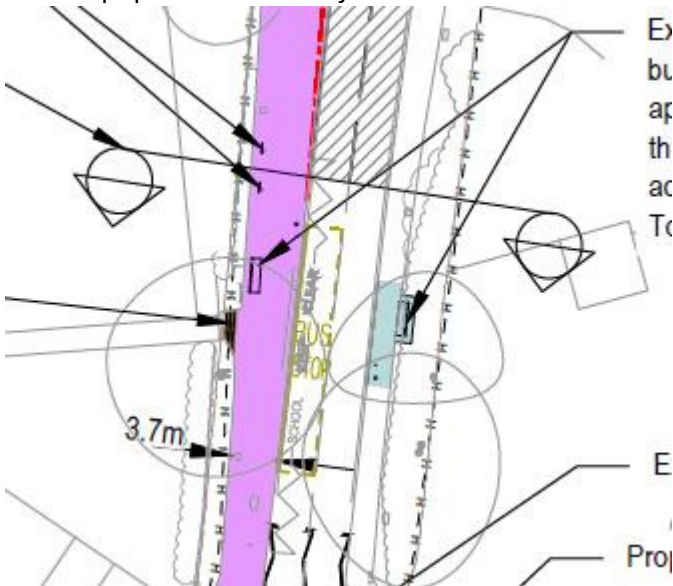
**Cc:** Rebecca Fenn-Tripp <[rebecca.fenn-tripp@bloorhomes.com](mailto:rebecca.fenn-tripp@bloorhomes.com)>; Adam Rickenbach <[adam.rickenbach@bloorhomes.com](mailto:adam.rickenbach@bloorhomes.com)>; Martin, Clare <[clare.martin@eastleigh.gov.uk](mailto:clare.martin@eastleigh.gov.uk)>

**Subject:** RE: Fair Oak

Hi Tony

Many thanks for the quick response. I've attached what I believe is the complete set of latest drawings for review.

- I asked Iain to review the revised plans, and he's already responded saying all the comments from our meeting have been taken on board and actioned. Regarding the narrow sections, he's happy with these as they are only just below the required width (and the pinch at the signal pole is a natural place for cyclists to stop and wait to cross rather than cycle). He has spotted one more potential DfS; please can the widths to be noted at the bus shelter. Also, please can you send through a revised DfS form (Word please) and updated drawing including the widths by the bus stop so Iain can then complete the paperwork for everyone's records.



- I've asked ITS to comment on the crossing design outside the school and to review the tracking at the crossroads.
- Zara and I will discuss the following with our engineering colleagues
  - The site access design. To me, this now looks acceptable in principle, but we will confirm.
  - Mortimers Lane/Winchester Road Junction. It appears you've made the changes as requested, but we will confirm. Please do send through Safety Auditor comments once received.
  - Longfield Road crossing. Can't see any issues, but again we'll confirm the in principle design is acceptable.
- Regarding the RSA point, this will require an RSA exception (to be agreed by the same board as DfSs). However, given the access was previously reviewed by the DfS board (albeit in relation to a different matter), and this RSA issue didn't raise concern, I'm minded to agree that this can be resolved through a formal exceptions process at S278 detailed design should the site come forward.

We'll get back to you if any further information or discussion is required. If not, we'll confirm this by email and (assuming Clare then formally consults us), provide a final formal response to the LPA. In terms of timescales

for a response, I'm on leave 16<sup>th</sup>-20<sup>th</sup> June inclusive and Zara is away from the 18<sup>th</sup> June, so it's likely to be w/c 23<sup>rd</sup> June.

Best wishes

Nick

**Nick Gammer**

**Principal Transport Engineer – Highways Development Planning**

Hampshire 2050

Hampshire County Council, The Castle, Winchester, SO23 8UL

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---

**From:** Anthony Jones <[AJones@glanvillegroup.com](mailto:AJones@glanvillegroup.com)>

**Sent:** 11 June 2025 17:04

**To:** Gammer, Nick <[Nick.Gammer@hants.gov.uk](mailto:Nick.Gammer@hants.gov.uk)>; Rogers, Zara <[Zara.Rogers@hants.gov.uk](mailto:Zara.Rogers@hants.gov.uk)>

**Cc:** Rebecca Fenn-Tripp <[rebecca.fenn-tripp@bloorhomes.com](mailto:rebecca.fenn-tripp@bloorhomes.com)>; Adam Rickenbach <[adam.rickenbach@bloorhomes.com](mailto:adam.rickenbach@bloorhomes.com)>; Martin, Clare <[clare.martin@eastleigh.gov.uk](mailto:clare.martin@eastleigh.gov.uk)>

**Subject:** RE: Fair Oak

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Afternoon Nick,

Many thanks for your quick response. Our comments are set out below.

#### **Site Access Drawing**

Please find attached Drawing 8230679\_6103\_Rev L. This confirms that the lane widths through the proposed new right turn lane are between 3.5 to 3.7 metres compliant with HCC TG.

- **HCC Comment:** Thank you, noted. It is also noted widths through the traffic / refuge islands are all over 3.9m.
- **Our Response:** Confirmed, thank you. We're pleased this aligns with HCC TG requirements for widths through traffic / refuge islands.

#### **Botley Road Shared use**

Please find attached Drawing 8230679\_6107\_Rev I. This shows the proposed shared use cycleway scheme on Botley Road to the south of the signalised junction with Stubbington Way and also on Stubbington Way to the east of the junction. The amended scheme has evolved to seek to incorporate the discussions and agreed way forward at the DfS meeting last Thursday the 05 June. The changes are as follows:

- **Botley Road – Carriageway Width Review** Carriageway widths on Botley Road south of the signal junction have been maintained at a minimum of 6.2m–6.4m except for a short straight section on the approach to maintain 3m cycleway widths. Drawing 8230679\_6214 also shows that two opposing maximum legal articulated delivery vehicles can pass each other.
  - **HCC Comment:** Noted, thank you.
  - **Our Response:** Noted.
- **Cemetery Access – Shared Path Widening** The shared footway/cycleway has been widened near the existing Pelican crossing north of the cemetery access with a minor pinch-point of approx. 2.9m. the carriageway surfacing extent has been adjusted to suit due to the crown line being moved.
  - **HCC Comment:** Noted, thank you.
  - **Our Response:** Noted.
- **Fair Oak Infant School / Aisling Court** The termination of the shared path should be moved north of the pinch point and a Toucan controlled crossing has been introduced to accommodate southbound cyclists. The bus stops have been relocated to suit the new arrangement.
  - **HCC Comment:** I will seek ITS comments and confirm the Toucan crossing arrangement is acceptable in due course.
  - **Our Response:** Noted, and we await ITS comments on the Toucan crossing arrangement for Fair Oak Infant School/Aisling Court.
- **Stubbington Way / St. Thomas Court Section** The bellmouth radius at the Stubbington Way / St. Thomas Court junction has been amended to suit the carriageway realignment. The granite block paving has been removed to allow for the appropriate carriageway realignment and to introduce a cycle offslip. The cycleway has been shortened so that it commences opposite St. Thomas Court to ensure that it is widths a minimum of 3m along this section. It is proposed to upgrade the existing controlled crossing at the Stubbington Way arm at the Stubbington Way signalised junction to a TOUCAN crossing.
  - **HCC Comment:** Noted, thank you.
  - **Our Response:** Noted.
- **Eastleigh Road Link – Guardrails Impact** It is not proposed to amend the section of the route adjacent to guardrails to provide a 3m by relocating the signal box controller and amending the low level retain wall and topography to the rear. This is because we do not consider that these improvements are justified to accommodate future residents from our scheme with consideration to the three legal tests of CIL Reg 122. In our view, the predominant desire line for our future residents will be too cross Botley Road via TOUCAN crossing on the southern Botley Road arm and then travel south to the schools and college to the south. Notwithstanding, the proposed amendments to the junction and the corner between Botley Road and Eastleigh Road are considered to provide a material benefit to pedestrian by widening the existing footway at this section from 1.3 to 1.95 metres. Corduroy paving and signage can be installed at this section to advise cyclists that do travel west from Botley Road to Eastleigh Road or vice versa to notify them that the cycleway has terminated and that they should dismount.
  - **HCC Comment:** While some residents from your proposed site would travel east-west through this junction between the site and Eastleigh, and a continuous route would be beneficial, it is noted all other HCC requests have been met. Also, the HCC delivered scheme has to be rationalised due to funding constraints and, while the footways on the northern side will be widened, they will not be shared use through this junction. As such, it is not felt it's fair and reasonable to ask the applicant to deliver this; the removal of this short section of shared use - noting the applicant is still proposing widening of the existing footway to 1.95m - is acceptable.
  - **Our Response:** We're pleased to note your acceptance of our proposal for the Eastleigh Road Link, confirming that the widening of the existing footway to 1.95m is acceptable in lieu of a 3m shared use section.

Noting the proposed amendments, it is understood that the Chief Engineer advised that he was prepared to review the amended drawings with a view to agreeing these without the need for a second formal DfS meeting. We would kindly ask if you can action this as soon as possible with a view to the updated drawings and the agreement of the DfS in principle being included in your second consultation response.

- **HCC Comment:** I will send to Ian asap for review. Before I do this, please can you just confirm my understanding is correct in that the proposals now presented have the following 3 departures: A very short narrowing past the signal head at the crossroad junction to 2.32m (the route either side of the signal head is 3m in width). A 25m length of shared use path at 2.9m A 3m in length pinchpoint, but the width isn't specified; Ian will need the achievable width to confirm acceptability I imagine, so please can you confirm?
- **Our Response:** Yes, we can confirm your understanding of the three departures. For the 3m length pinchpoint, the achievable width is 2.98m for an approximate length of 3m. The three locations are shown on Drawing 8230679\_6107 Rev J

**Botley Road/ Eastleigh Road/ Stubbington Way**

Please find attached Drawings 6204 Rev A, 6206 Rev A, 6211 Rev A, 6212 showing the turning manoeuvres for a refuse vehicle and maximum legal articulated delivery vehicle at the amended Stubbington Way signalised junction including for the tracking for articulated vehicle turning left into Eastleigh Road from Botley Road South.

- **HCC Comment:** *I still can't see the HGV tracking turning left into Eastleigh Road; drawing 6204 Rev A is not attached as stated above, maybe it's this?*
- **Our Response:** *Apologies for the oversight. The correct HGV tracking for the articulated vehicle turning left into Eastleigh Road from Botley Road South is indeed shown on Drawing 8230679\_6212\_Rev A, which is now attached.*

## RSA

I have contacted the safety auditor and still awaiting a response at the time of writing. As soon as we are in receipt, I will forward it on for your consideration.

- **HCC Comment:** *Noted.*
- **Our Response:** *Further to our previous update, our Safety Auditor, has provided the attached email response. It advises that the auditors have reviewed the RSA Decision Log prepared in response to RSA1 (Issue 2), as well as HCC's consultation response dated 16 May 2025 and that they note the request for confirmation that the designer's response adequately addresses Problem 1 (concerning Little Dower House), which was carried forward from RSA1 (Issue 1, February 2024). However, there is no amended highway scheme proposed in response to Problem 1 for the auditors to audit; the design for the Little Dower House access remains as originally presented. The auditors advise that, therefore, in accordance with GG119, the acceptance of the RSA Decision Log and ultimately the designer's response to the safety issue raised, rests with the Overseeing Organisation (HCC). This agreement should define a formal RSA Action, ensuring a clear and auditable process. We have also requested that our Safety Auditor review the design amendments for the Mortimers Lane/Winchester Road junction and confirm that these do not raise any additional concerns. We will provide his formal confirmation once received.*

## Mortimers Lane/Winchester Road Junction

Please find attached Drawing 8230679\_6111\_Rev C showing the proposed amendments to the junction between Winchester Road and Mortimers Lane with consideration to the comments in the email below. This includes for:

- Removing the taper at the junction to ensure drivers are more perpendicular to the giveway line and don't have to look excessively over their shoulder.
- The inclusion of hatching between the two egress lanes.
- Extending the left turn lane by 13 metres, sufficient in length to accommodate two queuing vehicles;
- It is appreciated this will result in encroachment into the opposing lane of Winchester Road by larger vehicles when egressing, as is currently the case.
- **HCC Comment:** *Thank you, looks much better to me, but we will seek Engineering confirmation they're content. An RSA was done on the previous layout, however, please could you get your Auditor to confirm the design amendments do not raise any additional concerns.*
- **Our Response:** *Noted, and we await Engineering confirmation. As per our response above, we have requested our Safety Auditor to confirm the design amendments do not raise any additional concerns.*

## Longfield Road

Please find attached Drawing 8230679\_6124 showing the provision of dropped kerbs and tactile paving at the junction between Longfield Road and Noyce Drive.

- **HCC Comment:** *Noted, thank you. This is acceptable.*
- **Our Response:** *Noted.*

## New Point from HCC - Knowle Lane/Pembers Farm Avenue Widening:

- **HCC Comment:** *There is also one further point I'm afraid. When discussing with the team delivering the HCC cycleway works, part of the rationalisation mentioned above is to not widen section of footway between Knowle Lane and Pembers Farm Avenue. They propose to leave it at the existing width but sign it as shared use. I feel that to tie into your (3m) proposed path and to accommodate the peds and cycle from your site (in addition to those from the Pembers Hill site), you should widen this short section (just verge hardening) to 3m. Please can this be added to/ noted on your site access drawing.*

- **Our Response:** Noted. Please find attached Drawing 8230679\_6106 Rev G showing that Bloor Homes will deliver a shared cycleway that is 3m in width from the proposed site access to the junction between Mortimers Lane and Know Lane.

## Conclusion

I trust that the above response and information addresses the remaining outstanding transport issues, allows you to liaise with the Chief Engineer to confirm that the proposed shared cycleway is acceptable to allow a DfS in principle, and ultimately allows you to provide a positive consultation response to the scheme.

Should this not be the case, please do let us know of any queries you may have or if you require additional information. If helpful, we are happy to discuss via a Teams meeting.

Kind Regards,

Regards

**Anthony Jones** BSC MCIHT

Technical Director

AJones@glanvillegroup.com

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**From:** Gammer, Nick <[Nick.Gammer@hants.gov.uk](mailto:Nick.Gammer@hants.gov.uk)>

**Sent:** 11 June 2025 10:31

**To:** Anthony Jones <[AJones@glanvillegroup.com](mailto:AJones@glanvillegroup.com)>; Rogers, Zara <[Zara.Rogers@hants.gov.uk](mailto:Zara.Rogers@hants.gov.uk)>; Martin, Clare <[clare.martin@eastleigh.gov.uk](mailto:clare.martin@eastleigh.gov.uk)>

**Cc:** Rebecca Fenn-Tripp <[rebecca.fenn-tripp@bloorhomes.com](mailto:rebecca.fenn-tripp@bloorhomes.com)>; Adam Rickenbach <[adam.rickenbach@bloorhomes.com](mailto:adam.rickenbach@bloorhomes.com)>

**Subject:** RE: Fair Oak

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Hi Tony

Many thanks for the quick response. Comments in red below.

## Site Access Drawing

Please find attached Drawing 8230679\_6103\_Rev L. This confirms that the lane widths through the proposed new right turn lane are between 3.5 to 3.7 metres compliant with HCC TG.

Thank you, noted. It is also noted widths through the traffic/ refuge islands are all over 3.9m.

## Botley Road Shared use

Please find attached Drawing 8230679\_6107\_Rev I. This shows the proposed shared use cycleway scheme on Botley Road to the south of the signalised junction with Stubbington Way and also on Stubbington Way to the east of the junction. The amended scheme has evolved in order to seek to incorporate the discussions and agreed way forward at the DfS meeting last Thursday the 05 June. The changes are as follows:

### 1. Botley Road – Carriageway Width Review

Carriageway widths on Botley Road south of the signal junction have been maintained at a minimum of 6.2m–6.4m except for a short straight section on the approach to maintain 3m cycleway widths. Drawing 8230679 6214 also shows that two opposing maximum legal articulated delivery vehicles can pass each other.

**Noted, thank you.**

### 2. Cemetery Access – Shared Path Widening

The shared footway/cycleway has been widened near the existing Pelican crossing north of the cemetery access with a minor pinch-point of approx. 2.9m. the carriageway surfacing extent has been adjusted to suit due to the crown line being moved.

**Noted, thank you.**

### 3. Fair Oak Infant School / Aisling Court

The termination of the shared path should be moved north of the pinch point and a Toucan controlled crossing has been introduced to accommodate southbound cyclists. The bus stops have been relocated to suit the new arrangement.

**I will seek ITS comments and confirm the Toucan crossing arrangement is acceptable in due course.**

### 4. Stubbington Way / St. Thomas Court Section

The bellmouth radius at the Stubbington Way / St. Thomas Court junction has been amended to suit the carriageway realignment. The granite block paving has been removed to allow for the appropriate carriageway realignment and to introduce a cycle offslip. The cycleway has been shortened so that it commences opposite St, Thomas Court to ensure that it is widths a minimum of 3m along this section. It is proposed to upgrade the existing controlled crossing at the Stubbington Way arm at the Stubbington Way signalised junction to a TOUCAN crossing.

**Noted, thank you.**

### 5. Eastleigh Road Link – Guardrails Impact

It is not proposed to amend the section of the route adjacent to guardrails to provide a 3m by relocating the signal box controller and amending the low level retain wall and topography to the rear. This is because we do not consider that these improvements are justified to accommodate future residents from our scheme with consideration to the three legal tests of CIL Reg 122. In our view, the predominant desire line for our future residents will be too cross Botley Road via TOUCAN crossing on the southern Botley Road arm and then travel south to the schools and college to the south. Notwithstanding, the proposed amendments to the junction and the corner between Botley Road and Eastleigh Road are considered to provide a material benefit to pedestrian by widening the existing footway at this section from 1.3 to 1.95 metres. Corduray paving and signage can be installed at this section to advise cyclists that do travel west from Botley Road to Eastleigh Road or vice versa to notify them that the cycleway has terminated and that they should dismount.

We trust that this is accepted noting the willingness of the applicant to date to agree to a significant package of off-site active travel improvements where we consider it meets the three legal tests of CIL.

While some residents from your proposed site would travel east-west through this junction between the site and Eastleigh, and a continuous route would be beneficial, it is noted all other HCC requests have been met. Also, the HCC delivered scheme has had to be rationalised due to funding constraints and, while the footways on the northern side will be widened, they will not be shared use through this junction. As such, it is not felt it's fair and reasonable to ask the applicant to deliver this; the removal of this short section of shared use - noting the applicant is still proposing widening of the existing footway to 1.95m - is acceptable.

Noting the proposed amendments, it is understood that the Chief Engineering advised that he was prepared to review the amended drawings with a view to agreeing these without the need for a second formal DfS meeting. We would kindly ask if you can action this as soon as possible with a view to the updated drawings and the agreement of the DfS in principle been included in your second consultation response.

I will send to Ian asap for review. Before I do this, please can you just confirm my understanding is correct in that the proposals now presented have the following 3 departures:

- A very short narrowing past the signal head at the crossroad junction to 2.32m (the route either side of the signal head is 3m in width).
- A 25m length of shared use path at 2.9m
- A 3m in length pinchpoint, but the width isn't specified; Ian will need the achievable width to confirm acceptability I imagine, so please can you confirm?

#### **Botley Road/ Eastleigh Road/ Stubbington Way**

Please find attached Drawings 6204 Rev A, 6206 Rev A, 6211 Rev A, 6212 showing the turning manoeuvres for a refuse vehicle and maximum legal articulated delivery vehicle at the amended Stubbington Way signalised junction including for the tracking for articulated vehicle turning left into Eastleigh Road from Botley Road South.

I still can't see the HGV tracking turning left into Eastleigh Road; drawing 6204 Rev A is not attached as stated above, maybe it's this?

#### **RSA**

I have contacted the safety auditor and still awaiting a response at the time of writing. As soon as we are in receipt, I will forward it on for your consideration.

Noted.

#### **Mortimers Lane/Winchester Road Junction**

Please find attached Drawing 8230679\_6111 Rev C showing the proposed amendments to the junction between Winchester Road and Mortimers Lane with consideration to the comments in the email below. This includes for

- Removing the taper at the junction to ensure drivers are more perpendicular to the giveway line and don't have to look excessively over their shoulder.
- The inclusion of hatching between the two egress lanes.
- Extending the left turn lane by 13 metres, sufficient in length to accommodate two queuing vehicles;
- It is appreciated this will result in encroachment into the opposing lane of Winchester Road by larger vehicles when egressing, as is currently the case.

I also attached Drawing 8230679\_6125\_Rev A showing the achievable visibility splays at both lanes; as well as Drawings 8230679\_6209 Rev B showing the tracking of a maximum legal articulated delivery vehicle noting that it does overhang onto the opposite side of the carriageway when turning left out of the junction, that you have advised is acceptable at this location.

Thank you, looks much better to me, but we will seek Engineering confirmation they're content. An RSA was done on the previous layout, however, please could you get your Auditor to confirm the design amendments do not raise any additional concerns.

### Longfield Road

Please find attached Drawing 8230679\_6124 showing the provision of dropped kerbs and tactile paving at the junction between Longfield Road and Noyce Drive.

Noted, thank you. This is acceptable.

There is also one further point I'm afraid. When discussing with the team delivering the HCC cycleway works, part of the rationalisation mentioned above is to not widen section of footway between Knowle Lane and Pembers Farm Avenue. They propose to leave it at the existing width but sign it as shared use. I feel that to tie into your (3m) proposed path and to accommodate the peds and cycle from your site (in addition to those from the Pembers Hill site), you should widen this short section (just verge hardening) to 3m. Please can this be added to/ noted on your site access drawing.

Best wishes

Nick

**Nick Gammer**

**Principal Transport Engineer – Highways Development Planning**

Hampshire 2050

Hampshire County Council, The Castle, Winchester, SO23 8UL

Email: [nick.gammer@hants.gov.uk](mailto:nick.gammer@hants.gov.uk)

Web: [www.hants.gov.uk](http://www.hants.gov.uk)



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<https://www.hants.gov.uk/transport/developers/highwaysdevelopmentplanning>

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**From:** Anthony Jones <[AJones@glanvillegroup.com](mailto:AJones@glanvillegroup.com)>

**Sent:** 10 June 2025 16:19

**To:** Rogers, Zara <[Zara.Rogers@hants.gov.uk](mailto:Zara.Rogers@hants.gov.uk)>; Martin, Clare <[clare.martin@eastleigh.gov.uk](mailto:clare.martin@eastleigh.gov.uk)>

**Cc:** Gammer, Nick <[Nick.Gammer@hants.gov.uk](mailto:Nick.Gammer@hants.gov.uk)>; Rebecca Fenn-Tripp <[rebecca.fenn-tripp@bloorhomes.com](mailto:rebecca.fenn-tripp@bloorhomes.com)>;

Adam Rickenbach <[adam.rickenbach@bloorhomes.com](mailto:adam.rickenbach@bloorhomes.com)>

**Subject:** RE: Fair Oak

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Afternoon Zara

Many thanks for your email below and our response to your comments are set out below.

### **Site Access Drawing**

Please find attached Drawing 8230679\_6103\_Rev L. This confirms that the lane widths through the proposed new right turn lane are between 3.5 to 3.7 metres compliant with HCC TG.

### **Botley Road Shared use**

Please find attached Drawing 8230679\_6107\_Rev I. This shows the proposed shared use cycleway scheme on Botley Road to the south of the signalised junction with Stubbington Way and also on Stubbington Way to the east of the junction. The amended scheme has evolved in order to seek to incorporate the discussions and agreed way forward at the DfS meeting last Thursday the 05 June. The changes are as follows:

#### **1. Botley Road – Carriageway Width Review**

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The shared footway/cycleway has been widened near the existing Pelican crossing north of the cemetery access with a minor pinch-point of approx. 2.9m. the carriageway surfacing extent has been adjusted to suit due to the crown line being moved.

#### **3. Fair Oak Infant School / Aisling Court**

The termination of the shared path should be moved north of the pinch point and a Toucan controlled crossing has been introduced to accommodate southbound cyclists. The bus stops have been relocated to suit the new arrangement.

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The bellmouth radius at the Stubbington Way / St. Thomas Court junction has been amended to suit the carriageway realignment. The granite block paving has been removed to allow for the appropriate carriageway realignment and to introduce a cycle offslip. The cycleway has been shortened so that it commences opposite St. Thomas Court to ensure that it is widths a minimum of 3m along this section. It is proposed to upgrade the existing controlled crossing at the Stubbington Way arm at the Stubbington Way signalised junction to a TOUCAN crossing.

#### **5. Eastleigh Road Link – Guardrails Impact**

It is not proposed to amend the section of the route adjacent to guardrails to provide a 3m by relocating the signal box controller and amending the low level retain wall and topography to the rear. This is because we do not consider that these improvements are justified to accommodate future residents from our scheme with consideration to the three legal tests of CIL Reg 122. In our view, the predominant desire line for our future residents will be to cross Botley Road via TOUCAN crossing on the southern Botley Road arm and then travel south to the schools and college to the south. Notwithstanding, the proposed amendments to the junction and the corner between Botley Road and Eastleigh Road are considered to provide a material benefit to pedestrian by widening the existing footway at this section from 1.3 to 1.95 metres. Corduray paving and signage can be installed at this section to advise cyclists that do travel west from Botley Road to Eastleigh Road or vice versa to notify them that the cycleway has terminated and that they should dismount.

We trust that this is accepted noting the willingness of the applicant to date to agree to a significant package of off-site active travel improvements where we consider it meets the three legal tests of CIL.

Noting the proposed amendments, it is understood that the Chief Engineering advised that he was prepared to review the amended drawings with a view to agreeing these without the need for a second formal DfS meeting. We would kindly ask if you can action this as soon as possible with a view to the updated drawings and the agreement of the DfS in principle been included in your second consultation response.

### **Botley Road/ Eastleigh Road/ Stubbington Way**

Please find attached Drawings 6204 Rev A, 6206 Rev A, 6211 Rev A, 6212 showing the turning manoeuvres for a refuse vehicle and maximum legal articulated delivery vehicle at the amended Stubbington Way signalised junction including for the tracking for articulated vehicle turning left into Eastleigh Road from Botley Road South.

### **RSA**

I have contacted the safety auditor and still awaiting a response at the time of writing. As soon as we are in receipt, I will forward it on for your consideration.

### **Mortimers Lane/Winchester Road Junction**

Please find attached Drawing 8230679\_6111 Rev C showing the proposed amendments to the junction between Winchester Road and Mortimers Lane with consideration to the comments in the email below. This includes for

- Removing the taper at the junction to ensure drivers are more perpendicular to the giveway line and don't have to look excessively over their shoulder.
- The inclusion of hatching between the two egress lanes.
- Extending the left turn lane by 13 metres, sufficient in length to accommodate two queuing vehicles;
- It is appreciated this will result in encroachment into the opposing lane of Winchester Road by larger vehicles when egressing, as is currently the case.

I also attached Drawing 8230679\_6125\_Rev A showing the achievable visibility splays at both lanes; as well as Drawings 8230679\_6209 Rev B showing the tracking of a maximum legal articulated delivery vehicle noting that it does overhang onto the opposite side of the carriageway when turning left out of the junction, that you have advised is acceptable at this location.

### **Longfield Road**

Please find attached Drawing 8230679\_6124 showing the provision of dropped kerbs and tactile paving at the junction between Longfield Road and Noyce Drive.

### **Conclusion**

I trust that the above response and information addresses the remaining outstanding transport issues, allows you to liaise with the Chief Engineer to confirm that the proposed shared cycleway is acceptable to allow a DfS in principle; and ultimately allows you to provide a positive consultation response to the scheme.

Should this not be case, please do let us know of any queries you may have or if you require additional information. If helpful ,we are happy to discuss via a team's meeting.

Kind Regards

Tony

Regards

**Anthony Jones** BSC MCIHT  
Technical Director  
AJones@glanvillegroup.com

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**From:** Rogers, Zara <[Zara.Rogers@hants.gov.uk](mailto:Zara.Rogers@hants.gov.uk)>

**Sent:** 09 June 2025 11:53

**To:** Martin, Clare <[clare.martin@eastleigh.gov.uk](mailto:clare.martin@eastleigh.gov.uk)>; Anthony Jones <[AJones@glanvillegroup.com](mailto:AJones@glanvillegroup.com)>

**Cc:** Gammer, Nick <[Nick.Gammer@hants.gov.uk](mailto:Nick.Gammer@hants.gov.uk)>; Rebecca Fenn-Tripp <[rebecca.fenn-tripp@bloorhomes.com](mailto:rebecca.fenn-tripp@bloorhomes.com)>; Adam Rickenbach <[adam.rickenbach@bloorhomes.com](mailto:adam.rickenbach@bloorhomes.com)>

**Subject:** RE: Fair Oak

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Hi Clare/Tony

Following on from the attached additional information and recent DfS meetings, the email below sets out what has been agreed and the remaining outstanding points. The points highlighted red require resolution.

#### Site Access Drawing

- Lane widths have been confirmed, however, these raise concerns.
  - HCC's Technical Guidance states gaps between 3.2m and 3.9m (kerb to kerb) through traffic islands shall be avoided. Given kerb to kerb measurements are not shown on the submitted drawing (the hatching has been used instead of the kerblines), the design may already meet this criteria, although this should be demonstrated on the drawing at the refuge islands please, to avoid the need for a further DfS.
  - Through the right turn lane area, the lane width is 3.5m. Given the wording on TG1 para 5.3.2 and the presence of segregated cycleway, this would not be a DfS. However, further consideration may be required at detailed design regarding these lane widths.
- Pedestrian crossing point at access – Visibility has been shown for this. These are acceptable, and as noted, all land outside the existing highway boundary required for visibility splays should be offered for adoption as highway. Whilst acceptable in principle, the crossing is off the desire line and should ideally be located slightly further north, which would also help reduce vegetation cut back; this point can be picked up during S278 detailed design.
- Proposed shared use path – Please note that this will require an OWC as the adjacent ditch will need to be amended/ culverted.

#### Botley Road Shared use

- The Departure from Standards (DfS) in principle has not yet been approved as further investigation and design amendments are required.

- Additional consideration regarding the location of street furniture will be required at detail design.
- It may be possible to reduce the length of share use on the eastern side. Also, a dropped kerb allowing confident cyclist to transition onto road will be required in this location. Both points can be dealt with at detailed design.
- The provision of a controlled crossing at the southern end of the route is being discussed under a separate cover (HCC email sent Friday 6<sup>th</sup> June; updated design awaited).

#### Botley Road/ Eastleigh Road/ Stubbington Way

Additional tracking has been presented with confirmation of tracking speeds. However, tracking for articulated vehicle turning left into Eastleigh Road from Botley Road South seems to have been missed and is required.

#### Knowle Lane

The advance stop line has been removed. The proposals on Knowle Road and at the Botley Road/ Knowle Lane/ Burnetts Lane crossroad junction are considered acceptable in principle.

#### RSA

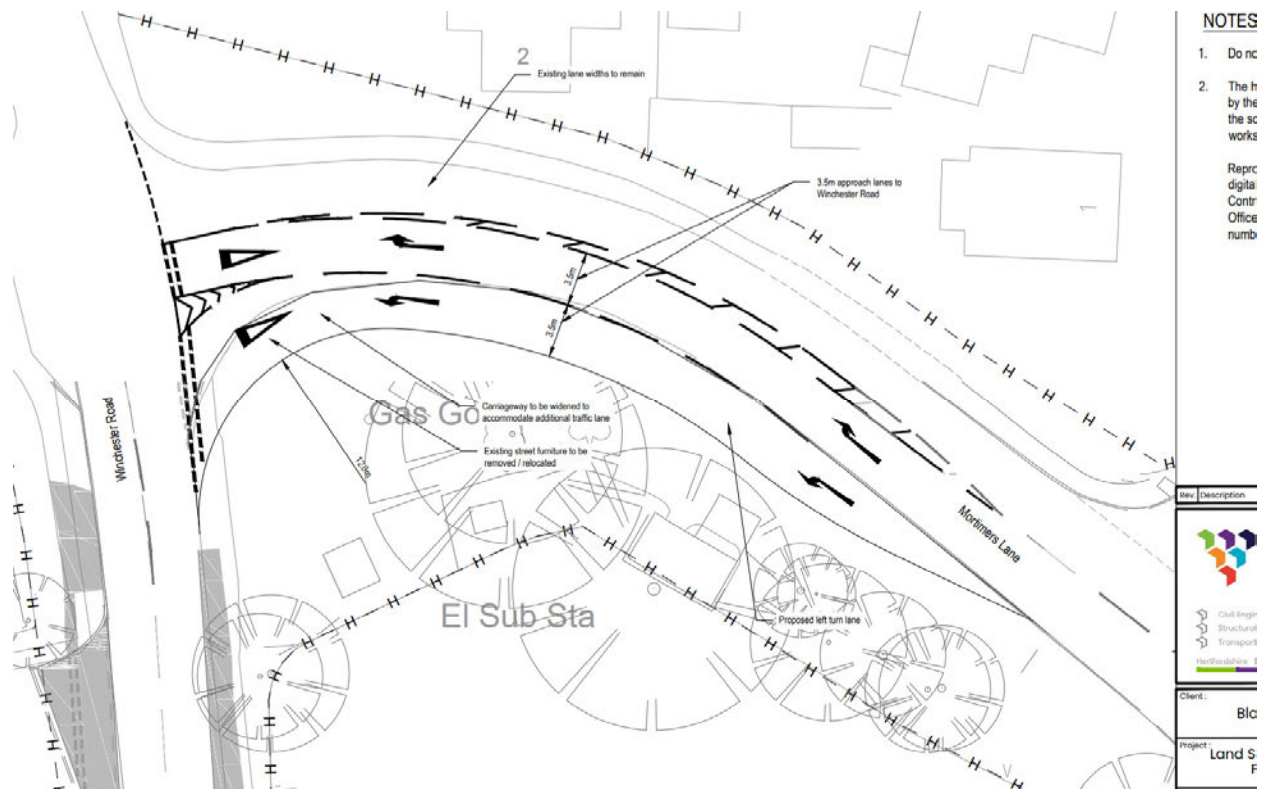
The attached states the Safety Auditor is on leave and formal confirmation of his agreement with the Designer's Response to Problem 1 will be sought upon his return. This should be provided.

#### Mortimers Lane/Winchester Road Junction

As discussed after the DfS meeting, adding an additional egress lane to Mortimers Lane with cars waiting side by side to exit is accepted. However, in order to have an acceptable in principle design to be secured in any future S106 Agreement, the following should be addressed.

- Significant reduction of taper length. This will ensure drivers are more perpendicular to the giveway line and don't have to look excessively over their shoulder. It is appreciated this will result in encroachment into the opposing lane of Winchester Road by larger vehicles when egressing, as is currently the case.
- The inclusion of hatching between the two egress lanes.

The initially submitted design (screen shot below) was more appropriate but was subsequently rationalised to remove an unnecessarily long length of 2 lane approach. Tony confirmed the applicant is willing to go back to something more akin to the original design, but with a shorter 2 lane approach. Please can you send this revised design through for review/ agreement.



#### Summerland's Road:

The in principle design shown on drawing 8230679/6121 is considered acceptable.

#### Longfield Road:

Tony confirmed the Applicant is willing to implement the missing dropped kerbs and tactile paving across Longfield Road at the junction with Noyce Drive (location below for clarity). Either drawing 8230679/6122 should be extended to include these works, or a separate drawing should be provided (either would therefore allow the works to be secured in any future S106 Agreement).



#### Framework Travel Plan

This has been updated and now is now considered acceptable.

Kind Regards

Zara

**Zara Rogers**

**Transport Planner – Highways Development Planning**

Hampshire 2050

Hampshire County Council, The Castle, Winchester, SO23 8UL

Email: [zara.rogers@hants.gov.uk](mailto:zara.rogers@hants.gov.uk)



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---

**From:** Anthony Jones <[AJones@glanvillegroup.com](mailto:AJones@glanvillegroup.com)>

**Sent:** 23 May 2025 16:46

**To:** Gammer, Nick <[Nick.Gammer@hants.gov.uk](mailto:Nick.Gammer@hants.gov.uk)>; Rogers, Zara <[Zara.Rogers@hants.gov.uk](mailto:Zara.Rogers@hants.gov.uk)>

**Cc:** Rebecca Fenn-Tripp <[rebecca.fenn-tripp@bloorhomes.com](mailto:rebecca.fenn-tripp@bloorhomes.com)>; Adam Rickenbach  
<[adam.rickenbach@bloorhomes.com](mailto:adam.rickenbach@bloorhomes.com)>

**Subject:** RE: Fair Oak

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Dear Nick and Zara,

I hope you're both well.

Please find attached Technical Note 037 and the revised Framework Travel Plan (Ref: 035 Rev A), which have been prepared in response to the Highway Authority's consultation response dated 16 May 2025.

The note provides a detailed summary of the current position on all key technical matters, including those discussed at our meeting on 09 May. It outlines the areas of agreement and identifies the matters that remain outstanding, together with the steps we are taking to resolve them. The updated Travel Plan also reflects the agreed provision of sustainable travel vouchers, to be made available on request.

We would welcome an update on the outstanding items set out in TN037 at your earliest convenience, particularly where further clarification or confirmation is required to close off the remaining points.

Please let me know if you would like any additional information in the meantime.

Kind regards,  
Tony

Regards

**Anthony Jones** BSC MCIHT

Technical Director

[AJones@glanvillegroup.com](mailto:AJones@glanvillegroup.com)

[www.glanvillegroup.com](http://www.glanvillegroup.com)

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**From:** Gammer, Nick <[Nick.Gammer@hants.gov.uk](mailto:Nick.Gammer@hants.gov.uk)>

**Sent:** 15 May 2025 11:48

**To:** Anthony Jones <[AJones@glanvillegroup.com](mailto:AJones@glanvillegroup.com)>; Rogers, Zara <[Zara.Rogers@hants.gov.uk](mailto:Zara.Rogers@hants.gov.uk)>

**Cc:** Rebecca Fenn-Tripp <[rebecca.fenn-tripp@bloorhomes.com](mailto:rebecca.fenn-tripp@bloorhomes.com)>; Adam Rickenbach <[adam.rickenbach@bloorhomes.com](mailto:adam.rickenbach@bloorhomes.com)>

**Subject:** RE: Fair Oak

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Hi Tony

Agreed, except for the below:

- Regarding point 2, we'll come back to you early next week on your separate email. However, if ITS are comfortable the design is acceptable in principle and the indicative PV2 estimate gives sufficient comfort a crossing is justified, we may not need the condition and can just secure the works for delivery by S278 along with the shared use path/ junction amendments (they're already on the same drawing).
- The revised flare design is considered acceptable in principle  
This is subject to engineering comments, and so the design submitted may not be considered acceptable in principle.

We'll consider the suggested trigger in point 8 and respond in due course.

Our second consultation response is now with our Team Leader for review/ authorisation, so should be available by the end of this week.

Noted regarding the extension of time discussions, please could you let us know if/ when the deadline has been confirmed.

Best wishes

Nick

**Nick Gammer**  
**Principal Transport Engineer – Highways Development Planning**  
 Hampshire 2050  
 Hampshire County Council, The Castle, Winchester, SO23 8UL  
 Email: [nick.gammer@hants.gov.uk](mailto:nick.gammer@hants.gov.uk)  
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---

**From:** Anthony Jones <[AJones@glanvillegroup.com](mailto:AJones@glanvillegroup.com)>

**Sent:** 12 May 2025 12:24

**To:** Gammer, Nick <[Nick.Gammer@hants.gov.uk](mailto:Nick.Gammer@hants.gov.uk)>; Rogers, Zara <[Zara.Rogers@hants.gov.uk](mailto:Zara.Rogers@hants.gov.uk)>

**Cc:** Rebecca Fenn-Tripp <[rebecca.fenn-tripp@bloorhomes.com](mailto:rebecca.fenn-tripp@bloorhomes.com)>; Adam Rickenbach <[adam.rickenbach@bloorhomes.com](mailto:adam.rickenbach@bloorhomes.com)>

**Subject:** RE: Fair Oak

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Morning Nick

I trust that you had a good weekend.

Further to the meeting on Friday the 09 May, please find attached our draft meeting notes for your agreement.

### **Draft Summary of 09 May Meeting with HCC – Fair Oak Development**

#### 1. Botley Road / Stubbington Way Signalised Junction

- HCC confirmed *Option 1* (Toucan crossing retained at the junction, shared footway/cycleway widened on the western side) as the preferred layout.
- This approach supports LTP4 objectives and is more closely aligned with Hampshire's LCWIP.
- A Departure from Standard (DfS) will still be required due to localised pinch points on the shared facility. A DfS meeting has been scheduled for Wednesday 5 June at 11:00, where Glanville will present.

#### 2. Controlled Pedestrian Crossing – Fair Oak Infant School

- The revised location (north of the school access) is supported in principle.
- HCC requested a PV<sup>2</sup> calculation to justify provision, incorporating:
  - Estimated two-way pedestrian flows based on site yields (early years, primary, and secondary pupils); and
  - Future vehicle flows (Base + Committed + Development scenario).
- HCC recognises that these pedestrian flows are based on reasonable assumptions and is open to the calculation being secured by planning condition if required. A suggested condition has been prepared.

#### 3. Mortimers Lane Bus Stop Footway

- The proposed 1.9m footway, including a pedestrian guardrail and repositioned bus stop, is acceptable in principle subject to engineering review.

#### 4. Knowle Lane

- HCC confirmed that, due to highway width constraints, on-carriageway cycle markings are a proportionate and acceptable alternative to a shared-use facility. No objection in principle.

#### 5. Winchester Road / Mortimers Lane Junction

- The revised flare design is considered acceptable in principle. Tracking, flare lengths and the overall geometry are being reviewed by HCC's engineers, with formal confirmation to follow.

#### 6. Residential Travel Plan

- HCC confirmed that the Framework Travel Plan is broadly acceptable.
- A request was made for a commitment to provide sustainable travel vouchers per dwelling.
- Bloor Homes expressed a preference for an opt-in scheme to reduce unused vouchers. We agreed to confirm our position once internal discussions have been finalised.

#### 7. Mobility Hub

- HCC supports the inclusion of a small-scale hub with facilities such as EV charging, bike parking, lockers, and/or parcel delivery infrastructure, secured via S106 (not condition).
- Maintenance responsibilities should be clarified at planning stage.
- Rebecca (Bloor) will contact CoMoUK regarding best practice examples; Glanville will engage potential providers for click-and-collect lockers and convenience vending machines to assess feasibility and ongoing management.

#### 8. Section 278 Delivery Triggers

- HCC confirmed their preference for the following phasing:
  - *Site access and associated footways*: to be completed prior to first occupation;
  - *Wider off-site junction upgrades (e.g. Stubbington Way)*: HCC's preference is for these works to be delivered prior to first occupation. During the meeting, the possibility of linking implementation to a trigger or threshold was discussed, with 30 dwellings referenced as a potential cap. Following further internal discussion, Bloor has asked whether this could be increased to 60 dwellings to better align with projected sales and cashflow. HCC to review and advise whether this higher threshold would be acceptable.
- Client noted concerns around cost and timing; HCC confirmed they are open to constructive dialogue on a pragmatic trigger strategy.

#### **9. TRO Process – Speed Limit Change**

- The speed limit change will require a Traffic Regulation Order (TRO), progressed as part of the S278 package. HCC noted that the TRO process generally takes 6–12 months and is typically delegated unless formal objections are received. HCC to advise if earlier progression is possible on this scheme.
- Subsequent to the meeting, clarification is being sought as to whether the TRO application to relocate the speed limit can be submitted independently of the s278 agreement.

We would be grateful if you could confirm your agreement with the above meeting notes or advise of any comments or corrections. We look forward to receiving the second formal consultation response, which we understand is scheduled for issue later this week.

In parallel, Bloor Homes are in the process of agreeing an extension to the application decision deadline with Eastleigh Borough Council to 10th June 2025. This will allow time for the DfS application for the proposed sub-3.0m shared footway/cycleway sections on Botley Road to be presented at the scheduled meeting on 05th June.

Kind Regards,

Tony

Regards

**Anthony Jones** BSC MCIHT

Technical Director

AJones@glanvillegroup.com

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0117 4524038

07939 348552



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**From:** Anthony Jones <[AJones@glanvillegroup.com](mailto:AJones@glanvillegroup.com)>

**Sent:** 09 May 2025 09:47

**To:** Gammer, Nick <[nick.gammer@hants.gov.uk](mailto:nick.gammer@hants.gov.uk)>; Rogers, Zara <[zara.rogers@hants.gov.uk](mailto:zara.rogers@hants.gov.uk)>

**Cc:** Rebecca Fenn-Tripp <[rebecca.fenn-tripp@bloorhomes.com](mailto:rebecca.fenn-tripp@bloorhomes.com)>; Adam Rickenbach <[adam.rickenbach@bloorhomes.com](mailto:adam.rickenbach@bloorhomes.com)>

**Subject:** Fair Oak

Morning Nick

To aid discussions at this morning meeting, please find a proposed agenda. It is very much based on the issues addressed in our recent Technical Note we submitted.

### **Proposed Agenda – LHA Meeting – 10:00, Friday 09 May 2025**

#### **1. Introductions and Meeting Purpose**

- o Brief overview of the scheme position.
- o Aim to progress towards agreement on outstanding highways matters.

#### **2. Botley Road / Stubbington Way Signalised Junction**

- o Review of Options 1 and 2 presented in Document 034.
- o Discussion of trade-offs: active travel priority vs junction capacity.
- o Confirmation of LHA preferred option.
- o Any requirement for further modelling or mitigation.

#### **3. Shared Footway / Cycleway on Knowle Lane**

- o Recap on reasons for not pursuing shared use path (width constraints, third-party land).
- o Confirmation that on-carriageway markings and RSA position are acceptable.

#### **4. Mortimers Lane Bus Stop Footway Width**

- o Confirm 1.9m footway width is acceptable in principle due to constraints and fencing.
- o Any follow-up required for materials or guardrail specification.

#### **5. Departure from Standards (DfS) Application – Shared Path Width**

- o Review of submitted DfS application for Botley Road cycleway.
- o Agreement on process/timescales for formal determination.
- o Response to any remaining technical points.

#### **6. Controlled Pedestrian Crossing – Botley Road**

- o Review of PV<sup>2</sup> calculation methodology and outputs.
- o Discussion on assumptions and whether further counts required.
- o Proposal to condition further data collection if needed.

7. **Mobility Hub Strategy**

- o Outline of initial thinking and relevant features (e.g. EVCPs, cycle parking, lockers).
- o Discussion on integration with active travel and role in Travel Plan.

8. **Travel Plan – Final Comments**

- o Review any outstanding comments on Issue 4 TP.
- o Clarify expectations for TP approval and monitoring.

9. **Next Steps and Programme**

- o Agree outstanding items to close before committee/appeal.
- o Timeline for approvals, sign-off, and any DfS feedback.

Catch up in 15 minutes or so.

Cheers

Tony

Regards

**Anthony Jones** BSC MCIHT

Technical Director

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0117 4524038

07939 348552



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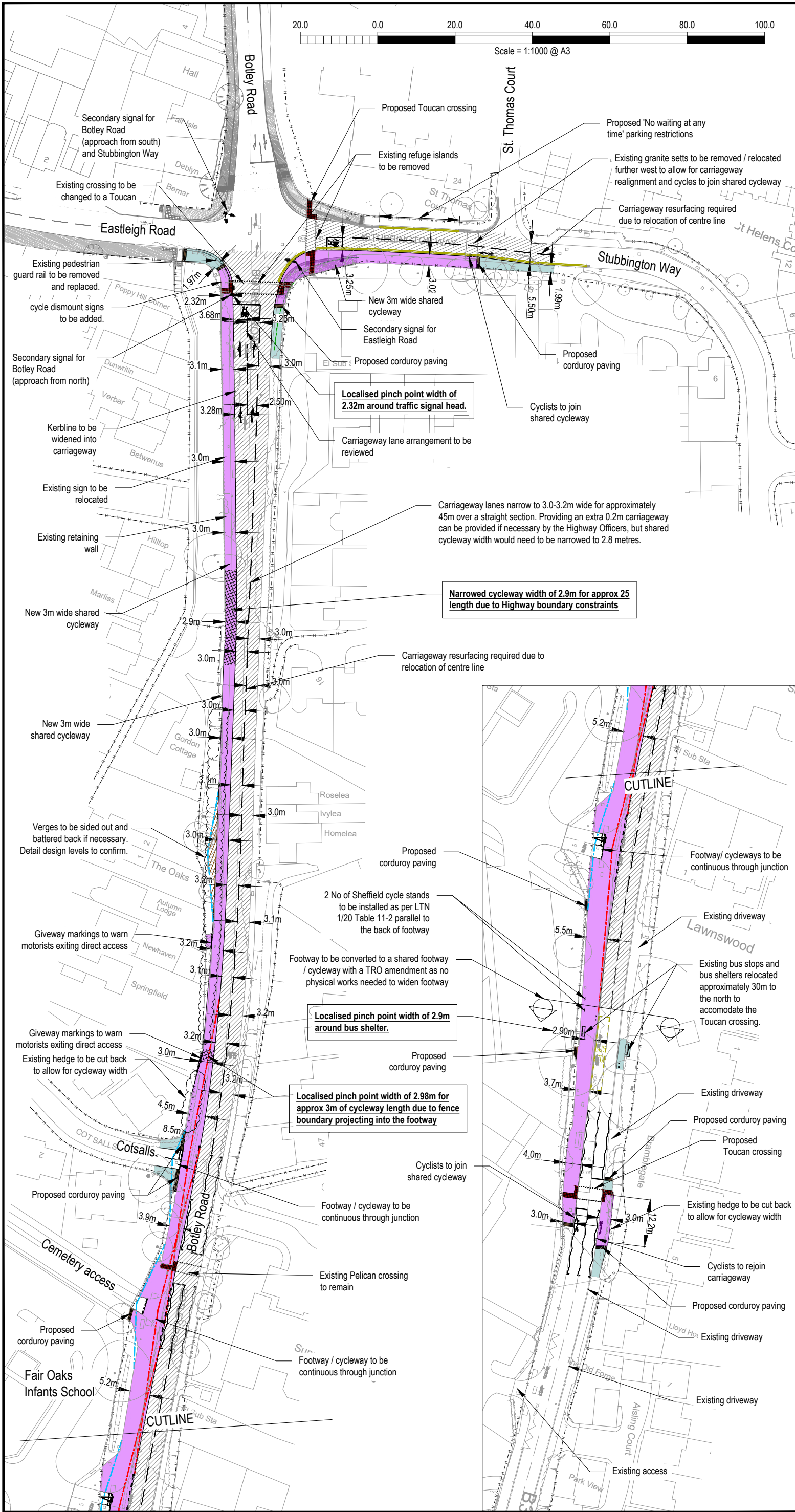
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## **Appendix D**

### **Drawing 8230679\_6107\_K**



KEY

- Proposed shared use footway
- Proposed carriageway resurfacing - Detailed design levels to confirm extents
- Proposed footway resurfacing
- Shared footway/cycleway < 3m
- Highway boundary interpreted from Hampshire County council records
- 2.4m x 43m junction visibility splay
- 2.4m x 17m cyclist visibility splay as per LTN 1/20 Table 5-5 unless stated otherwise
- 11m (M/S 10mph) forward visibility splay

NOTES

- Do not scale from this drawing.
- The highway boundary is to be verified by the highway authority throughout the scheme extents of the proposed works.

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Existing Junction Intervisibility

| Arm                             | Compliant with CD 123 |
|---------------------------------|-----------------------|
| Botley Rd (S) / Eastleigh Rd    | No                    |
| Eastleigh Rd / Botley Rd (N)    | No                    |
| Botley Rd (N) / Stubbington Way | No                    |
| Stubbington Way / Botley Rd (S) | No                    |

Hampshire Junction Intervisibility

|                                 |    |
|---------------------------------|----|
| Botley Rd (S) / Eastleigh Rd    | No |
| Eastleigh Rd / Botley Rd (N)    | No |
| Botley Rd (N) / Stubbington Way | No |
| Stubbington Way / Botley Rd (S) | No |

Bloor Homes Junction Intervisibility

|                                 |    |
|---------------------------------|----|
| Botley Rd (S) / Eastleigh Rd    | No |
| Eastleigh Rd / Botley Rd (N)    | No |
| Botley Rd (N) / Stubbington Way | No |
| Stubbington Way / Botley Rd (S) | No |

|      |                                         |          |    |      |
|------|-----------------------------------------|----------|----|------|
| K    | Updated in accordance with HCC comments | 13.06.25 | AH | AJ   |
| J    | Updated in accordance with HCC comments | 11.06.25 | AH | AJ   |
| I    | Updated in accordance with HCC comments | 06.06.25 | AH | AJ   |
| H    | Updated in accordance with HCC comments | 06.05.25 | AH | AJ   |
| Rev. | Description                             | Date     | By | Chkd |



- 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 : Proposed Highway and Cycle Improvements Site 2 General Arrangement

Engineer : A. Harper Date : July 2024

Director : A. Jones Scale : NTS @ A3

Status : PRELIMINARY

Drawing No. 8230679/6107

Rev K

## **Appendix E**

### **Drawing 8230679\_6128**



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 |
|------|-------------|------|----|------|
|------|-------------|------|----|------|



- 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 : Botley Road  
Road Widths

Engineer : A. Harper Date : June 2025

Director : A. Jones Scale : 1:250 @ A3

Status : PRELIMINARY

Drawing No. 8230679/6128

Rev

## **Appendix F**

### **Departure from Agreement**

## Submission for a Departure from Standard

Please type in grey boxes only.

**ONLY SUBMIT AS A WORD DOCUMENT** – THE FILE WILL BE CONVERTED TO PDF **ONLY** UPON FINAL DECISION BY THE CHIEF ENGINEER.

|                                         |                                                   |                                                                                                |
|-----------------------------------------|---------------------------------------------------|------------------------------------------------------------------------------------------------|
| <b>HCC Reference:</b>                   | DFS 214                                           |                                                                                                |
| <b>Departure Ref:</b>                   | Your Reference 8230679_DfS_002                    |                                                                                                |
| <b>Project Name:</b>                    | Land South of Mortimers Lane, Fair Oak, Eastleigh |                                                                                                |
| <b>Client / Developer's Details:</b>    | Name:                                             | Bloor Homes Southern                                                                           |
|                                         | Address:                                          | River Reach<br>Unit 7 Newbury Business Park<br>London Road<br>Newbury<br>Berkshire<br>RG14 2pA |
|                                         | Telephone No:                                     |                                                                                                |
|                                         |                                                   |                                                                                                |
| <b>Consultant / Designer's Details:</b> | Name:                                             | Glanville                                                                                      |
|                                         | Address:                                          | Clockwise Offices<br>Finzels Reach<br>Generator Building<br>Counterslip<br>Bristol<br>BS1 6BX  |
|                                         | Telephone No:                                     |                                                                                                |
|                                         |                                                   |                                                                                                |
| <b>Date Submitted:</b>                  | 06/05/2025                                        |                                                                                                |
| <b>Stage:</b>                           | PRELIMINARY DESIGN                                |                                                                                                |

### 1.0 Scheme Details

#### 1.1 Site Location (inc plan):

Description of site including road name

Land South of the B3037 - Mortimers Lane, Fair Oak, Eastleigh.

The site location plan is attached in Appendix A at the back of the report.

#### 1.2 Brief Description of Scheme:

Description of scheme and overall development

Proposed residential development for up to 245 dwellings and a supporting community/multi use hub. This site will be accessed via a priority right turn lane ghost island junction from Mortimers Lane/B3037.

As part of the proposed development, a comprehensive package of active travel improvements is proposed to improve connectivity between the site, Fair Oak village centre, and key destinations including Wyvern College and Fair Oak schools. These measures have been informed by the WCHAR and feedback from the Local Highway Authority (HCC), and are designed to complement and enhance HCC's own active

travel schemes currently being implemented across Fair Oak.

Of particular relevance is the proposed shared footway/cycleway that is proposed to the south of the Stubbington Way signalised junction continuing along Botley Road, connecting the site Wyvern College and the Fair Oak Infant and Junior Schools, including a proposed Toucan crossing, widening of existing footways, and conversion of existing footways to shared-use facilities.

Due to physical constraints in this location, a short section of the shared footway/cycleway is proposed to be narrower than the 3.0m standard recommended in HCC's Technical Guidance (TG10). This section is the subject of a formal Departure from Standards application. It is important to note that the proposed design approach and dimensions are consistent with Hampshire County Council's own active travel improvement scheme currently being delivered in Fair Oak, which includes comparable shared-use footway/cycleway widths below 3.0 metres on sections of both Winchester Road and Mortimers Lane, where physical constraints apply.

Drawing 8230679/6107 Rev K shows the proposed shared footway / cycleway improvement works.

The proposed cycleway improvements have been subject to a Stage 1 Road Safety Audit (see Appendix C). The audit identified no fundamental safety concerns with the proposed arrangement. A full Designer's Response Log has also been prepared (Appendix D), confirming that appropriate mitigation measures, such as provision of corduroy paving, dropped kerbs, and visibility improvements, have been incorporated into the design where required. The audit findings support the view that the shared-use facility is safe and appropriate in this context, particularly as similar widths are present within HCC's own active travel improvement scheme in Fair Oak.

Following the DfS meeting held on 05 June 2025, a number of amendments to the proposed shared footway/cycleway scheme on Botley Road and Stubbington Way have been agreed in response to comments from the Highway Authority. Four specific departures are still required formal confirmation on the amended scheme as follows:

- A very short narrowing past the signal head at the crossroad junction to 2.32m (the route either side of the signal head is 3m in width).
- A 25m length of shared use path at 2.9m.
- A 3m in length pinchpoint, for which the available width is 2.98m.
- The width at the relocated bus shelter is 2.9m.

## 2.0 Details of the Departure:

### 2.1 Relevant Standard(s):

HCC TG10 - Pedestrian and Cycle Facilities Technical Guidance Note

### 2.2 Clause(s):

Paragraph 5.2.14 of TG10

### 2.3 Details of Departure from Standard

TG10 advises at paragraph 5.2.14 that

*The minimum widths for shared use facilities shall be as detailed in the table below. Where possible, particularly at locations with high Place function, greater widths should be provided to reduce conflict between cyclist and pedestrians. Shared use facilities shall not be used on routes carrying more than 300 pedestrians in any one hour period. See also 5.2.7 regarding additional widths required to maintain the effective width.*

*Cycle flows Minimum effective width Up to 300 cyclist per hour 3.0m Over 300 cyclist per hour 4.5m*

| <b>Cycle flows</b>                | <b>Minimum effective width</b> |
|-----------------------------------|--------------------------------|
| <i>Up to 300 cyclist per hour</i> | <i>3.0m</i>                    |
| <i>Over 300 cyclist per hour</i>  | <i>4.5m</i>                    |

### 2.4 Reason for Departure

Due to the existing third party land boundary constraints on the Botley Road highway corridor, it has not been possible to widen the existing footway to achieve a minimum width of 3m consistently to convert this to a shared use cycleway without reducing the width of the adjacent vehicular carriageway.

The drawings (8230679/6107 Rev F) included in Appendix B shows the extents of section of the proposed shared footway / cycleway on Botley Road that are proposed to be less than three metres in width. This drawing has subsequently evolved further to the DfS meeting on the 05 June 2025 and the drawing reference for consideration is now 8230679 Rev K included at Appendix B

## 2.5 Related Departures:

Departure ref: N/A

Your references Description of departure that may have an adverse affect on above proposed departure

The reduced width may increase the likelihood of interaction between users, particularly during school pick-up/drop-off periods. This reinforces the need for appropriate surface treatments, signage, and user awareness to promote shared use etiquette and minimise conflict. It is noted, however, that the RSA raised no material safety concerns in relation to this arrangement.

## 2.6 Detail any Relaxations in the area of the Departure:

None identified.

## 3. Justification for Departure (Include positive and negative impacts)

### 3.1 Safety: Road Safety Audits comments to be included

The proposed Departure from Standard relates to a short section of shared footway/cycleway that, due to physical constraints, will be narrower than the 3.0m width typically recommended in TG10. A Stage 1 RSA was undertaken with full awareness of the proposed dimensions. The RSA did not identify any problems or safety concerns related to the reduced width of the shared facility, and a corresponding Designer's Response has been submitted to confirm this position.

It is considered that the proposed shared-use facility, while narrower than the minimum effective width advised in TG10 in places, provides a safer and more attractive alternative for less confident cyclists than on-carriageway cycling. By providing physical separation from vehicular traffic, the scheme reduces the risk of dangerous overtaking manoeuvres and conflicts between vehicles and cyclists. In this context, the substandard width supports broader road safety objectives by promoting use of dedicated infrastructure.

A summary of relevant safety impacts is provided below.

### 3.2 Environmental/Sustainability:

The proposed Departure from Standard facilitates the delivery of a shared footway/cycleway that includes locally reduced-width sections, narrower than the typical 3.0m recommended in current guidance. While this involves a variance from standard design dimensions, the scheme brings notable environmental and sustainability benefits, along with some minor limitations.

|                             |                                                                                                                                                                                                             |
|-----------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Advantages/positive impacts | Reduced construction footprint, minimising land take and the volume of materials required.<br><br>Lower disruption to neighbouring residents and the travelling public due to a more compact build process. |
|-----------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

|                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|--------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                | <p>Avoids the need for intrusive engineering solutions such as retaining walls or significant verge regrading.</p> <p>Enables the provision of new walking and cycling infrastructure that would otherwise be undeliverable within existing highway boundaries.</p> <p>Supports active travel and long-term behavioural shift away from car use in accordance with the LTP4 and the EBC LCWIP, aligning with both local and national climate objectives.</p> |
| Disadvantages/negative impacts | <p>In a small number of areas, the shared-use facility will include constrained-width sections, which may reduce comfort during peak usage and slightly affect perceived usability.</p>                                                                                                                                                                                                                                                                      |

### 3.3 Accessibility:

The proposed Departure from Standard has been carefully considered in terms of its impact on Non-Motorised Users (NMUs) and the broader transport network, including journey quality and potential impacts on journey times and route attractiveness.

|                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|--------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Advantages/positive impacts    | <p>Retaining the existing carriageway width by avoiding widening works or amendments to narrow the carriageway width where required, but still allow two opposing maximum legal articulated delivery vehicles to pass each preserves vehicular flow and ensures no loss of accessibility for motorised users.</p> <p>By delivering a safe, continuous shared-use route, even at locally constrained widths, the scheme significantly improves accessibility for pedestrians and less confident cyclists who may otherwise avoid cycling on-road.</p> <p>Supports inclusive access for a wider demographic — including school children, older residents, and mobility aid users — to key destinations such as schools, bus stops, and the village centre.</p> |
| Disadvantages/negative impacts | <p>Sections of the route below the preferred 3.0m width may slightly reduce comfort during periods of high footfall or cycle use, particularly for two-way flows.</p> <p>More confident or faster cyclists may continue to use the carriageway, though this is consistent with current patterns and does not compromise safety.</p>                                                                                                                                                                                                                                                                                                                                                                                                                          |

### 3.4 Maintenance:

The proposed Departure, allowing for a marginally reduced width of the shared-use facility in constrained areas, has been reviewed in terms of its long-term maintenance implications. Compared with a fully standard-width facility, the impacts are modest and manageable.

|                                |                                                                                                                                                                                                                                                                                                                                                |
|--------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Advantages/positive impacts    | <p>A narrower shared-use facility reduces overall surfacing area, resulting in lower long-term maintenance costs for footway/cycleway surfacing.</p> <p>Avoids the need for additional drainage infrastructure, retaining walls, or embankments, which typically require more intensive maintenance.</p>                                       |
| Disadvantages/negative impacts | <p>Some sections of the route are located adjacent to third-party vegetation, which may require more frequent trimming to maintain effective width and visibility.</p> <p>Slightly reduced width in places may result in localised wear in higher traffic areas, though this is considered manageable within standard maintenance regimes.</p> |

### 3.5 Construction Programme:

The proposed reduction in shared footway/cycleway width will shorten the construction period by reducing the extent of excavation, surfacing, and associated works. This more compact construction footprint also enables simpler traffic management arrangements, minimising disruption to the highway network and the travelling public. Overall, the departure is expected to support a more efficient and less disruptive delivery programme compared to a standard-width scheme.

### 3.6 Cost:

The precise cost savings associated with the proposed departure are difficult to quantify due to the complexities of acquiring third-party land, which would be required to deliver a standard-width facility. However, by avoiding land acquisition and associated negotiations, the departure offers clear value-for-money advantages and reduces the risk of delay or cost escalation. In addition, the reduced construction footprint is expected to lower material, labour, and traffic management costs.

### 3.7 Consultants Mitigation

To maximise available width and enhance user experience within the constrained corridor, the design has sought to optimise the shared-use facility by removing or relocating existing street furniture and verge features wherever feasible. These interventions ensure the route operates as effectively as possible despite localised width constraints, while still maintaining safe and accessible passage for both cyclists and pedestrians.

## 4.0 Supporting Documentation

| Reference  | Title                                                             |
|------------|-------------------------------------------------------------------|
| Appendix A | Site location plan - P23-2261_DE_002_01 Site Location Plan_REVA;  |
| Appendix B | Drawing 823-679_6107_F – Highway and Cycle Improvements Site 2 GA |
| Appendix C | 031_8230679_GT_Stage_1_RSA_(Issue 2)                              |
| Appendix D | 031_8230679_DA_RSA Response                                       |
| Appendix E | Drawing 823-679_6107_K – Highway and Cycle Improvements Site 2 GA |

## 5.0 Departure Request Review

### 5.2 Chief Highways Engineer Comments

APPROVED

X

APPROVED WITH COMMENTS

DECLINED

Chief Engineer/Head of Highways

Signed

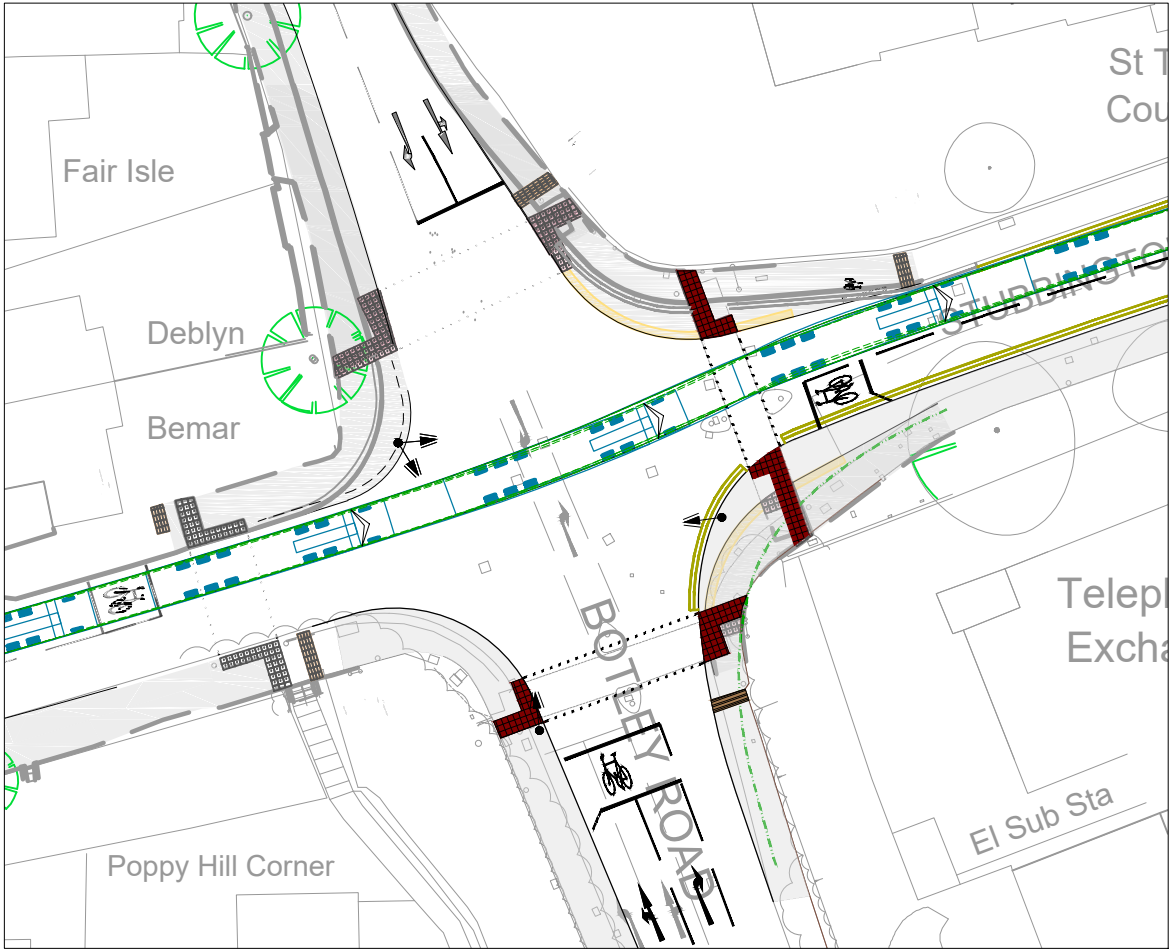
Print

Job Title Chief Engineer

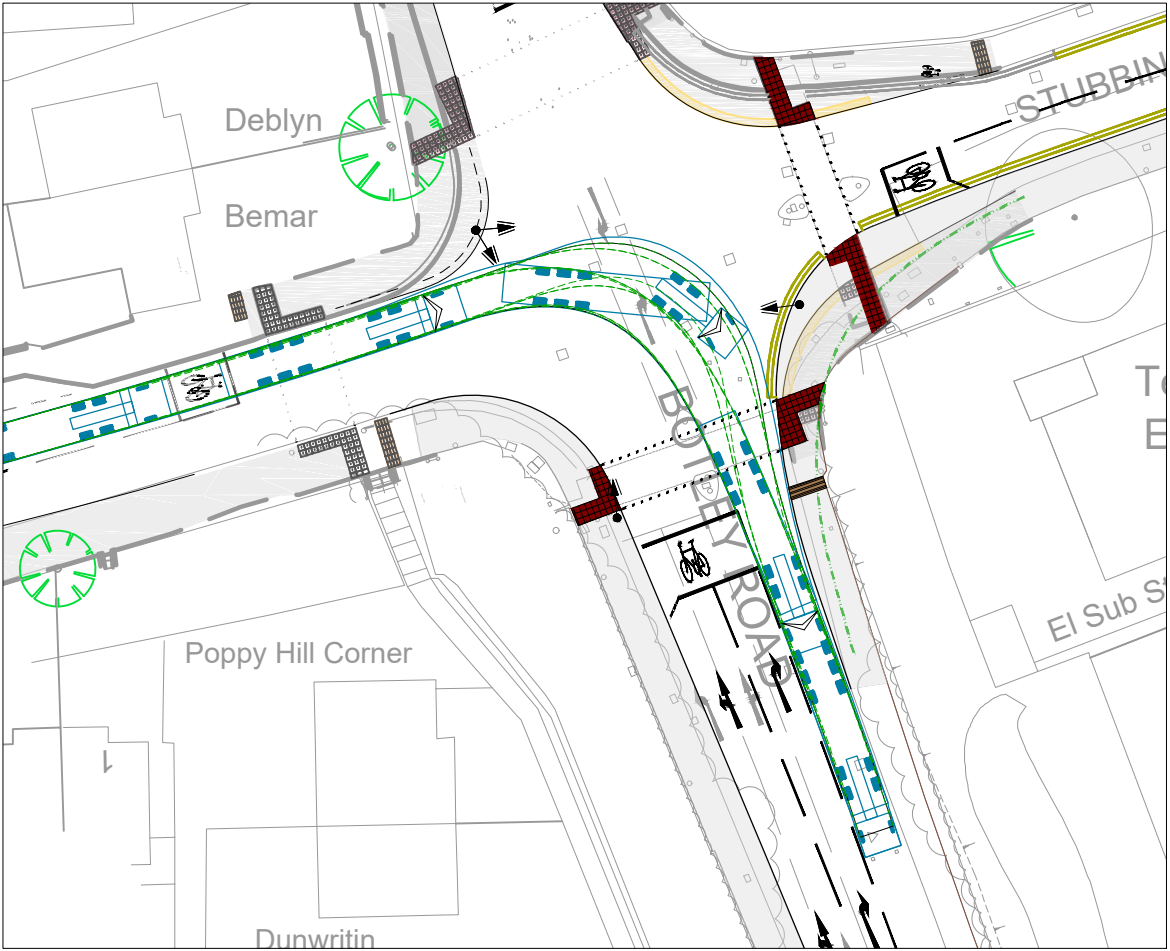
Date 13/6/25

## **Appendix G**

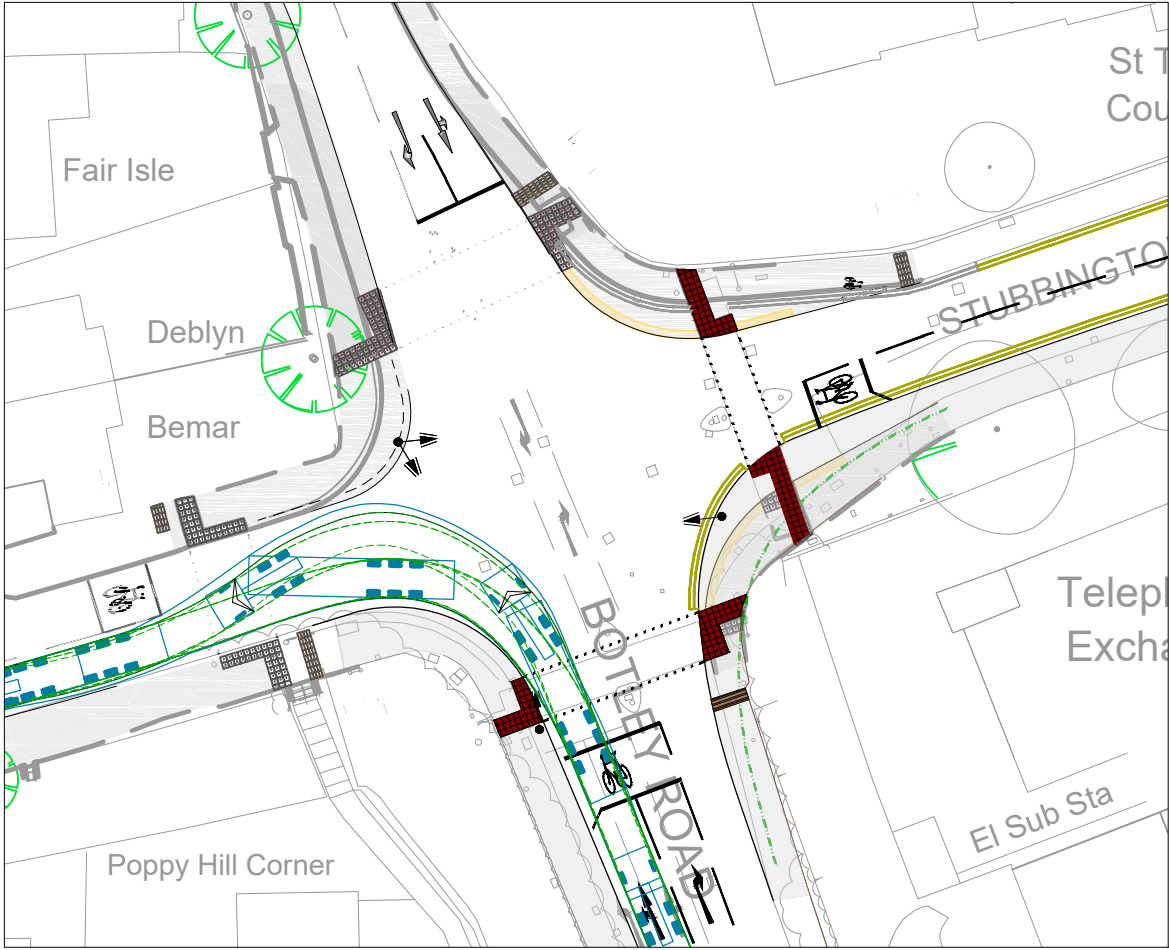
### **Drawing 8230679\_6212\_A**



STRAIGHT OVER



RIGHT-TURN - ENTRY



LEFT TURN

- 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



|      |                                          |            |    |      |
|------|------------------------------------------|------------|----|------|
| A    | Updated in accordance with HCC comments. | 10/06/2025 | AH | AJ   |
| Rev. | Description                              | Date       | By | Chkd |



- 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,<br>Fair Oak, Eastleigh |  |          |
| Title :              | Swept Path Analysis<br>16.5m Articulated Vehicle     |  |          |
| Engineer : A. Harper | Date : May 2025                                      |  |          |
| Director : A. Jones  | Scale : 1:500 @ A3                                   |  |          |
| Status :             | PRELIMINARY                                          |  |          |
| Drawing No.          | 8230679/6212                                         |  | Rev<br>A |

## **Appendix H**

### **Drawing 8230679\_6111\_C**



**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 right turn
  - 43m forward visibility
  - Highway boundary interpreted from Hampshire County Council records



|      |                                      |          |    |      |
|------|--------------------------------------|----------|----|------|
| C    | Updated in response to LHA comments. | 09/06/25 | AH | AJ   |
| B    | Updated in response to LHA comments. | 21/05/25 | AH | AJ   |
| A    | Visibility splays added.             | 11/04/25 | TH | AD   |
| Rev. | Description                          | Date     | By | Chkd |



Survey > Plan > Engineer

 Civil Engineering

 Structural Engineering

 Transport Planning

 Highways Engineering

 Building Surveying

 Geomatics

Hertfordshire

Oxfordshire

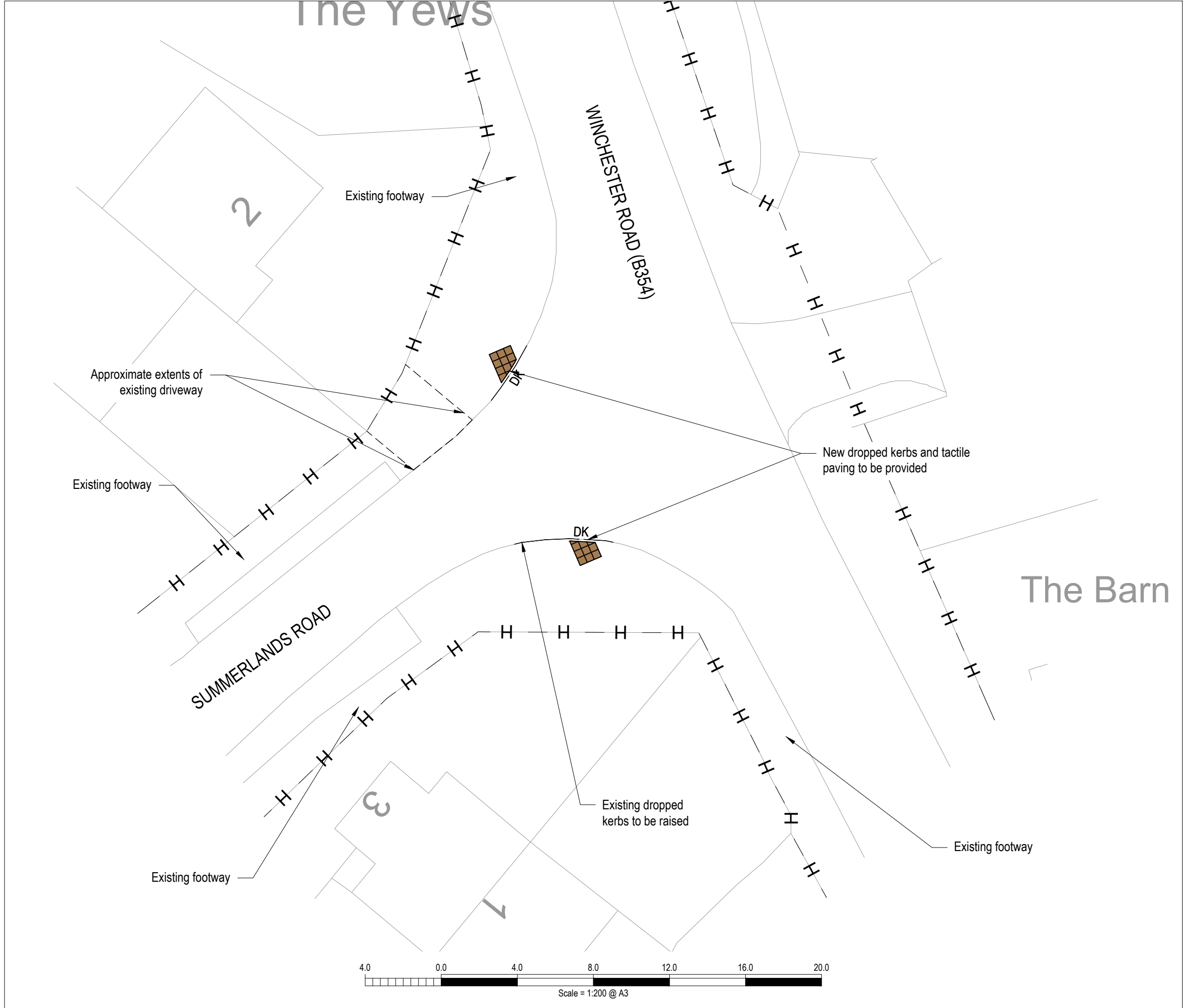
Cambridgeshire

Bristol

|                      |                                                                    |  |          |
|----------------------|--------------------------------------------------------------------|--|----------|
| Client :             | Bloor Homes Southern                                               |  |          |
| Project :            | Land South of Mortimers Lane, Fair Oak, Eastleigh                  |  |          |
| Title :              | Mortimers Lane / Winchester Road Mitigation Plan (With HCC Scheme) |  |          |
| Engineer : A. Harper | Date : August 2024                                                 |  |          |
| Director : A. Jones  | Scale : 1:500 @ A3                                                 |  |          |
| Status :             | PRELIMINARY                                                        |  |          |
| Drawing No.          | 8230679/6111                                                       |  | Rev<br>C |

## **Appendix I**

### **Drawing 8230679\_6127**



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

— H — Highway boundary interpreted from HCC records.



| Rev. | Description | Date | By | Chkd |
|------|-------------|------|----|------|
|------|-------------|------|----|------|



- 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 :              | Dropped Kerb at Summerlands Road                  |  |     |
| Engineer : A. Harper | Date : May 2025                                   |  |     |
| Director : A. Jones  | Scale : 1:200 @ A3                                |  |     |
| Status :             | PRELIMINARY                                       |  |     |
| Drawing No.          | 8230679/6127                                      |  | Rev |

## **Appendix J**

### **Drawing 8230679\_6124**



**NOTES**

1. This drawing is to be read in conjunction with all relevant documents and specifications.

2. Dimensions are not to be scaled.

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**KEY**

— H — Highway boundary interpreted from HCC records.

| Rev. | Description | Date | By | Chkd |
|------|-------------|------|----|------|
|      |             |      |    |      |

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 :

Dropped Kerb at Longfield Road

Engineer : A. Harper      Date : May 2025

Director : A. Jones      Scale : 1:200 @ A3

Status : PRELIMINARY

Drawing No. 8230679/6124

Rev

## **Appendix K**

### **RSA Correspondence**

## Anthony Jones

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**From:** Graeme Turner  
**Sent:** 30 June 2025 19:12  
**To:** Anthony Jones  
**Subject:** 8230679: Stage 1 RSA Response - Mortimers Lane / Winchester Road  
**Attachments:** 8230679\_6111\_C - Mortimers Lane Winchester Rd Mitigation with HCC Scheme.pdf;  
8230679\_6209\_B - 16.5m articulated Vehicle Mortimers Lane Junction.pdf

**Categories:** Filed by Newforma

Hi Tony,

I refer to the attached, which the Road Safety Audit Team has been asked to review / comment on. Specifically, the attached illustrates an amended layout of the proposed highway intervention at the existing junction of Mortimers Lane / Winchester Road.

We would normally recommend that such changes are reviewed, with any problems being communicated, through the production of a replacement RSA report although we understand it is requested that (for expedience) the following is provided via email instead. This email should be considered alongside that which is included in the Stage 1 RSA report (Issue 2) previously provided.

In addition to the revised layout, swept path analyses have been undertaken to illustrate the manoeuvres to be undertaken by a 16.5 metre articulated lorry. It is noted that the test vehicle will require much of the carriageway width to complete said manoeuvres without transgressing on to adjacent footways or verges. This was observed to occur for the existing situation.

Based on that provided the amended layout does not give rise to any significant safety concerns sufficient to warrant further investigation or mitigation.

Regards

**Graeme Turner** BEng (Hons) MCIHT MSoRSA

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