

Universal Services
The Castle
Winchester, Hampshire SO23 8UD

Telephone 0300 555 1375
Fax 01962 847055
www.hants.gov.uk

Eastleigh Borough Council
Eastleigh House
Upper Market Street
Eastleigh
SO50 9YN

Enquiries to	Hannah Sword	My reference	060885
Direct Line	N/A	Your reference	RM/26/101639
Date	27 July 2026	Email	eastleighdc@hants.gov.uk

For attention of Mr Chapman

Dear Sirs

**Re: RM/26/101639 At ONE HORTON HEATH, PRIMARY SCHOOL SITE
AND PLAYING FIELD/ALLOTMENT SITE, HORTON HEATH, FAIR OAK,,
EASTLEIGH**

Submission of Reserved Matters relating to Layout, Scale, Appearance, and Landscaping pursuant to Condition 4 (Reserved Matters Requirements) of Outline Planning Permission O/20/89498 for the construction of a Three-Form Entry Primary School within Phase 8 (Primary School) including associated sports pitches and playing field, hard and soft landscaping, cycle and vehicular parking and a public square, and associated ancillary works, and for the provision of public open space including formal sports facilities comprising a 3G floodlit pitch for school and community use and pavilion, and informal play/meeting space, allotments and associated landscaping, cycle and vehicular parking and associated ancillary works within Phase 9A (Sports Pitch) and Phase 9B (Eastern Green Infrastructure including Allotments), along with temporary use of the school premises for early-years, pre-school and/or nursery provision, to include details relevant to the following conditions:

- **Condition 16 (Arboricultural Assessment)**
- **Condition 21 (Design Code Compliance)**
- **Condition 24 (Lighting Design)**
- **Condition 25 (Refuse)**
- **Condition 33 (Building Research Establishment Environmental Assessment Method)**
- **Condition 42 (Site Investigation and Remediation)**

Director of Universal Services
Patrick Blogg

- **Condition 45 (Noise Risk Assessment and Management Scheme)**
- **Condition 48 (Sports Pitch Development)**
- **Condition 52 (Playing Fields and Pitches)**
- **Condition 58 (Flood Mitigation)**
- **Condition 61 (Surface Water Drainage)**
- **Condition 64 (Ecological Mitigation and Management)**
- **Condition 67 (Landscape Details)**
- **Condition 71 (Biodiversity Net Gain)**

(Outline application subject to Environmental Impact Assessment).

Thank you for consulting the Highway Authority on the above application.

The applicant has submitted a Transport Assessment (TA), School Travel Plan (TP), and supporting plans to address the highway implications of the proposed development. The applicant has also engaged in pre-application discussions with the Highway Authority.

Following a review of the information submitted, the Highway Authority wishes to make the following comments.

Background:

The principle of a new 3 Form Entry Primary School, community sports facilities and allotments is established in connection with the outline planning consent for the wider One Horton Heath (OHH) development. OHH includes 2500 dwellings and a Local Centre, located directly to the west of Horton Heath village and south of Fair Oak. The proposed school site will occupy a central parcel immediately north of the 'Upper Acre' residential parcel and south of the Local Centre. Reserved Matters approval has subsequently been secured for five residential parcels within OHH, which are currently under construction.

Primary School

The school will have a capacity for up to 630 students and will largely serve the residents within OHH. There will be approximately 92 staff, including teaching, non-teaching, full-time, and part-time roles. The applicant has calculated a Full Time Equivalent (FTE) staff number of 68.

Further clarification is requested for the provision of SEN/SEND units, related school transport and the school opening hours, particularly in relation to after-school clubs and lettings, as this will have a notable effect on the development's transport impacts.

Sports Facilities

Directly south of the school, the sports facilities will include a MUGA pitch for 11-a-side matches with the capability to be divided into four smaller pitches,

an informal play space, and pavilion. The facilities will be for school and community use.

Allotments

The 66-plot allotment site will be located east of the sports facilities, with separate entrance and parking.

Connectivity:

Vehicular

The school will border the proposed secondary inner distributor (SID) road, which will link to Horton Heath village via Fir Tree Ln and connect the OHH main spine road at either end. The spine road provides access to Fair Oak via Allington Ln, and Hedge End via Chalcroft Way and Tolbar Way.

Walking and Cycling

Existing Public Rights of Ways (PRoW) link Horton Heath to the OHH development and will connect to new foot/cycleways around the school. It is noted that these PRoW, and those within the wider development, will be 'improved', though further information should be presented to specify the proposed improvements and how these will enhance accessibility between the existing village, the proposed residential parcels and the school site.

Shared foot/cycleways at a width of 3m will be provided along the western side of the SID road, along the front of the school, through the informal play space and into the 'Upper Acre' parcel. Footways at a width of 2.0 metres will be provided along the eastern side of the SID road, through the lower car park and into the 'Upper Acre' parcel. There appears to be some discrepancies within the submission regarding footway widths in this vicinity. In accordance with Hampshire County Council (HCC) Technical Guidance Note (TG) 10, footway widths outside of a school should be at least 3.0 metres, which should be reflected within the proposal. During pre-application discussions, the Highway Authority requested further details of the new active travel connections within the wider development, which have not been provided. Pedestrian and cycle routes between the school site and the proposed residential parcels should be convenient, well-lit and of high-quality, especially given the scale of development and variation in walking distances. In particular, the 'Lower Acre' parcel is more than 800 metres away from the school as the crow flies, increasing the likelihood of parents driving their children to school rather than using an active travel mode. In light of this, a TP with ambitious measures must be provided and successfully implemented to encourage sustainable journeys across OHH. It would also be of value to provide an indicative lighting layout to encourage sustainable journeys to and from the school during winter months.

The TP discusses the following details related to bus and rail connectivity.

Bus

Existing bus stops close to the site are the Horton Heath Crossroads stops and Dumpers Drove stops (at a 14- and 16-minute walk, respectively). A bus service is proposed with additional stops along the SID road, at a minimum frequency of 30 minutes between 0630 and 1900 on weekdays. The Highway Authority is supportive of these additional stops which would reduce walking distances to existing bus stops and improve connectivity of the development to Hedge End, Eastleigh and Southampton. Engagement regarding the bus stop infrastructure between the applicant and Highway Authority is ongoing.

Rail

The site is well located to support active travel to Hedge End and Eastleigh railway stations (at a 9- and 20-minute cycle, respectively) and both stations have secure, sheltered cycle spaces with CCTV coverage. Existing cycle routes to the stations are of an acceptable condition for cycling and provide an attractive alternative to private vehicles, subject to the completion of the proposed cycle routes within the development.

Access:

Primary School and Sports Facilities

A number of pedestrian and cycle entrances to the site will be provided from the sports facilities car park, the 'Upper Acre' parcel, and the foot/cycleway along the eastern side of the SID road. Further clarification is requested on the exact number and locations of pedestrian/cycle entrances to the site. Parallel crossings with tactile paving will connect the foot/cycleway provisions on either side of the 30mph SID road.

Vehicular access to the site will be provided by one priority junction at 6.0 metres wide that feeds into a mini roundabout to service the school and sports facilities car parks. It has been noted, however, that visibility splays have not been provided for the school access junction or the proposed parallel crossings, which should be amended.

A setback raised priority crossing with tactile paving will traverse the school access junction. The Highway Authority is supportive of a raised crossing with tactile paving which would prioritise the movement of pedestrians and cyclists. However, there are concerns regarding the proposed 'Park and Stride' within the sports facilities car park. The proposed 88-space facility is in close proximity to the school plaza/entrance and is therefore likely to increase vehicle movements in an area where a safe and attractive walking and cycling environment should be prioritised. There is concern that this concentration of vehicle activity immediately adjacent to the school could create a car-dominated environment, potentially increasing the risk of conflict, and undermining the objective of encouraging sustainable travel to and from the

school. This was raised within pre-application advice and has not been addressed. The general site design diverts pedestrians and cyclists away from desire lines and around vehicular spaces. The applicant should therefore consider safer, more direct active travel routes in accordance with Eastleigh Walking and Cycling Strategy and LTP4 principles.

It is noted that pumping service vehicles will access the school playing fields and sports facilities for maintenance. However, in the interests of student safety, the Highway Authority requires further details in relation to the proposed frequency of access required and the management of vehicle access during school hours.

Parking:

Primary School

The school car park will be accessed via a gated entrance or rising barrier and will provide 50 standard parking spaces and 3 disabled spaces for teaching and non-teaching staff. The exact measures to restrict school parking to staff should be confirmed along with the associated long-term maintenance responsibilities, especially with the proposed rising barriers which can be costly to maintain in perpetuity. It should also be confirmed if there will be provision for school transport parking, and where this will be accommodated. Electric vehicle (EV) charging will service 11 spaces, with passive charging for a further 11 spaces. This meets the disabled requirements set out by Hampshire County Council On-Site School Parking Guidelines (2013) and the EV requirements set out by Eastleigh Borough Council Parking Standards.

Parking will not be permitted on the SID road and will be discouraged with bollards and landscaping. During pre-app discussions, the Highway Authority advised that the applicant should install 'school keep clear' markings and extend the proposed zig zag markings, which should be reflected within the proposal. A school parking management plan should be provided including commitments to monitor school parking post-occupation, along with measures to address issues relating to errant parent parking. This may include, but not limited to, traffic regulation orders, parking restrictions, waiting restrictions, road markings, signage, bollards, traffic management measures, school street schemes, enforcement infrastructure, or further pedestrian safety improvements.

A 'Park and Stride' facility is also proposed within the Local Centre located to the north of the school. It would be considered more appropriate for this to be a singular Park and Stride facility, although details as to how this car park and facility will be managed, particularly given that the local centre is anticipated to provide a mix of uses managed by private operators, should be clarified.

Sports Facilities

An 88-space car park will operate as a shared space, accommodating peak drop-off and pick-up activity as a 'Park and Stride' for the school, and serving the sports facilities outside of these hours. Of the 88 spaces, 4 will be disabled, 16 will provide active EV charging, and 16 will provide passive EV charging. This meets the disabled requirements set out by Hampshire County Council On-Site School Parking Guidelines (2013) and the EV requirements set out by Eastleigh Borough Council Parking Standards.

Parking capacity at the sports facility was calculated with no allowance for active travel or vehicle sharing. There are concerns that the proposed level of capacity will encourage vehicle use and make active travel an unattractive option. The comparison facilities surveyed were much larger than the proposed facility and it is not clear how these facilities operate (and what geographical area they serve) compared with the proposals. Subject to further details of the proposed walking and cycling routes connecting each residential parcel to the school, the sports facilities should be well serviced by active travel. The applicant should consider reducing the level of parking at the sports facilities or provide further justification, given that active modes and car sharing are to be prioritised.

Allotments

A separate car park of 10 spaces will serve the allotments, with the opportunity to use the sports facilities car park as overflow.

Cycles

The school will provide 32 student cycle spaces, 63 student scooter spaces, and 7 staff cycle spaces. The sports facilities and allotments will provide a further 10 and 4 cycle spaces, respectively. This meets the requirements set out by Hampshire County Council in the On-Site School Parking Guidelines (2013) but does not meet those in LTN1/20. The applicant should consider increasing the provision of student cycle, staff and visitor spaces in line with a more ambitious target and should include accessible cycle provision to encourage active travel.

Further details on the exact locations and type of cycle and scooter parking are required. These should be covered, lit, overlooked by school classrooms, and placed close to the school entrance to encourage active travel. Due to the size of the development and the provision of high-quality active travel routes, there are opportunities for more substantial measures to encourage greater pupil uptake of cycling/scooting.

Trip Generation:

Vehicle trips generation and trip rates were calculated with TRICS, based on a Primary School land use in UK and Ireland, Edge of Town / Neighbourhood Centre / Suburban Area. It is anticipated that a total of 319 vehicular trips will occur between 0800-0900 (trip rate = 0.506), 272 between 1500-1600 (trip

rate 0.432), and 22 between 1700-1800 (trip rate 0.035). As suggested in pre-application comments, bespoke data should be obtained to look at trip generation and mode splits from local schools for the proposed primary school use. This will produce more robust data and can be obtained from Hampshire County Council directly. An additional 82 trips would occur between 1700-1800 when including the sports facilities.

School Travel Plan:

The TP provided is not considered to be of an acceptable standard. While it outlines targets for walking, scooting, cycling, public transport and vehicular travel, it does not break down these targets sufficiently to meet the SMART criteria. Each measure should be further broken down into specific actions and given dates for completion and review. Further information regarding acceptable School Travel Plans can be requested from Hampshire County Council directly.

It is noted that baseline data for student travel by mode will be updated following a baseline survey. However, in the interim, Hampshire averages from the DfT national travel survey should be used. It is also noted that the proposed travel shift targets are lacking ambition. Both student and staff targets build upon a 3% baseline of cycle uptake to 6% after 7 years. For students, this is an increase of 19, and for staff an increase of 2.

Considering the above, the applicant should consider amending the measures and targets within the TP to more effectively encourage sustainable journeys across OHH.

Recommendation:

As set out above, further information is required before the Highway Authority is in a position to provide a recommendation on the application.

Yours faithfully,

Hannah Sword
Assistant Transport Planner - Highway Development Planning
Universal Services