



QUOBLEIGH BREACH, ONE HORTON HEATH

Reserved Matters Transport Assessment

November 2025

One Horton Heath (on behalf of Eastleigh Borough Council)



**RESIDENTIAL DEVELOPMENT
QUOBLEIGH BREACH
ONE HORTON HEATH**

RESERVED MATTERS TRANSPORT ASSESSMENT

CONTROLLED DOCUMENT

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RESIDENTIAL DEVELOPMENT QUOBLEIGH BREACH ONE HORTON HEATH

RESERVED MATTERS TRANSPORT ASSESSMENT

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1. INTRODUCTION

- 1.1 This Reserved Matters Transport Assessment (RMTA) has been prepared by Paul Basham Associates on behalf of Eastleigh Borough Council to support an *'Application for the approval of reserved matters (appearance, layout, scale and landscaping) for the development of 269 dwellings, associated open space, landscaping, parking and other associated works, pursuant to outline permission O/20/89498.'*
- 1.2 The Reserved Matters application is for the northwestern parcel of the One Horton Heath development known as 'Quobleigh Breach'. The site location in the context of the wider One Horton Heath development is shown in **Figure 1** with the proposed site layout attached in **Appendix A**.

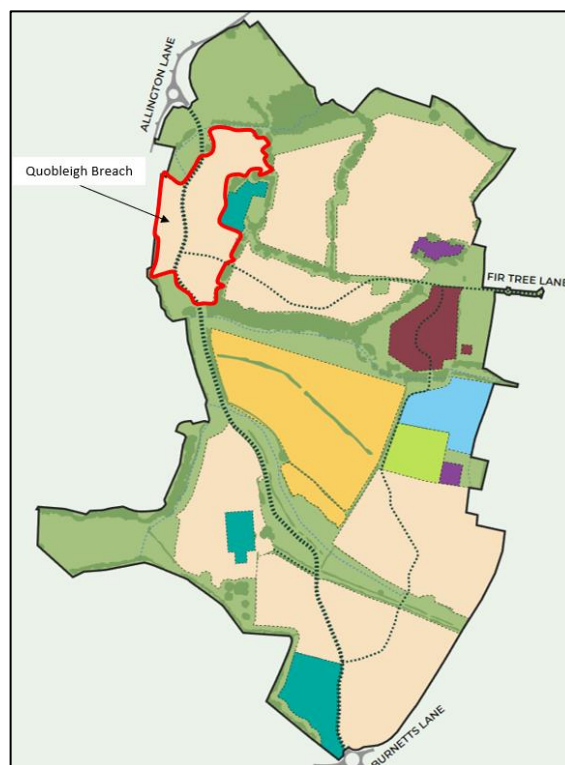


Figure 1: Site Location

- 1.3 As seen in **Figure 1**, Quobleigh Breach is located in the northwestern corner of the wider One Horton Heath development and will be served off the new Link Road between Allington Lane and Burnetts Lane with the Link Road itself running through the Quobleigh Breach. One Horton Heath itself is located to the west of the existing village of Horton Heath which sits between the local centres of Hedge End and Fair Oak, within the borough of Eastleigh.

- 1.4 One Horton Heath is included within Eastleigh Borough Council's (EBC) Local Plan (2016-2036) collectively securing the delivery of 1,500 dwellings, a 3 Form Entry Primary School, Local Centre, B1/B2/B8 commercial uses and Link Road infrastructure.
- 1.5 Quobleigh Breach (the proposed site) is part of the wider One Horton Heath development which has outline planning permission for *'a phased mixed-use development comprising: up to 2,500 residential units in total; a primary Local Centre (and supporting secondary local centres) comprising mixed-use residential/retail/leisure/community/employment/day nursery/food establishment uses, office, commercial and industrial uses; a Primary School; public open space including formal sports facilities and informal provisions; relocation of solar panels; key infrastructure and utilities provision including new roads, footpaths and cyclepaths and improvements to the existing road junction at Fir Tree Lane/Burnetts Lane; and ecological, landscape, site preparation and demolition works'* (ref: O/20/89498). It is important to note that the 270 dwellings subject to this RM application are part of the One Horton Heath development and therefore would not be in addition to this development. The planning history associated with the site is discussed further in Section 2 of this report.
- 1.6 The scope of the highways input required for this RM application has been discussed at length with Hampshire County Council (HCC) highways officers through pre-application consultations. The main comments raised by HCC were as follows with the full response attached in **Appendix B**.
- Clarification on provision of pedestrian and cycle infrastructure within the Quobleigh Breach parcel.
 - Review of car and cycle parking provision in line with EBC guidance and the One Horton Heath Design Code.
 - Agreement with the servicing strategy (limited on-street servicing and high presence of rear servicing).
 - Review of internal road layout with respect to road geometries and visibility splays.

1.7 More specifically, this RMTA will cover the following elements:

- Relevant planning history.
- The proposed accommodation schedule.
- Car and Cycle Parking requirements against the One Horton Heath Design Code including consideration of EV and visitor parking
- Review of the internal site layout including carriageway and footway widths, routes to desire lines and extents of adoption.
- Commentary on internal visibility splays & highway alignment to achieve design speed (including drawings).
- Confirmation of delivery, servicing and refuse collection arrangements (including swept path analysis).

2. PLANNING HISTORY

Outline Planning

2.1 The Quobleigh Breach site forms part of the wider One Horton Heath development which received outline planning consent in 2025 (ref: O/20/89498). The details of the application were for a phased mixed-use development comprising severable and separate phases of development (as per the Phasing Plan) consisting of:

- Up to 2,500 residential units in total;
- A Local Centre 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 cyclepaths;
- 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

2.2 It is important to note that the 269 dwellings subject to this Reserved Matters application are included as part of the wider OPA and therefore would not be in addition to this development. This RMTA therefore focuses on the internal site layout and does not review highway impact which has already been agreed.

Extant Planning Consent

- 2.3 The site has been subject to several recent planning applications with extant consents under application reference O/14/75735 for *‘up to 950 dwellings and associated road and parking infrastructure, public open space, the construction of a new access onto Burnetts Lane and Fir Tree Lane, the realignment of Fir Tree Lane, a new access road from Bubb Lane, the realignment and resurfacing of Public Rights of Ways, creation of new Public Rights of Way, footpaths and cycle links, the construction of utilities infrastructure, a Primary School (3FE), a Secondary School (8FE), a village centre (at Chalcroft Farm) including change of use of existing farm buildings’*. This planning application was approved in December 2017 with the latest approval of conditions application (ref: DC/22/92232) approved in January 2024.
- 2.4 The site also has extant consent for the *‘Construction of 450 dwellings with new road and access onto Fir Tree Lane and Allington Lane. With associated highway modifications, infrastructure, public open space, landscaping and drainage. Detailed matter for consideration-access. The proposal affects the setting of a Listed Building, effects a Public Right of Way and is subject to an Environmental Impact Assessment’* under application reference: O/16/79354. This was granted in November 2017 with the latest approval of conditions application (ref: DC/22/93019) partially approved in December 2023).
- 2.5 The wider One Horton Heath site has also been subject to additional planning applications, including 4 dwellings at Fir Tree Farmhouse (application reference: F/18/82581) approved in September 2018 and the change of use from C3 to B1 at Victoria Farmhouse (application reference: F/19/84958) approved in July 2019.
- 2.6 It should be noted that the recent OPA (ref: O/20/89498) supersedes these applications.

Development Infrastructure

- 2.7 The two extant consents (O/16/79354 and O/14/75735) have begun the early delivery of infrastructure through the development. This includes the construction of the access points into the development with the Allington Lane/Link Road Roundabout and the Burnetts Lane/Link Road Roundabout. These permissions have been implemented with the roundabout works complete.
- 2.8 The Avenue (Link Road) (Application Ref: F/21/91185) passes through the Quobleigh Breach parcel and connects Bubb Lane to Allington Lane via the two constructed roundabouts (noted above). The full planning application for the Link Road was permitted in September 2022 and completed construction in September 2025 and is now open to the public. This application also relates to cycleways, drainage, landscaping between Burnetts Lane and Allington Lane.

2.9 The Link Road provides access through Quobleigh Breach. The Internal Distributor Road (known as Foxwood Road) connects to the Link Road (The Avenue) via a bellmouth junction (which was agreed as part of the Link Road application) and runs through the eastern side of the Quobleigh Breach parcel. The Internal Distributor Road is being considered under the live application (F/23/96631) for the *“Construction of an internal distributor road and associated footways, cycleways, lighting, landscape and SUDS basins, and the diversion of Public Rights of Way footpaths FOHHF701 and 702”*.

2.10 Therefore, the main infrastructure for the development in terms of the main access points and Link Road through the development have permission and are being implemented, with secondary infrastructure well progressed through planning.

The Lower Acres (First Residential Phase)

2.11 The Lower Acres, the first residential phase of the One Horton Heath project had a full planning application for the *‘erection of 381 residential units with public open space, hard and soft landscape works, internal roads, footways/cycleways, associated parking spaces, substation, SuDS and associated infrastructure’* (application reference: F/20/89500). To confirm land associated with this planning application also falls within land as part of the wider One Horton Heath outline planning application and thus the 381 dwellings are not additional. The full application for this site was approved in December 2022 and works have commenced on site.

2.12 In summary, the site is part of the One Horton Heath development which has consented outline permission (reference: O/20/89498) of which the 269 dwellings of Quobleigh Breach form part. The main Link Road (The Avenue) through the site connecting from Allington Lane to Burnetts Lane is consented and constructed, and the Internal Distributor Road is a live application (F/23/96631) that is pending determination at the time of writing.

3. PROPOSED DEVELOPMENT

- 3.1 The development proposal consists of 269 dwellings with the associated accommodation schedule presented in **Table 1**, and site layout attached in **Appendix A**.

	No. of units
1 Bedroom Flat	24
2 Bedroom Flat	36
3 Bedroom Flat	8
2 Bedroom House	73
3 Bedroom House	104
4 Bedroom House	24
Total	269

Table 1: Accommodation Schedule

- 3.2 For ease of reference, the Quobleigh Breach site has been split into 4 separate parcels. Parcel 1 is the northern parcel, Parcel 2 is the central parcel, Parcel 3 is the southern parcel and Parcel 4 is the western parcel. This is shown within **Figure 2**.

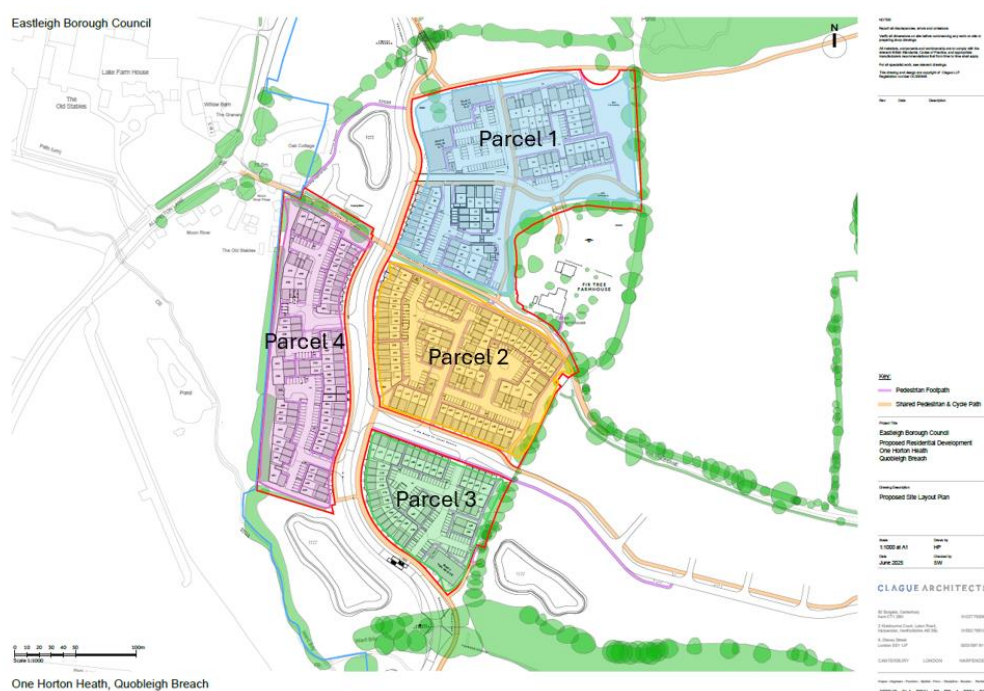


Figure 2: Quobleigh Breach Parcel Split

Vehicular Access Arrangements

- 3.3 The Allington Lane/Link Road roundabout is located to the north of Quobleigh Breach with the Link Road running through the development parcel, connecting to the Burnetts Lane/Link Road Roundabout to the south.
- 3.4 The Quobleigh Breach development will have two points of access on the western side of the Link Road and two on the eastern side of the Link Road. One of the connections on the eastern side will be via the Internal Distributor Road. All access points are bellmouth junctions which were approved as part of the Link Road application. The Link Road design has been completed by Civil Engineers Reuby & Stagg and is designed to a 30mph speed limit, in accordance with TD9/93 (now CD109 Rev 1) as outlined in HCC's TG3 Technical Guidance Note as well as Manual for Streets (MfS) and MfS2.
- 3.5 Parcel 1 of the development is served by a single point of access onto the Link Road (approved as part of the Link Road application: F/21/91185) and provides access to 94 units, including 46 flats split into two 23-unit blocks, and the Fir Tree Farmhouse employment parcel (which is under a separate application).
- 3.6 In addition, the Internal Distributor Road (reference: F/23/96631) which provides an east-west connection between the Link Road and the local centre runs through the Quobleigh Breach development parcel, splitting up the central (Parcel 2) and southern parcel (Parcel 3) of the development.
- 3.7 Parcel 2 and 3 of the development take access from the Internal Distributor Road. Parcel 2 takes access to the north and provides access to 65 units and Parcel 3 takes access to the south and provides access to 56 units including 22 flats.
- 3.8 Parcel 4 has two points of access from the Link Road. The northern most access provides access to 27 units and the southernmost access provides access to 27 units.
- 3.9 All access points from the Link Road are designed as priority bellmouth junctions. The layouts, including associated pedestrian and cycle crossings, were agreed upon during the Link Road application process, and the junction geometries have been finalized and approved. Similarly, the two access points from the Internal Distributor Road will also be priority bellmouth junctions, with their designs to be agreed as part of the F/23/96631 planning application.

- 3.10 Visibility splays at the accesses to all parcels of the development from The Avenue and the Internal Distributor Road along with relevant pedestrian and cycle crossings at these junctions have been assessed as part of the applications for each road (ref: F/21/91185 and F/23/96631).
- 3.11 It has also been ensured that access to the pumping station north of Fir Tree Lane is achievable and was fully assessed as part of application F/21/91185.

Pedestrian Access Arrangements

- 3.12 In addition to the vehicular access points to the site, there are also a number of pedestrian and cycle routes present within Quobleigh Breach.
- 3.13 There is a shared footway/cycleway which provides a connection from the north-western corner of the site (from the Allington Lane/Link Road roundabout) which is part of planning application F/21/91185. This provides a pedestrian and cycle connection along the eastern side of the Link Road for its entirety.
- 3.14 The Fir Tree Lane PRoW bridleway runs east to west through the centre of the Quobleigh Breach development parcel providing an off-road walking and cycling route for residents.
- 3.15 Footways are present along both sides of the Internal Distributor Road which will provide a connection to the local centre. These footways connect into footways and footpaths within the Quobleigh Breach development and provide connections between different parcels of the development and to the wider infrastructure along the Link Road.
- 3.16 The full internal pedestrian arrangements are set out within Chapter 4 of this RMTA and **Figure 3** shows the footways and shared footway/cycleways within the Quobleigh Breach Parcels.



Figure 3: Quobleigh Breach Pedestrian and Cycle Infrastructure

Public Transport Access

- 3.17 As aforementioned the Link Road (planning reference: F/21/91185) completed construction in September 2025 and the Internal Distributor Road (planning reference: F/23/96631) is currently a live planning application. The Link Road and Internal Distributor Road include a series of bus stops as these roads will serve the internal bus route through the site.
- 3.18 The sole bus stop within Quobleigh Breach is located south of Plot 186 along The Avenue.
- 3.19 The bus stop locations along the Link Road have been agreed through the Section 38 process and are in proximity to residential parcels within the wider One Horton Heath site. The bus stops along the Internal Distributor Road are being consider under the live application (F/23/96631). Bus stop locations have ensured they tie into pedestrian and cycle infrastructure and can be accommodated by vehicle tracking.

Car Parking Provision

- 3.20 Whilst the site sits within Eastleigh Borough Council, the parking allocation at the site has been informed by the One Horton Heath Design Code with the design code parking standards summarised in **Table 2**.

Size of Dwelling/Apartment	No. of spaces per Dwelling/Apartment	No. of Dwellings/Apartments	Required Parking Provision	Parking Provision being provided
1 Bed	1	24	24	24
2 Bed	1	109	109	109
3+ Bed	2	136	272	272
Total of allocated spaces			405	405

Table 2: One Horton Heath Design Code Parking Standards

- 3.21 As seen in **Table 2** the proposed development will provide 405 allocated parking spaces in line with the One Horton Heath Design Code (Section 7 – Design Standards – Parking – September 2023 Document).
- 3.22 When comparing this to EBC’s 2025 Parking Standards, the development would be expected to provide a total of 457 allocated car parking spaces. This is summarised in **Table 3**.

Size of Dwelling/Apartment	No. of spaces per Flat Allocated off-plot	No. of spaces per House Allocated off-plot	No. of spaces per House Allocated on-plot	No. of Flats with allocated off-plot	No. of Houses with allocated off-plot	No. of Dwellings/Apartments with allocated on-plot	Required Parking Provision
1 Bed	1	1	1	24	0	0	24
2/3 Bed	1.25	1.75	2	44	158	19	370
4+ Bed	-	2.5	3	0	18	6	63
Total of allocated spaces							457

Table 3: Eastleigh Borough Council 2025 Parking Standards

- 3.23 Therefore, the proposed development is proposing to provide 52 fewer spaces than required from EBC parking standards (September 2025). However, the 405 spaces being provided is in line with One Horton Heath Design Code Principles for allocated spaces.
- 3.24 In addition to the allocated parking spaces, the development will provide a total of 54 visitor parking spaces plus 3 drop off bays. This is in line with EBC’s standards which suggest 0.2 spaces per dwelling should be provided for visitors.
- 3.25 Whilst EBC’s Parking Standards (September 2025) provides specific parking standards based on the unit type and allocated or unallocated spaces as a general framework for new developments, it is also supportive of a reduced provision where the specific characteristics of individual sites, such as their location and access to sustainable transport options are appropriate.

- 3.26 As part of the One Horton Heath site a wide network of pedestrian, cycle and public transport infrastructure will be provided. A shared footway/cycleway is provided along the Link Road, and the Internal Distributor Road will have pedestrian footways on both sides of the carriageway. Internal roads within the Quobleigh Breach development will also have a variety of footways, footpaths and shared footway/cycleways which connect onto the wider development and PRoW network, including the Fir Tree Lane bridleway which runs through the site.
- 3.27 As part of the wider OHH site, streets will be designed to prioritise pedestrians and cyclists where possible, making the routes attractive and safe and reducing car dominance.
- 3.28 In addition, cycle parking is being provided in line with EBC standards, totalling 538 long stay spaces and 293 short stay spaces. This will help to encourage sustainable travel and reduce car dominance.
- 3.29 It is also proposed that a bus service will run through the development which will increase the availability of public transport to residents at Quobleigh Breach. All bus stops will be accessible by pedestrian (and in some cases cycle) connections, creating a high quality integrated public realm scheme.
- 3.30 The reduced parking provision supports the wider placemaking and environmental principles of the One Horton Heath development, and the mixed used approach will enable local trips to be undertaken without the reliance on a private car and promotes the use of sustainable travel options.
- 3.31 In addition, the One Horton Heath Design Code has been developed to reflect the following principles:
- A balance between seeking to minimise car usage, to promote sustainable modes of transport, and a pragmatic view on car usage trends;
 - Implementing a minimum standard of either on curtilage or allocated spaces for both houses and apartments to support close access and saleability;
 - Not increasing the quantum of allocated spaces for larger apartments or houses; and
 - Providing a relatively larger quantum of unallocated spaces across the site to support 'overflow' demand for larger houses and apartments and to accommodate visitors.
- 3.32 By adopting the principles within the One Horton Heath Design Code, the proposed development is able to provide fewer spaces overall by providing more unallocated visitor spaces which reflects a more effective use of land and better urban design principles. Unallocated spaces have been dispersed evenly throughout the development to ensure all units have the opportunity to utilise these spaces.

- 3.33 In line with the One Horton Heath Design Code, parking for the majority of dwellings will be provided in the form of parking courts to the rear of the dwellings. Parking spaces will also measure 2.5m x 5m, have a minimum aisle width of 6m and all end spaces have a buffer of 0.3m in line with EBC parking standards and the One Horton Heath Design Code.
- 3.34 The parking allocation at the proposed development also includes for 1 EV charging point per dwelling in accordance with the One Horton Heath Design Code. This also satisfies the standards set out within Building Regulations which requires 100% of the total parking allocation to have EV charging. The electric vehicle charging provision seeks to provide access to vehicle charging for all and make the ownership and charging of an electric vehicle an attractive and convenient proposal.
- 3.35 The proposed parking strategy for Quobleigh Breach provides a balance between meeting residential parking needs and promoting long term sustainable travel objectives by prioritising sustainable travel over cars.
- 3.36 Therefore, it is not anticipated that the reduction of 52 spaces from EBC standards will result in inappropriate parking as the overall scheme of One Horton Heath is being designed to support lower car dependency.
- 3.37 The parking strategy and tracking of parking bays is attached within **Appendix C**.

Cycle Parking Provision

- 3.38 Cycle parking provision is provided in accordance with EBC's parking standards (September 2025) which require a minimum of 1 space per unit for 1 bedroom dwellings (houses and flats), 2 spaces per unit for 2/3 bedroom dwellings (houses and flats) and 3 spaces for 4+ bedroom dwellings for long stay spaces. The proposed development will provide 538 cycle parking spaces which will be accommodated within the curtilage of each dwelling in secure and sheltered storage. Cycle parking in flats will be provided within secure and sheltered communal cycle storage.
- 3.39 In terms of short stay spaces EBC standards requires 1 space per 1/2 bed flat and house, 1 space per 3 bed house and 2 spaces per 4+ bed house. Therefore, the development will provide 293 short stay cycle storage spaces in line with EBC standards which will be within the curtilage of each unit.

Refuse and Servicing Arrangements

- 3.40 To assist with refuse collection across the development, multiple Bin Collection Points (BCPs) are located across the layout which ensures that bins are not located further than 25m from the refuse vehicle during collection in accordance with MfS guidance. In addition, all dwellings are located within a 30m drag distance of a BCP in accordance with MfS guidance.
- 3.41 For blocks of flats where larger eurobins will be used, bin stores have been located within a 10m drag distance of the refuse vehicle in line with MfS guidance
- 3.42 In accordance with HCC TG2 guidance, an 11.2m long refuse vehicle is able to manoeuvre around the site in a forward gear and get to within 25m of all dwellings/BCP's as required. This swept path analysis in addition to a plan illustrating the drag distances for refuse collection is attached in **Appendix D**. In addition, as requested by HCC at pre-application, a plan showing refuse vehicles and cars passing on site is also attached within **Appendix D**.
- 3.43 A fire tender has also been tracked in accordance with HCC TG2 standards which demonstrates that the fire tender is also able to manoeuvre around the site in a forward gear without issue. The fire tender is also able to get to within a 45m hose distance for all dwellings in accordance with Building Regulations. In all cases emergency vehicles would not be required to reverse more than 20m, in line with Building Regulations requirements, swept path analysis of this is attached in **Appendix E**.

4. INTERNAL LAYOUT REVIEW – SUSTAINABLE TRAVEL MODES

- 4.1 The internal layout of the site has been designed to accord with HCC's TG1, TG2 and TG10 guidance which was adopted in 2023. In addition, the layout has been designed with reference to LTN 1/20 and the One Horton Heath Design Code.
- 4.2 Consideration to the above policies ensures that the development provides an attractive and permeable pedestrian environment. In addition, the layout has evolved through the process of the planning application to respond not only to highway officer comments but also wider discipline comments including planning, urban design, landscape, ecology etc.
- 4.3 The design comments detailed within HCC's pre-application response dated July 2024 have been taken into consideration in the design of the internal layout.
- 4.4 All roads within the parcels of the development (apart from the Link Road and Internal Distributor Road) have been designed to a 20mph design speed and have a minimum width of 4.8m. Visibility splays at the internal junctions of the proposed development have been drawn to the 20mph design speed and in accordance with HCC TG3 guidance. These visibility splays are shown to be achievable with the condition that some dwellings are sold with a covenant in **Appendix F**.
- 4.5 There are several footways provided throughout the development to ensure all dwellings and parking areas are accessible on foot. Where footways terminate along one side of the carriageway or tie into adjacent footpaths, appropriate crossing points in the form of dropped kerbs and tactile paving have been provided. A shared surface arrangement has been implemented in the rear parking courts to ensure pedestrian permeability and ease of access when parking.
- 4.6 All footways across the development have been designed to have a width of at least 1.5m with all shared footway/cycleways having a consistent width of 3m in accordance with HCC TG10 and LTN 1/20 guidance.
- 4.7 A 3m wide shared footway/cycleway runs through the centre of Parcel 1 providing a connection between the footway/cycleway to the north of the development and the Fir Tree Lane Bridleway which splits Parcel 1 and 2. An additional 3m wide footway/cycleway is located within Parcel 1 and connects to the footway/cycleway located along The Avenue at the access to the parcel.

- 4.8 There are also several pedestrian and cycle priority crossings located across the development which connect the internal footway/cycleway within the parcel to the surrounding Public Rights of Way including the Fir Tree Lane bridleway and the infrastructure present on the Link Road and Internal Distributor Road. These crossings have been designed in accordance with HCC TG10 and LTN 1/20 guidance. The crossings are detailed within **Table 4** below with a plan illustrating these crossings attached in **Appendix G** of this report.

Crossing Location	Priority	Crossing Type
Parcel 1 by Plot 6	Pedestrian/Cycle Priority	Vehicle Crossover
Parcel 1 by Plot 24	Pedestrian/Cycle Priority	Vehicle Crossover
Parcel 1 by Plot 71	Pedestrian/Cycle Priority	Raised Table
Parcel 1 by Fir Tree Farmhouse Access	Pedestrian/Cycle Priority	Raised Table
Parcel 1 by Plot 74	Vehicle	Dropped Kerbs and Tactile Paving
Parcel 1 access to Block 6 Flats	Vehicle	Dropped Kerbs and Tactile Paving
Parcel 2 by Plot 132	Vehicle	Dropped Kerbs and Tactile Paving
Parcel 2 by Plot 136	Vehicle	Dropped Kerbs and Tactile Paving

Table 4: Pedestrian/Cycle Crossings

- 4.9 Visibility splays have been assessed at all of these crossings to ensure they are able to operate in a safe manner. The visibility splays shown are as follows:
- Vehicle Visibility (to carriageway) – 2.4m X 25m in line with design speeds of 20mph and MfS guidance
 - Pedestrian Visibility – 1.5m x 25m in line with design speeds of 20mph and MfS guidance
 - Cycle Visibility – 2.4m X 25m in line with design speeds of 20mph and MfS and HCC TG3 guidance
 - Vehicle Visibility (to footway/cycleway) – 2.4m x 17m in line with design speeds of 20kph and MfS and LTN 1/20 guidance
- 4.10 All of visibility splays are shown to be achievable in **Appendix F** with the condition that some dwellings are sold with a covenant.

5. SUMMARY AND CONCLUSIONS

- 5.1 This Reserved Matters Transport Assessment (RMTA) has been prepared by Paul Basham Associates on behalf of Eastleigh Borough Council to support an *'Application for the approval of reserved matters (appearance, layout, scale and landscaping) for the development of 269 dwellings, associated open space, landscaping, parking and other associated works, pursuant to outline permission O/20/89498.'*
- 5.2 The Quobleigh Breach development is accessed via The Avenue which connects the Allington Lane/Link Road roundabout in the north with the Burnetts Lane/Link Road roundabout in the south. The Avenue is designed to a 30mph speed limit and facilitates access to Quobleigh Breach via four development parcels without direct property frontage. Parcel 1, with 94 units, is accessed via a single approved junction. Parcels 2 and 3, comprising 65 and 56 units respectively, are accessed from the Internal Distributor Road, which runs east–west through the site. Parcel 4 is accessed via two junctions on the Link Road, serving 27 and 27 units. All access points and junction geometries have been approved, with visibility splays of 2.4m x 43m provided in line with HCC TG3 guidance. Access to key infrastructure, including a pumping station, has also been confirmed.
- 5.3 In addition to vehicular access, the Quobleigh Breach development incorporates several pedestrian and cycle routes. A shared footway/cycleway runs along the eastern side of the Link Road from the Allington Lane/Link Road roundabout, as part of application F/21/91185. The existing Fir Tree Lane public bridleway crosses the site east–west, offering an off-road route for walking and cycling. Footways on both sides of the Internal Distributor Road link the development parcels to each other and to the local centre, integrating with the broader pedestrian and cycle infrastructure.
- 5.4 The Link Road and the proposed Internal Distributor Road form a potential internal bus route for the Quobleigh Breach development. A single operational bus stop is proposed south of Plot 186 on The Avenue. Bus stop locations along the Link Road have been agreed via the Section 38 process and are positioned near residential parcels, with those on the Internal Distributor Road still under review. All bus stops have been planned to integrate with the site's pedestrian and cycle infrastructure and allow for vehicle tracking.
- 5.5 Whilst the site sits within Eastleigh Borough Council, the parking allocation at the site has been informed by the One Horton Heath Design Code, although the parking space dimensions will conform with Eastleigh Borough Councils guidance at 2.5m x 5m. The proposed development will provide 405 allocated parking spaces with 54 visitor spaces and 3 drop-off bays for a total allocation of 462 spaces.

- 5.6 Cycle parking will be provided in line with EBC parking standards with 538 long stay spaces and 293 short stay spaces provided. All spaces will be provided within the curtilage of the building.
- 5.7 To assist with refuse collection across the development, multiple Bin Collection Points (BCPs) are located across the layout which ensures that bins are not located further than 25m from the refuse vehicle during collection in accordance with MfS guidance. In addition, all dwellings are located within a 30m drag distance of a BCP in accordance with MfS guidance. For blocks of flats where larger eurobins will be used, bin stores have been located within a 10m drag distance of the refuse vehicle in line with MfS guidance. In accordance with HCC TG2 guidance, an 11.2m long refuse vehicle is able to manoeuvre around the site in a forward gear and get to within 25m of all dwellings/BCP's as required.
- 5.8 A fire tender has also been tracked in accordance with HCC TG2 standards which demonstrates that the fire tender is also able to manoeuvre around the site in a forward gear without issue. The fire tender is also able to get to within a 45m hose distance for all dwellings in accordance with Building Regulations. In all cases emergency vehicles would not be required to reverse more than 20m, in line with Building Regulations requirements.
- 5.9 The internal site layout has been designed in accordance with Hampshire County Council's TG1, TG2, and TG10 guidance (2023), as well as LTN 1/20 and the One Horton Heath Design Code. The layout promotes an attractive and permeable pedestrian environment, shaped by input from highways, planning, urban design, landscape, and ecology disciplines. Key design feedback from HCC's July 2024 pre-application response has been incorporated. Footways are provided throughout to ensure pedestrian access to all dwellings and parking areas, with appropriate crossing points, dropped kerbs, and tactile paving. Shared surface areas are used in rear parking courts to enhance pedestrian movement. Footways are 1.5m wide, and shared footway/cycleways are 3m wide, in line with HCC TG10 and LTN 1/20 guidance.
- 5.10 There are also a number of pedestrian and cycle priority crossings located across the development which connect the internal footway/cycleway of within the parcel to the surrounding Public Rights of Way including the Fir Tree Lane bridleway and the infrastructure present on the Link Road and Internal Distributor Road. These crossing have been designed in accordance with HCC TG10 and LTN 1/20 guidance. Visibility Splay assessments of each crossing have been undertaken and show that the visibility is achievable at all crossings.
- 5.11 Therefore, and with consideration to the above, we recommend Hampshire County Council and Eastleigh Borough Council look favourably on this application with regards to highways.

Appendix A



NOTES:

Report all discrepancies, errors and omissions.

Verify all dimensions on site before commencing any work on site or preparing shop drawings.

All materials, components and workmanship are to comply with the relevant British Standards, Codes of Practice, and appropriate manufacturers recommendations that from time to time shall apply.

For all specialist work, see relevant drawings.

This drawing and design are copyright of Clague LLP
Registration number OC335948.

Rev	Date	Description
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Project Title

Eastleigh Borough Council
Proposed Residential Development
One Horton Heath
Quobleigh Breach

Drawing Description

Proposed Site Layout Plan

Scale	Drawn by
1:1000 at A1	HP
Date	Checked by
June 2025	SW

CLAGUE ARCHITECTS

62 Burgate, Canterbury Kent CT1 2BH	01227 762060	
2 Kinsbourne Court, Luton Road, Harpenden, Hertfordshire AL5 3BL	01582 765102	
8, Disney Street London SE1 1JF	0203 597 6112	
CANTERBURY	LONDON	HARPENDEN

Project - Originator - Function - Spatial - Form - Discipline - Number - Revision
30071D - CLA - PRSL - 00 - PD - A - 0001 - P4

Appendix B



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<i>Enquiries to</i>	Matt Grantham	<i>My reference</i>	6-3-9-335 – Quobleigh Breach, One Horton Heath
<i>Direct Line</i>		<i>Your reference</i>	Quobleigh Breach – One Horton Heath
<i>Date</i>	04 th July 2024	<i>Email</i>	matt.grantham@hants.gov.uk

Dear Ms Duff,

Re: Pre-Application advice – Quobleigh Breach, One Horton Heath.

Thank you for providing HCC Highways with the opportunity to provide input, via the pre-application process, into the access points, potential internal site layout, and potential Transport Assessment for the site known as Quobleigh Breach. The site is situated in the north-western corner of the wider One Horton Heath development site, and it is proposed that the site will consist of approximately 273 dwellings of various types, split into 4 parcels.

It is understood that at the present time, the Quobleigh Breach development site is included within application O/20/89498 currently being assessed by Eastleigh Borough Council as Local Planning Authority, and from that perspective, you are looking for pre-application advice in regard to a future Reserved Matters application which will cover the specifics of the site inclusive of the potential internal layout of the site and the servicing strategy.

In addition to this however, it is further understood that there is the potential for the consideration of the Quobleigh Breach site in isolation from the rest of the One Horton Heath development proposals, with a site specific full application being made. In this situation, you are requesting pre-application advice on not only the elements outlined above, but also in regard to the agreement of the scope of a Quobleigh Breach specific Transport Assessment.

Director of Hampshire 2050
Gary Westbrook

In order to provide you with this information, it is intended that this report will be split into three elements, being:

A review of the internal site elements, which would be appropriate for both a Reserved Matters Application (to follow an approval of O/20/89498) and for a stand alone site specific Full Application should this option be proceeded with. This will cover the points of clarification raised in the submitted Pre-Application Scoping Note dated May 2024, produced by Paul Basham Associates (Document Reference 131.0010/PSN/2), being comments and/or agreement to the following:

- Provision of pedestrian and cycle infrastructure within the Quobleigh Breach parcel;
- The parking arrangements of parking courts, driveways and carports with the majority of parking areas to the rear of the properties;
- The provision of parking as 1 space per 1 and 2 bed unit and 2 spaces for 3+ bed units (which will be within the One Horton Heath Design Code);
- Provision of cycle parking arrangements; and
- Agreement with the servicing strategy (limited on-street servicing and high presence of rear servicing).

A Transport Statement for a Reserved Matters Application - Should it be that case that the application comes forwards as Reserved Matters only, whilst a full Transport Assessment will not be required, as the majority of elements such as capacity assessments will have been covered in the (assumed approved) outline application O/20/89498, there will remain a need for the additional on site information to be formally outlined. The scope of this report is outlined further in section 2 below.

A Transport Assessment for a stand alone Full Application will of course also be required, should Quobleigh Breach be forthcoming prior to O/20/89498 being decided by Eastleigh Borough Council as Local Planning Authority.

In addition to the internal site elements included in above, confirmation and/or agreement to the following points to be included within the TA has been requested within the Pre-Application scoping Note dated May 2024, produced by Paul Basham Associates (Document Reference 131.0010/PSN/2):

- Introduction to the site;
- Planning History (as set out within this PSN);
- Relevant Planning Policy (including LTP4, Heathy Streets, LTN 1/20 HCC TG1, 2 and 3 and One Horton Heath Design Code);
- Summary of the Proposed development;
- Review and design of key access arrangements on the link road, including the preparation of technical drawings showing visibility splays and vehicle tracking;

- Review of car and cycle parking provision in line with EBC guidance and the One Horton Heath Design Code;
- Confirm servicing arrangements including swept path analysis of the 11.2m HCC refuse vehicle and fire tender and review of bin carry distances and bin collection point requirements;
- Review of internal road layout with respect to road geometries and visibility splays;
- Road Safety Audit and Designer's response of internal layout; and
- Summary and conclusions.

There will also be a requirement for the TA to assess Traffic Impacts, and in this regard, proposals put forward by PBA are:

- The proposed trip generation for the site to be agreed within the outline application for the site (reference: O/20/89498) with the 7.5% reduction; and
- The proposed trip distributions for the Quobleigh Breach development parcels utilising the same assessment as set out within the outline application.

1. Internal Site Elements:

(i) Provision of pedestrian and cycle infrastructure within the Quobleigh Breach parcel.

The provision of pedestrian and cycle infrastructure as shown on the 'Proposed Site Layout Plan – Draft (Drawing 30071A) appears reasonable, with a good level of connected pedestrian links to move around the Quobleigh Breach site.

There are areas where improvements and clarification could be made, for example the area crossing the parking spaces associated with dwellings 271 to 273. It is unclear whether formal footway links exist, or if they are lost to parking bays, and considering they provide a useful north south link, they should be provided. Another area is across the back of plots 79 to 81 where the link appears too narrow to walk, resulting in having to walk through the car park, and to also transfer rear garden stored bins without hitting cars.

Other areas of the site have similar issues, and it would be recommended that these are reviewed and amended accordingly, for example the visitor bays north of plot 19 that do not appear to be linked to any footway provision despite being close to a junction (note, parking bays should be at least 10.0m from a junction).



Links to external areas are also reasonable, with Fir Tree Lane providing a traffic free route to the wider area, and also the shared pedestrian cycle link heading to the north west onto Allington Lane where further shared pedestrian cycle links are provided into the wider area.

This route is beneficial particularly if the site comes forwards as a stand alone full application, but is obviously beneficial as part of the wider One Horton Heath site. It would however be requested that investigation is undertaken as to the feasibility of extending the cycle route elements further into site to enhance the promotion of sustainable travel particularly for the young who may not wish to cycle on roads, even if residential and relatively low trafficked.

Permeable links also exist on the boundaries of the Quobleigh Breach site, and appear useful in number and provision. There will of course however be a requirement to link these into adjacent areas of the One Horton Heath site, and as such some amendments may be required depending on which site(s) comes forward first, should other adjacent sites also look to proceed as stand alone sites prior to Quobleigh Breach.

One area which requires clarification is that of the link that crosses the carriageway close to plot 79. Who has priority here, vehicles or peds/cyclists? and how will this be highlighted to its users?



There will of course be a need to provide formal crossing points (drop kerbs and tactiles as a minimum, and these will need be designed to meet desire lines as well as elements such as visibility, and should be shown on detailed plans.

Finally, it should also be noted that cycle infrastructure will be expected to adhere to the same principles as the remainder of the One Horton Heath site in terms of style and width, and prioritisation for pedestrians and cyclists across junctions. The issues raised in the HCC Highway consultation response for application F/23/96631 (7 February 2024) should be considered for consistency.

(ii) The parking arrangements of parking courts, driveways and carports with the majority of parking areas to the rear of the properties.

As shown on the Proposed Site Layout Plan, it is noted that the vast majority of the site has vehicle parking provided within rear car courts. Whilst not an objectionable point, it is worth noting that such parking can become underutilised at times, given a mix of convenience and safety concerns.

In terms of convenience, the rear parking courts are often located in positions further away from individual dwellings than that which roadside parking would provide, and as such potentially obstructive roadside parking often occurs. For this reason, it would be recommended that a private parking management plan is investigated to prevent such parking, given that standard Traffic Regulation Orders would not be available due to the site not being put forward for adoption.

Additionally, it is suggested that footpath links are provided in the rear gardens of each dwelling to ensure that a dry and convenient route is provided from the rear garden gate to the back door, to again encourage rear parking court use.

In terms of safety concerns, the rear parking courts should be appropriately lit, and open plan in nature to ensure maximum observation of the areas can be achieved.

Whilst not being put forward for adoption by HCC as Local Highway Authority, it would also be recommended that the layout designs are set in accordance with HCC's TG1, with particular note made of Section 5.11. This outlines the following:

5.11. Shared space

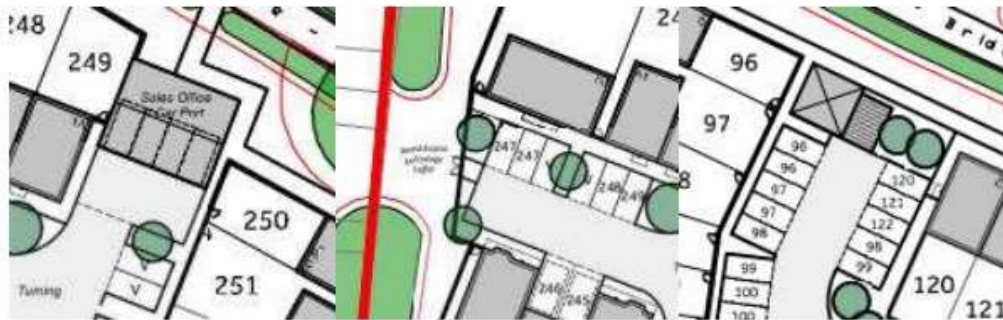
- 5.11.1. The Equality Act 2010 makes it unlawful for public authorities, including highways authorities, to discriminate in the exercise of a public function. They also have a duty to take reasonable steps to enable disabled people to avoid substantial disadvantages caused by physical features (or the lack of). There is a further requirement under the Equality Act Public Sector Equality Duty to have due regard to the need to eliminate discrimination and to achieve **equality of opportunity** between disabled and non-disabled people. **Where negative impacts are identified, the local authority must consider changes to the scheme in order to eliminate discrimination and better promote equality of opportunity.**
- 5.11.2. Manual for Streets refers specifically to the needs of people with disabilities. Paragraph 7.2.10 of MfS1 states 'shared' surfaces can cause problems for some disabled people. People with cognitive difficulties may find the environment difficult to interpret. In addition, the absence of a conventional kerb poses problems for blind or partially-sighted people, who often rely on this feature to find their way around. It is therefore important that shared surface schemes include an alternative means for visually-impaired people to navigate by.

- 5.11.3. In light of the above, shared space shall only be considered for private drive areas and occasionally tertiary streets with a design speed of 20mph or less where traffic only accesses the properties within the street/drive. In these areas, speeds and the number of motorised vehicle movements are very low and there is a change in nature of these streets/drives where pedestrians/children can be expected to be in the area used by motor vehicles. Refer to the County Council's [Interim policy on Shared Space](#).
- 5.11.4. Where shared spaces are proposed, the designer must ensure that:
- suitable features are included to enable all users to confidently navigate the area
 - due regard has been given to the requirements of the Equality Act 2010, and that the Equality Act Public Sector Equality Duty to eliminate discrimination and to achieve equality of opportunity between disabled and non-disabled people, has been met
 - any negative impacts that have been identified are reviewed and mitigated
 - there is clear, documented evidence that the design process has explicitly addressed the needs of all people with disabilities, including but not limited to people who are blind and partially sighted, and
 - the scheme has been developed with the active involvement of recognised groups or organisations representing people with disabilities including people who are blind and partially sighted
- 5.11.5. Hampshire County Council will not adopt schemes that fail to meet the above criteria.

Spaces located adjacent to either hard vertical surfaces (i.e. fences and walls), or landscaped areas, should have an additional 0.3m step out strip provided in order to achieve a usable vehicle door opening area without the need to step onto landscaped areas which would become broken down, or muddy in wet weather periods.

It would also be recommended that (as appears to be the case) parking spaces are provided with minimum dimensions of 2.5 x 5.0m in order to accord with the 'Draft' EBC Parking Standards that are currently progressing through consultation, and may well be in place by the time a planning application is forthcoming.

Aisle widths will of course also need to be a minimum of 6.0m to allow for easy access and turning in and out of the parking spaces, and there are concerns with the manoeuvrability of vehicles in some parking spaces due to the proximity of infrastructure and no side manoeuvring space being provided which should be reviewed. For example the car ports adjacent to plot 250, and parking spaces numbered 120 and 247 shown below:



Footways are provided to and around all areas of the rear parking courts which is welcomed, however it is noted that if frontal parking into spaces is used, then users will need to stand in the road when accessing car boots. Given the layout of the rear parking courts is elongated, it would be anticipated that vehicle speeds will be relatively high, and as such it may be beneficial to provide an additional parking bay length to ensure an on road stand is not required. Options should be investigated to achieve this.

With regard to the driveway parking, this looks to be acceptable from plans with a maximum of tandem parking proposed which will minimise the shared movements to a reasonable level and would not be anticipated to result in an overboard level of underutilisation or roadside parking. Widths of the driveways appear appropriate from plans, which for clarity should be a minimum of 3.0m wide to allow for access to rear gardens.

Where the turning aisle width for the driveway parking does not meet the 6.0m requirement, such as to the north of the site for plots 1 to 4, whilst it is noted that an elongated driveway is provided, it may be beneficial to flare the access points to enable easier turns without crossing neighbouring driveways.

It is further noted however, that the visitor parking in this area does not have a 6.0m turning aisle provided, and this should be addressed accordingly to prevent the need to manoeuvre on private driveways, which may well be obstructed if (for example) vehicles sit further back on plot with bins stored in front of the cars.

Finally, it is noted that car courts are provided sporadically around site. Whilst the use of these is acceptable, the design should ensure that all doors can be easily opened and are not obstructed by the vertical supports.

(iii) The provision of parking as 1 space per 1 and 2 bed unit and 2 spaces for 3+ bed units (which will be within the One Horton Heath Design Code).

The assessment of the parking quantum is for EBC to undertake, whereby the Case Officer should be ensuring that the EBC Parking Standards are fully adhered to.

The parking standards are set for various reasons, inclusive of protecting the highway from obstructive parking (roads and footways), to ensure appropriate numbers are supplied for the amenity of the future residents, and in order to achieve good planning which if not completed will often result in residents forming their own sporadic and non-uniform parking bays through the conversion of front gardens.

Whilst it is understood that the site will not be put forward for adoption by HCC as Local Highway Authority, concerns would still be raised in regard to the levels of parking being proposed, given that examples of such parking quantum's utilised (i.e. the Pirelli Estate and the South Street development, both in Eastleigh close to the town centre and rail stations) have ongoing issues with obstructive parking.

This can be a road safety issue if parking is within visibility splays or at junctions, bearing in mind TRO's will not be permissible for a private site, and also an issue for servicing such as refuse collection, emergency vehicle access, and bus movements where parked cars prevent the movement of such vehicles around the site.

Any permitted non-use of the EBC Parking Standards obviously weakens the case for such standards to be imposed upon other developers building within the Borough, and the Case Officer will be made aware of this.

If the under provision of vehicle parking were to come forward as part of either a reserved matters or full planning application, then a full justification of this should be supplied outlining the reasons behind such a stance, referencing sites within the borough that have similar low provisions, and detailing how the problems occurring in these will not be replicated.

(iv) Provision of cycle parking arrangements.

It is understood that in terms of cycle parking a communal store will be provided within each block of flats and individual plots will have cycle storage provided within the curtilage of each building.

This is an acceptable provision, however full details will need to be supplied at the application stage. This will be the:

- Total number of spaces provided per unit, potentially with an uplift in numbers compared to the EBC Parking Standards if the under provision of vehicle parking is proceeded with; and
- Detailed drawings of the cycle stores in location, and shown on site plans. These drawings will need to show elements such as internal parking layouts, Sheffield stands or similar, and locking doors.

(v) Agreement with the servicing strategy (limited on-street servicing and high presence of rear servicing).

Within the Pre-Application Scoping note, it is outlined that the provision for servicing of the site is provided with adequate on-site facilities for refuse and emergency vehicles, therefore ensuring such vehicles can enter and exit the proposed development site in a forward gear. It has also been ensured there are adequate turning areas provided on site. All units which front The Avenue (link road) will be rear serviced and all other units will either be rear serviced, serviced from the roadside, or have bin collection points provided to ensure the refuse vehicle can get within 25m of the property or bin collection area.

A vehicle tracking drawing has also been supplied within the document at Appendix C, which demonstrates that an 11.2m refuse vehicle can be accommodated within the site layout, and that associated bin carry distances can be adhered to.

Given this information, the servicing strategy would be acceptable in principle, however it should be considered in line with the comments regarding the under provision of vehicle parking within the site.

As outlined, due to the shortfall of parking there are concerns that obstructive parking could occur, and given the tightness of some areas of the vehicle tracking as shown on plans, it could be that a single obstructively parked vehicle prevents refuse collection access to multiple dwellings.

There would also be a requirement to show how a refuse vehicle can pass another vehicle travelling around the site, as plans look very tight to achieve this, and with some elongated stretches of road that the refuse vehicle needs to travel along, if it can't pass a car driving in an opposing direction, this would be concerning.

2. Transport Statement Scoping:

As outlined above, should a Reserved Matters application be forthcoming, following an approval of the outline application O/20/89498, whilst a full Transport Assessment would not be required as elements such as junction capacity assessments will have already been undertaken, there would still be a requirement to formally provide details of the internal layout in a Transport Statement. This should include elements inclusive of:

(i) Review and design of key access arrangements on the link road, including the preparation of technical drawings showing visibility splays and vehicle tracking.

Once proposed internal layout of the site is set, the relationship of this to the link road will be known and visibility splay drawings and vehicle tracking drawings will be required to ensure that:

- Dwellings, landscaping and parking have not been located within positions that could compromise the visibility splays; and
- Tracking demonstrates that two-way vehicle movements are achievable around site, with no pinch points or road narrowing's that prevent passing of vehicles inclusive of busses, emergency vehicles and refuse trucks.

(ii) Review of car and cycle parking provision in line with EBC guidance and the One Horton Heath Design Code.

- As outlined above, there are concerns in regard to the reduced level of parking proposed, and this will need to be fully discussed and justified within the TS.

(iii) Confirm servicing arrangements including swept path analysis of the 11.2m HCC refuse vehicle and fire tender and review of bin carry distances and bin collection point requirements.

- Again as outlined above, the servicing arrangements will need to be fully discussed through the Servicing Strategy, with details of vehicle tracking to demonstrate that servicing can be fully undertaken without obstruction. Onwards, it would also be recommended that applicants discuss these arrangements with the EBC Direct Services Team.

(iv) Review of internal road layout with respect to road geometries and visibility splays.

Whilst it is acknowledged that the internal roads are not being put forwards for adoption, it is recommended they conform to HCC Technical Guidance Notes in terms of layout, visibility and construction details.

(v) Road Safety Audit and Designer's response of internal layout.

- A Road Safety Audit should be supplied as part of the TS, and this should clearly outline any issues identified, along with a Designers Response

outlining justification for the layout and/or suitable solutions to any issues raised.

(vi) Summary and conclusions.

3. Transport Assessment Scoping:

In terms of the agreement to the scope of the Transport Assessment, there are elements of the suggested Transport Statement that crossover into a TA, however this needs to be expanded further in order to accompany a full planning application, should this route be taken. As outlined above the following is suggested by PBA:

- Introduction to the site;
- Planning History (as set out within this PSN);
- Relevant Planning Policy (including LTP4, Healthy Streets, LTN 1/20 HCC TG1, 2 and 3 and One Horton Heath Design Code);
- Summary of the Proposed development;
- Review and design of key access arrangements on the link road, including the preparation of technical drawings showing visibility splays and vehicle tracking;
- Review of car and cycle parking provision in line with EBC guidance and the One Horton Heath Design Code;
- Confirm servicing arrangements including swept path analysis of the 11.2m HCC refuse vehicle and fire tender and review of bin carry distances and bin collection point requirements;
- Review of internal road layout with respect to road geometries and visibility splays;
- Road Safety Audit and Designer's response of internal layout; and
- Summary and conclusions.

Generally, the scope of the TA is acceptable, and standard in nature. Elements such as car parking will need to be expanded upon as outlined above, and again as mentioned above there will be a requirement for vehicle tracking drawing over and above that already supplied in the Pre-Application Scoping Note.

As outlined, visibility splays will also need to be fully provided, and it was noted from reviewing the Site Plan – Draft submitted, that there may be issue with this due to the location of trees, amongst other element, such as adjacent to plot 258.



In addition to the scope outlined by PBA, it would also be requested that trip rate assessments and junction modelling would also be covered for a full stand alone application.

It is noted that details of this are covered in the Pre-Application Scoping Note at Section 4 – Highway Impact as follows:

Trip Rates:

It is proposed by PBA that the trip rates utilised for the outline application - O/20/89498 are utilised, and this is acceptable. The trip rates are:

	AM Peak (0800-0900)		PM Peak (1700-1800)	
	Arrivals	Departures	Arrivals	Departures
Trip Rate	0.149	0.392	0.377	0.224
Trip Generation (273 units)	41	108	104	62
Trip Generation (273 units with 7.5% reduction)	38	100	96	57

Table 2: Proposed Residential Development Trip Generation

Trip Distribution:

It is also proposed that the same trip distribution figures utilised for application O/20/89498 are also utilised, and again these are agreeable, being:

- 45.3% onto Allington Lane via the link road and Allington Lane roundabout
- 18.7% onto Burnetts Lane via Fir Tree Lane
- 36% onto Bubb Lane via the link road and Burnetts Lane roundabout

Trip Discount:

It is requested by PBA that the trip discount of 7.5% utilised for application O/20/89498 is utilised for the TA to accompany a Quabligh Breach stand

alone Full Application. This is not acceptable to HCC as Local Highway Authority.

The discount rate is agreed for the overall One Horton Heath site, given the internal facilities available such as retail, school, etc. and therefore trips to become internalised to the site.

As a stand alone application, the Quobleigh Breach site will not benefit from any of these unbuilt facilities, and as such associated trips will not be internalised, and onwards no trip discount would be justified.

Junctions to model:

In order to fully assess the impacts of the site on the local highway network, it would also be requested that junction modelling is undertaken at the Quobleigh Breach site junctions proposed to access onto the link road and Foxwood Road.

Accident Data:

Accident Data and analysis would be requested for the junctions local to the access points into the proposed site. The specifics of these would need to be set closer to the time of submission, at which point an assessment of what roads are currently open and within use can be undertaken.

Sustainability Appraisal:

There would also be a requirement for details to be provided outlining the sustainability of the site as a stand alone entity. Whilst as part of the One Horton Heath development, there will be bus services provided, what provision is available to the site with only the Quobleigh Breach site in place?

A Bus Strategy should be submitted in order to fully outline the options available to future residents.

General comments / points of clarification to be considered:

Within the Pre-Application Scoping Note, there are instances where statements are made which are not necessarily agreeable with HCC as Local Highway Authority, and as such require further consideration. These are:

- Details of the turning heads on Fir Tree Lane. These have not yet formally been agreed by HCC, and as such are subject to change which will need to be considered in the design for Quobleigh Breach;
- No access details into the Quobleigh Breach site from the link road (application F/21/91185) have been agreed by HCC. As set out in the HCC Highway consultation response dated 08 June 2024, *'The specific location and design of vehicular junctions (including capacity modelling and in accordance with measured speeds) and pedestrian crossing points to be agreed at the reserved matters stage should the outline application be granted planning permission'*.

- Similarly, the Foxwood Road application (F/23/96631) has outstanding issues listed within the HCC Consultation response dated 07 February 2024. These issues should be resolved before any RM/ full application can be approved accessing via Foxwood Road, no specific access points have been formally agreed to date.
- Having reviewed the proposed site plan submitted, it is also noted that the the two southern most access points do not conform to HCC standards (TG2) in terms of stagger distance, and as such would require a Departure from Standards. It is therefore recommended that this element of layout is reviewed.
- The pre-application site plan should match exactly what's been agreed for the Link Road (F/21/91185) and what is being put forward for (subject to agreement) Foxwood Road (F/23/96631). The applications cover the same areas of land, and there cannot be multiple designs (potentially approved) for the different applications for consistency.
- Further elements such as bus stop provision and street lighting will also require full consideration, as again this has not been formally agreed to date.
- Finally, in terms of any requirements for developer contributions and/or S278 works, details of these would need to be informed at the time of application, given it is not clear at this stage either how the application will be submitted (Reserved Matters or Full Application), and what S278 works may have already been completed under alternative applications submitted.

I trust that the comments above are clear, however if you have any queries or require any clarification on the matters discussed, please feel free to contact me.

Yours faithfully

Matt Grantham
Principal Development Planner – Highways Development Planning

Appendix C



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- ALL TRACKING HAS BEEN UNDERTAKEN AT 10MPH.

VEHICLE PROFILE (NOT TO SCALE)

4.80m
2.07m – 2.25m

Large Family Car 1

Overall Length	4.890m
Overall Width	1.940m
Overall Body Height	1.512m
Min Body Ground Clearance	0.273m
Max Track Width	1.890m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.100m

5.885m
0.79m – 0.97m

4.6t Light Van

Overall Length	5.885m
Overall Width	2.000m
Overall Body Height	2.520m
Min Body Ground Clearance	0.299m
Track Width	1.765m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.000m

NORTH

P04	UPDATED LAYOUT	07.11.25	OSC	CID
P03	UPDATED LAYOUT	29.10.25	OSC	CID
P02	UPDATED LAYOUT	10.10.24	OSC	CID
P01	FIRST ISSUE	08.05.24	CID	TAF
Rev	Description	Date	By	App'd

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Client

ONE HORTON HEATH

Project Name

QUOBLEIGH BREACH, ONE HORTON HEATH

Title

CAR AND VAN SWEEP PATH ANALYSIS

Project Phase

PRELIMINARY

Date Created	Drawn By	Approved By	Suitability Code
07.05.24	CID	TAF	-
PBA Project Number	Scale	(AT A1)	
131.0010	1:1000		
PBA Drawing No.	Revision		
131.0010-0003	P04		

PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
YOU ARE ADVISED TO MAKE DUE ALLOWANCE

QMS2023/V8/10723J.M

1. THIS DRAWING IS INTENDED TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS, DETAILS AND SPECIFICATIONS.
2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
3. ALL FIGURED DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALED DIMENSIONS. DO NOT SCALE THIS DRAWING.
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 - 4.1. Site Layout
5. THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS "CONSTRUCTION". PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.

A diagram of a car with the following dimensions:

- Total length: 4.89
- Distance from front wheel to start of door: 1.257
- Distance from start of door to back wheel: 2.59



DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
YOU ARE ADVISED TO MAKE DUE ALLOWANCE

P02	UPDATED LAYOUT	07.11.25	OSC	CID
P01	FIRST ISSUE	29.10.25	OSC	CID
Rev	Description	Date	By	App'd

PBA Project Number	Scale
131.0010	1:250 (AT A3)

PBA Drawing No:	Revision
131.0010-0009	P02

Client

ONE
HORTON
HEATH



NOTES:

Report all discrepancies, errors and omissions.

Verify all dimensions on site before commencing any work on site or preparing shop drawings.

All materials, components and workmanship are to comply with the relevant British Standards, Codes of Practice, and appropriate manufacturers recommendations that from time to time shall apply.

For all specialist work, see relevant drawings.

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Rev	Date	Description
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Key:

Assigned Parking Space

Unassigned Parking Space

Electric Vehicle Charging Post

Project Title

Eastleigh Borough Council
Proposed Residential Development
One Horton Heath
Quobleigh Breach

Drawing Description

Proposed Parking Strategy Plan

Scale	Drawn by
1:1000 at A1	HP
Date	Checked by
June 2025	SW

CLAGUE ARCHITECTS

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