



Active
Travel
England

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Your Ref: F/23/96631
Our Ref: ATE/25/00105/FULL
Date: 07 February 2025

Active Travel England Planning Response Detailed Response to an Application for Planning Permission

From: Planning & Development Division, Active Travel England

To: Eastleigh Borough Council

Application Ref: F/23/96631

Site Address: Land between Burnetts Lane and Fir Tree Lane, Eastleigh

Description of development: Construction of an internal distributor road and associated footways, cycleways, lighting, landscaping and SuDS basins, and diversion of Public Rights of Way footpaths FOHHF 701 and 702 as part of the One Horton Heath development (proposal constitutes EIA development)

Notice is hereby given that Active Travel England's formal recommendation is as follows:

- a. ~~**No Objection:** ATE has undertaken a detailed assessment of this application and is content with the submission.~~
- b. ~~**Conditional approval:** ATE recommends approval of the application, subject to the agreement and implementation of planning conditions and/or obligations as set out in this response.~~
- c. **Deferral:** ATE is not currently in a position to support this application and requests further assessment, evidence, revisions and/or dialogue as set out in this response.
- d. ~~**Refusal:** ATE recommends that the application be refused for the reasons set out in this response.~~

1.0 Background

Active Travel England (ATE) welcomes the opportunity to comment on this full planning application.

It is understood that these proposals relate to the Horton Heath full planning application for a Secondary Infrastructure Road (SIR) within the One Horton Heath (OHH) development. ATE has been consulted on two applications related to these proposals, as follows:

- **F/24/96895**: A deferral response was issued on 15 May 2024, requesting further assessment and revisions regarding:
 1. The proposed widths and intended use of footpaths and bridleways
 2. The proposed surface materials for footpaths and bridleways
 3. Additional details on 'Gateway Features'
- **O/20/89498**: A no-objection response was issued, as the original proposals were submitted before ATE became a statutory consultee on 1 June 2023. ATE determined that comprehensive comments were unnecessary, following a review of feedback from Hampshire County Council in its capacity as the Highway Authority (HA), where active travel considerations were deemed to be sufficiently addressed.

2.0 Summary

It is understood that this application was initially received on 22 December 2023. Although this falls within ATE's qualifying period as a statutory consultee, it appears that ATE was not consulted at the time, and no response has been provided until now.

Since then, the proposals have undergone detailed consultation responses from the Highway Authority and other technical experts, including urban design and sustainable transport specialists, particularly in relation to active travel and placemaking. These have resulted in amendments which have triggered re-consultation.

Given the comprehensive nature of these responses, and the fact that many issues have already been raised, ATE has decided to endorse the outstanding comments made by the Highway Authority and other consultees rather than providing a separate, detailed response. ATE encourages proactive dialogue to resolve the remaining deficiencies, which appear to be outstanding.

The following observations are shared with the Highway Authority and other consultees. While not an exhaustive list of outstanding issues, they highlight key areas that require further resolution, subsequently a deferral response has been issued as matters remain unresolved:

1. The preference for shared-use facilities over segregated walking and cycling tracks is disappointing, particularly given the expected pedestrian and cyclist flows during peak times associated with residential, educational, employment, and commercial uses.
2. Where shared-use walking and cycling facilities are provided, they are incomplete, reverting to footways in certain sections, without clear justification. This approach does not align with LTN 1/20 Core Design Principles, particularly with regards to

coherence and directness. This is likely to result in on-carriageway cycling and potential conflicts with vehicles.

3. The proposed routes lack coherence for both pedestrians, requiring users to cross the carriageway at various points where incomplete footpaths exist.

ATE also encourages the applicant to assess whether the current proposals align with, but not limited to, the following:

- **The National Design Guide**
- **Inclusive Mobility Guidance**
- **LTN 1/20**, which should be applied when assessing the quality of cycle routes and can also be helpful when assessing walking routes

3.0 Next Steps

It is requested that these recommendations are provided to the LPA case officer and forwarded to the agent and applicant.