



Transport Statement

One Horton Heath - Reserved Matters
Application: Primary School, Sports facilities
and Allotments

May 2026

Prepared for:
Eastleigh Borough Council (One Horton
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Transport Statement
One Horton Heath RMA: Primary School, Sports facilities and Allotments

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1 Introduction

1.1 Overview of Reserved Matters Submission

1.1.1 Stantec UK Ltd have been commissioned by Peter Marsh Consulting (PMC) to support the Reserved Matters (RM) Application for the Primary School together with the Sports facilities and Allotments at One Horton Heath, Land West of Burnetts Lane, Eastleigh, SO30 2HH.

1.1.2 One Horton Heath (OHH) is a comprehensive redevelopment scheme to the west of Horton Heath which will provide new retail, employment, residential, senior living, a new primary school, and a new local centre, amongst other new uses on land which is currently undeveloped. Outline planning permission (OPP) for OHH was granted on 27 October 2025 under application reference O/20/89498.

1.1.3 The description of development proposed in the OPP is as follows:

“Outline: Phased mixed-use development comprising severable and separate phases of development (as per the Phasing Plan) consisting:

- Up to 2,500 residential units in total (across The Lower Acre, Quobleigh Breach, The Upper Acre, Round Copse, The Holme, The Homestall, Chalcroft Farm and The Folds phases and partially within Chalcroft Outfarm Works phase);*
- A Local Centre (and supporting secondary local centres) on land up to 3.1ha comprising mixed-use residential/retail/leisure/community/employment/day nursery/food establishment uses (Local Centre Phase);*
- Further non-residential floorspace on land up to 5ha comprising of office, commercial and industrial uses and general industrial and storage & distribution uses (Chalcroft Outfarm works and Fir Tree Farm Hub phases and partially within the Chalcroft Farm phase);*
- A 3FE Primary School (Primary School Phase);*
- Public open space including formal sports facilities and informal provisions (across Green Infrastructure Phases);*
- Allotments, ecological, landscape and sustainable drainage works;*
- Key infrastructure and utilities provision including new roads, footpaths, bridleways and cycle paths;*
- Vehicular access from Allington Lane, Fir Tree Lane and Burnetts Lane with improvements to the existing road junction at Fir Tree Lane/Burnetts Lane; and*
- Site preparation and demolition works All Matters Reserved Except Access.”*

1.1.4 A series of RM submissions are being made to EBC for the detailed design of the development phases that were approved as part of the aforementioned OPP. This RM submission principally comprises of the detailed design of the 3FE Primary School and the adjoining sports facilities, together with the following:

- Associated green infrastructure;
- Allotments, ecological, landscape and sustainable drainage works;



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- Key infrastructure and utilities, including the provision of vehicular and pedestrian access, footpaths, and cycle paths.

1.2 This Report

1.2.1 The OPP is subject to a total of 76 planning conditions.

1.2.2 In accordance with Condition No. 4 of the OPP, this Transport Statement (TS) provides details of the layout, scale, appearance, and landscaping of the site. In addition, this report also considers those conditions that are relevant to the 3FE Primary School and adjoining sports facilities, hereby after referred to as “**the Site**”, which includes Condition No. 25.

1.2.3 The relevant conditions to this report are set out below:

*“**Condition 4:** The permission hereby granted is an outline permission and an application for the approval by the Local Planning Authority of the following reserved matters (for at least the first phase of development) shall be made no later than the expiration of 18 months beginning with the date of this permission:*

a) layout

b) scale

c) appearance

d) landscaping of the site

The development shall accord with the approved details.

Reason: To enable the Local Planning Authority to control the development in detail, encourage delivery and comply with Section 92 of the Town and Country Planning Act 1990 (as amended).”

*“**Condition 25:** Alongside any reserved matters application, a refuse collection strategy for each reserved matters phase shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of development of that phase, and these approved provisions shall be fully implemented and retained.*

Reason: to ensure adequate refuse collection and in the interests of amenity and for and compliance with Policy DM1.”

1.3 Highways Scoping and Pre-Application Liaison

1.3.1 This TS has been prepared following a pre-application meeting which was held on 2nd March 2026 between Hampshire County Council (HCC) officers, EBC (One Horton Heath Team) Stantec and Reformat representatives (client team). Stantec prepared a presentation which set out the key matters to be covered within the RMA TS.



2 Planning Background and Policy Overview

2.1 Introduction

- 2.1.1 This section sets out the relevant planning background to OHH and highlights key documents that have been submitted which have informed this TS. Key local, regional, and national policy of relevance to this TS has also been summarised in this section.

2.2 Planning Background

Outline Planning Permission O/20/89498

- 2.2.1 As aforementioned, outline planning for the OHH development was granted permission in October 2025 for a phased mixed-use development comprising of up to 2,500 residential units, a local centre, commercial and office space, a 3FE Primary School, public open space, allotments and key infrastructure.
- 2.2.2 The TA submitted for the OPP was prepared by Paul Basham Associates Ltd. (Doc Ref: 039.0014/TA/2). This set out trip generation assumptions for each proposed land use and assessed the impact of the development on the surrounding highway network, considering a comprehensive number of junctions in the local vicinity of the wider OHH development, and the three main accesses.
- 2.2.3 In regard to the Primary School, the OHH TA stated that the school would largely serve the development and therefore school trips were not considered in the highway's impact assessments. The number of staff required for a 3FE primary school was also assumed, in addition to a level of vehicle trips generated by staff which fed into the junction assessments. Trips associated with community uses such as the sports Pitches and allotments were assumed to be mainly generated internally by the OHH masterplan rather than generated external trips.

'The Avenue' (F/21/91185)

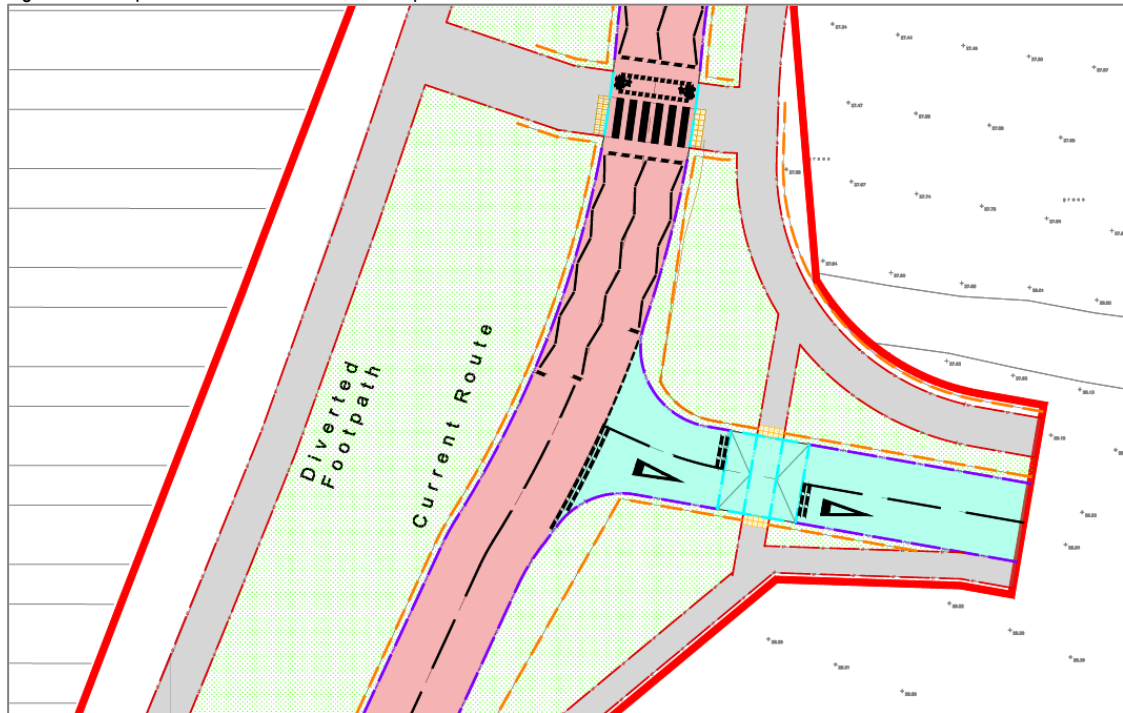
- 2.2.4 Planning permission was granted in October 2022 for the construction of the main spine road, 'The Avenue' which routes between Allington Lane (to the north of the OHH site) and Burnetts Lane (to the south of the site) with associated footway, cycle paths, water crossings, drainage and landscaping.
- 2.2.5 'The Avenue' forms a key link road through the centre of the development and will carry construction traffic, avoiding the village of Horton Heath. The road consists of a single carriageway with a 30-mph speed restriction, and three junctions to provide access to future residential and commercial parcels. The Avenue opened in September 2025.

Secondary Inner Distributor "SID" Road (F/23/96631)

- 2.2.6 An application has been submitted for the construction of the SID road; a secondary link road which connects to The Avenue at either end, and routes through and provides access to several residential parcels, the local centre, and access to the Site.
- 2.2.7 The SID Road runs parallel to the western boundary of the Site. The emerging design includes a single vehicle access to support both the Primary School and sports pitches plots. An extract of the latest proposed junction layout is shown below in **Figure 2.1** as per Ridge (consultants) drawing 5018551-RDG-Z02-ST-DR-C-0705-P07.



Figure 2.1: Proposed SID Road / School and Sport Pitch Access Junction



- 2.2.8 A Transport Statement was prepared by Campbell Reith Consulting Engineers in December 2023 to support the SID Road proposals. This application included highways impact assessment which considered the SID road junction with the Site access, as illustrated above, based on trip generation assumptions of staff and pupil numbers for the Primary School.
- 2.2.9 The forecast traffic flows used as part of that application have been considered in **Section 6** of this TS. The construction of the SID Road was permitted planning approval in April 2026.

2.3 Other Detailed and Reserved Matters Applications

- 2.3.1 A number of Reserved Matters Applications (RMAs) and related detailed applications have subsequently come forward across the site as part of its phased delivery. These applications collectively facilitate the phased implementation of the outline consent and accord with the approved masterplan, parameter plans and Design Code for the wider One Horton Heath development.

Lower Acre (F/20/89500)

- 2.3.2 Located south of the Upper Acre and Sports Pitch development parcels, the first residential phase of the OHH development 'Lower Acre' provides approximately 390 dwellings and is currently under construction. This phase facilitates the early deliver of the new vehicle access onto The Avenue thereby enabling vehicular access to the wider development parcel in the future.

The Upper Acre (RM/25/100575)

- 2.3.3 The RM application for The Upper Acre residential parcel was approved on the 19th March 2026. The Upper Acre consists of 424 dwellings and is situated between Lower Acre (residential parcel) to the south, and the sports pitch and allotment parcel to the north.



The Folds (RM/25/100614)

- 2.3.4 Residential parcel comprising 629 dwellings and located within the north-eastern part of the site approved in the OPP, adjacent to the edge of the Horton Heath settlement to the east, and Quobleigh Woods to the north. This RMA was approved on the 29th April 2026

The Holme and The Homestall (RM/25/100615)

- 2.3.5 Two residential parcels comprising of 357 dwellings. The Holme and Homestall parcels are situated towards the north and centre of the OPP site. Together, both sites form an L-shape, divided by Fir Tree Lane, with the Holme to the south and the Homestall to the north of the lane. The Folds RM parcel is located adjacent to the east of the Homestall, and to the northeast of the Holme. The Quobleigh Breach RM Parcel is adjacent to both sites along the western boundary. This RMA was approved on 30th April 2026

Quobleigh Breach (RM/25/100430)

- 2.3.6 Residential parcel providing 269 dwellings and situated to the north-west of the wider OPP. The newly completed link road, The Avenue, runs north to south through the centre of the site. The Homestall and The Holme RM parcels are located to the east. This RMA was approved on the 20th March 2026.

2.4 S106 Agreement

- 2.4.1 The OPP was granted with a Section 106 Agreement. Schedule 10 refers to the Primary Education Facility which highlights that the level of residential development on site is intrinsically linked by the build out and phasing of the Primary School. The OPP TA stated that the Primary School would largely serve those living within the wider OHH site which is likely if the school is operational by the time significant portions of the residential dwellings are built out and / or occupied.
- 2.4.2 Schedule 15 of the S106 refers to the allotments. In regard to transport, Schedule 15 makes specific reference to access for general vehicles and deliveries, and parking.
- 2.4.3 Schedule 17 refers to the on-site sports facilities inclusive of providing an artificial pitch with associated changing facilities, car parking, and drop-off facilities. The build out and arrangements for the sports facilities are linked to the occupation of the residential dwellings on site.

2.5 Policy Overview

- 2.5.1 This TS has been prepared in accordance with and refers to the following policy documents and design guidance:
- **National Planning Policy Framework (NPPF):** This document sets out the governments planning policies for England and how they are to be applied. The NPPF was initially published in 2012 and was most recently updated in December 2024. Section 9 is titled Promoting Sustainable Transport consisting of paragraphs 109 to 118 which have been considered and applied where appropriate within this TS. A draft update to the NPPF was published in December 2025 with a final version anticipated to be published later in 2026.
 - **The National Planning Practice Guidance** (Department for Levelling Up, Housing and Communities and Ministry of Housing, Communities and Local Government, 2014): The NPPG is a web-based collection of guidance which provides more detailed specifications for travel plans, transport assessments, and statements. This TS has been prepared in line with the NPPG.



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- **Manual for Streets (2007):** MfS was published by the Department for Transport in 2007 and sets out national guidance for the design for streets.
- **UK Building Regulations:** The UK Building Regulations set out the legal standards for the design and construction of buildings to ensure safety, health, welfare, energy efficiency and accessibility requirements are met for new buildings.
- **Eastleigh Borough Council Local Plan (2016 – 2036):** The EBC Local Plan was adopted in April 2022 and sets out the policies and plans to guide development to 2036. This has been reviewed and Policy MD13 which the use of Transport Assessments and Travel Plans in relation to general development criteria in regard to transport. The Local Plan also highlights the importance of new infrastructure such as schools and sports facilities.
- **Eastleigh Borough Council Parking Standards Supplementary Planning Document (2025):** The EBC Parking Standards SPD were adopted in September 2025 and state that schools will require parking informed by a School Travel Plan, Park and Stride Plan, cycle parking provision on and off campus, and school safety requirements.
- **Hampshire County Council On-Site School Parking Guidelines (2013)** – The proposed level of car and cycle parking for the Primary School has been set out in line with the HCC recommended parking standards for schools.

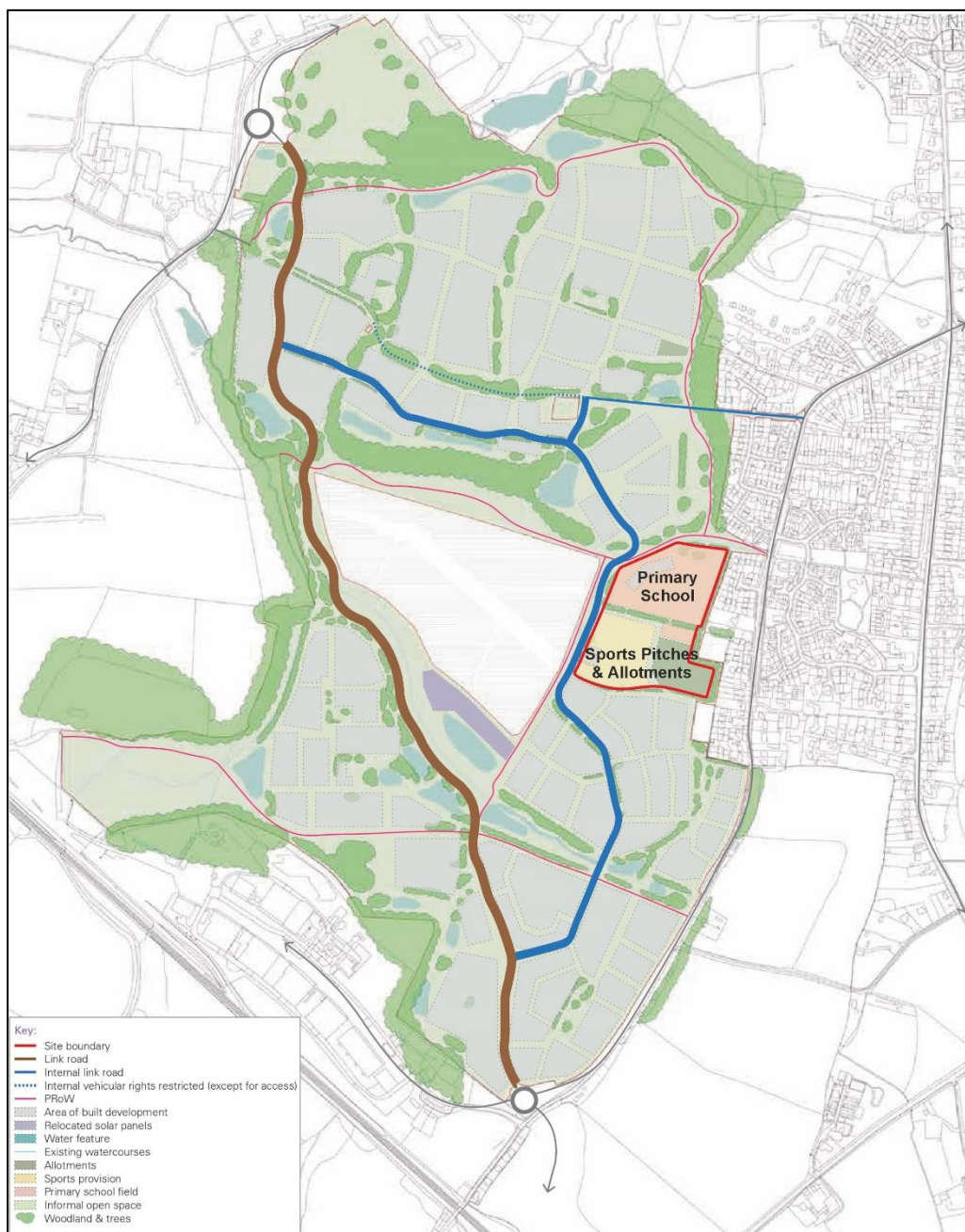


3 Site Location and Existing Conditions

3.1 Site Location

- 3.1.1 The Site is located to the east of the wider OHH development site, with the proposed local centre to the north, and proposed Upper Acre (residential parcel) to the south. To the east of the Site is the existing residential area of Horton Heath village, and the central solar farm to the west.
- 3.1.2 The central location of the Site within the wider OHH development gives high accessibility for those travelling from within the residential parcels via walking, cycling and scooter.
- 3.1.3 **Figure 3.1** illustrates the location of the Site in relation to The Avenue (brown), the SID road (blue), and the wider OHH masterplan.

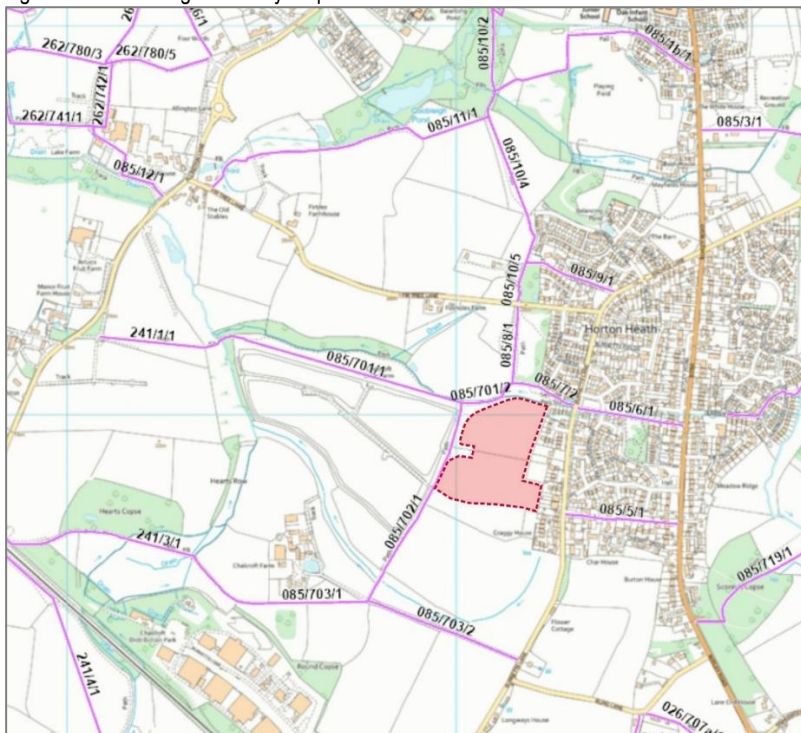
Figure 3.1: Site Location with OHH Development



3.2 Existing Conditions

- 3.2.1 The Site currently comprises of grassland and cropland. There is a network of Public Rights of Ways (PRoW) across the OHH site which will be retained and / or enhanced to provide continuous connectivity across the Site and with the local area as a part of other RM Applications associated with OHH.
- 3.2.2 There is a PRoW (085/7/2 and 085/701/2) along the northern edge of the Site which forms an east – west connection between Burnetts Lane to the east other PRoWs to the west. These PRoWs consist of 085/701/1 and 085/702/1 which form connections to the south and west of the parcel. To the north is PRoW 085/8/1 which connects the northern side of the Site to Fir Tree Lane. **Figure 3.2** shows the PRoWs and application boundary.

Figure 3.2: Public Rights of Way Map



Source: Hampshire Rights of Way Map, Online, Accessed April 2026: [Hampshire Rights of Way online | Hantsweb](#)

3.3 Future OHH Sitewide Conditions

- 3.3.1 It is important to consider the infrastructure associated with the wider OHH site as the future conditions evolve of which users of the Primary School and sports pitch visitors will benefit from. Though not associated with this RM Application, several aspects of the OHH development are anticipated to come forward in advance of the Site.
- 3.3.2 As aforementioned, the SID Road will be in place providing access to several parcels, including an access to the school, sports pitches and allotments. The SID Road is subject to 30mph and will have continuous 3.0m shared footway / cycleway along both sides of the road for the section adjacent to the Primary School and local centre. Adjacent to the Primary School, two parallel crossings (in a similar form and application to a zebra crossing) will connect the foot/cycleway provisions on either side of the SID Road.
- 3.3.3 The local centre will come forward as a separate RM Application, but it is anticipated to provide a mix of retail and commercial land uses with some short-stay parking. A future bus service is proposed to route through OHH development along the SID Road with a minimum frequency of 30 minutes between 0630 and 1900 on weekdays (as per the OPP S106). The approved SID Road proposals include bus stops with the Holme and Upper Acre development parcels to the north and south of the site respectively.



4 Development Proposals

4.1 Overview

- 4.1.1 The proposed development has been designed in line with the OPP for the wider OHH site, and the design has been informed by engagement with HCC and EBC. This section sets out the details of the proposed parking, access, and connectivity arrangements for the Site.

4.2 Proposed Site Arrangement

- 4.2.1 The Site is located within the eastern part of the wider OHH development and lies to the south of the proposed local centre parcel. Vehicular access will be provided via a single access point as proposed under the approved SID Road arrangement. Upon entering the development, an internal mini-roundabout will facilitate access north and south across the surrounding areas of the masterplan.
- 4.2.2 **Figure 4.1** shows the masterplan of the proposed Site which has also been included in **Appendix A**.

Figure 4.1: Horton Heath Primary School, Sports Pitches and Allotments Masterplan



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- 4.2.3 The Site development proposal can be split into three principal areas as described below:

The Primary School

- 4.2.4 The proposed primary school occupies the northern half of the RM development parcel and fronts directly onto the SID Road to the west. The staff car park and arrival plaza are located along the western edge of the site, with the school building positioned centrally and playing fields situated to the east. The main school entrance is centrally located within the building and provides direct access to the arrival plaza, which connects to the proposed shared footway/cycleway and controlled crossing facilities along the SID Road.

Sports Pitches and facilities

- 4.2.5 Located south of the site access and new primary school, the 'sports pitch' proposals include a 11-a-side 3G Pitch, pavilion, informal play space and supporting car parking.
- 4.2.6 The sport pitch will provide a community facility which can be used by local sports clubs throughout the year and able to accommodate different sports teams from an 11 a-side football match to four smaller pitches for 5-a-side matches. The proposed pavilion building will provide key facilities including; changing rooms, showers, toilets and small bar area.
- 4.2.7 The sports pitch will be accompanied by an 88-space car park, which will be accessed from the proposed internal mini-roundabout junction. To maximise the use of the proposed parking provision, the car park will operate as a shared facility serving both the sports pitches and the primary school. This forms part of the wider OHH Masterplan approach of providing a school 'Park and Stride' facility to accommodate peak drop-off and pick-up activity during the school day.

Allotments

- 4.2.8 The proposed allotments form the southeastern corner of the RM development parcel. There will be a separate car park to directly serve the allotments located to the south of the plots, accessed via Upper Acre.

4.3 Development Quantum

3FE Primary School

- 4.3.1 The Primary School is proposed to be fully built out as a 3FE school from the outset. Upon opening, it is likely to have 1 or 2 year intakes and then grow year on year reaching full capacity over several academic years.
- 4.3.2 The proposals comprise a 3FE Primary School with capacity for up to 630 pupils. This assumes 30 pupils per class, with three classes per year group across seven-year groups spanning Reception to Year 6.
- 4.3.3 A total of 92 staff members are expected at the school which includes a combination of teaching and non-teaching staff, and full and part-time roles. HCC On-Site School Parking Guidelines (April 2013) states that:

"Teaching staff are assumed to comprise class teachers, headteachers and deputy headteachers permanently based at the school. Peripatetic specialist teachers are not included in this definition (these staff are classed as visitors). All other persons employed at the school (including teaching assistants) are classed as non-teaching staff"

- 4.3.4 **Table 4.1** provides a schedule of staff and a Full Time Equivalent (FTE) assessment. This assumes that all teaching staff (23) plus teaching assistants (21) are full-time, and that the remaining non-teaching staff (48) are part-time roles which can reasonable be assumed to operate at 0.5 FTE per staff member.



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Table 4.1: Indicative School Staff Quantum

Staff Roles		Approx. Number	Calculated FTE
Teaching Staff (Full Time)	Class Teachers	21	21
	Head + Deputy Head	2	2
	<i>Sub-Total</i>	23	23
Non-Teaching Staff (Full time and Part Time)	Teaching Assistants	21	21
	Teaching Support Staff (e.g., one to one support, behaviour support, SEN-CO etc).	15	8
	Admin and Finance staff	4	2
	Maintenance, Kitchen Staff, Librarian, Caretaker, etc.	16	8
	<i>Sub-Total</i>	69	45
Grand Total Full Time Equivalent (FTE) Staff			68

4.3.5 The level of staff noted above is assumed to be a maximum level, and many roles may double up such as teaching support staff being lunch time supervisors etc. A proportion the workforce will also be part-time workers with around 50% of the total staffing numbers.

4.3.6 The full-time equivalents are therefore 23 teaching staff and 45 non-teaching staff – 68 FTEs in total.

4.4 Cycle Parking Provisions

Primary School

4.4.1 HCC's 'On-Site School Parking Guidelines' (2013) has been used as a basis for assessing cycle parking provision for the Primary School. This provides the following recommended standards for cycle parking at primary schools:

- 1 scooter space per 10 pupils
- 1 cycle space per 20 pupils
- 1 cycle space per 20 staff

4.4.2 The above amounts to a recommendation of 63 scooter and 32 cycle spaces for students, and 5 cycle spaces for staff. BREEAM requirements for staff cycle parking are slightly more onerous, requiring 1 cycle space per 10 staff members, and would therefore require 7 cycle spaces for staff. Scooter and cycle parking provision for pupils and staff has been provided in accordance with these requirements, thereby achieving the minimum standards set by HCC and BREEAM.

4.4.3 Two dedicated areas of scooter and cycle parking for pupils are proposed either side of the school building. Both facilities will be located within the secure fenced boundary of the site, providing safe, convenient and accessible storage to encourage regular use of sustainable modes of travel. Staff cycle parking will be provided in a separate secure shelter located alongside student cycle parking within secure fence line.

Sports Pitch

4.4.4 A total of 5 Sheffield Stands will be provided adjacent to the clubhouse, accommodating up to 10 bikes. The proposed cycle parking is positioned near the pavilion entrance to provide convenient access for users of the sports facilities and to encourage sustainable travel by members of the local community visiting the sports pitches.



Allotments

- 4.4.5 A total of 2 Sheffield Stands will be provided within the allotment car park, accommodating up to 4 bikes.

4.5 Car Parking Provisions

Primary School Parking

- 4.5.1 The Primary School car park will be dedicated for staff only and will not provide access for drop-off and pick-ups. The proposed level of parking required has been assessed based on the anticipated level of staff once the school is fully built out, which has been set out in **Section 4.3**.
- 4.5.2 Eastleigh Borough Council Parking Standards Supplementary Planning Document (2025) does not set out parking requirements for schools; in turn the HCC School Parking Guidelines (2013) have been used to understand the required level of parking for staff, as set out in **Table 4.2**.

Table 4.2: Recommend School Parking Guidelines and Provisions

HCC On-Site School Parking Guidelines (April 2013)	Proposed FTE Staff Quantum	Parking Policy Requirement	Proposed Provisions
1 space per teaching member of staff + 2 spaces per 3 non-teaching	23 teaching staff + 45 non-teaching staff	23 spaces for teaching staff + 30 spaces for non-teaching staff. (53 Total)	53 parking spaces proposed

- 4.5.3 The proposed staff car park will comprise 50 standard parking bays and 3 disabled parking bays, providing a total of 53 car parking spaces. Access to the car park will be controlled via a gated entrance with a rising barrier, or similar access control measure, ensuring the facility remains for staff use only.
- 4.5.4 All standard parking bays have been designed in accordance with the minimum dimensions of 2.5m x 5.5m, together with a 6.0m manoeuvring aisle to provide adequate space for vehicle circulation, safe manoeuvring and forward-gear egress. The layout at the northern end of the car park also incorporates sufficient space to facilitate vehicle turning movements, enabling vehicles to enter and exit the site in a safe and efficient manner.

Sports Pitch Parking

- 4.5.5 The proposed car park for the sports pitch will comprise of 88 spaces in total of which four spaces will be designated as disabled bays and are located closest to the pavilion building.
- 4.5.6 The parking requirements for sports pitches are not prescribed in Eastleigh Borough Council Parking Standards SPD (2025). In absence of defined requirements, this section sets out the first principles assessment undertaken to demonstrate the sports parking provisions are adequate.
- 4.5.7 A first principles assessment of parking demand associated with the proposed 11-a-side football pitch has been undertaken to determine the likely peak parking accumulation on-site. The assessment has considered typical team sizes, coaching staff, match officials and spectator demand. The assessment has also taken account of fixture changeover periods, which represent the point of greatest parking demand. During these periods, overlap can occur between departing and arriving teams, coaches and spectators, resulting in a temporary increase in vehicle accumulation within the site.
- 4.5.8 The parking strategy has therefore been developed to accommodate these peak demand scenarios to ensure the safe and efficient operation of the site during busy match periods. The results of this assessment are summarised **Table 4.3**.



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Table 4.3: Sports Pitch Parking Demand Assessment

Typical 11-a-side Football Match	No. of People
Players (including Subs) – 15 per team	30
Coach / Manager	2
Match Officials	3
Additional Spectators	6
Total for 11-a-side game:	41
Potential Cross Over of 2 Teams departing + 2 Teams arriving:	82

- 4.5.9 The assessment adopts a robust worst-case scenario whereby all users are assumed to travel independently by private car, with no allowance made for sustainable travel or vehicle sharing. On this basis, a single 11-a-side fixture could generate demand for up to 41 parking spaces.
- 4.5.10 Peak parking demand is anticipated to occur during fixture changeover periods, typically within a window of approximately 15 minutes before and 15 minutes after the completion of a session, equating to a total overlap period of approximately 30 minutes. During this period, overlap between departing and arriving teams, coaches and spectators could result in a temporary parking demand of up to 82 spaces.
- 4.5.11 The proposed provision of 88 car parking spaces would therefore be sufficient to accommodate the forecast worst-case peak demand associated with fixture changeover periods. The level of parking provision will also minimise the potential for overspill parking on surrounding residential streets. There are a further 25 visitor parking spaces located on the northern boundary of the approved Upper Acre development parcel which would offer convenient access to the sport pitches.
- 4.5.12 In practice, actual parking demand is anticipated to be lower than the worst-case assessment. Car sharing between players, coaches and spectators is common practice within football activities and would further reduce overall vehicle demand at the site.
- 4.5.13 A typical community 3G pitch in a residential area will have a consistent pattern of demand driven by school use, after-school clubs, and organised community/public access. Because 3G surfaces can sustain high levels of use, they are often effectively “fully programmed” during peak windows rather than experiencing random demand.
- 4.5.14 There will be no overlap between the future parking demands of the school park and stride arrangements (see Section 4.8), and the sports pitch uses. Below is a practical breakdown of typical usage of the Sports pitches.
- **Weekday Daytime (School Hours)** – limited use by school and typically a quiet period for community bookings.
 - **Weekday Evening (after 4:30pm)** – Community and public bookings start and peak time for weekday use. All school pick-up activity will have finished and therefore full car park would be available for visitor parking.
 - **Weekends** – No school activity. Sports pitch car park remains available for full use by community and public bookings throughout the day.

4.6 Comparable Sports Pitch Parking Provision

- 4.6.1 A review of eight comparable sports pitch and leisure facilities has been undertaken to inform the parking strategy for the proposed development. The sites assessed include a mix of standalone community sports facilities and school-linked provision, generally comprising single or small clusters of 11-a-side football pitches, often supported by ancillary facilities such as



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pavilions, gyms or leisure centres. Summary of the sites and associated parking level are included in **Appendix D**.

- 4.6.2 Based on the dataset, total parking provision (including formal overspill where available) ranges from 70 to 375 spaces, although the upper end is skewed by larger multi-pitch regional facilities. When normalised to account for scale, the provision equates to approximately 63 to 124 spaces per 11-a-side pitch, with an average of circa 87 spaces per pitch.
- 4.6.3 Of particular relevance are the Hampshire FA hub sites, namely Stoneham Lane Football Complex and King George V Football Complex, which represent established standalone community facilities. Stoneham Lane accommodates three artificial pitches plus a collection of grass pitches and benefits from a substantial level of parking, providing 128 formal spaces with a further 247 overspill spaces. King George V accommodates two pitches and provides 116 formal spaces with approximately 60 additional spaces (circa 88 spaces per pitch).
- 4.6.4 In this context, the proposed development, comprising one sports pitch served by 88 parking spaces, sits comfortably within the established range of comparable single-pitch facilities. It also aligns closely with the provision at King George V on a per-pitch basis.
- 4.6.5 Overall, the benchmarking exercise demonstrates that the proposed parking provision is appropriate and proportionate to the scale and nature of the development. The proposed quantum is therefore considered to provide a balanced level of provision, without encouraging excessive car-based travel or over-provision.

4.7 Allotment Parking

- 4.7.1 Access to the proposed allotments will be provided via the Upper Acre development parcel located to the south of the site. A total of 10 dedicated parking spaces are proposed to serve the allotments. The number of spaces has been calculated based on 0.25 space per allotment plot plus 1no accessible giving us a total of 10, which accords with the OHH Allotment Specification document. These spaces will be secured through a gated access arrangement to prevent indiscriminate use by non-authorised vehicles and to ensure parking provision remains available for allotment users.
- 4.7.2 The site will benefit from a well-connected network of pedestrian routes linking the allotments, sports pitches and associated parking areas. As such, during periods when demand associated with the sports pitch car park is low, there will be an opportunity for allotment users to make use of available parking provision within the main car park and walk safely to their allotment plots.

4.8 Parent 'Park and Stride' and 'Other' Parking Uses

- 4.8.1 Park and Stride schemes for primary schools are designed to reduce congestion from the immediate school frontage, improve road safety, and encourage active travel by asking parents to park a short distance away from the school and walk the final part of the journey with their children. Park and Stride schemes provide several benefits:
- Reduced congestion and queuing near the school
 - Improved highway safety for pupils
 - Reduced illegal or inconsiderate parking on the SID Road or local residential streets
 - Encouragement of walking and healthier travel habits
 - Reduced conflict between vehicles and pedestrian.
- 4.8.2 The One Horton Heath masterplan is designed around a connected network of new walking and cycling routes linking homes, schools, green spaces and community facilities, reducing reliance on short car trips. Parents will be encouraged to travel sustainably where possible though the provision of high-quality pedestrian and cycle infrastructure, however it is acknowledged that a proportion of trips will continue to be made by private car.



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- 4.8.3 There are no formally designated or specifically branded 'Park and Stride' car parks within the masterplan, and nor is it required by HCC policy to support the school. Instead, the development is designed to enable Park and Stride behaviour through its transport and movement strategy and spatial layout. The proposed Local Centre to the north and the Sports Pitch to the south of the site will both include car parking. Given their proximity to the school, both locations provide opportunities for Park and Stride use.
- 4.8.4 The 88 parking spaces proposed within the sports pitch car park, in addition to those that will be available within the future Local Centre, provide a suitable level of provision to support the operation of the 3FE Primary School.
- 4.8.5 To provide context, a high-level review has been undertaken drawing on a selection of local primary schools which actively promote the use of off-site 'Park and Stride' facilities which comprise of nearby car parks linked to local centre, recreation grounds etc. The review considers the number of pupils, the scale of associated Park and Stride provision, and the resulting pupil-to-space ratio. It is noted that this exercise is based on publicly available information only and does not consider the detailed operational characteristics of each site. As such, the results should be treated as indicative rather than directly comparable.

Table 4.4: Primary School Park and Stride Park Review

School	Location	No. of Pupils	Park and Stride Parking	Pupils per 1 Space
Wellstead Primary School	Hedge End, Southampton	420	22	19
Botley CofE Primary School	Botley, Southampton	327	64	5
Boorley Primary School	Boorley Green, Southampton	420	70	6
Bursledon CofE School	Bursledon, Southampton	572	42	14
King Copse Primary School	Hedge End, Southampton	227	62	4
St Francis CofE Primary School	Eastleigh	230	67	3
St James CofE Primary School	West End, Southampton	590	58	10
<i>Case Study Average</i>		396	55	9
Proposed OHH Primary School		630	88	7

- 4.8.6 Across the seven schools, an average provision of approximately 1 park and stride space per 9 pupils is observed.
- 4.8.7 In comparison, the proposed Primary School (up to 630 pupils) would be supported by approximately 1 park and stride space per 7 pupils based on the 88 spaces within the sports pitch car park alone. This represents a slightly higher level of provision than the benchmarked average, and is considered to provide a robust level of capacity to accommodate the Park and Stride demand.
- 4.8.8 When considered alongside the future availability of additional parking within the Local Centre, the proposed arrangement provides further flexibility and resilience to accommodate peak school related demand without resulting in adverse impacts on the surrounding highway network.
- 4.8.9 To manage this demand safely and responsibly, Park and Stride use will be accommodated within the parking areas at both the sports pitch and the Local Centre. These areas will support short-stay informal parking during peak times, reducing pressure on the immediate school frontage and discouraging drop-offs and pick-ups directly from SID Road, which will not be permitted. Direct footways will provide access from the Sports Pitch car park to the SID Road, which in turn provides access to the school.



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- 4.8.10 The sports pitch car park is a short walking distance from the primary school, making it suitable for short-stay parking between 08:00–09:00 and 15:00–16:00, when primary school drop-off and pick-up activity occurs. At these times there will be no overlap between the school and sport pitches parking demand.
- 4.8.11 In addition to its use for Park and Stride, the sports pitch car park will also provide for short-term visitor parking associated with the school. This does not create a conflict in demand, as such use would generally occur outside of school drop-off and pick-up times and when the sports pitches are not in use by the public.

4.9 Electric Vehicle Charging Infrastructure

- 4.9.1 In line with the EBC Parking Standards, 20% of both the staff car park and the sports pitch car park will have active electric vehicle charging infrastructure, with an additional 20% with passive provision.
- 4.9.2 This meets the Building Regulations requirement S4 and regulation 44G for new buildings other than residential of mixed-use buildings that have more than 10 parking spaces. The requirement is for a minimum of one electric vehicle charging point with cable routes for passive provision for a minimum of one fifth of the total number of spaces.

4.10 Proposed Parking Summary

- 4.10.1 A summary of the proposed car and cycle parking provisions across the Site has been set out in **Table 4.5**.

Table 4.5: Proposed Site Parking Provision

	Cycle Parking	Scooter Parking	Car Parking		
			Standard	Disabled	EV*
Primary School	7 for Staff 32 for Students	63 for Students	50 Staff	3 Staff	11 active 11 passive
Sports Pitch	10	-	84	4	16 active 16 passive
Allotments	4	-	10	0	0
Overall RM	52	63	144	7	

*EV charging numbers inclusive of total and not additional.



5 Access Strategy

5.1 Introduction

- 5.1.1 This section sets out the proposed access strategy for the Site which has been designed to prioritise pedestrian and cycle movements whilst maintaining safe and efficient vehicular operation. The servicing and emergency access strategies are also set out in this section.

5.2 Overview of Proposed Access Strategy

- 5.2.1 The proposed SID Road / Site Access Road junction serving this development parcel has been designed as part of the SID Road Application (Ref: F/23/96631). The arrangement comprises a simple priority junction, with a priority crossing provided on the minor site access arm, set back from the give-way line on the major arm.
- 5.2.2 The development proposals submitted as part of this Reserved Matters Application (RMA) retain the approved SID Road design and extend the access arrangement into the development parcel to serve the school and associated sports pitches. These works form part of the current application.
- 5.2.3 The access road comprises a 6.0m-wide carriageway providing two-way vehicular access into the site. At the eastern end, a new mini-roundabout junction provides access to the school car park to the north and sports pitch parking to the south. This arrangement is considered to provide a practical and proportionate solution to accommodate the access requirements of both uses. Accesses to the respective parking areas will also operate on a two-way basis
- 5.2.4 The access arrangements have been designed to accommodate the anticipated vehicle types associated with the various land uses:

Primary School

- Car access – daily access for staff parking;
- Light Goods Vehicle (LGV) – daily school deliveries;
- Large Refuse Vehicle – weekly waste and recycling collection; and
- Minibus and Coach – ad-hoc school trips.

Sports Pitch and Pavilion

- Car access – daily access for public use by parents and visitors to sports pitches
- Light Goods Vehicle (LGV) – weekly deliveries to pavilion and maintenance of the sports pitches; and
- Large Refuse Vehicle – weekly waste and recycling collection.

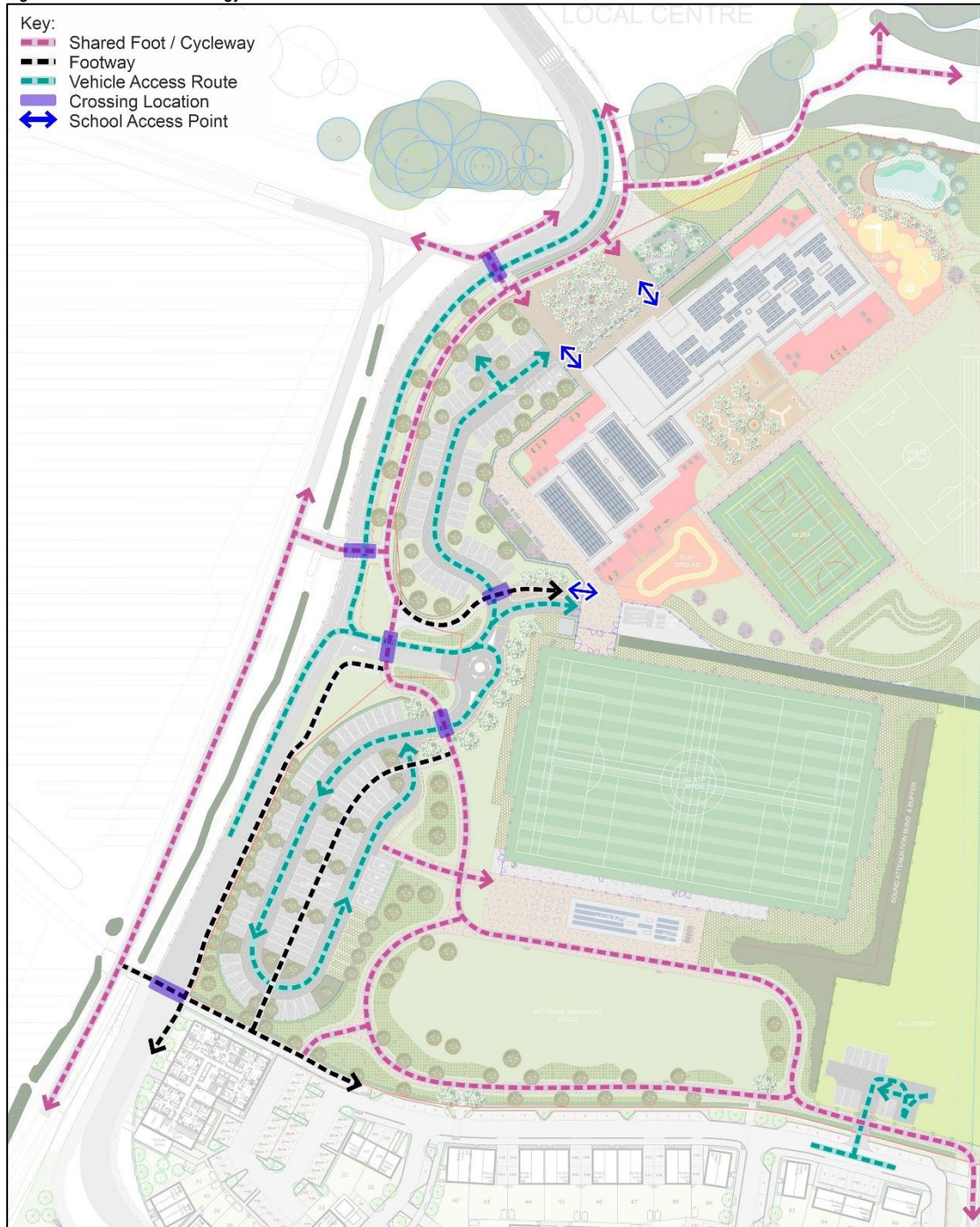
- 5.2.5 **Figure 5.1** illustrates the proposed access strategy across the Site highlighting key walking and cycling routes, school access points and vehicle access routes.



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Figure 5.1: Movement Strategy



5.3 Pedestrian and Cycle Access Strategy

- 5.3.1 A comprehensive network of pedestrian and cycle routes are proposed throughout the wider OHH site, providing strong internal permeability and clear connections to the surrounding areas. Walking and cycling forms a central component of the site's sustainable movement strategy, with provision designed to cater for users of all abilities.
- 5.3.2 Key cycle routes align with pedestrian links and the existing PROW routes, which are to be improved, ensuring convenient and legible connections to important local destinations, including the Local Centre and the Primary School.



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- 5.3.3 The wider masterplan proposals include upgrades and enhancements to the existing PRow network, improving accessibility across the site. These upgrades will also strengthen connections between the proposed development and the wider areas including linkages to Burnetts Lane to the west.
- 5.3.4 A principal feature of the strategy is the proposed cycle greenway, which forms part of the wider connectivity framework and provides a key north-south route through the site. The cycle greenway is intended to function primarily as a recreational and leisure route, linking the residential parcels to the south (Lower Acre and Upper Acre) with the school and adjacent sports pitches.
- 5.3.5 The development has been designed to integrate this route as a core movement corridor. It connects at the south-eastern corner of the site, providing a continuous route from Upper Acre, past the allotments, and onwards to the school. This delivers an attractive, safe, and largely traffic-free route, encouraging local trips to be undertaken on foot or by cycle.

Primary School

- 5.3.6 The main school entrance fronts onto the SID Road and is accessed via a central square or 'welcoming plaza'. This space will provide a safe and attractive arrival point for pupils and parents, as well as an area for parents to wait during pick-up periods.
- 5.3.7 Four designated pick-up and drop-off ("PUDO") areas are distributed across the site to serve the different year group classroom locations. Each area will be clearly signposted and connected to the SID Road via dedicated footways.
- 5.3.8 A 3.0m-wide shared footway/cycleway will be provided along the eastern side of the SID Road. This route will provide direct access to the main plaza area, which in turn connects to the gated entrances serving the different parts of the school grounds. From the north, this shared used path will also support access from parents who 'Park and Stride' from the parking area associated with the future Local Centre which will be located to the north of the school.
- 5.3.9 An additional footway connection will be provided to the south of the school, linking the site to the SID Road and running broadly parallel to the site access road.
- 5.3.10 Pedestrian and cycle movements across the SID Road will be prioritised through the provision of parallel crossings. These crossings will provide key links between the western side of the SID Road and the various PUDO areas. Within the vicinity of the primary school, two crossing points are proposed, including a northern crossing located adjacent to the main school arrival area. Together, these measures will help ensure safe and convenient movement for those travelling by active modes, while also maintaining the safe and efficient operation of the highway network.
- 5.3.11 To support parents choosing to 'Park and Stride' from the sports pitch car park, a raised priority crossing for pedestrians and cyclists will be provided across the site access road leading towards the school. The crossing will prioritise pedestrian and cycle movements accessing the school, while also serving users travelling north-south through the wider OHH site.

Sports Pitch and Allotments

- 5.3.12 Pedestrian and cycle access to the sports pitches will be supported by the proposed 3.0m-wide shared footway/cycleway along the SID Road. This route will form part of the wider SID Road active travel infrastructure, providing safe and convenient connections for users travelling to and from the site by sustainable modes.
- 5.3.13 The sports pitch and allotment masterplan has been designed to integrate with and extend the SID Road shared-use path network through the site forming part of the new cycle greenway. This will provide a continuous traffic-free route linking the SID Road to the pavilion and allotments, before connecting to Upper Acre at the south-eastern corner of the site.



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- 5.3.14 As per **Section 4.4**, cycle storage facilities will be located in convenient and accessible locations near to the shared pedestrian/cycle route and adjacent to the pavilion building.

5.4 Vehicle Access Strategy

- 5.4.1 As aforementioned in **Section 2**, the internal road network within the OHH development consists of the main corridor 'The Avenue' and the future SID Road which provides the local connections to several development parcels.
- 5.4.2 Vehicle access to the Site is provided via the latter in the form of a single access road. The access road is a 6m wide two-way road and meets the SID Road at a priority-controlled T-junction, the design of which is subject to the SID Road application (EBC Planning Ref: F/23/96631). At its eastern end, the access road has a mini-roundabout which provides access to the Primary School staff car park to the north, and the sports pitch car park to the south.
- 5.4.3 Within the site, the northern arm of the mini-roundabout provides two-way access to the Primary School, leading directly into the staff car park. Access to this car park will be controlled via a gated entrance with a rising barrier, or similar access control measure, to ensure it remains for staff use only.
- 5.4.4 The southern arm of the mini-roundabout provides vehicular access to the sports pitch car park. On entry, a pedestrian crossing facility and a height restriction barrier will be provided. The internal car park layout will operate on a one-way basis to support safe and efficient circulation.
- 5.4.5 Vehicles stopping along the SID Road will not be permitted. As part of this application, amendments are proposed to the SID Road boundary treatment around the northern bend and on the approach to the crossing. The shared-use path will be set back from the carriageway edge and replaced with low-level landscaping and a road margin incorporating bollards. These measures are intended to discourage informal drop-off and pick-up activity directly outside the main plaza area.

Drop-off and Pick-Up Strategy

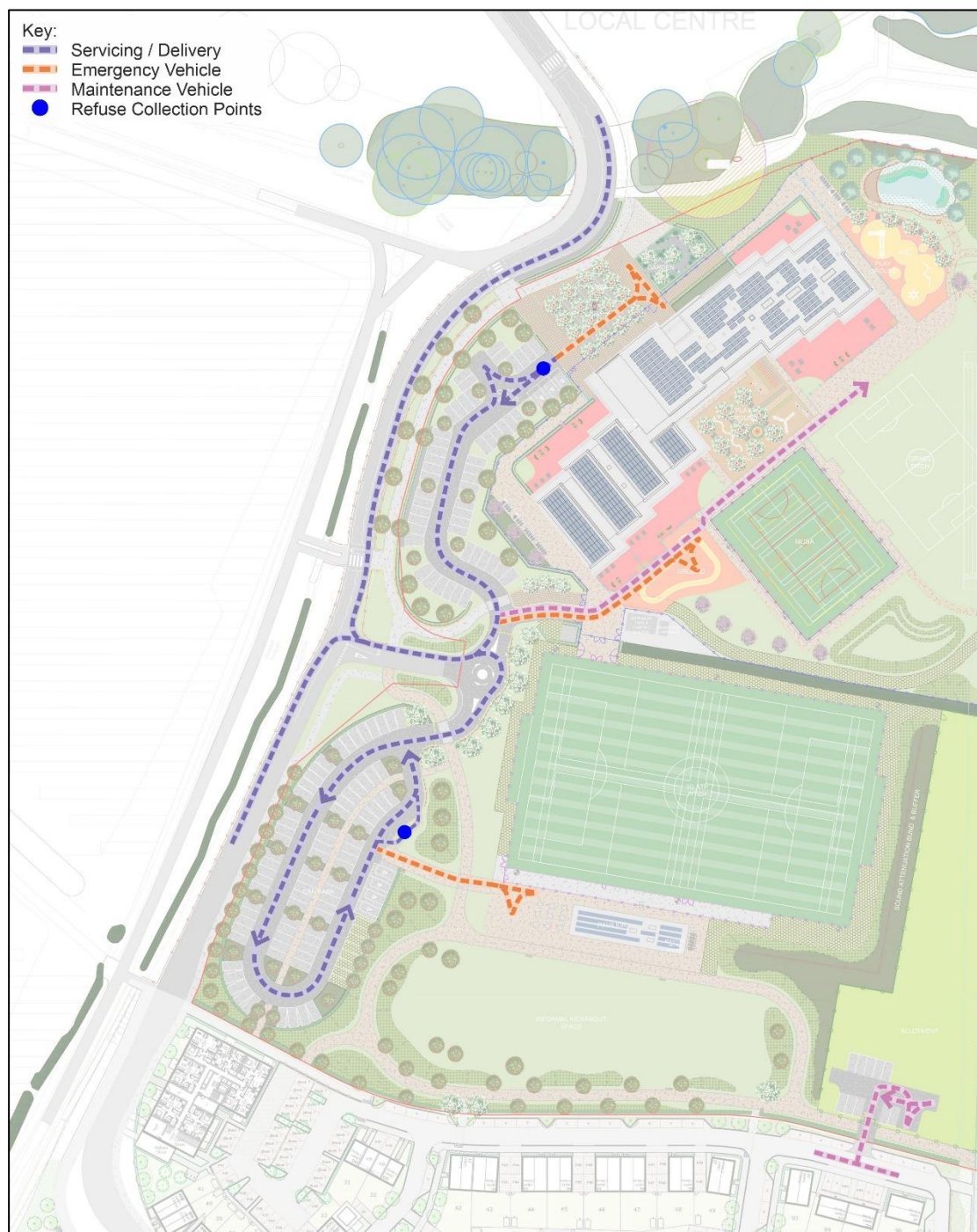
- 5.4.6 The development proposals include a Park and Stride strategy which will play an important role in managing school-related traffic by providing a convenient option for parents who choose to drive part of the journey. This approach enables vehicles to be accommodated at an appropriate location, with the final part of the trip undertaken on foot via safe and attractive pedestrian routes.
- 5.4.7 The proposed Park and Stride locations, to the north (Local Centre) and south (sports pitches), provide a practical and attractive alternative to travelling directly to the school site. These facilities are expected to intercept a proportion of school-related vehicle trips along the SID Road, thereby reducing the likelihood of drop-off activity occurring directly from the SID Road.
- 5.4.8 In addition, along the frontage of the school the SID Road has been designed such that footways are set back from the road edge and include a landscaped buffer. This arrangement further discourages direct drop-off and pick-up activity, as it does not provide a convenient or appropriate place for passengers to alight directly from vehicles. Together, these measures support a more managed approach to school access and reinforce the role of the Park and Stride facilities as the preferred option for those travelling by car.
- 5.4.9 The school will further support this approach through its Travel Plan, including active monitoring of travel behaviour and ongoing communication with parents to discourage inappropriate drop-off on surrounding streets.
- 5.4.10 In relation to Burnetts Lane and Bramley Gardens, these locations represent comparatively less convenient options for parents due to their increased distance from the school and associated longer walking times when compared with the proposed Park and Stride arrangement. As such, the Park and Stride is expected to provide a more attractive and logical option, thereby limiting the potential for displacement parking or opportunistic drop-off on these roads.



5.5 Overview of Servicing and Emergency Access Strategy

5.5.1 **Figure 5.2** illustrates the proposed servicing and emergency access movements across the Site.

Figure 5.2: Servicing and Emergency Access Strategy



5.6 Proposed Delivery and Servicing Strategy

Primary School

- 5.6.1 All refuse collection and servicing associated with the school will be undertaken on-site within the staff car park, which includes a dedicated turning head designed to accommodate service vehicles. The turning head is located at the northern end of the car park, in close proximity to the bin store and kitchen service access, thereby minimising internal carrying distances for staff and operatives.
- 5.6.2 **Drawing 332613072-STN-TGN-SW-DR-TR-5506** demonstrates that an 11.22m refuse vehicle can safely manoeuvre within the staff car park, with access and egress achievable in forward gear. Waste collection will be undertaken via agreement with EBC or through a private waste contractor. A bin store is provided within the main school building which will be accessed from the northern frontage of the school. On collection days, the school will ensure that waste bins are presented at an agreed collection point.
- 5.6.3 Servicing and deliveries will take place during school hours, when pupils are not present within the local area, to minimise potential conflict with pedestrian movements. The anticipated level of servicing is approximately 2–6 two-way LGV trips per day, that will occur outside peak school drop-off and pick-up periods (08:00–09:00 and 15:00–16:00).
- 5.6.4 A pumping station is located to the south of the school building and may require occasional access for maintenance by service vehicles. Access will be via the gated entrance serving the school playing fields.
- 5.6.5 **Drawing 32613072-STN-TGN-SW-DR-TR-5507** shows the swept path analysis for a panel van/LGV servicing the primary school site, demonstrating that appropriate access and manoeuvring can be safely accommodated within the proposed layout.

Sports Pitch and Allotments

- 5.6.6 Servicing and deliveries associated with the 3G pitch and pavilion are expected to be low in frequency and predominantly undertaken by light goods vehicles. Activity will primarily relate to refuse collection, routine cleaning, minor maintenance, and occasional equipment deliveries. Occasional specialist maintenance visits may occur on a periodic basis, including floodlighting and surface maintenance works.
- 5.6.7 A small loading bay is provided to the north-east of the car park, which will accommodate LGV deliveries while maintaining clear circulation within the car park.
- 5.6.8 The pavilion bin store will be located within the building. On collection days, an appropriate member of staff will present waste bins at the designated loading bay for collection. Refuse collection is anticipated on a weekly basis. The car park layout allows a refuse vehicle to circulate within the site and stop at the designated loading bay to undertake collections in a safe and controlled manner.
- 5.6.9 Swept path analysis demonstrating refuse vehicle and light goods vehicle access is provided on **Drawings 332613072-STN-TGN-SW-DR-TR-5506 and 332613072-STN-TGN-SW-DR-TR-5507** respectively.
- 5.6.10 The allotments are anticipated to operate in a relatively self-sufficient manner with allotment users arranging and undertaking deliveries and servicing. Some small delivery vehicles may still need to access the area or to turn around which would be undertaken using the proposed parking area. **Drawing 332613072-STN-TGN-SW-DR-TR-5507** has been included in **Appendix B**.



5.7 Emergency Service Access Strategy

Primary School

- 5.7.1 Access for a fire tender will be provided from the SID Road and through the main staff car park. A removable bollard system will allow the vehicle to enter the public plaza area at the front of main entrance to the building. This will ensure it can service the northern sections of the school building as required. Turning facilities should be provided in any dead-end access route that exceeds 20m in length. Swept Path Analysis has been undertaken to show a fire tender of an 8.1m which has been shown in **Drawing 332613072-STN-TGN-SW-DR-TR-5508** in **Appendix B**.
- 5.7.2 The Reception Garden is located to the south of the building adjacent to the sub-station near the entrance to the staff car park. This area can be used by emergency service access should they require access to the rear of the school, specifically the MUGA pitch.

Sports Pitch

- 5.7.3 **Drawing 332613072-STN-TGN-SW-DR-TR-5508** in **Appendix B** shows that a fire tender can access and egress the site in the forward gear, and manoeuvre appropriately within the parking area. Access to the pavilion building is provided via a 3.5 m-wide path connecting the pavilion to the car park, which will be secured by a demountable bollard.

5.8 School Trips and Coach Access

- 5.8.1 The Primary School will generate a low level and ad-hoc requirement for mini-bus and coach access to facilitate school trips. Coaches up to 12m in length and minibuses will access the staff car park to manoeuvre within the site and park to allow pupils to board and alight. Coach and mini-bus trips will generally occur outside of peak hours when pupils will be travelling to and from the school.
- 5.8.2 Swept Path Analysis of a 12.0m coach has been included in **Drawing 332613072-STN-TGN-SW-DR-TR-5509** in **Appendix B**.



6 Proposed Trip Generation

- 6.1.1 This section sets out the anticipated trip generation associated with the Site. This proposed trip generation has been compared against the junction modelling of the Site access which was undertaken in the Transport Statement for the SID Road application (EBC Planning Ref: F/23/96631).

6.2 Previous OPP and SID Road Application Assessments

- 6.2.1 The OPP TA did not include trip rates for the Primary School as it appropriately assumed it would serve those living at OHH, and a first principles approach was taken to calculate an assumed number of staff for inclusion in the wider transport impacts assessment.
- 6.2.2 To test the suitability of the proposed site access, the Transport Statement (December 2023) prepared to support the now approved SID Road Application carried out a traffic flow and capacity assessment for the Primary School proposals only. This assessment was based on an assumed school population of approximately 600 pupils (3FE) and 30 staff members, alongside reasonable assumptions relating to travel mode share and trip distribution.
- 6.2.3 The assessment forecast that the primary school would generate 266 two-way vehicle trips in both the AM and PM peak period. The detailed capacity modelling demonstrated that the proposed School Access junction, via the SID Road, would operate within capacity, with minimal queuing and delay in the future year scenarios.
- 6.2.4 It should be noted, however, that the previous assessment of the school access did not include consideration of additional vehicle trips associated with the use of adjacent community sports pitches

6.3 Trip Generation Assessment Approach

- 6.3.1 Notwithstanding the above, this Reserved Matters Application has considered the combined impact of both the Primary School and associated community sports pitches in assessing the proposed access arrangements. Updated trip generation has been derived based on the detailed scheme proposals, including the scale, layout and anticipated operation of both the school and the sports facilities.
- 6.3.2 The assessment therefore provides a more comprehensive and robust evaluation of peak demand, ensuring that the operation of the proposed School Access junction reflects the full range of users associated with the site.

6.4 Proposed Primary School Vehicle Trip Generation

- 6.4.1 A TRICS assessment has been undertaken to provide a robust and detailed assessment of the anticipated Primary School vehicle trips generation. TRICS database version 8.25.12 has been reviewed for Primary School land use.
- 6.4.2 The following parameters were applied to obtain the Primary School trip rate:
- Land Use: 04 Education, A – Primary.
 - Location Type: UK and Ireland, Edge of Town / Neighbourhood Centre / Suburban Area;
 - Quantum: Pupils, 250 – 800;
 - Date Range: 25/01/2015 – 24/06/2025.



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- 6.4.3 It should be noted that sites without an implemented travel plan have been selected to provide a worst-case scenario in regard to vehicle travel to and from the site. Applying the above quantum results in seven sites which were considered applicable to the site. The TRICS outputs have been included in **Appendix C. Table 6.1** sets out the Total Vehicle trip rates and trip generation for the site.

Table 6.1: Primary School Proposed Trip Rates and Trip Generation

	AM Peak Hour 0800 - 0900			School PM Peak Hour 1500 - 1600			PM Peak Hour 1700 - 1800		
	Arrive	Depart	Total	Arrive	Depart	Total	Arrive	Depart	Total
Trip Rate	0.274	0.232	0.506	0.199	0.233	0.432	0.011	0.024	0.035
Trip Generation (630 Pupils)	173	146	319	125	147	272	7	15	22

- 6.4.4 The table shows that during the peak hours, the Primary School is anticipated to generate 319 two-way vehicle trips in the AM (0800 – 0900) peak hour, and 272 in the school PM peak (1500 – 1600). These hours are reflective of the typical ‘school hours’ which will generate the most activity for this land use.
- 6.4.5 The difference between the arrival and departure trips in the AM peak hour is 26 arriving trips, and 21 departing trips in the PM peak hour. This is indicative of a portion of staff who may arrive during these hours and stay for the duration of the school day. It is likely that the remainder of staff driving to and from the site will arrive and depart outside of the school peak hours to set up / pack up when the pupils are not present.
- 6.4.6 The trip generation for the standard PM peak hour (1700 – 1800) is significantly lower with a two-way trip generation of 22 vehicle trips, likely reflective of staff leaving work for day or other staff such as cleaners.

6.5 Proposed Sports Pitch Trip Generation

- 6.5.1 Similarly to the Primary School, the OPP TA did not set out an estimated trip generation for the sports pitch.
- 6.5.2 In order to establish an indicative level of parking demand associated with the sports pitch, a first-principles assessment was undertaken based on a typical adult 11-a-side football match scenario, as set out in Table 4.3. The assessment identifies that approximately 41 people may be present during a typical match period. In terms of peak hour vehicle trip, the following is therefore assumed:
- No material vehicle trip generation is anticipated during the AM peak hour; and
 - During the PM peak hour, up to 41 arrival trips and 41 departure trips.
- 6.5.3 This provides a benchmark for the understanding the trip generation of a site of this scale. Trip generation may vary depending on the nature of the clubs and activities using the facility, as well as the operational programming and scheduling of matches and training sessions.

6.6 Allotments Trip Generation

- 6.6.1 The allotments are considered to generate trips from within the wider OHH site and local area, occurring on an infrequent, off peak and ad-hoc basis. In turn, these trips have been absolved from consideration of the AM and PM peak hours.



6.7 Total Proposed Trip Generation

- 6.7.1 **Table 6.2** sets out the combined trip generation for the proposed Site comprising of the Primary School and sports pitch.

Table 6.2: Total Proposed Trip Generation

	AM Peak Hour 0800 - 0900			PM Peak Hour 1700 - 1800		
	Arrive	Depart	Total	Arrive	Depart	Total
Primary School	173	146	319	7	15	22
Sports Pitch	0	0	0	41	41	82
Total Trip Generation	173	146	319	48	56	104

6.8 SID Road / Site Access Junction Modelling

- 6.8.1 The Site access / SID Road junction has been assessed for the SID Road application, as set out in the Transport Statement prepared by Campbell Reith Consulting Engineers, dated December 2023. Section 4.2 of that Transport Statement included the turning movements that were inputted to the PICADY model used to assess the junction. These flows were calculated based on a set of assumptions for the school quantum and did not consider the sports pitch trip generation. The flows assessed within the PICADY to and from the school have been set out in **Table 6.3** below.

Table 6.3: Assessed Flows for Site Access School Access Assessed in PICADY

Scenario	AM Peak Hour 0800 - 0900			PM Peak Hour 1700 - 1800		
	Arrive	Depart	Total	Arrive	Depart	Total
School Access	148	118	266	118	148	266

Source: Campbell Reith Transport Statement for the SID Road, December 2023

- 6.8.2 The table shows that Campbell Reith assessed 266 two-way vehicle trips travelling in and out of the Primary School in the peak hours. The difference between arriving and departing trips is assumed to be the 30 teachers staying at the school during the day. The PICADY modelling was undertaken for a 2036 future year and a 2036 Sensitivity Test which inflated traffic along the SID Road. The outputs suggested that the junction had spare capacity with minimal queueing and delay for both scenarios.
- 6.8.3 The difference between the proposed RMA trip generation (**Table 6.2**) and the assessed flows (**Table 6.3**) is shown below in **Table 6.4**.

Table 6.4: Difference Between Assessed and Proposed Primary School Vehicle Trips

	AM Peak Hour 0800 - 0900			PM Peak Hour 1700 - 1800		
	Arrive	Depart	Total	Arrive	Depart	Total
Proposed RMA	173	146	319	32	23	56
Previously Tested	148	118	266	118	148	266
Difference	+25	+28	+53	-86	-125	-210

- 6.8.4 The table highlights that the RMA trip generation assessment has resulted in approximately 53 additional two-way vehicles in the AM peak hour compared to the flows that were assessed as part of the SID Road application. This is made up of 25 additional arrival trips, and 28 departing trips.



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- 6.8.5 During the PM peak hour, the trip generation associated with the proposed RMA is notably lower than that previously assessed within the SID Road application. This reflects the fact that the peak school-related traffic occurs during the 15:00–16:00 period, rather than the traditional network peak hour of 17:00–18:00 which it was added to previously.
- 6.8.6 In the PM peak hour, the proposed RMA trip generation is significantly lower than that previously tested. This is due to the peak afternoon school traffic flows being assessed if it were occurring between 1700 – 1800, not 1500 – 1600.
- 6.8.7 It is considered that the difference between the RMA assessment and the assessed traffic flows is low in the AM peak and would not result in a material impact on the operation of the SID Road / Site Access junction, particularly given the residual capacity identified within the junction assessments.
- 6.8.8 Accordingly, it is considered that the conclusions and outputs of the previously undertaken PICADY modelling prepared by Campbell Reith remain valid and applicable to the proposed development. As such, no further junction modelling or design amendments are considered necessary as part of this Reserved Matters Application.

6.9 Overview

- 6.9.1 This section has set out the proposed trip generation for the Site which builds upon the OPP TA and TS for the SID Road application. In summary, the TRICS assessment reinforces the modelling of the SID Road / Site access junction which was undertaken in 2023 by Campbell Reith Consulting Engineers.
- 6.9.2 The proposed AM trip generation for the Site is slightly greater than that tested in 2023, reflective of the increased quantum of the Primary School (630 pupils and 92 staff) compared to that considered in the OPP. However, as the junction modelling had significant capacity this is considered acceptable.
- 6.9.3 It should be noted that a portion of the trips associated with these land uses may be diverted or transferred trips and therefore are not reflective of 'new' trips associated with OHH.



7 Summary and Conclusions

- 7.1.1 Stantec UK Ltd have been commissioned by Peter Marsh Consulting (PMC) to support the Reserved Matters Application for the Primary School, Sports facilities and Allotments at One Horton Heath, Land West of Burnetts Lane, Eastleigh, SO30 2HH.
- 7.1.2 One Horton Heath is a major mixed-use development which was granted Outline Planning Permission in October 2025 for up to 2,500 homes, a local centre, a primary school and commercial floorspace.
- 7.1.3 The proposals comprise a 3FE primary school with capacity for up to 630 pupils and approximately 68 full-time equivalent staff, alongside community sports facilities (including a 3G pitch and pavilion) and allotments. The site is centrally located within the OHH development, enabling strong connectivity to surrounding residential areas via walking, cycling and public transport infrastructure.
- 7.1.4 Vehicular access to the site will be provided via a single junction from the approved Secondary Inner Distributor (SID) Road, with an internal access arrangement including a mini-roundabout to serve the school and sports facilities. The access strategy prioritises pedestrian and cycle movements, supported by a network of shared footway/cycleways and controlled crossings. These measures will facilitate safe and convenient access for pupils, staff and visitors, while discouraging informal drop-off activity along the SID.
- 7.1.5 Parking has been designed to align with local guidance and operational requirements:
- Primary School: 53 staff car parking spaces, with no on-site parent drop-off provision.
 - Sports Pitches: 88 spaces to accommodate Park and Stride and peak match demand, including overlap periods;
 - Allotments: 10 dedicated spaces
- 7.1.6 A 'Park and Stride' approach for parent drop-off and pick-up is embedded within the masterplan, utilising nearby parking areas (including the sports pitch and local centre) to reduce congestion at the school frontage and encourage active travel.
- 7.1.7 There will be 7 cycle spaces for staff and 32 for students along with 63 scooter spaces for students. Dedicated scooter and cycle parking for students are proposed in two areas either side of the school building.
- 7.1.8 The sports pitch will be provided south of the Primary School and will be comprise of one sports pitch, an informal play area and pavilion building. There will be 88 car parking bays associated with the sports pitch. The sports pitch will also have cycle parking for 10 bikes, located adjacent to the pavilion entrance. The allotment car park is proposed to have 10 parking spaces, which will be accessed via the Upper Acre. Cycle storage for the allotments will be provided in the allotment car park, with space for 4 bikes.
- 7.1.9 The site layout accommodates servicing, refuse collection and emergency access within the internal highway network, with swept path analysis demonstrating that all necessary vehicle types, including refuse vehicles fire tenders, and coaches, can safely access and manoeuvre within the site.
- 7.1.10 Trip generation has been assessed using TRICS data and first-principles analysis. The primary school is expected to generate approximately 319 two-way vehicle trips in the AM peak hour, with significantly lower flows during the network PM peak. Sports pitch activity is concentrated in the evening and weekends, with limited overlap with school traffic.



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- 7.1.11 The junction modelling undertaken for the approved SID Road application demonstrated that the site access will operate within capacity, with minimal delay and queuing. As such, no further modelling or mitigation is required given the forecast trip generation set out in this RMA are similar those previously assessed.

7.2 Conclusion

- 7.2.1 The proposed development has been designed to integrate effectively within the wider OHH masterplan and transport network. The access arrangements, parking provision and movement strategy prioritise sustainable travel whilst ensuring safe and efficient operation for all users.
- 7.2.2 On this basis, it is concluded that the development would not result in a severe impact on the local highway network, in accordance with national and local planning policy, and is therefore considered acceptable from a transport perspective.



Appendix A Masterplan





EARTHWORKS, DRAINAGE & LIGHTING		HARD LANDSCAPE - FENCING		LEGEND	
	PROPOSED LEVELS, GRADIENTS & EARTHWORKS To Engineers Design & Specification.		SCHOOL BOUNDARY SECURITY FENCING: 1.8m high, as required to Eastleigh Borough Council Guidelines. Gates to match.	BOUNDARIES	
	BASIN To Engineers Design & Specification.		SCHOOL FENCING: 1m high, as required to Eastleigh Borough Council Guidelines. Gates to match.		
	INDICATIVE LIGHTING LOCATIONS To Engineers Design & Specification.		PICKET FENCE: 1.2m high, timber fence. Gates to match.	EXISTING BASELINE FEATURES	
SOFT LANDSCAPE - PROPOSED TREE PLANTING. Refer to Plant Schedule for details.			KNEE RAIL: 450mm high, timber knee rail with horizontal top rail.		
	STRUCTURAL TREE PLANTING Refer to Plant Schedule for details.		MUGA FENCE: 3m high Ball Stop Fencing.		
	WOODLAND TREE PLANTING Refer to Plant Schedule for details.		3G PITCH : 4.5M PERIMETER FENCING: Galvanised twin bar super rebound fencing (Black or Green) on all sides of the 3G FTP, supported by box section posts. Gates: 1 x single access gate. 1 x pair of double emergency vehicular access gates. 1 x single gate for ball retrieval.		
	WETLAND TREE PLANTING Refer to Plant Schedule for details.		3G PITCH : 1.2M SPECTATOR FENCING: Galvanised twin bar super rebound pitch perimeter fencing. Gates: 1 x single gate access along. 1 x pair of double gates for maintenance vehicular access from storage area.		
	CARPAK TREES Refer to Plant Schedule for details.		ALLOTMENT FENCING: 1.8m high, Weldmesh dark green powder coated as required to Eastleigh Borough Council Guidelines. Gates to match.		
	FOCAL POINT TREE PLANTING WITHIN HARDSCAPE Refer to Plant Schedule for details.		ALLOTMENT FENCING: 900mm high, rabbit proof fencing. Timber post and rail fencing with galvanneal wire netting.		
	FEATURE TREE PLANTING WITHIN SOFTSCAPE Refer to Plant Schedule for details.		ACOUSTIC FENCING: Timber acoustic barrier, maximum 3m high, including bund and fence. Height and Specification to Engineers details.		
	PLAZA / FEATURE TREE PLANTING Refer to Plant Schedule for details.		HEIGHT RESTRICTION BARRIER: 1. Barrier to school with keypad / intercom. 2. Height Restriction Barrier, lockable, double leaf opening to sports pitch car park. 3. Height restriction barrier and lockable gate. Height and Specification to Engineers details.	HARD LANDSCAPE - SURFACING	
	INDICATIVE HARD TREE PIT Location of specialist tree pit - modular suspended pavement system using plastic crates - all size & construction details to be approved by Eastleigh Borough Council		SAFETY FENCING: Refer to RIDGE SID Road drawings for details.		
SOFT LANDSCAPE - STRUCTURAL PLANTING		HARD LANDSCAPE - PLAY & ART			
	WOODLAND PLANTING Area to include both Native Woodland Mix & Groundflor Plant Mix Perennials & Bulbs. Refer to Plant Schedule for details.		PROPOSED INDICATIVE PUBLIC ART		
	WOODLAND EDGE PLANTING Refer to Plant Schedule for details.		INDICATIVE PLAY EQUIPMENT Refer to Play Strategy and Play Manufacturers details for detailed information.		
	HEDGE PLANTING Species rich native and ornamental hedge planting. Native hedge gapping up to existing hedgerows. Refer to Plant Schedule for details.		INDICATIVE PLAYGROUND MARKINGS Refer to Play Strategy and Play Manufacturers details for detailed information.		
	SHRUB & PERENNIAL PLANTING Shrubs & perennial planting. Refer to Plant Schedule for details.	HARD LANDSCAPE - FOREST SCHOOL			
	MARGINAL PLANTING Including native shrub and marginal planting. Refer to Plant Schedule for details.		PROPOSED PLAY BARK		
	AQUATIC PLANTING Refer to Plant Schedule for details.		HARD LANDSCAPE - STREET FURNITURE		
	RAIN GARDEN PLANTING Strub & perennial planting. Refer to Plant Schedule for details.		CYCLE & SCOOTER STORE Store with 5No. Junior Cycle Stands, or Store with 3No. Junior Cycle Stands with 1No. 20x Scooter Rack		
	ALLOTMENT PLANTING Shrubs, herbs & perennial planting. Refer to Plant Schedule for details.		CYCLE STANDS Brouse Sheffield Cycle Stand, Galvanised steel stands.		
SOFT LANDSCAPE - GRASS PLANTING			BENCHES Woodscape's Type 2 Backless Bench.		
	AMENITY GRASS Refer to Plant Schedule for details.		FURNITURE Furniture sets for Pavilion		
	NATIVE WILDFLOWER GRASS Refer to Plant Schedule for details.		PICNIC SET Timber with seats and table		
	NATIVE MEADOW GRASS FOR WET SOIL Refer to Plant Schedule for details.		GROW BOXES		
NOTE: Refer to Drawing OHH-ZZ-00-DR-L-000200 for Plant Schedule. Landscape Proposals show the landscape finishes/ aesthetic only. This information has been produced for Planning Purposes. Refer to Engineers proposals for detailed specifications or levels for hard landscape including construction or build-ups or foundations and setting out. All below ground work to be carried out by Project Engineer. External light fitting types and locations are to be confirmed with the Electrical Engineer. All finish levels and final service coordination to be determined between the Engineer. Main contractor to determine exact location of services/drainage, this should be to be confirmed on site prior to commencement of works to avoid tree pit / services conflicts.			SHED		
			TIMBER LITTER BIN Woodscape's LBS 112 / 220 Square Litter Bin		
			DOG BIN Hardwood timber with galvanised steel and powder coated frame. Steel liner, 2 litter apertures, text on bin 'Dog Waste'.		
			BOLLARDS Woodscape's fixed hardwood square timber bollards. 100mm flat groove, 500mm height with white band.		
			LIFE BUOY RING		
		SPORTS PITCHES			
			3G ATP PITCH Refer to 3G ATP specialist's design for details.		
			MUGA (MULTI USE GAMES AREA) To specialist's design and specification.		
			GRASS PITCH Refer to specialist's design for details.		
			RUNNING TRACK		



Project
Horton Heath Primary School

Drawing Title
Landscape and Public Realm
Masterplan

Date 10.04.2026 Scale 1:500 @A0 Drawn by MN/LA Check by RM&W
Project No 332613072 Drawing No OHH-ZZ-00-DR-L-000001 H Revision

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