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Date	30 th January 2025	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 Acre 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.

The Highway Authority (HA) has sent two previous responses dated 7th February 2024 and 3rd September 2024 requesting further information. The latest information submission addresses some of the concerns previously raised, although others remain outstanding as set out below.

Director of Hampshire 2050
Gary Westbrook

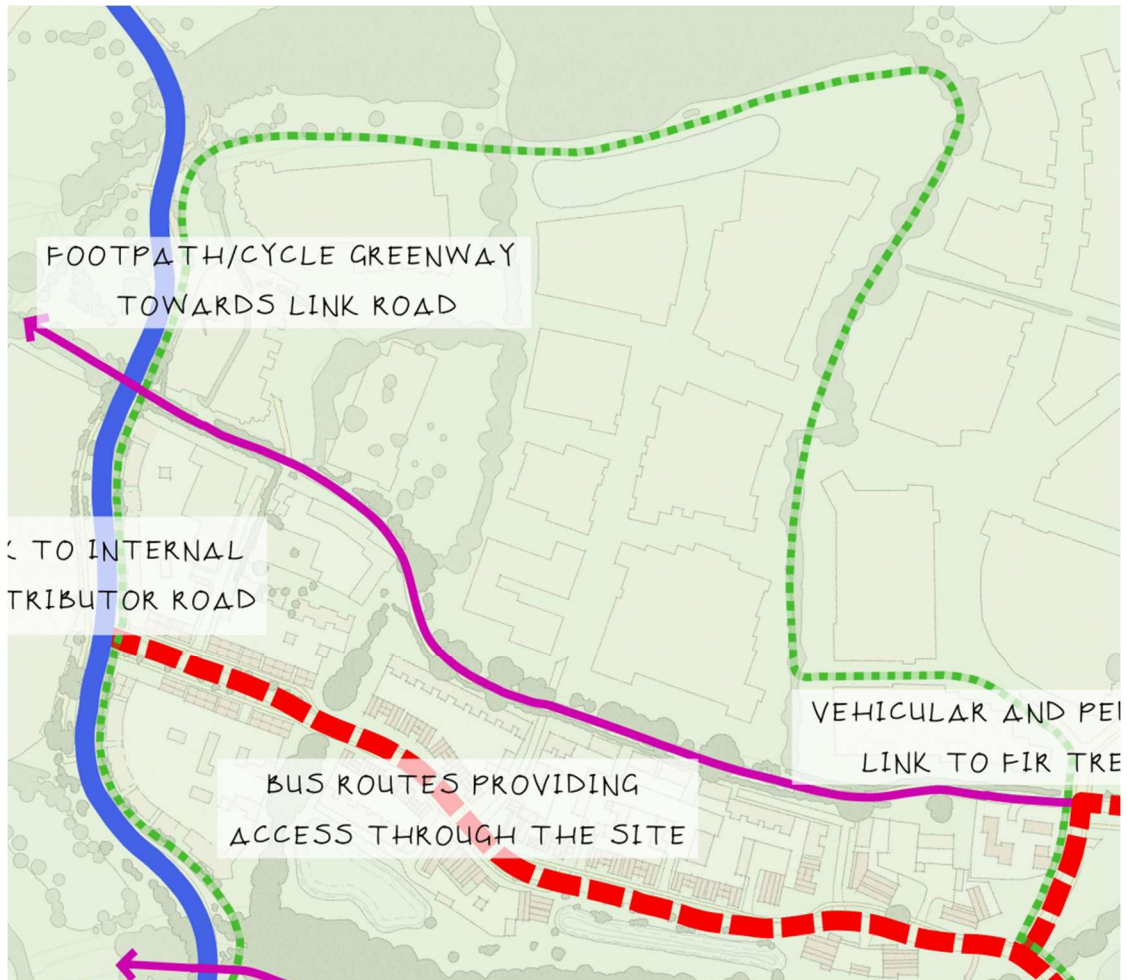
Previously, there was a S38 preliminary design check under review for the internal distributor road. However, there is no obligation on the applicant to complete the S38 process. Disappointingly, the S38 application for this infrastructure has been withdrawn and the internal distributor road will not become adopted highway.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

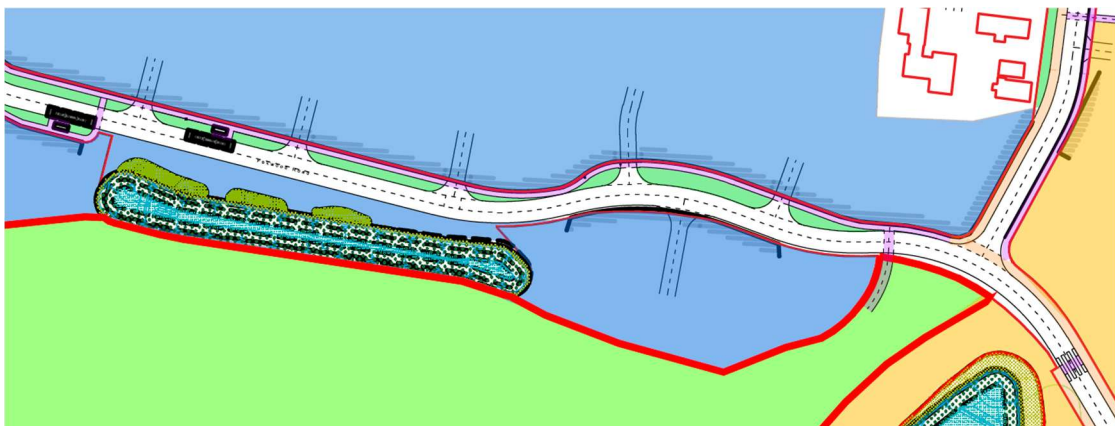
Walking and Cycling

The 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 Quobleigh Breach Junction and the Fir Tree Lane access. However, this section does not have cycle provision. While it is 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 have 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.

The submitted movement strategy shows a very circuitous route for cycles (dashed green within the extract below), significantly longer than following the spine road (red dashed). There is ample lateral width for the footways to be increased to minimum (3m) shared use width here, providing a connection from the cycle facilities on The Avenue to those shown on Fir Tree Lane. Inclusion of cycle provision on one side of the internal distributor road as a minimum between the link to Fir Tree Lane and Quobleigh Breach Junction with The Avenue is considered necessary to make the proposals acceptable.



There is no pedestrian or cycle provision proposed on the southern side of the internal distributor road, between the bus stops and local centre area (extract below). Clarity should be provided regarding how residents of this parcel - The Holme (shaded blue), south of the internal distributor road - would travel by foot and cycle.

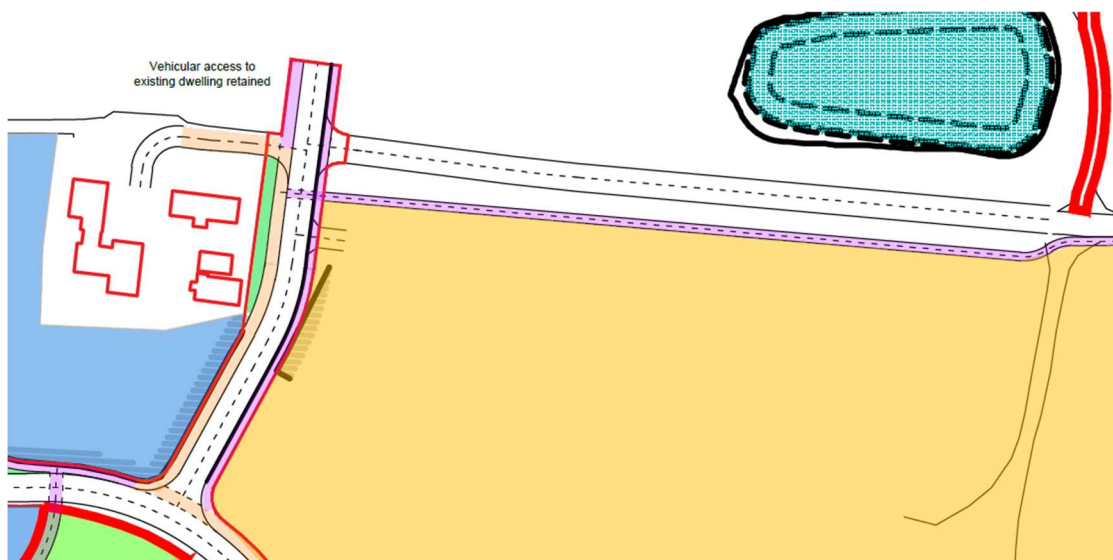


A missing section of shared use foot and cycleway on the northern side of the internal distributor road between the junction linking north to Fir Tree Lane and the pedestrian and cycle route south, just to the west of the junction, was noted previously. The PCSR states this is now included on drawing 5018551-

RDG-Z02-ST-DR-C-0708, which is correct. However, this section is still missing on other drawings, including the Site Wide Infrastructure drawing 5018551-RDG-XX-ST-DR-C-0134 Rev P01; inclusion on and consistency across all drawings to be secured under this application is required.

It was previously raised that 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. The applicant has noted this and states it will be addressed in the Reserved Matters planning application for the Local Centre. This is acceptable, however, this link is still shown as a footpath and the crossing (which is within this application) is shown as pedestrians only. The plans should be updated to make it clear the crossing, and onward route, can accommodate cycles.

Furthermore, there is a stub/ spur north of the existing Fir Tree Lane. There is a footway only, with no segregated cycle provision shown, although this may be a drawing error as the footway appears wide enough to be shared use. It is not clear how many dwellings this road will serve; however, it is likely that segregated cycle provision will be necessary. This should be shown on the plan for the area being permitted within this application.



Regarding crossing points, it is challenging to agree the precise location and appropriate form of crossing points without knowing the surrounding layout; that is, the internal pedestrian and cycle routes, number of dwellings served off these routes, location of the school entrance and amenities and layout of the local centre. Given this information is not available, the HA would require some flexibility, possibly via planning condition, to amend the crossing forms

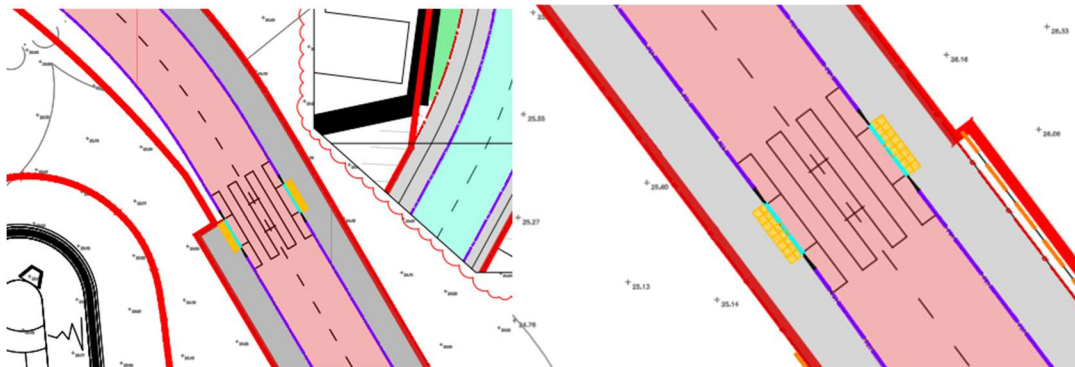
and exact locations once the surrounding Reserved Matters applications are progressed. As a general principle:

- Uncontrolled crossings in residential areas appear appropriate, although refuge crossings at busier locations, rather than just dropped kerbs, may be required.
- Parallel crossings in the vicinity of the school and sports pitches are supported.
- Parallel crossings (rather than zebra crossings) should be provided in the Local Centre area.

Further comments on the crossing facilities proposed are set out below.

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. While the PCSR states a crossing has been added, and it does appear on Surfacing and Kerbing Layout Sheet 11, this does not appear on any other drawings. This should be included on all drawings submitted for approval.

Three crossings are proposed in the vicinity of the local centre; these are shown on the Signing and Lining drawings Sheets 7 and 8 as zebra crossings, but on other drawings as dropped kerbs or with a series of oblong boxes (extract below). The proposals should be consistent across all submitted drawings. Also, given these crossings link two cycle routes, they should be Parallel, rather than Zebra crossings.



The crossings adjacent to the school site are linking cycle routes either side. They are shown as parallel crossings on Signing and Lining Sheets 5 and 6, which is appropriate, but as Zebra crossings on other drawings, including the Overall Site Layout drawing (5018551-RDG-XX-ST-DRC-0130 Rev P02). All drawings to be secured under this application should be consistent.

It is noted that Park & Stride facilities are proposed for school trips. The PCSR states that Park & Stride Facilities are located within the area earmarked for the Sports Pitches/ Allotments and will be shared accordingly. This is acceptable in principle, noting that adequate parking space provisions, operational issues to ensure the parking is available and appropriate pedestrian links to the school will be reviewed as part of any future Reserved Matters application for that area.

The Movement Strategy (30454A/19 Rev C) shows cycle provision to the east of the internal distributor road. This provides cycle links to the Primary School, Sports Pitches and onwards to the Local Centre from the Lower Acre and from and through future residential parcels east of the internal distributor road, which is acceptable. Provision of these indicative routes at the Reserved Matters stage should be secured.

A refuge (rather than parallel) crossing south of the sports pitches is proposed. This is considered acceptable given the pedestrian and cycle routes shown to the east in the Movement Strategy. However, an onward cycle route from this crossing point should be provided.

As stated previously, no provision is shown regarding how pedestrians would cross the school access road when travelling north-south along the internal distributor road. Given this forms part of this application, the HA feel this should be resolved now as it does not appear dependant on the future layout of this area beyond the internal distributor road red line. The PCSR suggests this is conditioned. While seemingly unnecessary, the HA can accept this approach if LPA officers are supportive. It should be noted that the pedestrian link should be provided on the north-south desire line without significant deviation into the sports pitches access road.

Visibility splays from all controlled and uncontrolled pedestrian and cycle crossings have been provided. Some visibility splays pass over the open space between the carriageway and footway. The principles of this are acceptable but it should be ensured, likely via planning condition, that no structure, erection or planting exceeding 0.6m in height shall be placed within the visibility splays. The applicant is in agreement with this approach, stating *'it is requested that a condition be placed under the application that all visibility splays be kept clear of any obstruction. This will be included in the landscaping and street furniture designs/layouts.'*

However, on sheets 6, 7, 8, 9, 10 and 11 there are visibility splays that pass over land outside the application boundary. As above, assurance will be required that this area will be kept clear of obstruction to maintain acceptable visibility. This may require amending the red line boundary of this application so visibility splays fall within this application and can be secured by condition.

It was previously raised that amendments to Public Rights of Way (PRoW) 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. The applicant states that discussions are ongoing and a response to the above will be provided once all queries are resolved.

Where footways and cycleways cross side roads, at some locations pedestrian and cycle priority is provided and at others it is not, with what appears to be a traditional bellmouth arrangement. Pedestrian and cycle priority should be provided at all crossings of side roads, unless justification is provided and agreed.

Finally, it appears that no vertical deflection at crossings or junctions is proposed. The applicant should confirm this is correct. It may be appropriate for vertical deflection to be used at the pedestrian and cycle priority crossings of side roads, but this can be explored at detailed design and/ or if raised through subsequent Road Safety Audits. With reference to raised tables, it should be noted that on bus routes, the maximum recommended on/off ramp gradient is 1 in 20.

Public Transport

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

A bus service to be delivered by the applicant serving both Eastleigh and Hedge End rail stations and town centres has been secured within the FRP; this includes that 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. Four bus stops (that is, two pairs of stops) are proposed within this internal distributor road application.

It is noted that Go South Coast as a local bus operator have responded to the latest proposals and feel the provision of only two bus stops is inadequate. While 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 currently proposals will leave areas of the development in excess of the agreed 400m walking distance. The HA appreciate that it may not be reasonably possible to achieve all development within the 400m criteria, and are prepared to be pragmatic if direct and high quality walking routes are delivered; however, every effort should be made to reach this criteria through a good number of stops being proposed at sensible and well dispersed locations across the site. This is not the case currently and it appears more could be done to encourage bus use. A plan showing a 400m radii from each pair of bus stops would be useful for context, noting that the 'on the ground' walked distance would be greater than this, although to an unknown extent given reserved matters for the surrounding areas have not been progressed.

The applicant has suggested a condition to allow time for discussions to be finalised with the bus operator. This may also allow the internal layout to be progressed, which could be beneficial in siting bus stops. The HA are agreeable to such a condition. Furthermore, the applicant has suggested a second condition is imposed securing that the local centre Reserved Matters application includes bus stops; this is again considered acceptable.

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.

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.

Given it is now known that a S38 Agreement will not be progressed for the internal distributor road, as above, a condition should be included within any future planning permission ensuring visibility splays remain clear in perpetuity; the applicant agrees with this approach. However, this may require an amendment to the red line of this application.

Carriageway widths

As stated previously, while the proposed widths appear acceptable, 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. Regarding the link north to Fir Tree Lane, the applicant has stated:

The connection from Foxwood Road to Fir Tree Lane is confirmed to be 6.5m wide with 3.0m c-way/f-path on the western side and 2.0m footpath on the east. Routes of bus movements to be conditioned.

The 6.5m width should be acceptable to allow bus use, subject to tracking, and the commitment to providing suitable bus routes via a condition is noted.

Road Alignment

The alignment throughout should be reviewed, whilst long straights are to be avoided, some of the curves and 'kinks' throughout are sudden, without a smooth transition; this has led to issue with vehicle tracking along the primary road. Also, no geometries have been shown on any layouts; these should be provided.

Updated vehicle tracking has been submitted and comments are provided below. It is noted the link to Fir Tree Lane has not been tracked, but is dealt with by the proposed condition above.

Regarding the tracking of a bus, there are various instances of conflict on bends. Consideration should be given to bend widening or larger radii to remove this conflict, noting HCC's TG2 states buses in opposing directions

should be able to pass. The applicant's responses, and RSA Auditor's comments, are noted; however, the HA feel the below should be resolved at this stage:

- Sheet 5, the bus is outside the carriageway and overrunning the side road and there is conflict through the parallel crossing.
- Sheet 6, there is conflict through the zebra crossing and the bend.
- Sheet 8 and 10, there is conflict through the bend.
- Sheet 11, the vehicle overruns the inner kerb.

Regarding refuse vehicle tracking, the applicant appears to demonstrate that refuse vehicles can pass on the primary road. However, there is no tracking to/ from any of the secondary roads; as these form part of the application and works, tracking in accordance with HCC's TG2 should be provided.

In terms of other vehicles, all tracking scenarios required in HCC's TG2 should be provided for assessment, including entering and egressing side roads. Alternatively, if a condition is imposed to agree these junctions as part of future Reserved Matters applications, tracking can be picked up at that time. The applicant should note that it may be acceptable for the refuse vehicle to cross into the opposing carriageway when accessing and egressing sideroads, depending upon the circumstances and what these serve. No vehicle should overhang pedestrian and cycle facilities for any movement; in the above instances the carriageway should be widened accordingly.

Confirmation of forecast total vehicular movements using side road accesses, 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. If this information is not available until the Reserved Matters stage, then it should be noted that the designs proposed under this application may have to be amended. This should be reflected in the permission if granted.

Continuous Crossing Design

The principle of continuous crossings of sideroads, giving pedestrians and cycles priority, is welcomed. As noted above, it appears that pedestrian and cycle priority has been provided at some, but not all, side roads; this should be included at all side roads. Also, the Reserved Matters layout of the surrounding parcels should consider the visibility splays required to achieve continuous crossings of sideroads; on other parcels within the One Horton Heath development the housing layout/ boundary features have blocked the required visibility splays making pedestrian and cycle priority impossible to deliver; this situation should not be repeated.

Drainage and Streetlight Design

Indicative drainage and street lighting designs were previously provided, and no substantial issues were noted. The revised RSA raises no issues with

regard to the above at this stage. Regarding surface water drainage, the principle of providing sewers within the main carriageway appears reasonable. The gully catchment drawing demonstrate that suitable gully provision has been provided at the major pedestrian crossing points throughout the site. It is presumed gully placement will be suitable for all minor crossing provision throughout the site. In terms of foul water, the principle of providing sewers within the main carriageway is reasonable.

It is noted that some lighting is proposed at the carriageway edge (where a segregated footway is located to the rear). However, it is presumed that the proposed street lighting will be designed/provided by a qualified street lighting designer, providing provision that meets the required lighting levels for the site. The RSA1 raised no issues with the indicative design.

Combined Services Layout

The principle of providing services in the footways with suitable road crossings as shown would appear reasonable. It is presumed all services will require agreement with the applicable statutory undertakers regardless.

Kerbing and surfacing

The proposed details refer to HCC kerb types throughout with suitable dropped kerb provision at pedestrian crossing points. A mixture of tarmac and block paving at crossings have been proposed. These proposals appear acceptable.

Levels

The provision of a cambered carriageway throughout appears acceptable and suitable.

Regarding longitudinal sections, the following have not been raised in the Stage 1 Road Safety Audit (RSA1) and are not considered reasons to object to the application. However, the applicant should consider the below.

- The Sag value between chainage 10m and 50m (-4.629) would appear to be outside the minimum values set out in DMRB CD109. This may affect road user comfort and where possible this should meet the minimum requirements set out in DMRB CD109 Table 2.10
- The gradient between chainage 730m and 795m is c.1:181; this may lead to drainage issues. Suitable gully placement would be required through this area to ensure adequate drainage of the carriageway.
- The Sag value between chainage 1230m and 1250m (-5.000) would appear to be outside the minimum values set out in DMRB CD109. This may affect road user comfort and where possible this should meet the minimum requirements set out in DMRB CD109 Table 2.10.
- At chainage 1304m a crest has been introduced to get 'up and over' a pipe. This results in a crest K Value of 2. This would appear to be

outside the minimum values set out in DMRB CD109. This may affect road user comfort and where possible this should meet the minimum requirements set out in DMRB CD109 Table 2.10. A more suitable crest value/ design should be explored in this location.

Other permissions

As previously noted, 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

Previously, two different proposals/ layouts were included for this junction; both have now been removed. The PCSR states:

We confirm that the 278 drawings are being progressed. A condition for the 278 to be progressed could be utilised if it is felt that it is necessary.

Given this junction forms part of this application, the principle of the design should be agreed under this application; the HA do not feel it is appropriate to condition this when it is a fundamental part of the application that can be resolved now. Submission of the S278 General Arrangement drawing (including geometry and visibility splays), tracking and a Stage 1 RSA should be submitted for review. If the LPA are of the view that conditioning the final in principle layout of this junction is acceptable, the HA will accept this.

Quobleigh Breach Capacity

Capacity modelling of the proposed in principle design should be provided. This has not been addressed in the PCSR. As above, if the LPA are of the view that conditioning the final in principle layout of this junction is acceptable, with capacity modelling to be provided as part of discharging this condition, the HA will accept this.

School Access Design

The PCSR states:

The Zebra crossing is located on a key desire line to encourage pedestrians and potentially cyclists from the wider OHH development to the south. A PV2 calculation has been attached to demonstrate that a Zebra Crossing is the appropriate option. The final positioning of any Zebra Crossing could be addressed at the detail design / technical approval stage.

The PV2 calculation has been reviewed and the HA agree a Parallel (not Zebra) crossing point at this location is appropriate. Given this road is not being offered for adoption, the HA will not be party to any further detail design/ technical approval process; as such, the appropriate location needs to either

be agreed now, or conditioned for agreement at a later date. The distance of 20m between the access and crossing as presented is acceptable given no RSA concerns were raised.

The HA previously requested that clarification 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. The PCSR states the below, which is considered an acceptable approach:

It is requested that this matter is placed under condition in the reserved matters application for the sports pitches and allotments as these areas will provide parking facilities for the school.

As stated previously, 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. It is noted that fencing has been added adjacent to the school site, however the above still applies.

Route to Fir Tree Lane Capacity

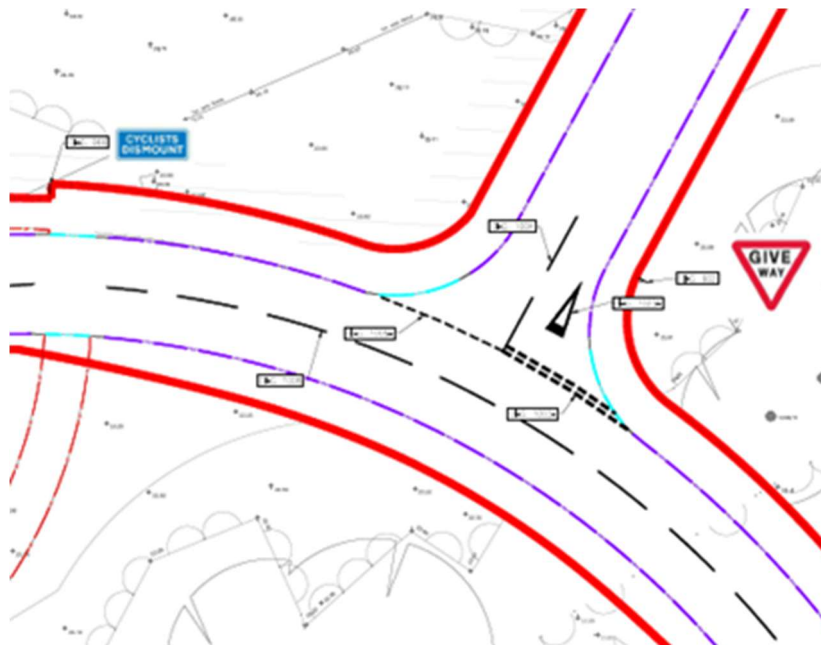
The capacity of the junction of the internal distributor road and the link north to the existing Fir Tree Lane has not been assessed. Under the current outline proposals, this is a through route, as well as an access/ egress for future residents and the nearest access to local centre amenities, the sports pitches and the school. It was previously requested that the forecast traffic flows at this junction are presented and the capacity of this junction modelled. Regarding this request, the PCSR states:

While we recognise that the route from Fir Tree Lane to the local centre could be utilised by vehicles travelling from Burnetts Lane or via residents from the north of the wider OHH development, we need to re-emphasise Eastleigh Borough Council's desire and commitment to providing a sustainable community in terms of promoting walking, cycling and public transport above the use of the private car. It has been previously discussed that future restrictions to prevent two-way access from Burnetts Lane to the Local Centre could be implemented – which would significantly reduce the number of vehicles using this route. Once these measures have been agreed, then detailed junction modelling of the internal distributor road and the link north to the existing Fir Tree Lane can be undertaken. Given that this application is not a direct traffic generator, there may be value in undertaking the junction design and associated modelling once the local centre layout has been developed to provide a degree of certainty regarding the likely servicing and delivery arrangements which may dictate potential restrictions to Fir Tree Lane.

It is appreciated that it is challenging to test capacity and finalise the junction layout when the internal layout/ land uses of the surrounding future Reserved

Matters areas are unknown. The above also suggests that some amendments to two-way traffic on Fir Tree Lane may be proposed; the HA have not seen these proposals and it is not what has been agreed as part of the outline application.

As a general comment, if large parts of this application are to be conditioned and resolved at a later date, the HA question the purpose of this secondary spine road application at this time. However, if the LPA are content to proceed on the basis of conditioning the final layout (including junction capacity modelling) to be reviewed and agreed by the HA at a later date, then this approach is acceptable. The current red line boundary is tight around this junction (extract below); it is possible future design amendments would require changes outside the current red line. As such, it is suggested that the red line in this location is expanded to allow the flexibility to carry out future design changes if necessary.



Other Proposed Junctions

There are a number of other proposed junctions coming off the secondary spine road to residential parcels. No junction visibility from the side roads has been provided. Similarly, no forward visibility along the spine road has been provided. These should be demonstrated, including forward Sight Stopping Distance (SSD) to the controlled crossings (beacons).

Given the parcels accessed via the side roads will be subject to future Reserved Matters applications, the quantum of development served by each side road is unknown, although it is thought some of these accesses could serve a significant number of (possibly up to c.600) dwellings. While the form and layout of these junctions, subject to comments above, appears broadly acceptable from the information available at this stage, confirmation of the appropriateness of these junctions cannot be confirmed until the HA understand what is being served from each junction. While this can be

assessed under future Reserved Matters applications, the HA would like to make it clear that any side road junctions will require further review and may require amendment from the layout presented within this application once the area/ land use/ quantum they serve is known. It should also be noted that emergency access may be required to larger parcels proposed with a single access point; the Emergency Services should be consulted.

Accesses to the Local Centre are not shown with any level of detail. It is assumed these will be presented, reviewed and approved as part of the future Reserved Matters applications for this area.

Road Safety Audit

An updated Stage 1 Road Safety Audit (RSA1) dated 10th October 2024 has been submitted and is based on the latest submitted drawings. A Designer's Response to this updated RSA should also be submitted. However, the only problem raised was that visibility splays are shown outside of the control of the HA. Given the applicant has agreed to a condition ensuring all visibility splays will be kept clear, this problem is considered addressed (noting the red line boundary may need to be amended to adequately secure this).

Some general points are raised around construction details (particularly chamber covers), drainage and lighting. Given the road is not to be offered for adoption, the HA will not have any control over this as the Safety Auditor suggests. However, the HA suggest a condition is included ensuring the road and associated infrastructure is delivered to a suitable standard and self-certified by the developer.

Recommendation

There are a number of areas where further information is required, as summarised below, 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.

To be resolved at this stage:

- Update drawings so they are consistent (missing section of footway near Fir Tree Lane connection, Parallel crossings still shown as Zebras on some drawings, etc).
- Add cycle provision between Quobleigh Breach Junction and the Fir Tree Lane access.
- Clarification regarding the lack of pedestrian or cycle provision proposed on the southern side of the internal distributor road, between the bus stops and local centre area.
- Cycle provision across the north-south link between the internal distributor road and Fir Tree Lane, and the onward spur north of Fir Tree Lane.

- Regarding crossing provision (noting the requirement for future flexibility):
 - One additional crossing point should be provided (and shown on all drawings) between the bus stops and Quobleigh Breach junction.
 - Local Centre crossings should be parallel.
 - An onward cycle route from the refuge crossing point south of the sports pitches should be provided.
 - Pedestrian crossing provision north-south across the proposed school access should be provided (unless conditioned).
 - Clarification or removal of the oblong boxes at some crossing points (and consistency across drawings).
 - Pedestrian and cycle priority should be provided at all crossings of side roads, unless justification is provided and agreed.
- Update internal distributor road to improve alignment and two-way bus use. Add dimensions to drawings.
- Junction visibility from the side roads and forward visibility should be provided.
- Tracking to/ from side roads in accordance with TG2 (including a refuse vehicle), unless a condition is applied relating to future side road design.
- Submission and agreement of Quobleigh Breach junction design and capacity modelling (unless conditioned).

Conditions potentially required:

- Flexibility, possibly via planning condition, to amend the crossing forms and locations once the surrounding Reserved Matters applications are progressed.
- Regarding the school and sports pitches, adequate parking space provisions, operational issues to ensure the parking is available and appropriate pedestrian links to the school will be reviewed as part of any future Reserved Matters application for that area.
- Provision of the indicative routes shown within the Movement Strategy at the Reserved Matters stage for the relevant parcel(s) should be secured.
- Pedestrian crossing provision north-south across the proposed school access should be conditioned if not resolved at this planning stage.
- No structure, erection or planting exceeding 0.6m in height shall be placed within the visibility splays. This includes areas outside the red line of this application; it is suggested the red line is amended.
- Public Transport:
 - A condition to agree bus stop provision and locations on the internal distributor road. This should include providing suitable carriageway widths/ geometry for bus use, noting there are issues to be addressed above at this planning stage. Crossing points in relation to bus stops would also need to be considered.
 - A second condition securing that the local centre Reserved Matters application includes bus stops.
- If not resolved at this planning stage, a potential condition securing

- design of side road junctions with the internal distributor road.
- Condition for the in-principle layout of Quobleigh Breach junction design and capacity modelling; to be progressed if the LPA are of the view that conditioning this, rather than resolving at this stage, is appropriate.
 - A condition ensuring any parking issues in the vicinity of the school are resolved through adequate management, measures and/or infrastructure, and that appropriate school road markings and signage are installed prior to occupation of the school.
 - A condition securing detailed junction design and modelling of the internal distributor road and the link north to the existing Fir Tree Lane to be completed once the design of Fir Tree Lane and the surrounding Reserved Matters parcels have been agreed.
 - A condition ensuring the road and associated infrastructure is delivered to a suitable standard and self-certified by the developer.

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