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Date	3 rd September 2024	Email	Nick.gammer@hants.gov.uk

For attention of Dawn Errington

Dear Dawn

Re: One Horton Heath, Internal Distributor Road

Construction of an internal distributor road and associated footways, cycleways, lighting, landscaping and SuDS basins, and diversion of Public Rights of Way footpaths FOHHF 701 and 702 as part of the One Horton Heath development.

Thank you for the consultation for the above application. An outline Planning Application (O/20/89498) has been submitted for a mixed-use development comprising up to 2,500 residential units alongside retail, leisure, community, employment, day nursery and food establishment uses. The outline application has not been granted planning permission at the time of writing.

A Full Planning Application (F/20/89500) known as Lower Acer has been permitted for the erection of 393 residential units and includes an internal road. That application essentially forms the first parcel of the above outline application and the southern section of the internal distributor road, the remainder of which is the subject of this application.

A Full Planning Application (F/21/91185) has been approved for a north- south link road known as The Avenue, connecting Burnetts Lane to Allington Lane. This internal distributor road application connects to The Avenue in the north close to the Allington Lane roundabout and, via the permitted First Residential Parcel, in the south close to Burnetts Lane roundabout.

An initial submission relating to this application was made previously and the Highway Authority (HA) sent a response dated 7th February 2024 requesting further information. The latest information submission addresses some of the concerns previously raised, although the majority remain outstanding and

Director of Hampshire 2050
Gary Westbrook

have been reiterated below for clarity. Furthermore, no summary or Technical Note has been submitted setting out how the HA's concerns have been addressed; this would be very useful for any further information submissions.

Previously, there was a S38 preliminary design check under review for the internal distributor road. However, there is no obligation on the applicant to complete the S38 process. Disappointingly, the S38 application for this infrastructure has been withdrawn and the internal distributor road will not become adopted highway. As such, given HA will not have another opportunity to review the details of the proposals presented, the concerns below need to be addressed and/or conditioned at this planning stage.

Sustainable Modes

Walking and Cycling

The comments below are ordered from the Quobleigh Breach junction with The Avenue in the north, working southwards.

The internal distributor road has a 2m footway, either adjacent or close to the carriageway, for the length of the northern section of the road between the link to Fir Tree Lane and Quobleigh Breach Junction with The Avenue. However, this section does not have cycle provision. While it's noted that there are alternative cycle routes across the site, these do not always provide the most direct route from all dwellings to amenities, with the internal distributor road appearing a more direct and convenient option from certain locations. Furthermore, given Reserved Matters for the housing layout has not been submitted, it is unknown if all future dwellings would be able to conveniently access alternative cycle facilities via appropriate, lightly trafficked residential streets.

Within the latest submission, the northern section of the internal distributor road between the link to Fir Tree Lane and Quobleigh Breach Junction with The Avenue, still does not propose any cycle facilities. There is ample lateral width for the footways to be increased to minimum (3m) shared use width here, which would provide a connection from the cycle facilities on The Avenue to those shown on Fir Tree Lane.

The previously submitted Transport Statement states the following:

Crossing points will either be served with tactile paved dropped kerbs, or raised crossings to allow at-grade pedestrian movements.

The latest drawings show two crossing points between the link to Fir Tree Lane and Quobleigh Breach Junction with The Avenue; one at the proposed bus stops within The Holme parcel and one near the link to Fir Tree Lane. It is the HA's view that at least one additional crossing point should be provided between the bus stops and Quobleigh Breach junction.

Both Zebra Crossings adjacent to the school site are linking cycle routes either side. The intention now appears that these allow cycle use, however, they are still shown as a standard Zebra crossing layout, rather than a Parallel crossing, which should be addressed.

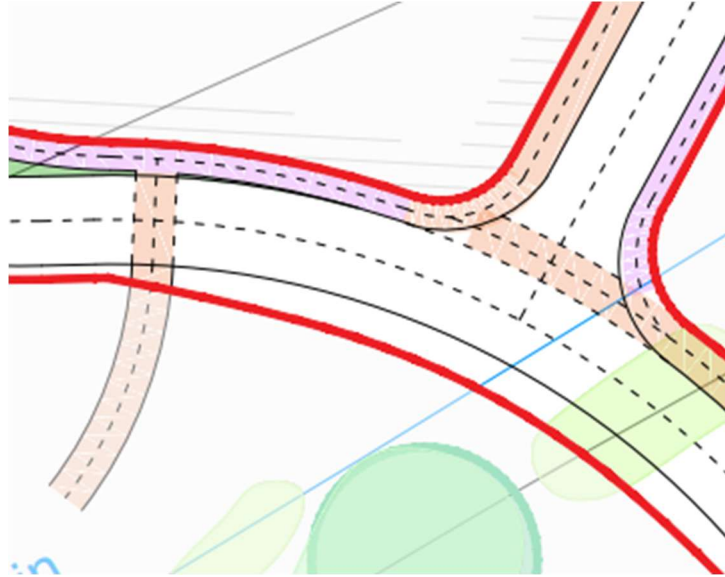
It is noted that Park & Stride facilities are proposed for school trips. This is assumed to be utilising the Sports Pitches car park and/or parking associated with the Local Centre. However, confirmation and clarity should be provided.

Footpath FOHHF 701 linking from Burnets Lane in the vicinity of Meadowsweet Way to the development will form an important link for existing residents to access the proposed local centre. The shared use route has been extended around the outside of the bend to link to the proposed shared use provision to the north and south on the eastern side of the road, which is positive.

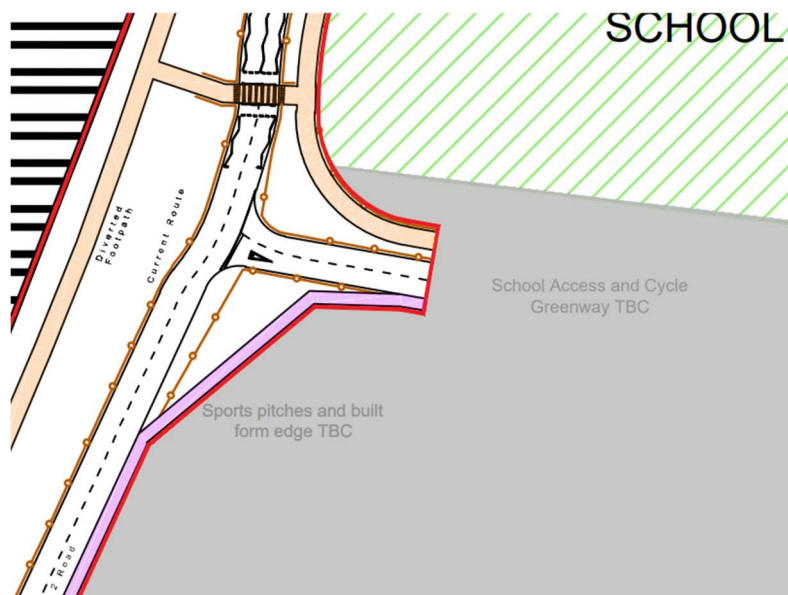
A footway has been provided on the eastern site of the internal distributor road from the southern extent of the application to the 'school access and cycle greenway TBC'. This is a positive addition; however, an indicative location of the 'cycle greenaway' should be provided as it is not clear what cycle provision will be provided to the east of the internal distributor road, and therefore if sections of the proposed footway should be cycleway. The submitted Movement Strategy (drawing 30454A/19 Rev B) is poor, with little detail and incorrectly annotates all routes as footpaths; this should be updated and resubmitted. The Scheme Feature plan (drawing 30454A/31 Rev B) provides a little more detail, showing a cycle link to the Primary School and Sports Pitches from the Lower Acher residential parcels east of the internal distributor road. However, it is not clear if this route will continue through/ past the Primary School and Sports Pitches and link back to the cycle route adjacent to the internal distributor road. If not, some residents would have to take a longer, more convoluted and less inviting route, including crossing the internal distributor road twice, to access amenities by cycle. Clarity should be provided.

A refuge (rather than parallel) crossing south of the sports pitches is proposed. This may be acceptable, but should be justified based on AADT traffic flow data and forecast pedestrian and cycle flows. Also, this crossing is proposed for cycle use, but it is not clear what cycle provision this ties into; this should be clarified.

A missing section of shared use foot and cycleway on the northern side of the internal distributor road between the junction linking north to Fir Tree Lane and the pedestrian and cycle route south, just to the west of the junction, was noted previously. This section is still missing and should be amended. It is also unclear what form of crossing is being proposed here, this should be clarified and it will clearly need to accommodate cycles.



Footway provision has now provided on the eastern side of the internal distributor road between the refuge crossing to the Sports Pitches and the northern Zebra (Parallel) crossing to the school. However, there are no provisions shown for how NMU's would cross the school access road when travelling north/south along the distributor road. This is required.



In terms of general comments across the whole route, the following should be considered and addressed:

- Throughout the route it is not clear what is proposed at crossing points other than the two Zebra crossings (noting comments below that these should be Parallel crossings) and the refuge crossing. A series of oblong boxes across the road are shown at some locations, and purple/orange highlighting at others. Clarity should be provided regarding

where simple dropped kerb (no refuge) crossings are proposed and where raised tables are proposed. Justification should be provided for these proposed crossing forms, accounting for forecast AADT and pedestrian movements, to justify there being no requirement for a Parallel or Refuge crossing. With reference to raised tables, it should be noted that on bus routes, the maximum recommended on/off ramp gradient is 1 in 20.

- Visibility splays from all controlled and uncontrolled pedestrian and cycle crossings should be provided for review.
- Amendments to Public Rights of Way appear acceptable in principle (including conditioning PROW diversions) and in accordance with the principles agreed under permission F/21/91185. However, comments and confirmation from HCC's Countryside Service team should be sort given they manage PROW in Hampshire.

Public Transport

Please note that comments relating to bus tracking are included within the Road Alignment section below.

The FRP planning permission secured a bus service to be delivered by the applicant serving both Eastleigh and Hedge End rail stations and town centres, to operate with a minimum of 30 minute intervals between the hours of 0630 and 1900 Monday to Saturday (and every 60 minutes on Sundays between the hours of 1000 and 1600). The service must be available within a maximum walking distance of 400 metres of any dwelling and/or commercial building (unless otherwise agreed in writing with the County Council). Similar obligations will be included in the outline permission, if granted. Given the above, a bus will have to route via the internal distributor road to meet the 400m walking distance criteria. As such, the inclusion of bus stops with shelters on this route is welcome.

Four bus stops (that is, two pairs of stops) are proposed within this internal distributor road application. It is understood Go South Coast as a local bus operator have been consulted on the proposals and will submit a response in due course. The number and layout of bus stops should be agreed with local bus companies and other consultees, including the body who will ultimately adopt and maintain the shelters. The final agreed layout should be provided for review and agreement by the HA. The bus stops should be implemented/ marked out on site prior to sale of any adjacent plots to make the provision clear to future residents.

Conveniently located crossing points have now been proposed for both pairs of bus stops, which is positive. However, these appear to be dropped kerb crossings only; justification for this type of crossing is required.

As demonstrated on the previously submitted drawing 13888-CRH-XX-XX-DR-D-6200 Rev P, not all future dwellings would be within 400m of the proposed bus stops as secured above; this should be addressed. It is noted

that no bus stops are proposed in the local centre (unless these are proposed away from the internal distributor road, and therefore outside the area of this application), which is unusual given the facilities, and cycle parking (which would help multi-modal trips) proposed in this location. The rationale for this decision should be presented, noting that local centre stops would also bring more dwellings within the 400m walking distance catchment.

While outside of the application boundary, the east-west link south of, and running parallel to, Fir Tree Lane (north of the local centre) should be shared use, not pedestrian only, from the point it diverges from the carriageway and routes behind the existing hedge/ tree line. This is relevant as the crossing on the link between the internal distributor road and Fir Tree Lane (which is within the application red line) should be able to accommodate cycles. Alternatively, it may be preferable to move the north-south shared use provision to the eastern side of the Fir Tree Lane link to allow easier access to the local centre and school by cycle.

Design Principles

A design speed of 30mph is proposed throughout the internal distributor road (including past the local centre and school), which is acceptable in principle. The applicant had previously raised the possibility of a 20mph design speed in the vicinity of the local centre and school. This is not what has been proposed; if a 20mph design were to be progressed, it should be submitted and agreed as part of this full application to ensure the design principles are acceptable. Retrofitting a 20mph speed limit at a later date would be challenging and potentially unachievable.

Visibility splays of 2.4m x-distance by 43m y-distance were previously presented, as was forward visibility appropriate for a 30mph design speed. As stated previously, these are acceptable, but the applicant should note a legally enforceable speed limit of 30mph will require a Traffic Regulation Order that will need to be submitted and made (approved), which will require support from the HA and the police. The HA do not anticipate issues with achieving this, subject to the comments set out in this response being addressed.

Given it is now known that a S38 Agreement will not be progressed for the internal distributor road, a condition should be included within any future planning permission ensuring visibility splays remain clear in perpetuity.

Carriageway widths

As stated previously, the carriageway widths proposed are 6.5m for the internal distributor road and between 4.8m and 5.5m for the side roads, dependant on the future land use or quantum of dwellings they will ultimately serve. The proposals appear reasonable and compliant with design guidance, although until Reserve Matters applications are submitted for the parcels served, it is difficult to say with certainty and some minor amendments may be required at a later stage. It is noted no width is shown for the link north to Fir

Tree Lane; this has not been addressed and should be provided, noting this link should be able to accommodate buses.

Road Alignment

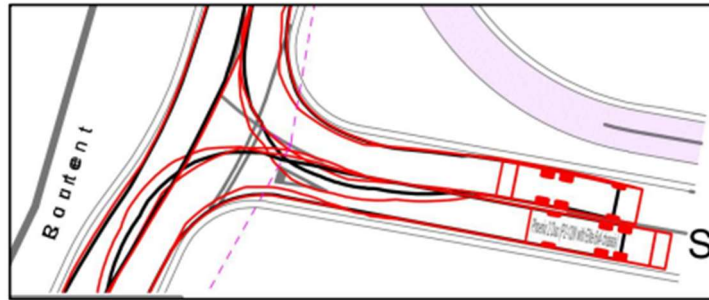
No updated vehicle tracking has been provided. The comments below were made in the HA's response dated 7th February 2024 and have not been addressed.

All swept path drawings, including the vehicle dimensions use, should accord with TG2. The vehicles used should be updated accordingly and the alignment should be revised to accommodate the swept path of both a bus and refuse vehicle. The bus and refuse vehicle should not overhang the carriageway centreline when travelling along the internal distributor road.

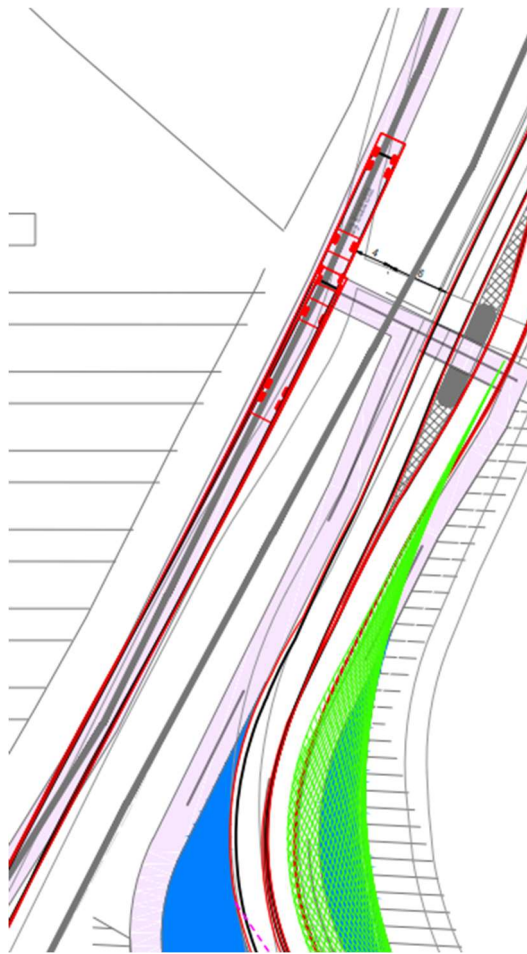
It may be acceptable for the refuse vehicle to cross into the opposing carriageway when accessing and egressing sideroads, depending upon the circumstances. No vehicle should overhang pedestrian and cycle facilities for any movement; in the above instances the carriageway should be widened accordingly. The HA understand from correspondence between the applicant and a potential future bus operator, Go South Coast, that the operator shares similar concerns. Updated drawings should be provided for review.

Specific concerns were raised previously, have not been addressed and have been reiterated below:

- Drawing 5018551-RDG-XX-ST-DR-C-2213 shows overhang of a bus into the opposite lane at the bend north of the school. Likewise, drawing 5018551-RDG-XX-ST-DR-C-2202 Rev P01 shows a similar overhang issue for a refuse vehicle.
- The zebra crossings on drawing 5018551-RDG-XX-ST-DR-C-2202 Rev P01 are overly constrained for two large vehicles passing. These should be re-assessed and realigned or widened.
- As demonstrated in the extract below, there is overhang of a refuse vehicle into the opposing carriageway when entering the school access road. Given this movement will be infrequent this may be acceptable; however, confirmation of forecast total vehicular movements using this access, and forecast movements of larger vehicles, should be provided for the HA to form a view on the acceptability of the proposed geometry or advise if realignment is required.



- A bus should be tracked for the junction and carriageway north towards Knowle Lane, given, as previously agreed with the HA, this link should be able to accommodate bus use. Also, initial correspondence from Go South Coast has noted that this link is important as it is the only way bus services diverted into the site can continue to serve existing Horton Heath residents.
- Clarity should be provided regarding why tracking of a refuse vehicle is shown on a proposed shared use foot and cycleway (extract below). This is assumed to be an error, however there would clearly be concern if vehicular use of this path is proposed.



All bus stops have buses stopping on carriageway rather than in laybys. This is acceptable in principle; however, the southern stops are in close proximity to sideroad accesses and may block visibility or raise other safety concerns due to vehicles overtaking a stationary bus. Relocation could be considered and, as a minimum, this should be specifically reviewed and commented upon within the updated RSA.

Continuous Crossing Design

The principle of continuous crossings of sideroads, giving pedestrians and cycles priority, is welcomed. Further details of the design of these, including RSA comments, should be submitted for review.

Trees and landscaping

There are a number of locations where proposed tree planting appears to block visibility splays; the landscaping proposals should be reviewed for these locations at this stage. A condition should be included keeping visibility splays clear above 0.6m and below 2m.

Drainage and Streetlight Design

Indicative drainage and street lighting designs were previously provided and no substantial issues were noted. However, the revised RSA (yet to be submitted) should consider these designs at this stage.

Other permissions

It should also be noted that a number of Ordinary Watercourse Consents will be required, regardless of progression of the S38 process. Achieving these is a separate and standalone process the applicant will have to progress.

Junction Details

Quobleigh Breach Design

The following comments were raised previously and have not been addressed.

There appears to be two different proposals/ layouts for this junction; that proposed within the Transport Statement (drawing 13888-CRH-XX-XX-DR-D-6178 Rev P1) and drawing 30454A/3810, submitted as a standalone drawing, also under this application. Clarity should be provided and swept path, alignment and radius confirmed for the preferred design.

Quobleigh Breach Capacity

The following comments were raised previously and have not been addressed.

Traffic flows have been increased by a factor of 1.5 on the left turn into the minor arm and the right turn out to account for through traffic. This appears reasonable, however existing (prior to closure) peak hour traffic flows should be provided if available (noting AADT flows have been provided, but not peak hour), or other evidence, if necessary, to substantiate the 1.5 increase representing through traffic. Also of note is that Fir Tree Lane is a narrow country road, and the proposed new route will be of a higher standard, which could induce greater traffic movements. However, the proposed new route from the existing Horton Heath residential area to Allington Lane involves giving way at 3 junctions rather than one and is longer, less direct and likely slower than the previous use of Fir Tree Lane. As such, it is not considered any additional vehicular traffic will be induced.

The capacity modelling of Quobleigh Breach junction appears to be based on the older junction layout, noting (as above) two differing layouts have been included within the submission. Modelling should be resubmitted if necessary, with the junction geometry modelled matching the proposed layout.

The modelling outputs show the Quobleigh Breach junction is forecast to operate within capacity in both future years, including 2036. As such, and subject to justification of the factor applied relating to potential through traffic and confirmation of the junction geometry modelled, the junction form appears acceptable in terms of operational vehicular capacity. The points raised above need to be addressed however, before this can be confirmed.

School Access Design

The following design points were previously raised. These remain outstanding and should be addressed at this stage:

- Clarification should be provided regarding the parking provision proposed for the school, including if shared parking arrangements for school drop off/ pick up are proposed with the sports pitches and/or Local Centre.
- A zebra (Parallel) crossing is shown at the school access junction, but it is not known if this is the most appropriate junction form given no PV2 calculation has been submitted; justification should be provided.
- The distance of 20m between the access and crossing appears acceptable, subject to updated RSA comments.
- Given this road will remain private, a condition should be included to ensure the applicant resolves any parent parking issues in the vicinity of the school through adequate management, measures and/or infrastructure. This condition should also ensure appropriate school road markings and signage are installed prior to occupation of the school.

Route to Fir Tree Lane Capacity

The following comments were raised previously and have not been addressed.

The capacity of the junction of the internal distributor road and the link north to the existing Fir Tree Lane has not been assessed. This is a through route as discussed above, as well as an access/ egress for future residents and the nearest access to local centre amenities, the sports pitches and the school. As such, forecast traffic flows at this junction should be presented and the capacity of this junction should be modelled.

Road Safety Audit

A Stage 1 Road Safety Audit (RSA1) dated 10th October 2023 was previously submitted. The Safety Audit was carried out on apparently older and limited design material, in some cases with a differing layout to that submitted. Any RSA should be carried out on the submitted proposals. The latest plans, amended where necessary to address the comments within this and other's responses, should be submitted to the Safety Auditor and an updated Stage 1 RSA provided. A Designer's Response to this updated RSA should also be submitted.

Recommendation

There are a number of areas where further information is required as set out in this response before the Highway Authority can provide a recommendation. Until the additional information is provided, the Highway Authority will not be in a position to agree the proposals.

I look forward to receiving further information in due course at which point I will be able to provide an update on the position. In the meantime, if you are minded to determine the application, please contact the Highway Authority for highway reasons for refusal.

I trust the above is clear. Please do not hesitate to contact Nick Gammer should you wish to discuss anything further.

Yours sincerely,

Gemma McCart
Transport Team Leader