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Direct Line	N/A	Your reference	EHDC-25-0748-OUT
Date	22 July 2026	Email	EASTDC@hants.gov.uk

For attention of Mrs Owen

Dear Sirs

**Re: EHDC-25-0748-OUT At Land To The Rear Of 136-150 London Road,
Holybourne, Alton, Hampshire**

**Outline Planning Application with all matters reserved except access for
a high mquality residential development comprising up to 156 dwellings,
with supporting green infrastructure and open space including play space
and associated infrastructure including Sustainable Urban Drainage
System and new vehicular access from London Road**

Thank you for the re-consultation for the above application. The Highway Authority previously provided a response dated 17th December 2025 requesting additional information. Subsequently, following meetings with the applicant revised drawings and information to address the issues previously raised have been received.

Sustainable Access:

The applicant previously submitted a series of drawings, highlighting changes to London Road to introduce a 20mph zone. This featured a series of formalised parking spaces and crossing points, to help facilitate the speed limit change. The Highway Authority previously raised several concerns regarding the proposals. Subsequently, the applicant has since undertaken a further review of the current parking demand, assessing the time and where the demand of parking occurs. The result of the parking surveys indicated a maximum demand of 79 parking spaces which occurred at 15:30, whilst the parking demand at 23:00 was only 47. These numbers have therefore been reflected in the latest proposals, as shown on drawing 020.0902-0013 Rev P10, which now includes

Director of Universal Services
Patrick Blogg

a total of 62 parking spaces along London Road, a net loss at peak times of 17 spaces. In order to provide more formal parking spaces along London Road than the previously proposed 37, the scheme proposals have evolved to remove several build outs that were previously proposed and replaces with additional formalised parking spaces.

Start of London Road to St Andrews Primary School:

Following on from previous discussions, at the start of London Road the previously proposed build-out has been removed and replaced with a raised table, alongside the introduction of limited on-street parking bays. It should be noted that London Road forms part of a Priority 1 salt route; therefore, whilst the principles of the raised tables are agreed with the Highway Authority as the feature forms an important gateway element to the proposed 20mph London Road, during S278 detailed design the gradients of this raised table will have to be agreed.

Subsequently due to the implementation of the raised table, this will have a knock-on effect to the operation of the signal junctions in terms of the signal loop. However, given that the speed limit would drop to 20mph and the raised table would slow vehicle approach speeds to the signals, further consideration would be required to the location of the signal loops which may need to re-position. These works would need to be included within the scope of any S278 works.

As previously proposed, the existing acceleration lane outside Treloar's has been removed and replaced with a 3m wide shared use path, which also serves to narrow the vehicle access for Treloar's. The applicant has submitted an "either/or" option in the event that agreement cannot be reached with Treloar's to tighten the access, limiting works to within the existing highway boundary if necessary. The precise configuration and final design can be resolved at the Section 278 detailed design stage in terms of which design is put forward, but in principle both proposals are acceptable at this stage and shown on drawing numbers 020.0902-0019 rev P04 and 020.0902-0035 Rev P02.

From the Highway Authority's perspective, the tightening of the Treloar's access and removal of the acceleration lane is the preferred arrangement. The existing wide access has been identified as creating difficulties for pedestrians, particularly when crossing, due to increased vehicle turning speeds and longer crossing distances. In addition, the acceleration lane is currently used for informal parking, despite not being designed for this purpose, which introduces potential safety risks and operational conflicts. Its removal will formalise the highway layout, reduce misuse, and improve overall pedestrian and cyclist safety by providing a wider shared use footway/cycleway in the vicinity of the school.

The shared use path terminates to the east of Treloar's access, where a formal crossing point and cycle transition have been provided. Outside St Andrew's Primary School, double yellow line markings have been introduced to prevent

parking. A formal build-out crossing point has also been incorporated. It is acknowledged that this strategy has attracted multiple objections, primarily due to the reduction in available space for parent drop-off and pick-up. However, the area was previously identified as a significant bottleneck, with some parents expressing concerns that it was unsafe for children to walk or cycle to school under existing conditions. In response to the reduction in parking provision, an additional park-and-stride strategy within the development is proposed offering 10 park and stride spaces, aiding to reduce the overall net reduction for parking at peak times to 7 spaces. The Highway Authority supports this approach, as it creates a safer environment for school access, ensuring that formal crossing points remain unobstructed by parked vehicles. The finer details of this arrangement can be addressed during the reserved matters stage and the requirement for this car park should be included as a condition requirement securing its delivery. Feedback received through the School Travel Plan consultation also included a recommendation to consider the installation of wigwag signs, which should be explored further as part of the Section 278 detailed design.

Visibility for the crossing located to the east of the school is shown measured to the centre of the carriageway to avoid proposed on street parking. Whilst this will require a formal departure given appropriate visibility can be achieved with and without the parking in place the Highway Authority consider the design to be safe and suitable. These works are shown on drawing 020.0902-0013 Rev P10

Howards Lane to Church Lane:

At the Howards Lane junction, the proposals include the formalisation of the kerb line arrangement with the introduction of tactile paving to formalise the crossing points. Existing visibility splays have not been provided for this junction, as present, similar to the Church Lane junction, this forms a betterment to the existing junction arrangement. It should however be noted that during the S278 detail design, if visibility splays cannot be achieved in accordance with HCC TG3 guidance, then a DfS will be required.

Continuing along London Road, 26 formalised parking spaces are proposed on alternating sides of the carriageway. The staggered parking arrangement provides a chicane effect which is expected to help reduce vehicle speeds and support compliance with the proposed 20mph limit. Tracking of a range of vehicles through this junction has been provided, which demonstrate all vehicles are able to track through this section, and/or pass each other to allow the two-way movement. This is therefore acceptable.

The Church Lane junction has similarly been formalised as above to the Howard Lane junction, through the provision of defined kerb lines and tactile paving. As previously advised, whilst the Highway Authority are supportive of the proposals in principle, a DfS will be required to support the implementation of the formal crossing point. Therefore, the formalisation of this crossing point will be subject

to detail design consideration and outcomes of the DfS process. These works are shown on drawing 020.0902-0013 P10.

Church Lane to end of scheme:

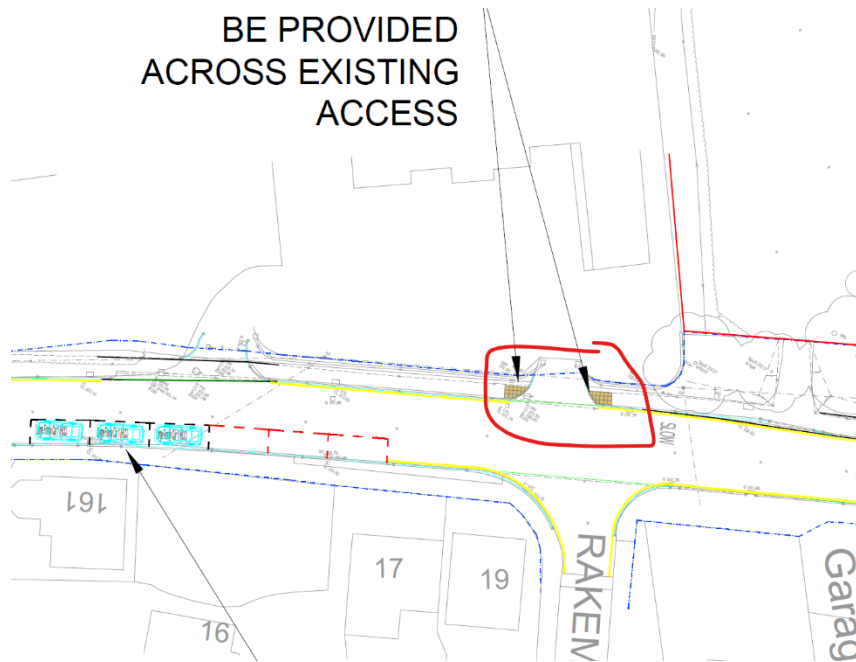
East of Church Lane, further formalised parking bays are proposed to continue the traffic calming effect and reinforce the 20mph environment. It should be noted that three of these spaces have a 30-minute time restriction implemented, ensuring that these spaces are dedicated for use of the local post office/shop. This is supported by the Highway Authority. Opposite the post office, a new build out crossing point has been proposed. The Highway Authority support this crossing point as it provides pedestrians a safe and convenient crossing point for access to the post office. However, a number of proposed parking bays have a minor encroachment into the required pedestrian visibility splays associated with the crossing facility and will therefore require a DfS during the S278 detail design stage. However, the Highway Authority raise no in-principal objection to this design at this stage. This is shown on drawing 020.0902-0013 P10.

The Highway Authority also notes concerns raised by local residents regarding the ability of delivery vehicles to service the post office. It is acknowledged that existing informal parking often prevents delivery vehicles from stopping directly outside the premises under current conditions. However, additional tracking, identifying two locations where a delivery can unload on the double yellows (in accordance with legislation), whilst still allowing a car to pass, has been provided. This is therefore acceptable to the Highway Authority. This is shown on drawing 020.0902-0040 P01

At the Lower Neatham Lane junction, the proposals have been amended to extend the existing kerb line into the carriageway by 1m together with associated changes to road markings. The altered carriageway alignment allows the adjacent footway to be widened to a minimum width of 1.3 metres. Whilst this remains below the preferred 1.5-metre minimum width it falls above the 1.2m for up to 6m requirement set out in TG for constrained location and is therefore considered acceptable.

A further raised table is proposed in an area where opportunities for traffic calming through formalised parking provision are limited due to existing accesses. As with the western gateway feature, the detailed gradients and design should be agreed through the Section 278 process.

The existing western access arrangement for the "Old Stream" has been amended, which now involves providing a continuous footway across the driveway access, with the retained dropped kerbs. This is therefore acceptable. However, the proposals for the eastern access include tactile paving's. At the S278 detail design stage modification to this access should be given further consideration as the Highway Authority also feel that a continuous footway across this access is better suited.



The site access remains unchanged from previous submissions which was previously accepted by the Highway Authority as shown on drawing 020.0902-0004 P08. A series of formalised parking spaces surrounding the site access has also been proposed. At Vindomins Close, the existing layby has been removed, providing a wider footway and associated crossing point. This is therefore acceptable to the Highway Authority.

General comments:

As a general observation, a number of side road junctions along London Road do not currently include tactile paving or formal crossing arrangements. The Highway Authority considers that opportunities could be taken to provide dropped kerbs and tactile paving at side roads where appropriate in order to improve accessibility for all pedestrian movements and encourage greater modal shift along the corridor to offset the impact of the development traffic. Any additional contribution agreed from the development should enable the use of that monies for this scope of works

Vehicle tracking information has been submitted for a variety of vehicle types throughout the scheme. The tracking assessments are considered appropriate and demonstrate that vehicles can manoeuvre through the proposed layout satisfactorily. This aspect of the proposals is therefore considered acceptable.

RSA:

A Stage 1 Road Safety Audit (RSA) has been undertaken for the proposed works along London Road, which identified a number of safety concerns. While the majority of these issues have either been addressed or can be resolved during the Section 278 detailed design stage, several points relating to visibility have been raised.

However, the location plan identifying where the visibility concerns occur as raised in the RSA has not been provided and should be submitted for review. It is possible that the safety auditor has identified the same visibility issues previously highlighted by the Highway Authority. Until the relevant plans are provided, it is not possible to fully assess the concerns raised or determine whether further mitigation measures are required. Confirmation from the auditor that the designer's response is acceptable should also be provided for review.

Additional Sustainable Access route comments:

The Highway Authority previously requested that additional improvements to routes to both Alton Town Centre and Mill Lane in line with the East Hampshire LCWIP should be considered, which remains outstanding. The Highway Authority welcome further discussions around the requirements for offsite improvements and/or contributions towards measures identified within East Hampshire LCWIP.

Traffic impact:

A revised assessment on the traffic impact (junction modelling technical note reference 020.0902/UJMTN/1) has been submitted, which has provided an updated modelling review of the junctions within the vicinity of the site.

Future years assessment has been updated from 2029 to 2030, with revised TEMPro rates given. These are now acceptable.

With in this assessment, two development trip scenarios have been modelled to account for a vision led assessment as well as the traditional assessment as set below. These are acceptable.

The junction capacity assessments have been undertaken for the following junctions:

- The site access
- The A31/Montecchio Way Roundabout
- The London Road/Montecchio Way/Garstons Way and Mill Lane/Montecchio Way Combined Junction

The junction capacity assessments have been undertaken for the following scenarios:

- Baseline 2024 (when the surveys were undertaken)
- Baseline 2030
- Baseline 2030 + Committed Development
- Baseline 2030 + Committed Development + Proposed Development (Decide and Provide)
- Baseline 2030 + Committed Development + Proposed Development

Modelling results:

The submitted modelling demonstrates that the majority of the assessed junctions are able to accommodate development traffic whilst continuing to operate within acceptable capacity thresholds. However, concerns remain regarding the operation of the London Road/Montecchio Way junction.

It is acknowledged that this junction currently operates close to its theoretical capacity. The modelling indicates that, under both development scenarios tested, the addition of development traffic would result in the junction operating above theoretical capacity, leading to increased queuing and delays.

Given that the development would exacerbate existing capacity constraints at this location under both assessed scenarios, the Highway Authority considers that mitigation measures should be explored and provided. The applicant should therefore investigate opportunities to improve the operation of the London Road/Montecchio Way junction and/or provide enhancements along the LCWIP corridor towards Alton to mitigate this identified impact. Such measures should seek to encourage sustainable travel choices and assist in mitigating the development's impact on an already constrained section of the highway network. This has been discussed with the applicant, and the Highway Authority are awaiting additional information on an appropriate mitigation plan.

Travel Plan:

A revised travel plan (reference 020.0902/TP/8) has been submitted following on from previous comments. Upon review, there is one outstanding points that needs additional clarification, and this relates to the cycle-related events as included in the action plan.

The Travel plan has allocated £1,000 for unspecified cycle-related events in years 2 and 4, but the developer/TPC will not be tied held to any specific measures. These 'Cycle Events' as laid out in the action plan must be specified along the lines in the travel plan.

6.15 The TPC would work with walking and cycling campaigns and support local and national campaigns and events (i.e. Cycle to Work Day and local bike doctor events). In addition to this, the TPC will look to schedule and carry out cycle events (bike doctors/maintenance, bike marking and/or training). This has been accounted for and detailed in the Action Plan in Appendix D. To incentivise walking and cycling the TPC will investigate the option of discounts at local stores to maximise potential for residents to habituate walking and cycling as part of healthy lifestyle practices, whether for daily commuting or occasional leisure.

The carrying out of bike maintenance events were only just included with the previous travel plan. The Highway Authority feel these should happen in years 1, 3 and 5 instead of 2 and 4. Other ideas for cycle-related events have been included elsewhere in the travel plan so should also be present in the action plan as a separate item.

These matters can be dealt with through the formulation of the full travel plan and should be agreed at that point. The Highway Authority are therefore content with the submitted FTP reference 020.0902/TP/8.

Recommendations:

Given the above, further information is needed around the mitigation strategy for the London Road/Montecchio Way junction along with the works cost for London Road, and clarification around the Road Safety Audit before the Highway Authority can be in a position to make a formal recommendation. On the receipt of this information to our satisfaction the Highway Authority consider that the application can move forward with no objection from the Highway Authority.

I trust that the above is clear but please contact Zara Rogers should you need further information.

Yours faithfully,

Gemma McCart

Transport Team Leader - Highway Development Planning

Universal Services