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<i>Date</i>	14 July 2025	<i>Email</i>	eastleighdc@hants.gov.uk

For attention of Mrs Martin

Dear Sirs

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

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

Thank you for the re-consultation for the above application. The application seeks outline planning permission for a residential development consisting of 245 dwellings and a multifunctional hub, with a new access off Mortimers Lane. It is noted the Highway Authority (HA) have previously provided a response dated 16th May 2025 requesting additional information, including:

- Signalised crossing design and forecasted PmV² assessment for the proposed crossing near Fair Oak Infant School
- Additional crossing of Longfield Road
- Advance stop line removed from Knowle Lane
- Site Access Lane widths and Setback distance for pedestrian visibility splays
- DfS approval in principle for the proposed shared use path along Botley Road
- Amendments to and subsequent Safety Auditor review of the Winchester Road/ Mortimers Lane junction proposal.
- Revised Framework Travel Plan

Deputy Chief Executive and Director of Hampshire 2050
Gary Westbrook

Following the Highway Authority response dated 16th May 2025, a series of correspondence and meetings between the Highway Authority and the applicant have taken place to discuss the remaining issues. The applicant has submitted a revised document titled “*Transport & Highways Progress Report*”, “Revised Framework Travel plan 038_8230679_AD_Travel_Plan_Issue 5 ”, “Response to Local Highway Authority Comments - 039_8230679_AJ_LHA_Response_(Issue_2)” and associated drawings with the aim of addressing the previous comments. Upon review, the Highway Authority would like to make the following comments.

Advance Stop Line Knowle Lane:

Following on from the Highway Authority’s previous comments, drawing 8230679/6108 Rev A has been updated to remove the Advance Stop Line. This is now acceptable to the Highway Authority.

Botley Road Shared Use:

The Highway Authority previously advised that Option 1 was the preferred design choice in regard to the design on the proposed share use path along Botley Road. Following a Departure from Standards (DfS) board meetings and subsequent modifications to the proposals, which include a toucan crossing point located outside Fair Oak Infant School, a revised design (drawing 8230679/6107 Rev K) has been submitted for review. The missing vehicle tracking has also been provided as required. It should be noted that this design still incorporates several areas where a DfS is required. However, these have been reviewed by the DfS board and agreed as acceptable in-principal at this planning stage. As mentioned in the Highway Authority's response dated 16th May 2025, there are a number of matters that will require further consideration at the S278 detailed design stage should the site progress.

Given the above, proposals shown on drawing 8230679/6107 Rev K are considered acceptable. The Applicant has also confirmed this improvement will be delivered directly by Applicant via S278 agreement should the development progress and will be secured as such in any future legal agreement.

Site Access:

A revised site access drawing, 8230679/6103 Rev O, has been submitted for review. This includes information regarding both the lane widths and pedestrian set back distance as previously requested by the Highway Authority. This is now acceptable in principle to the Highway Authority, subject to detail design at the S278 stage (including consideration of the crossing point setback across the site access), and should be secured within any future legal agreement.

While the applicant has noted that all visibility splays will be kept clear of obstruction over 600mm in height, as previously noted, all land outside of the existing highway boundary required for all visibility splays should be offered to HCC for adoption.

Mortimers Lane Shared use:

The applicant previously proposed a shared use cycleway extending west from the proposed site access to Pembers Farm Avenue, which would tie into the shared cycle way proposals to be delivered by HCC. However, due to rationalisation of HCC's cycleway works, the sections between Knowle Lane and Pembers Farm Avenue is no longer proposed to be widened. Through discussions it has been agreed with the applicant that to ensure a consistent tie in with the 3m share use as proposed, this missing section between Knowle Lane and Pembers Farm Avenue would also be widened to 3m as part of the Applicant's works. This has been agreed with the applicant, and therefore this should be secured within any future legal agreement to be delivered via S278.

Furthermore, HCC previously advised that an OWC consent will be required to pipe the existing ditch to facilitate the delivery of parts of the shared use path. The applicant has subsequently sort advice from an ecologist, who has considered an alternative solution that seeks to retain the existing open arrangement, with an embankment retained using geotextile bags. Whilst the Highway Authority has no objection to this method, subject to detail design, the LLFA should provide comments on this, as this method potentially decreases the volume of the ditch.

Mortimers Lane / Winchester Road Junction:

Following on from previous comments and discussion relating to the design of the proposals for this junction, a revised drawing (8230679-6111 Rev C) has been submitted for review. The applicant has also provided confirmation from the Road Safety Auditor that there are no concerns with the proposed improvement. The proposals shown on drawing 8230679-6111 Rev C are now acceptable in principle, subject to S278 detail design should the site come forward.

Road Safety Audit:

A Stage 1 RSA for both the site access works and all other off site highway works was previously provided. One item (Problem 1, which relates to the location of the access for Little Dower House and the interaction with the right turn lane) required further consideration. This will require an RSA exception; however, following further information from the Applicant and consideration, the Highway Authority are content this can be resolved through a formal exceptions process at S278 detailed design should the site come forward.

WCHAR:

The Highway Authority previously questioned the improvements for Summerland's Road, and the missing dopped kerb and tactile paving crossing at Longfield Road. Drawings 8230679/6127 and 82306679/6124 have been updated following on these comments. These are now acceptable to the

Highway Authority and therefore should be secured within the S106 agreement to be delivered via S278.

Framework Travel Plan:

A revised Framework Travel Plan (reference 038_8230679_AD_Travel_Plan) has been submitted following on from the Highway Authority's previous comments. Upon review, all previous comments raised have now been addressed. This Travel Plan, along with the associated fees and surety, should be secured within any future legal agreement.

Summary:

The Highway Authority are satisfied that sufficient information has been provided, and therefore have no objections to the above application, subject to the below conditions and obligations.

Obligations:

The following should be secured:

- Delivery of a Full Travel Plan in accordance with the approved Framework Travel Plan 038_8230679_AD_Travel_Plan) and payment of the associated fees and surety.
- The works listed below, which, as agreed with the Applicant, are all to be delivered by the Applicant via S278
 - Site Access as shown on drawing 8230679/6103 Rev O
 - Share use path along Mortimers Lane and additional bus stop provisions as shown on drawing 8230679/6106 Rev G
 - On carriageway cycle markings on Knowle Lane as shown on drawings 8230679/6106 Rev F and 6230679/6108 Rev A
 - A series of dropped kerb and tactile paving (WCHAR) improvements as shown on the following drawings:
 - Summerland's Road 8230679/6121 and 8230679/6127
 - Longfield Road 8230679/6124
 - Botley Road shared use path provision, crossing provision, junction improvements and bus stop relocation as shown on drawing 8230679/6107 Rev K
 - Winchester Road/ Mortimers Lane junction improvement as shown on drawing 8230679-6111 Rev C

Conditions:

CTMP:

No development shall take place, (including any works of demolition), until a Construction Traffic Management Plan has been submitted to, and approved in writing by, the LPA. The approved statement shall include scaled drawings illustrating the provision for -

- 1) The parking of site operatives and visitors' vehicles.
- 2) Loading and unloading of plant and materials.
- 3) Management of construction traffic and access routes.

- 4) Storage of plant and materials used in constructing the development.
 - 5) Vehicle Tracking demonstrating that the largest vehicles associated with the construction process can access, egress and turn within the confines of the site.
 - (6) Wheel washing facilities, mud prevention measures
- Reason: In the interests of highway safety

Mobility Hub:

A planning condition relating to delivery of the above should be included. The HA request sight of, and an opportunity to comment on, the proposed condition before this is finalised. This should include provision for ongoing maintenance of the Mobility Hub facilities.

S278 informative:

The applicant should be aware that as the proposals include the formation of a new or altered access onto the highway, which will include works within the highway, these works will be required to be undertaken in accordance with standards laid down by, and under a Section 278 license agreement with the Highway Authority. Full details of how to apply and the required documents to be submitted can be found via the following link: <https://www.hants.gov.uk/transport/developers/section-278>.

The granting of planning permission is independent of the license application, and it is strongly recommended the applicant understands the criteria to be met in order for a license to be granted.

Yours faithfully,

Zara Rogers
Transport Planner - Highway Development Planning
Hampshire 2050