

ONE
HORTON
HEATH



Upper Acre

Transport Assessment

December 2025



Upper Acre - One Horton Heath

Transport Assessment

For

Eastleigh Borough Council (One Horton Heath
Team)

Document Control Sheet

Upper Acre - One Horton Heath
Eastleigh Borough Council (One Horton Heath Team)

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1.0 Introduction

- 1.1 This Transport Assessment (TA) has been prepared by Motion on behalf of Eastleigh Borough Council (One Horton Heath Team) in relation to the proposed development of the Upper Acre phase within the One Horton Heath strategic development.
- 1.2 One Horton Heath is set within the semi- rural parish of Fair oak and Horton Heath, joining the existing Horton Heath settlement to the east and will provide 2,500 homes, a local centre, a primary school along with a sports field.
- 1.3 The One Horton Heath development received Outline Planning Permission (OPP) in October 2025 (Planning Ref:O/20/89498) for the following development:
 - ▶ Up to 2,500 residential units in total (across the Lower Acre, Quobleigh Breach, The Upper Acre, Round Copse, The Holme, The Homestal, Chalcroft Farm and The Folds phases);
 - ▶ A Local Centre (and supporting secondary local centres) on land up to 3.1 hectares comprising mixed-use residential/retail/leisure/community/employment/ day nursery/food establishment uses (Local Centre Phase);
 - ▶ A three form Primary School;
 - ▶ Public open space including formal sports facilities and informal provisions;
 - ▶ Allotments, ecological, landscape and sustainable drainage works;
 - ▶ Key infrastructure and utilities provision including new roads, footpaths, bridleways and cycle paths.
- 1.4 In addition the Lower Acre phase obtained full planning consent on 5th December 2022 (Planning Ref: F/20/89500) for the erection of 393 residential units with public open space, hard and soft landscape works, internal roads, footways/cycleways, associated parking spaces, substation, SuDs and associated infrastructure. This phase, just to the south of the Upper Acre phase is currently being built out.
- 1.5 The main spine road through the One Horton Heath development area between Allington Lane and Burnetts Lane, The Avenue, gained planning permission on the 29th September 2022 (Planning Ref: F/21/91185) and was open to traffic on the 15th September 2025.
- 1.6 The Avenue routes between Allington Lane (to the north of One Horton Heath site) and Burnetts Lane (to the south of the One Horton Heath site) with associated footway, cycle paths, water crossings, drainage and landscaping. The Avenue will form a key link road through the centre of the development and carry future construction traffic to the site avoiding the village of Horton Heath. The road is subjected to a 30 miles per hour speed limit and three junctions to provide access to future residential and commercial parcels.
- 1.7 The Upper Acre phase is bisected by Foxwood Road (SID Road), which will be provided by others, is a primary street through One Horton Heath providing access to the Lower Acre, Upper Acre, Primary School, Local Centre and The Holme phases of the development linking to The Avenue to the north and south of the development area. The full planning application for Foxwood Road is currently pending determination.

Scope of the Assessment

- 1.8 This TA is designed to build upon the content of the TA which supported the outline application for 2,500 homes, a local centre and a primary school and focus on providing details on access, internal road geometry, active travel provision and parking applicable to the Upper Acre phase of the development.
- 1.9 Following this introductory section the TA comprises the following sections:

- ▶ Section 2 details with the relevant Planning Policy;
- ▶ Section 3 details the baseline conditions applicable to the site including access by all modes of transport;
- ▶ Section 4 details the proposed development proposals outlining the access arrangements, internal site layout, parking and future access to public transport facilities;
- ▶ Section 5 details the trip generation from the proposals taking into the consideration the volume of vehicle movements already accepted as part of the outline application, where means of access was determined; and,
- ▶ Section 6 which summarises and concludes the findings of the report.

2.0 Transport Policy

Overview

- 2.1 This section of the report sets out the national and local policies relating to transport and travel which are relevant to this development proposal. A variety of documents set out the relevant policies and these are listed as follows:

- ▶ National Planning Policy Framework – February 2025;
- ▶ Eastleigh Borough Local Plan 2016 to 2036 – April 2022;
- ▶ Eastleigh Borough Parking Standards SPD – September 2025; and,
- ▶ Hampshire County Council Local Transport Plan 4 (LTP4, February 2024).

National Planning Policy Framework

- 2.2 The National Planning Policy Framework (NPPF) February 2025 sets out the Government's planning policies for England and how they are expected to be applied.

- 2.3 Section 8 of the NPPF details how active travel can promote Healthy and Safe communities with paragraph 96 stating:

"Planning policies and decisions should aim to achieve healthy, inclusive and safe places which:

a) promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages;

b) are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of well-designed, clear and legible pedestrian and cycle routes, and high quality public space, which encourage the active and continual use of public areas; and

c) enable and support healthy lives, through both promoting good health and preventing ill-health, especially where this would address identified local health and well-being needs and reduce health inequalities between the most and least deprived communities – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling."

- 2.4 The NPPF presumes in favour of sustainable development and is a material consideration in planning decisions, with Section 9 Promoting Sustainable Transport. Paragraph 109 says that;

"Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:

a) making transport considerations an important part of early engagement with local communities;

b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;

c) understanding and addressing the potential impacts of development on transport networks;

d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;

e) *identifying and pursuing opportunities to promote walking, cycling and public transport use; and*

f) *identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.”*

2.5 The NPPF promotes sustainable transport, with paragraph 110 stating:

“Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.”

2.6 Annex 2 of the NPPF defines sustainable transport modes as:

“Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra low and zero emission vehicles, car sharing and public transport.”

2.7 Off street parking provision is referred to by Paragraph 112, which says that:

“If setting local parking standards for residential and non-residential development, policies should take into account:

a) the accessibility of the development;

b) the type, mix and use of development;

c) the availability of and opportunities for public transport;

d) local car ownership levels; and

e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.”

2.8 Paragraph 113 adds:

“Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.”

2.9 Paragraph 115 addresses the relationship between development and sustainable transport as follows:

“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code48; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach."

A footnote to sub-paragraph C states:

"Policies and decisions should not make use of or reflect the former Design Bulletin 32, which was withdrawn in 2007."

2.10 Paragraph 116 states:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."

2.11 Paragraph 117 adds:

"Within this context, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."

2.12 While Paragraph 118 continues:

"all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored".

2.13 The above guidance sets the overarching framework within which the suitability of all planning applications should be considered and forms the basis for designing and assessing the Proposed Development.

Eastleigh Borough Local Plan (2016 to 2036)

2.14 The Eastleigh Borough Local Plan was adopted in April 2022 and sets out the vision and strategy for the borough until 2026. The policies related to transport are outlined below.

2.15 Strategic Policy S11, Transport Infrastructure providing the strategic approach the council will take states:

"The Council will work with the highway authorities, Solent Transport, transport operators, funding bodies and developers to minimise transport emissions, pollution and congestion by:

a. ensuring new developments:

i. encourage walking, cycling and the use of public transport; and

ii. minimise congestion and support safety on the highway network; as informed by appropriate transport assessments; and

b. safeguarding the routes and securing the funding to deliver new and improved transport infrastructure.”

2.16 With regards policy relating to development Policy DM13, General Development Criteria – Transport states:

1. All new development must have safe and convenient access to the highway network and make provision for access to, and by, other transport modes including public transport and cycle and pedestrian routes as appropriate. Access arrangements to the highway network must:

- a. meet national and local guidance and standards with all highway improvements meeting the standard required to be adopted by the Highway Authority;*
- b. not cause or increase danger to road users or have a significant detrimental impact on the operation or safety of the highway network; and*
- c. be provided without unacceptable environmental impact.*

2. All new development will be assessed to establish whether it should contribute to off-site improvements to transport infrastructure in accordance with Hampshire County Council’s Transport Contributions Policy, to the extent that these are necessitated by the development and proportionate to the scale of development.

3. Development proposals that will generate vehicle movements likely to have an adverse impact on traffic conditions beyond the immediate vicinity of the development site must be subject to Transport Assessment and will be required to incorporate and implement mitigation measures such as:

- a. provision of/contribution towards on and off-site highway improvements such as junction improvements and potentially new road links*
- b. on-site pedestrian, cycle and public transport infrastructure*
- c. contributions towards relevant off-site sustainable transport infrastructure, public rights of way and service improvements where appropriate*
- d. on-site measures aimed at increasing uptake of non-car travel options (e.g. Travel Plans⁴⁹) to reduce car use.*

4. New development intended to serve or accommodate large numbers of people will only be permitted in locations that as well as having adequate road access, or will have as a result of the development, are or can be served by means of transport other than the private car, including bus, train, cycle and pedestrian access.”

2.17 Policy DM14 Parking states:

1. New residential development will be required to provide off-highway parking which is adequate in terms of highway safety/traffic management. Provision will take account of the adopted Eastleigh Borough Council’s Residential Parking Standards SPD which sets out minimum requirements for parking provision. Over provision relative to car ownership levels or which would create an ineffective use of space will be avoided. Applications with parking levels which deviate away from the expected standard should be substantiated by robust evidence contained within the transport statement/assessment/travel plan.

2. For out-of-centre development proposals, parking needs will be assessed based on the impacts of the development on neighbouring town, district or local centre or a neighbourhood parade.

3. Within town, district and local centres and in neighbourhood parades, parking needs will be assessed in relation to wider needs within the centre/parade. Where existing provision is inadequate, the provision of additional parking may be permitted subject to a financial contribution towards measures to assist on-street parking management, public transport, cycling and walking.

4. Proposals to provide new car parks, extend existing car parks or provide workplace park and ride facilities will be permitted if:

a. it can be demonstrated that this is the only way the transport requirements driving the proposals for car parking provision can be met;

b. the proposals form part of a strategy aimed at managing use of the private car, such as a workplace travel plan; and

c. transport and other environmental assessments demonstrate that the benefits of the proposal (e.g. reduction of on-street parking pressures, reduction of traffic congestion) outweigh any adverse effects; and

d. the design, layout, planting and landscaping and lighting provision addresses visual and landscape impacts, noise, lighting and impacts on residential amenity; and

e. the developer pays for any off-site highway improvements necessary from traffic generated by the proposal, and any additional works necessitated by an inability to meet workplace travel plan targets; and

f. for sites outside the urban edge and in accordance with other policies in the Plan, they are subject to a sequential approach prioritising sites within the urban edge. Proposals in settlement gaps will only be acceptable in exceptional cases (see strategic policy S6).

2.18 The strategic development site at One Horton Heath is covered by Policy HH1, Land west of Horton Heath, which provides the parameters for the development which includes the provision of the strategic highways infrastructure which was consented through the outline planning application.

Eastleigh Borough Council – Parking Standards (SPD)

2.19 The parking standards SPD was adopted in September 2025 and contains the parking standards for the borough. Table 3 of the SPD replicated below details the car parking and cycle parking standards for residential houses. Table 4 of the SPD also replicated below details the car parking and cycle parking standards for flats .

Property Size	Car Parking Standard				Cycle Storage	
	With off-plot unallocated space	With off plot allocated spaces	Individual / 'on plot' allocation	+Visitor Parking	Long Term Secure Storage	Short Term Storage
Spaces per Dwelling						
1 bed	0.75	1.00	1	+0.2	1	1
2/3 bed	1.50	1.75	2	+0.2	2	1
4+ bed	2.25	2.50	3	+0.2	1	1

Table 3 – Eastleigh Parking SPD, Residential Houses Parking Standard

Property Size	Car Parking Standard per Flat / Apartment			Long Term Cycle Storage	
	Allocated Parking	Unallocated Parking	+Visitor Parking	Individual Storage	Communal Storage
Parking Spaces per Dwelling					
1 bed	1.00	0.75	+0.2	1	1
2 bed	1.25	1.00	+0.2	2	1

Table 4 – Eastleigh Parking SPD, Residential Apartment / Flat Parking Standard

2.20 In addition one electric vehicle charging point is to be provided per dwelling.

Hampshire County Council Local Transport Plan 4 (February 2024)

- 2.21 Local Transport Plan 4 sets out Hampshire County Council's transport strategy to 2050, with a vision to create a carbon neutral, resilient, and inclusive transport system designed around - and with - people, which:
- ▶ supports health, well-being, and quality of life for all;
 - ▶ supports a connected economy and creates successful and prosperous places; and,
 - ▶ respects and seeks to enhance Hampshire's unique natural and built environment
- 2.22 Section F deals with sustainable housing and employment growth with the following vision:
- ▶ New development that supports mixed use, 'local living', in locations that are integrated with the transport system and avoid car dependency.
 - ▶ New housing development where people choose to walk and cycle, have good access to public transport, and there is minimal need for parking spaces.
 - ▶ New employment development in accessible locations that are well connected by a variety of different transport modes.

3.0 Baseline Conditions

Site Location

- 3.1 The proposed development is located to the south east of the One Horton Heath development area, adjacent to the west side of Burnetts Lane and north of The Lower Acre phase, which is currently under construction as detailed on Figure 3.1.



Figure 3.1 – One Horton Heath, Phases

- 3.2 The Upper Acre Phase is in close proximity to the Primary School and Local Centre and will be accessed by Foxwood Road. Foxwood Road is a primary street which provides access to the eastern phases of One Horton Heath, which will also be a bus route through the development.
- 3.3 Foxwood Road joins The Avenue, which is the main link road through the development between Burnetts Lane / Chalcroft Way in the south and Allington Road in the north and was open to traffic in September 2025.
- 3.4 Allington Lane continues north to join the B3037 Fair Oak Road, which provides a link between the A335 in Eastleigh town centre and the B3354 Winchester Road in Fair Oak. Chalcroft Way provides a link to the B3342 Bubb Lane, which continues south to the Hedge End industrial estates and large shopping areas as well as junction 7 of the M27. To the north Bubb Lane provides another connection to the B3354 Winchester Road.

3.5 The relation of the site to the local highway network is provided within Figure 3.2.

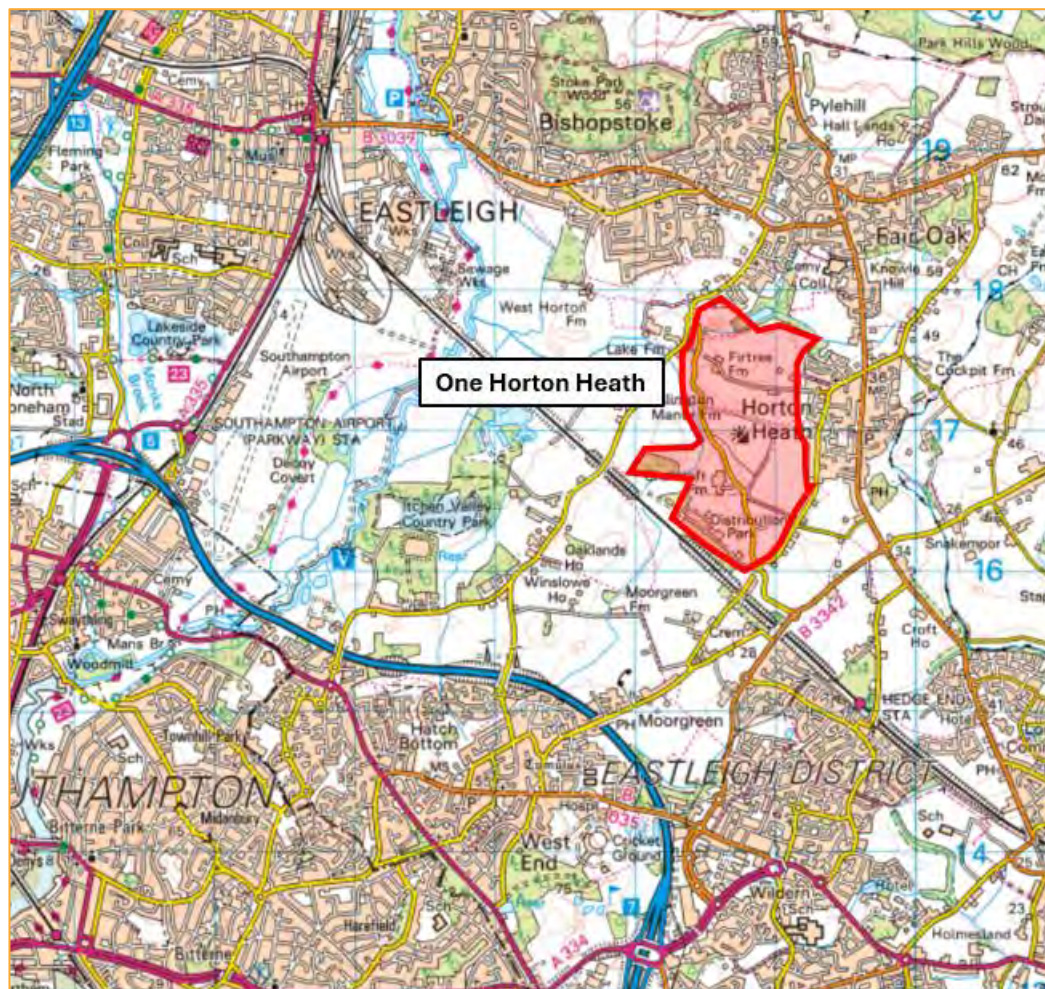


Figure 3.2 – Local Highway Network

Sustainable Transport Accessibility

- 3.6 It is generally accepted that walking and cycling provide important alternatives to the private car and should be encouraged to form part of longer journeys via public transport. Indeed, it is noteworthy, that the Institution of Highways and Transportation (IHT) has prepared several guidance documents that provide advice with respect to the provision of sustainable travel in conjunction with new developments. Within these documents it is suggested that:
- ▶ 80% of journeys one mile, 1.6 kilometres and under are undertaken by foot with an average walking speed of 3 miles per hour (Paragraph 2.1, 'Planning for Walking' 2015).
 - ▶ The bicycle is a potential mode of transport for short journeys of up to five miles , 8 kilometres (Section 2, 'Planning for Cycling' 2014).
 - ▶ Buses are the preferred method of sustainable transport for trips between 2 and 10 miles, with surface rail being the preferred method for trips mover 10 miles (Section A.2, 'Buses in Urban Areas' 2018).
- 3.7 Notwithstanding the above, it should be noted that the NPPF recognises that different polices and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural locations. Moreover, Manual for Streets (MfS) identifies 'Walkable Neighbourhoods' as being:

'characterised by having a range of facilities within 10 minutes (up to about 800 metres) walking distance of residential areas which residents may access comfortably on foot'.

3.8 However, it is important to recognise that MfS does not consider 800 metres to be a maximum walking distance. Indeed, paragraph 4.4.1 of MfS contends that walking can be used to access a variety of destinations within a range of up to 2 kilometres. Finally, it is also important to recognise that 81% of all trips that cover a maximum distance of one mile are completed on foot (National Travel Survey, 2022).

3.9 However it is important to recognise that 'active travel' is only one of the modes which are classified as sustainable travel as detailed within the Glossary to the NPPF which defines, as outlined within Section 2, sustainable modes as:

"Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra low and zero emission vehicles, car sharing and public transport".

Walking and Cycling

3.10 The site will benefit from being part of the wider development area, and as such The Upper Acre phase will be within walking distance of a wide range of facilities such as a primary school, a local centre (containing a mix of retail, leisure, community, employment and food establishment uses as well as a day nursery) and new employment areas.

3.11 The phase is designed to connect with pedestrian and cycle routes within the wider development area including the three metre shared footways / cycleways provided along The Avenue and Foxwood Road which enable residents to go within and beyond the wider site boundary.

3.12 The shared footway / cycleway along The Avenue connect with the shared footway/cycleway along Chalcroft Way to the south, which provide connections to the footway /cycleway along Babb Lane and Tollbar Way, providing an active travel route into Hedge End. While to the north, the provision of shared footway/cycleway along Allington Lane provides connections to Fair Oak, Bishopstoke and onwards to Eastleigh.

3.13 The layout will support and encourage activity by being safe, well overlooked will be a mixture of secondary and tertiary streets in accordance with HCC guidance, noting that Foxwood Road, the primary street with bisects the phase will be provide by others.

3.14 Secondary streets will be designed so that they meet the following criteria:

- ▶ Quieter residential streets;
- ▶ Where traffic volumes and speeds are low, allowing cycling on the carriageway in accordance with DfT document LTN 1/20;
- ▶ Will have a clear distinction between vehicular and pedestrian space, with a defined kerb and footways;
- ▶ Enable an inclusive environment that meets the needs of people of all ages and abilities in line with the Equality Act 2010;
- ▶ Street trees will be provided to enhance the street scene;
- ▶ Provided with street lighting; and,
- ▶ Will have a self-enforcing design speed on 20 miles per hour.

3.15 Tertiary streets will be designed so that they meet the following criteria:

- ▶ Quiet residential streets used only by those accessing properties on the street (and for walking / cycling direct routes);

- ▶ Minimise the use of cul-de-sacs;
- ▶ Cycling on the carriageway will be acceptable due to the low traffic speeds and volumes as set out within LTH 1/20;
- ▶ Enable an inclusive environment that meets the needs of people of all ages and abilities in line with the Equality Act 2010;
- ▶ Enable direct links to key destinations, including bus stops, by active travel modes;
- ▶ Will typically have a clear distinction between vehicular and pedestrian space, with a defined kerb (with a vertical face) and footways;
- ▶ should have a self-enforcing design speed of 20mph or less; and,
- ▶ streets will tend to be private streets and be accessed via a vehicle crossover.

Public Transport

- 3.16 The consented masterplan was developed in consultation with local bus operators and follows the guidance within the CIHT's document 'Buses in Urban Developments' (January 2018).
- 3.17 The Avenue and Foxwood Road have a minimum width to accommodate buses and bus stops are provided on Foxwood Road where it bisects The Upper Acre phase, ensuring that all new properties will be within 400 metres of a bus stop in accordance with the Section 106 obligations attached to the outline consent.
- 3.18 The bus service will operate on a 30 minute frequency between Eastleigh and Hedge End between the hours of 06:30 and 19:00 Monday to Saturday and every 60 minutes on a Sunday between 10:00 and 16:00 in accordance with the Section 106 obligations.

Travel Plan

- 3.19 A Framework Travel Plan was submitted as part of the outline consent and focused on measures to encourage the uptake of walking, cycling, car sharing and travelling by public transport. A full Travel Plan for The Upper Acre phase accompanies this Transport Assessment.

Summary

- 3.20 It is considered that the site will be situated within proximity to a good network of lit residential streets and is close to a number of key destinations, including schools, various services and public transport. The site will also benefit from good pedestrian / cycle links on the surrounding road network and will have access to regular public transport services.
- 3.21 The development will be constructed in line with the proposals set out in the Outline Planning Permission and as such will encourage sustainable travel behaviour by the future residents of The Upper Acre.

4.0 Proposed Development

Overview

- 4.1 The development will consist of 424 dwellings being a mixture of flats and houses as detailed within the schedule within Table 4.1.

Type	Size	Quantum
Houses	Two bed	66
	Three bed	163
	Four bed	46
	Five bed	2
	Total	277
Flats	Flat Over Garage	5
	One bed	85
	Two bed	57
	Total	147
Total Dwellings		424

Table 4.1 – Housing Schedule

Access Arrangements

- 4.2 Access to the phase will be from Foxwood Road, the secondary road that bisects the site and will be provided by others. The access points from Foxwood Road are fixed and consist of two access junctions for the western side of the phase and three access junctions for the eastern side of the phase.
- 4.3 These junctions will lead into a mixture of secondary and tertiary streets with widths between 4.8 and 6 metres which are interconnected to provide permeability as detailed on the site plan within **Appendix A**.

Highway Geometry

- 4.4 The requirements of Manual for Streets (MfS) and the Hampshire County Council Technical Guidance Notes (TGN) have been used in the design of the internal layout of the phase.
- 4.5 All road widths are in accordance with MfS and the TGN and are detailed on the road layout plan within **Appendix B**.
- 4.6 The roads have been designed to a 20 miles per hour speed limit and all junctions within the interconnected layout are provided within visibility splays of 2.4 metres by 25 metres as detailed on drawing 2310092/01 within **Appendix C**.
- 4.7 Forward visibility in accordance with the TGN is provided on bends as detailed on drawing 2310092/04 within **Appendix D**.
- 4.8 The internal roads of the phase will not be put up for adoption and will be maintained by the applicants management team.
- 4.9 Swept path analysis for cars and delivery vans is provided within **Appendix E**.

Pedestrian / Cycle Access

- 4.10 The layout has been carefully designed to maximise pedestrian permeability both internally and externally to future development phases. The proposed footway and cycleway layout is provided on Drawing 23100092/02 within **Appendix F**.
- 4.11 The primary pedestrian internal movement for future residents will be north towards the local centre and primary school and east / west towards the bus stops on Foxwood Road.

- 4.12 The footway network provides direct links to the bus stops as well as the strategic shared footway / cycleways located along Foxwood Road, adjacent to the western boundary of the site and through the linear park in the eastern portion of the phase. These strategic shared footway / cycleways provided direct links to adjacent phases and onwards to the Local Centre and Primary School.
- 4.13 The shared footway / cycleway adjacent to Foxwood Road connects to shared footway / cycleway along The Avenue providing connections to the wider cycleway network, detailed within Section 3.
- 4.14 All footway crossings at junctions between tertiary streets and secondary roads will be provided with a continuous crossings in accordance with TGN and tactile paving as detailed on Drawing 2310092/06 within **Appendix G**. Drawing 2310092/05 within **Appendix H**, details that all crossing have the requisite pedestrian visibility splays in accordance with the TGN.

Public Transport Strategy

- 4.15 There are no proposals for buses to enter the internal roads of The Upper Acre with bus stops provided on Foxwood Road, the primary road which bisects the phase and is to be provided by others. There are two bus stops provided along Foxwood Road within the Upper Acre Parcel as detailed on Drawing 2310092/02 within **Appendix I**.
- 4.16 Drawing 2310092/02 within **Appendix I**, also details the 250 metre bus stop isochrone for the two stops within the phase and details that for the southern northbound stop, the entire phase is within 250 metres of the stop. With regards the northern southbound stop the majority of the site is within 250 metres of the stop apart from the south eastern area of the phase, which is within 350 metres. Therefore the entire phase is within 400 metres of a bus stop as detailed within the Section 106 attached to the Outline Planning Permission.
- 4.17 The bus stops are located on Foxwood Road, so all the dwellings within the phase are within 400 meters of a stop and will be demarcated in accordance with Chapter 5 of the Traffic Signs Manual.

Future Development Phases and Access

- 4.18 The design of this phase has not been considered in isolation and connections have been provided with the Lower Acre Phase, currently under construction and allow connection with future phases to the north.

Car Parking

- 4.19 The development proposals have carefully considered the future parking needs of the phase taking into account the Site's location, its relationship to the forthcoming highways and active travel infrastructure along with the proposed public transport provision and its proximity to the new local centre and primary school.
- 4.20 Therefore the parking provision has been informed by the One Horton Heath Design Guide (Section 7 – Design Standards – Parking -September 2023 Document) which has resulted in a bespoke parking provision being applied to the phase, which is a reduction to the EBC parking standards (adopted September 2025). The parking provision applied is detailed within Table 4.2.

Unit Type	Unit Size	Allocated Space per Dwelling	Visitor Provision per Dwelling
Flats	One Bed	1	0.2
	Two Bed	1	0.2
Houses	One Bed	1	0.2
	Two Bed	1	0.2
	Three Bed Plus	2	0.2

Table 4.2 – One Horton Heath Design Code Parking Standards

- 4.21 Table 4.3 details the proposed parking provision for the Upper Acre Phase, using the One Horton Heath Design Guide standards presented in Table 4.2.

Dwelling Size	Parking Provision per Dwelling / Flat	No. of Dwellings / Flats	Allocated Parking Provision being Provided
1 Bed	1	90	90
2 Bed	1	123	123
3 Bed plus	2	211	422
Total		424	635

Table 4.3 – Upper Acre Allocated Parking Provision

- 4.22 In addition to the allocated parking provision 127 visitor spaces are being provided at a ratio of 0.3 spaces per dwelling, a greater provision than that detailed within the One Horton Heath Design Code, producing a total phase provision of 762 car parking spaces.
- 4.23 The detailed car parking plan detailing all allocated and visitor space is provided within [Appendix J](#).
- 4.24 When assessing the proposed development against the EBC's Parking Standards, adopted in September 2025, the development would be expected to provide a total of 750 as detailed within Table 4.4

Dwelling Type	Quantum of Units	Parking Standard (spaces per units)	Parking Requirement	Visitor Requirement at 0.2 spaces per unit	Total
House (on / off Plot)					
2/3 bed (Off Plot allocated)	171	1.75	299	34	333
4+ bed (Off Plot allocated)	29	2.5	73	6	79
2/3 bed (On Plot allocated)	66	2	132	13	145
4+bed (Off Plot allocated)	11	3	33	2	35
Apartments					
1 bed (unallocated)	85	0.75	64	17	81
2 bed (unallocated)	57	1	57	12	69
2 bed (allocated)	5	1.25	7	1	8
Total	424		665	85	750

Table 4.4 – Parking Requirement in Accordance with Eastleigh Parking Standards SPD

- 4.25 All one bed flats over garages (FOGS) and two bed houses will be provided with one allocated space, all three and four bed houses will be provided with two allocated spaces, while all flats will be provided with one space in an unallocated parking court.
- 4.26 The allocated parking provision proposed for the dwellings of 635 spaces, is 30 spaces below the required allocated parking provision detailed within the adopted Parking Standards SPD (September 2025), while the visitor parking provision of 127 spaces is 42 spaces greater than the visitor parking detailed within the SPD.
- 4.27 The allocated parking will be provided through a range of methods, including on-plot spaces, on-street provision and courtyard parking. This approach ensures all houses and flats over garages are provided with at least one allocated space. All the flats within blocks are provided with unallocated parking within a courtyard at a provision of one space per unit.
- 4.28 The parking provision for the dwellings along with the enhanced visitor parking provision is an acceptable provision given the that the One Horton Heath development area will be provided with a significant network of pedestrian, cycle and public transport infrastructure. Foxwood Road which bisects the Upper Acre Phase is provided with a shared footway/cycleway while shared footway/cycleways run along the western boundary of the phase and through the linear park to the east of the phase.

- 4.29 In addition the entire phase is within 250 metres of the southern northbound bus stop on Foxwood Road and 350 metres of the northern southbound bus stop on Foxwood Road which will be provided with regular services linking Eastleigh town centre and railway station with One Horton Heath and Hedge End.
- 4.30 The proposed parking strategy for the Upper Acre phase therefore provides a balance between meeting the residential parking needs and promoting long term sustainable travel objects as detailed within the Travel Plan. By prioritising walking and cycling infrastructure and providing accessible access to public transport and local facilities, the strategy is in accordance with national and local planning policy to reduce reliance on private vehicles and encourage more sustainable modes of transport.
- 4.31 By following the principles of the One Horton Heath Design Code, the proposed development is able to provide fewer spaces allocated to the dwellings while providing a greater quantum of visitor spaces which will support 'overflow' demand for the larger houses.
- 4.32 The parking provision will also include an electric charging point per dwelling in accordance with the One Horton Heath Design Guide.

Car Club Strategy

- 4.33 The EBC's Parking Standards recommends that the new residential developments have the provision for a car club to be implemented on site. The minimum requirement for car club vehicles is 1 car per 100 dwellings which equates to 4 spaces for Upper Acre.
- 4.34 These four spaces will be provided within the visitor spaces, given the over provision as detailed above. The exact position will be determined in consultation with adjacent phasing areas to enable a constant spacing between the car club bays throughout One Horton Heath.

Cycle Parking

- 4.35 The cycle parking provision is in accordance with the Parking Standards SPD, which are set out within Table 4.5.

Dwelling Type	Long Term Secure Storage Spaces
Houses	
One bed	1
Two / three bed	2
Four plus beds	3
Apartments	
One bed	1
Two bed	2

Table 4.5 – Eastleigh Borough Cycle Parking Standards

- 4.36 The detailed cycle parking plan is provided within **Appendix K** which details that each house will be provided with a 2.4 metre by 1.5 metre timber storage shed, which can accommodate up to five bicycles, in accordance the parking standards.
- 4.37 The cycle parking for the block of flats is detailed below within Table 4.6, which will be provided in cycle stores on the ground floor in accordance with the parking standard requirements.

Flat Type	Number	Cycle Parking Requirement (Per Dwelling)	Provision
Block 1			
One bed	22	1	22
Two bed	8	2	16
Block Two			
One bed	22	1	22
Two bed	8	2	16
Block Three			
One bed	14	1	14

Two bed	13	2	26
Block Four			
One bed	13	1	14
Two bed	14	2	28
Block Five			
One bed	14	1	14
Two bed	14	2	28

Table 4.5 – Cycle Parking Provision - Flats

Refuse and Servicing Arrangements

- 4.38 To assist with refuse collection across the phase, Bin Collection Points (BCP's) are located across the development, as detailed on the Refuse Storage Plan within **Appendix L**.
- 4.39 The BCP's are not located further than 25 metres from the refuse vehicle during collection in accordance with MfS guidance. In addition all bin storage locations for houses and flats over garages are within 30 metres of a BCP or from the edge of the highway where bins will be presented for collection.
- 4.40 For blocks of flats where larger Eurobins are used, the bin stores have been located within a 10 metres drag distance of a refuse vehicle on the carriageway in line with MfS guidance.
- 4.41 In order to ensure the suitability of the development in accommodating refuse collection vehicles, swept path analysis of the proposed layout has been undertaken using a super large refuse vehicle as required by the TGN and is provided within **Appendix L**.
- 4.42 Access for fire tenders (Hampshire fire appliance and Hampshire fire appliance with aerial ladder platform) has been assessed in terms of swept path requirements and distances to dwellings. It can be seen on the swept path analysis provided within **Appendix M**, that all dwellings can be accessed within 45 metres of a fire tender in accordance with the requirements of Building Regulations Approved Document Part B.

5.0 Traffic Generation

Overview

- 5.1 The traffic generation and distribution for the site was set out and agreed with Hampshire County Council as part of the wider One Horton Heath Transport Assessment that was submitted in support of the consented Outline Planning Permission (Planning Ref:O/20/89498).
- 5.2 Full mitigation proposals and relevant trigger points for implementation on the highway network are included within the obligations with the S106 Agreement tied to the outline consent.

Trip Generation

- 5.3 Trip rates for the proposed dwellings have been obtained from the agreed Transport Assessment for the consented outline application, which include a 7.5% reduction to account for internalisation of journeys for employment, retail, leisure and recreation purposes. The predicted number of vehicle trips to be generated on the external highway network is detailed within Table 5.1.

	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	Arrivals	Departures	Arrivals	Departures
General Residential Trip Rate (Per Dwelling)	0.149	0.392	0.377	0.224
General Residential Trip Generation (427 homes)	63	166	160	95
General Residential Trip Generation (427 homes with 7.5% reduction)	58	154	148	88

Table 5.1 – Trip Generation from 424 dwellings at The Upper Acre.

- 5.4 Table 5.1 details that the 424 dwellings on The Upper Acre Phase would generate 58 arrivals and 154 departures within the AM peak period and 148 arrivals and 88 departures during the PM peak period.
- 5.5 Table 5.2 details the agreed trip generation for all residential units within the consented outline application for the whole One Horton Heath development area (Planning Ref: O/20/89498).

	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	Arrivals	Departures	Arrivals	Departures
2,225 C3 General Residential Units	307	807	776	461
275 Retirement Flats / Care Home Units	19	22	15	13
Total	326	829	791	474

Table 5.2 – Agreed Trip Generation from Consented One Horton Heath

- 5.6 The Lower Acre phase of the One Horton Heath development area has full planning consent for 381 dwellings (Planning Ref: F/20/89500). Table 5.3 details the vehicle generation from this consented phase and those anticipated at The Upper Acre against the threshold of vehicle movements generated by the outline consent for 2,500 dwellings.

	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	Arrivals	Departures	Arrivals	Departures
Vehicle Trips – The Upper Acre	58	154	148	88
Vehicle Trips – The Lower Acre	53	138	133	79
Total	111	292	281	167
Vehicle Trips – One Horton Heath (Residential)	326	829	791	474
Net Impact	-215	-537	-510	-307

Table 5.3 – Net Impact of The Upper and Lower Acre

- 5.7 Table 5.3 details that the volume of trips generated by the proposed 424 dwellings at Upper Acre along with the 381 dwellings at Lower Acre are within the threshold of vehicle trips consented by the outline application. The Transport Assessment, for the consented outline application tested the highway network to a 2036 Baseline.
- 5.8 It is proposed to start construction of The Upper Acre phase in late 2026 with an anticipated four year build programme, with completion significant before the tested baseline, therefore the proposals will have no impact on the mitigation measures already agreed.

Subsequent Outline Applications

- 5.9 As a sensitivity test, an assessment has been undertaken using the same methodology as above to take into consideration Reserve Matters applications for the future phases of One Horton Heath due to be submitted in the coming months, which are as follows:
- ▶ Quobleigh Breach – 270 dwellings;
 - ▶ The Holme and The Homestal – 360 dwellings;
 - ▶ The Folds – 634 dwellings;
- 5.10 Table 5.4 details the net impact of the upcoming future phases along with The Upper and Lower Acre phases against the threshold of vehicle movements agreed at outline consent for the residential uses on the One Horton Heath development area, using the same methodology as detailed above.

	AM Peak		PM Peak	
	Arrivals	Departures	Arrivals	Departures
Vehicle Trips – The Upper Acre	58	154	148	88
Vehicle Trips – The Lower Acre	53	138	133	79
Vehicle Trips – Quobleigh Breach	37	98	94	56
Vehicle Trips – The Holme & Homestal	51	134	129	76
Vehicle Trips – The Folds	87	230	221	131
Total	286	755	725	430
Vehicle Trips – One Horton Heath (Residential)	326	829	791	474
Net Impact	-40	-74	-66	-44

Table 5.4 Net Impact of all Reserved Matters Housing Applications

- 5.11 Table 5.4 details that when all the future reserve matters applications for residential dwellings are considered as a whole, the threshold level found acceptable at outline consent is not exceeded.

6.0 Summary and Conclusions

- 6.1 This Transport Assessment (TA) has been prepared by Motion on behalf of Eastleigh Borough Council in relation to the proposed development of the Upper Acre phase within the One Horton Heath strategic development.
- 6.2 One Horton Heath is set within the semi- rural parish of Fair oak and Horton Heath, joining the existing Horton Heath settlement to the east and will provide 2,500 homes, a local centre, a primary school along with a sports field.
- 6.3 The One Horton Heath development received Outline Planning Permission in October 2025 (Planning Ref:O/20/89498) for the following development:
- ▶ Up to 2,500 residential units in total (across The Lower Acre, Quobleigh Breach, The Upper Acre, Round Copse, The Holme, The Homestal, Chalcroft Farm and The Folds phases);
 - ▶ A Local Centre (and supporting secondary local centres) on land up to 3.1 hectares comprising mixed-use residential/retail/leisure/community/employment/ day nursery/food establishment uses (Local Centre Phase);
 - ▶ A three form Primary School;
 - ▶ Public open space including formal sports facilities and informal provisions;
 - ▶ Allotments, ecological, landscape and sustainable drainage works;
 - ▶ Key infrastructure and utilities provision including new roads, footpaths, bridleways and cycle paths.
- 6.4 This TA has detailed that within the Upper Acre phase that:
- ▶ Highway geometry complies with the relevant design standards;
 - ▶ Car parking is provided in line with the required standards;
 - ▶ A comprehensive network of footways and cycleways is provided linking into future phases of One Horton Heath, promoting Active Travel.
 - ▶ All dwellings will be within 400 metres of a bus stop in line with the requirements.
- 6.5 On the basis of the above, it is concluded that the proposals accord with national and local transport related policies and can be accommodated without detriment to the operating capacity of the local transport network. It is therefore concluded that there is no reason why the proposals should be resisted on traffic and transportation grounds.

Appendix A

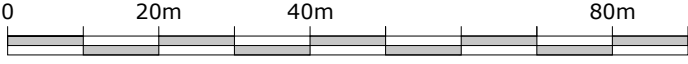
Highway Layout – Permeability Layout



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Notes



P1	First Issue	07-11-25	RE	RS
Rev	Comments	Date	Dr	Ch

Principal Plan

UAOHH- BSL - ZZ - XX - DR - A - 2002 - P1

Upper Acre, One Horton Heath 23074

Land west of Burnetts Lane, Eastleigh, SO30 2HH 1:1000 @ A2

Eastleigh Borough Council PRELIMINARY

Suite E, Ferry House
Canute Road
Southampton
Hampshire
SO14 3FJ

023 8063 1432

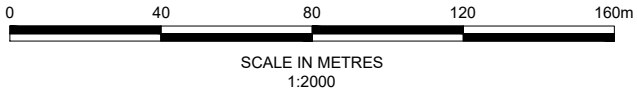
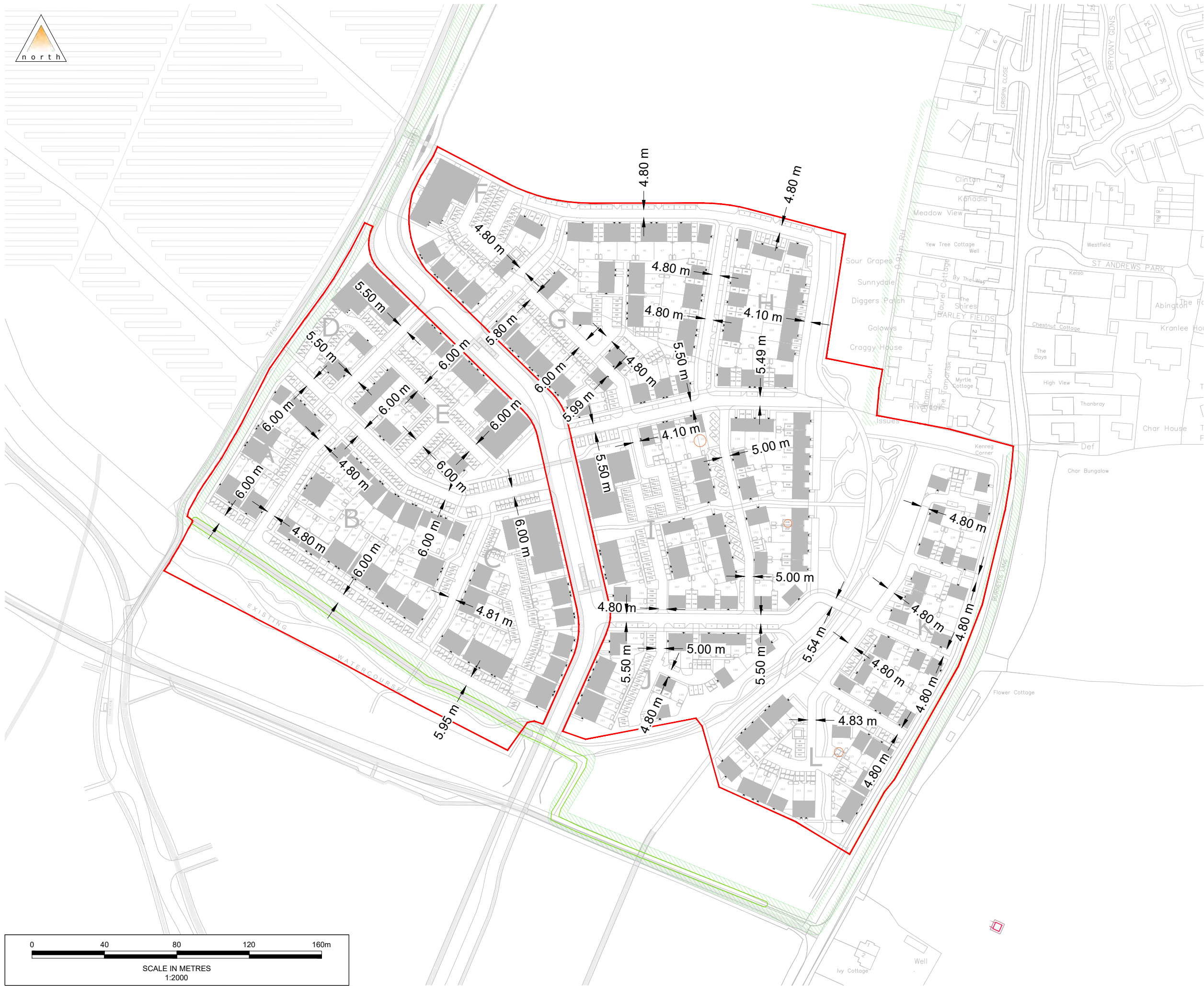
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Appendix B

Highway Layout – Road Widths

C:\Users\droddy\Motion\StaffSite - Ebhort 2310092\Drawings\2310092-01B.dwg



Notes

1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
2. This drawing is based on OS mapping and Motion cannot guarantee the accuracy of the data.

P02 Updated Site Plan	DR	CS	CS	07/11/2025
P01 First Issue	DR	CS	CS	17/10/2025
Rev. Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION

motion

Guildford - Reading - London
www.motion.co.uk

Client:

Eastleigh Borough Council

Project:

One Horton Heath, Eastleigh

Title:

Dimension Plan

Scale: 1:2,000 (@ A3)

Drawing:

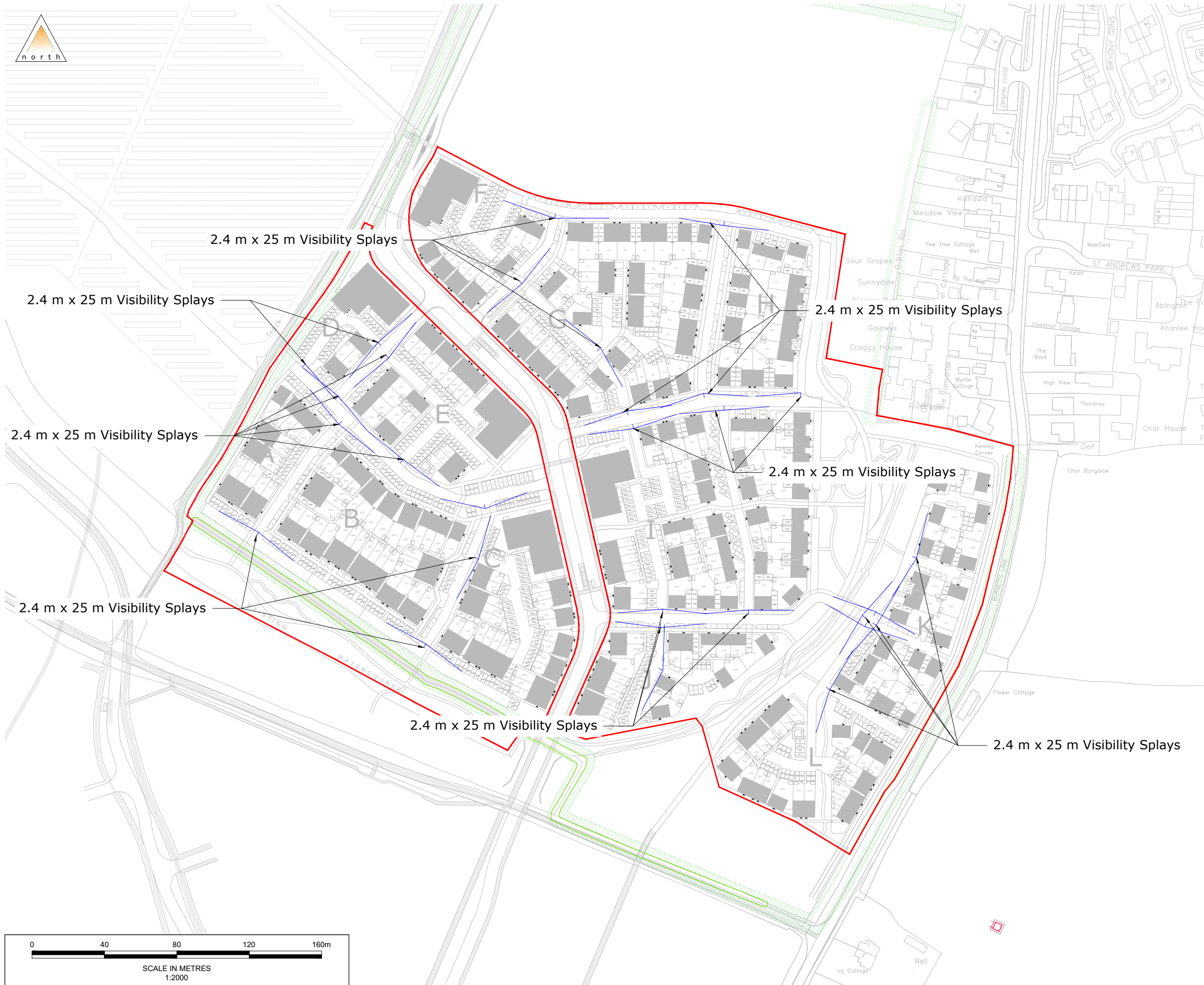
2310092-03

Revision:

P02

Appendix C

Junction Visibility Splays Drawings



Notes

1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
2. This drawing is based on OS mapping and Motion cannot guarantee the accuracy of the data.

P03	Updated Site Layout	DR	CS	CS	07/11/2025
P02	Updated Site Layout	DR	CS	CS	17/10/2025
P01	First Issue	DR	CS	CS	28/08/2024
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
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motion

Guildford - Reading - London
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Client:

Eastleigh Borough Council

Project:

One Horton Heath, Eastleigh

Title:

Visibility Splays

Scale: 1:2,000 (@ A3)

Drawing:

2310092-01

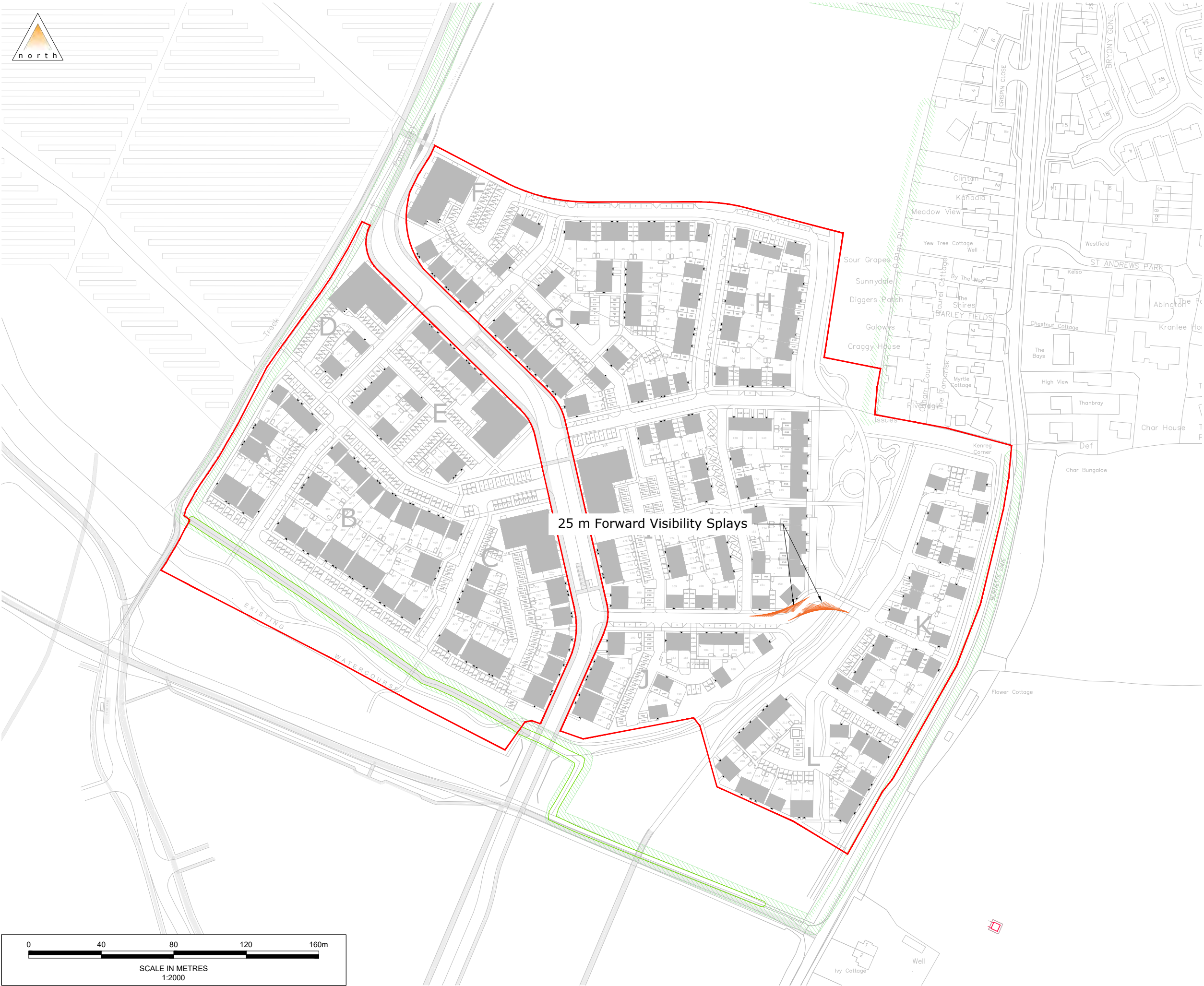
Revision:

P03

Appendix D

Forward Visibility Splay Drawing

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Notes

1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
2. This drawing is based on OS mapping and Motion cannot guarantee the accuracy of the data.

P02 Updated Site Plan	DR	CS	CS	07/11/2025
P01 First Issue	DR	CS	CS	17/10/2025
Rev. Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION

motion

Guildford - Reading - London
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Client:
Eastleigh Borough Council

Project:
One Horton Heath, Eastleigh

Title:
Forward Visibility Splays

Scale: 1:2,000 (@ A3)

Drawing:
2310092-04

Revision:
P02

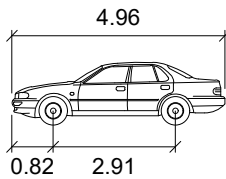
Appendix E

Swept Path Analysis – Cars and Vans

C:\Users\droddy\Motion\StaffSite - Ebbort 2310092\Drawings\2310092-TK01H.dwg



- Notes
1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
 2. Motion accepts no liability for any vehicle specification errors or inaccuracies within the vehicle tracking software used / or it's vehicle libraries. The vehicles speeds used for the analysis are as follows: forward 10mph / reversing 10mph.



Jaguar XF Saloon

	metres
Width	: 1.94
Track	: 1.60
Lock to Lock Time	: 4.0
Steering Angle	: 35.0

P03	Updated Site Plan	DR	CS	CS	07/11/2025
P02	Updated Site Plan	DR	CS	CS	17/10/2025
P01	First Issue	DR	CS	CS	29/09/2025
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION



Client:
Eastleigh Borough Council

Project:
One Horton Heath, Eastleigh

Title:
Swept Path Analysis
Large Car Manoeuvring Through Site

Scale: 1:2,000 (@ A3)

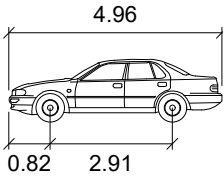
Drawing:
2310092-TK06

Revision:
P03

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- Notes
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 2. Motion accepts no liability for any vehicle specification errors or inaccuracies within the vehicle tracking software used / or it's vehicle libraries. The vehicle speeds used for the analysis are as follows: forward 10mph / reversing 10mph.



Jaguar XF Saloon

	metres
Width	: 1.94
Track	: 1.60
Lock to Lock Time	: 4.0
Steering Angle	: 35.0

P05	Updated Site Layout	DR	CS	CS	07/11/2025
P04	Updated Site Plan	DR	CS	CS	17/10/2025
P03	Updated Site Plan	DR	CS	CS	29/09/2025
P02	Updated Site Plan	DR	CS	CS	29/08/2025
P01	First Issue	DR	CS	CS	01/08/2024
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION

motion

Guildford - Reading - London
www.motion.co.uk

Client:
Eastleigh Borough Council

Project:
One Horton Heath, Eastleigh

Title:
Swept Path Analysis
Large Car - Site Parking

Scale: 1:2,000 (@ A3)

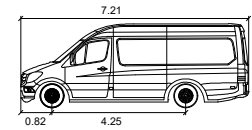
Drawing:
2310092-TK03

Revision:
P05

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- Notes
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 2. Motion accepts no liability for any vehicle specification errors or inaccuracies within the vehicle tracking software used / or it's vehicle libraries. The vehicles speeds used for the analysis are as follows: forward 10mph / reversing 10mph.



7.5t Panel Van

Width	: 2.19
Track	: 1.86
Lock to Lock Time	: 4.0
Steering Angle	: 39.7

P03	Updated Site Plan	DR	CS	CS	07/11/2025
P02	Updated Site Plan	DR	CS	CS	17/10/2025
P01	First Issue	DR	CS	CS	29/09/2025
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION



Client:

Eastleigh Borough Council

Project:

One Horton Heath, Eastleigh

Title:

Swept Path Analysis
Panel Van Manoeuvring Through Site

Scale: 1:2,000 (@ A3)

Drawing:

2310092-TK07

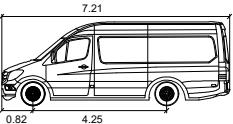
Revision:

P03

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- Notes
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7.5t Panel Van

Width	: 2.19
Track	: 1.86
Lock to Lock Time	: 4.0
Steering Angle	: 39.7

P03	Updated Site Plan	DR	CS	CS	07/11/2025
P02	Updated Site Plan	DR	CS	CS	17/10/2025
P01	First Issue	DR	CS	CS	29/09/2025
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION



Client:

Eastleigh Borough Council

Project:

One Horton Heath, Eastleigh

Title:

Swept Path Analysis
Panel Van Turning Manoeuvres

Scale: 1:2,000 (@ A3)

Drawing:

2310092-TK08

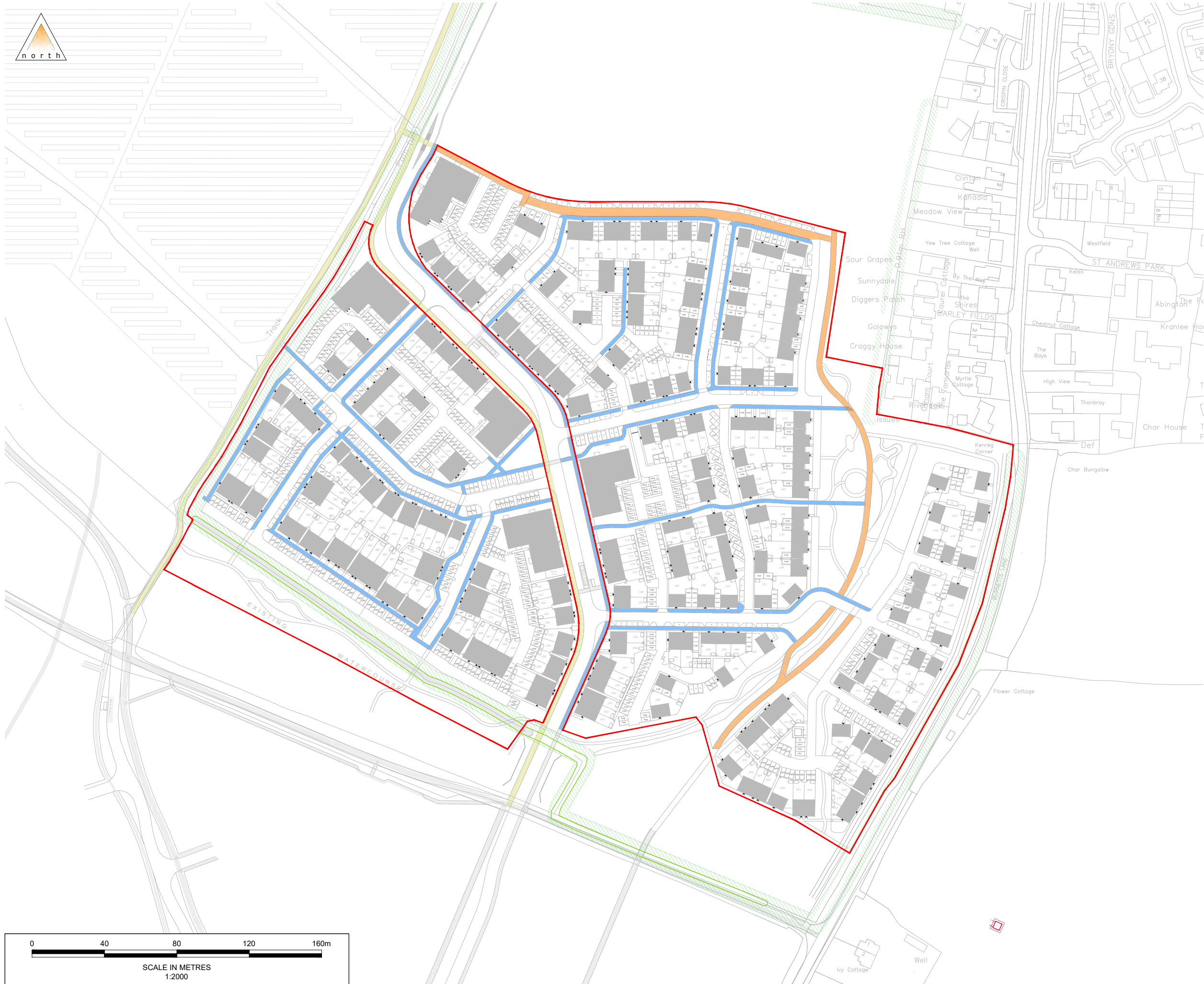
Revision:

P03

Appendix F

Footway and Cycleway Layout Drawing

C:\Users\droddy\Motion\StaffSite - Ebbort 2310092\Drawings\2310092-TK01H.dwg



Notes

1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.

Legend

- Connecting Cycleway and Shared Street
- Strategic Cycleway Provided by Others
- Principal Estate Footways

P03	Updated Site Plan	DR	CS	CS	07/11/2025
P02	Updated Site Plan	DR	CS	CS	17/10/2025
P01	First Issue	DR	CS	CS	29/09/2025
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION

motion

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www.motion.co.uk

Client:
Eastleigh Borough Council

Project:
One Horton Heath, Eastleigh

Title:
Footway & Cycleway Overview

Scale: 1:2,000 (@ A3)

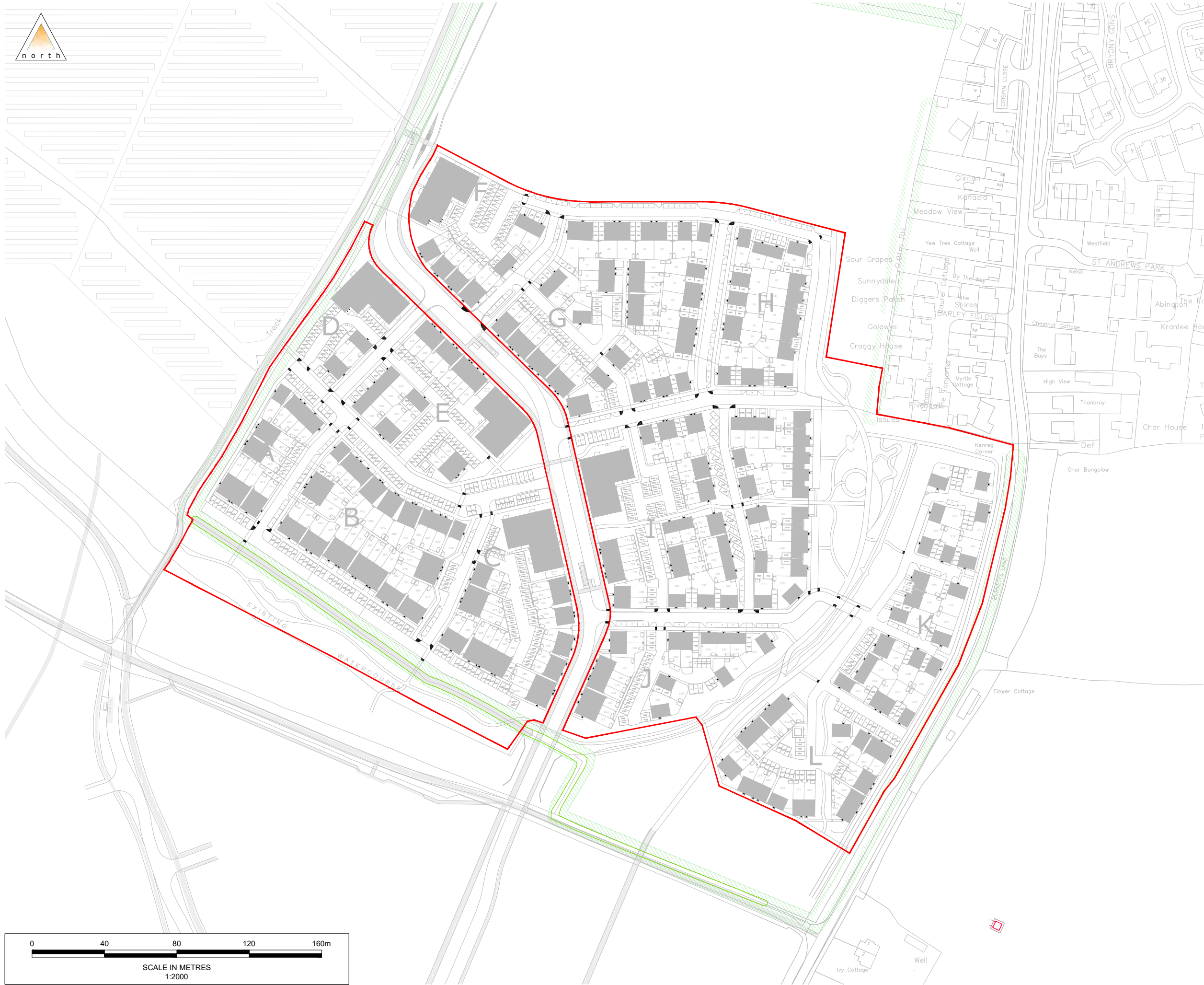
Drawing:
2310092-02

Revision:
P03

Appendix G

Pedestrian Crossing Location Drawing

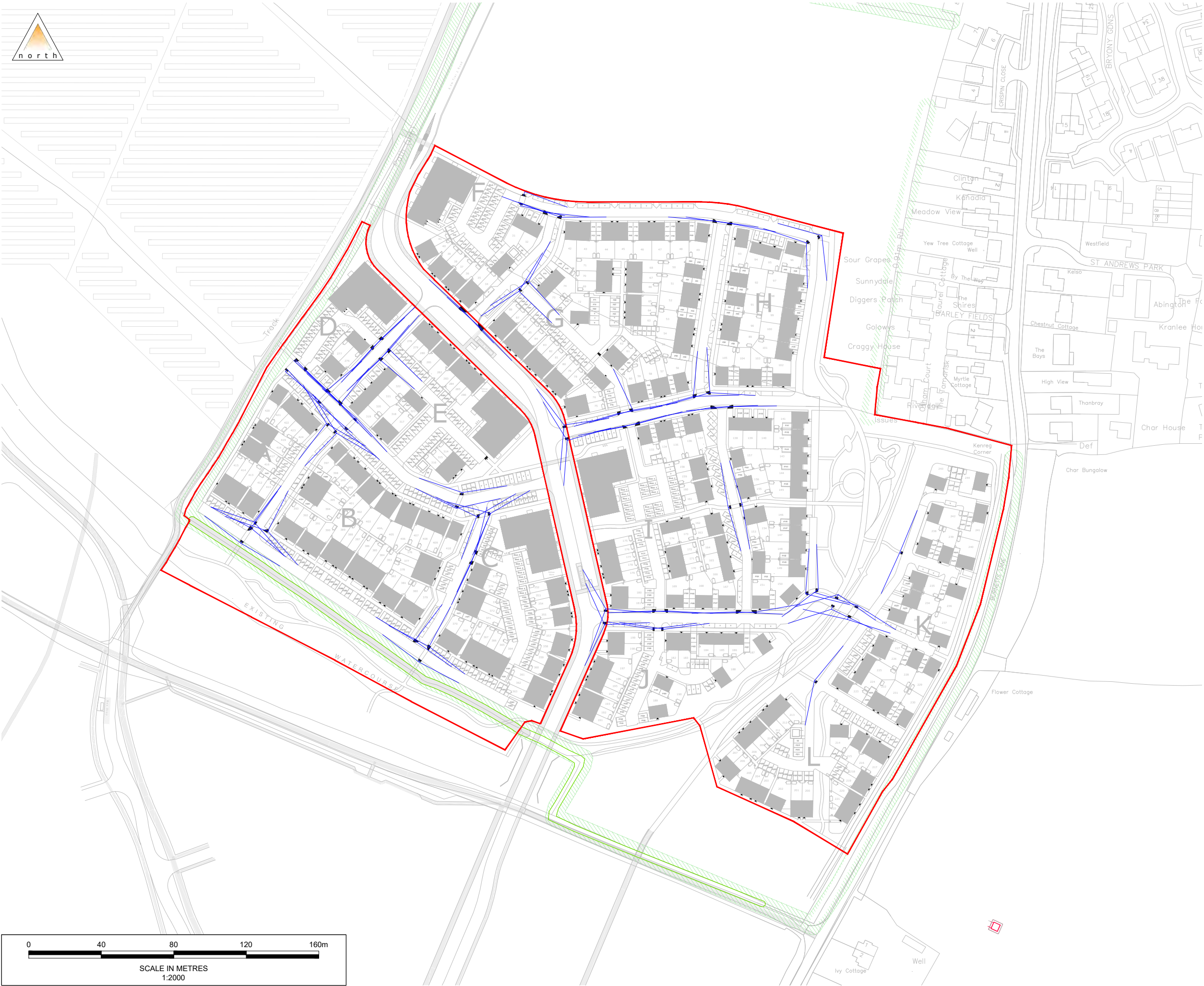
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Appendix H

Pedestrian Visibility Splay Drawing

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Notes

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Legend

25 m Pedestrian Visibility Splay

P01	First Issue	DR	CS	CS	14/11/2025
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

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motion

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Client:
Eastleigh Borough Council

Project:
One Horton Heath, Eastleigh

Title:
Pedestrian Visibility Splays

Scale: 1:2,000 (@ A3)

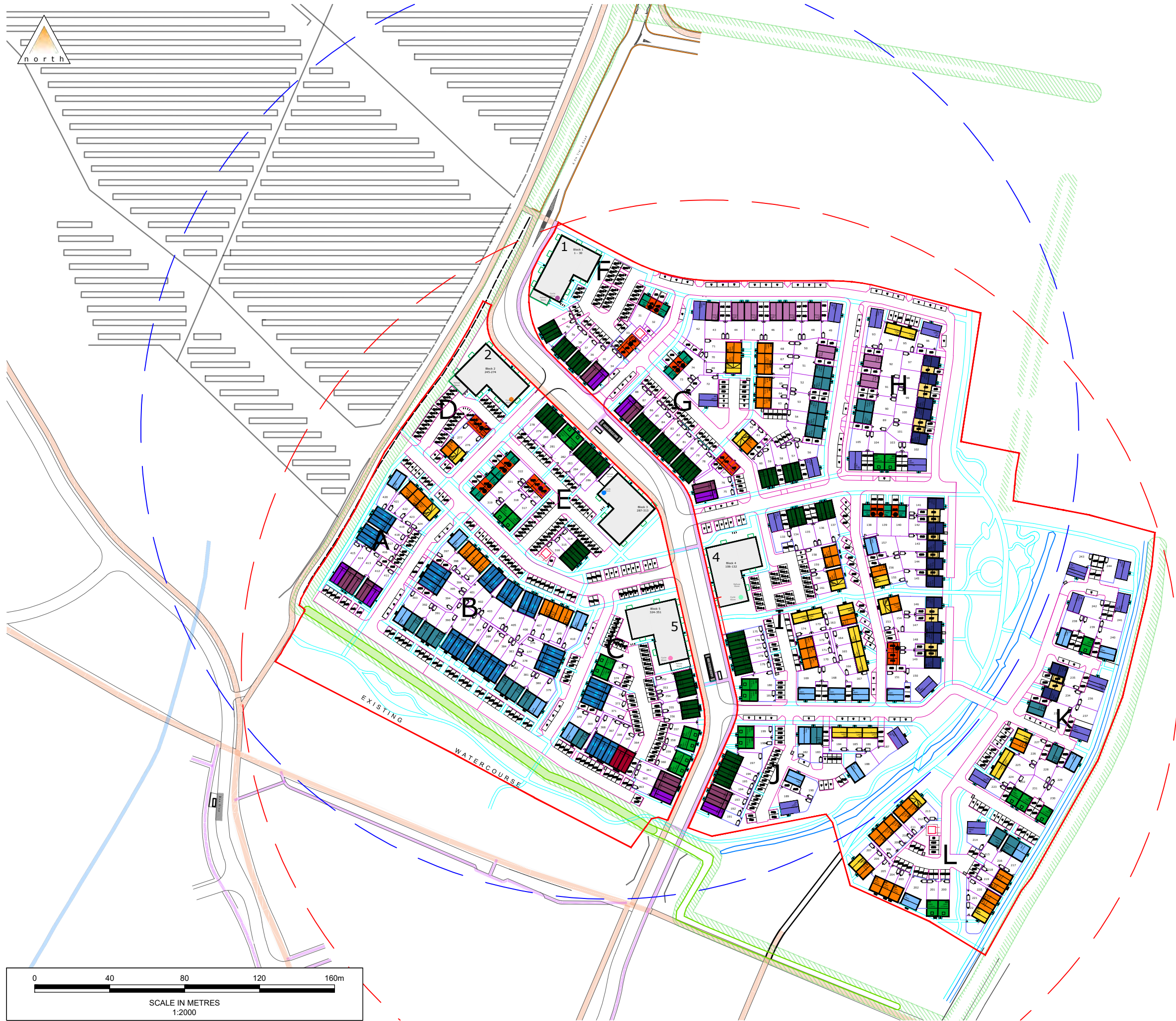
Drawing:
2310092-05

Revision:
P01

Appendix I

Bus Stops and Bus Stop Isochrones

C:\Users\omurphy\Motion\StaffSite - Ebhort 2310092\Drawings\2310092-02.dwg



- Notes
1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
 2. This drawing is based on survey information supplied by Eastleigh Borough Council, and Motion cannot guarantee the accuracy of the data provided.
 3. This drawing is based on OS mapping and Motion cannot guarantee the accuracy of the data.

- Legend
- - - 250m Bus Isochrone SOUTHERN
 - - - 250m Bus Isochrone NORTHERN

-	First Issue	OM	CS	CS	26/11/2025
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION



Client:

Eastleigh Borough Council

Project:

ebhort

Title:

250m Bus Isochrone for Northern and Southern Bus Stops

Scale: 1:2000 (@ A3)

Drawing:

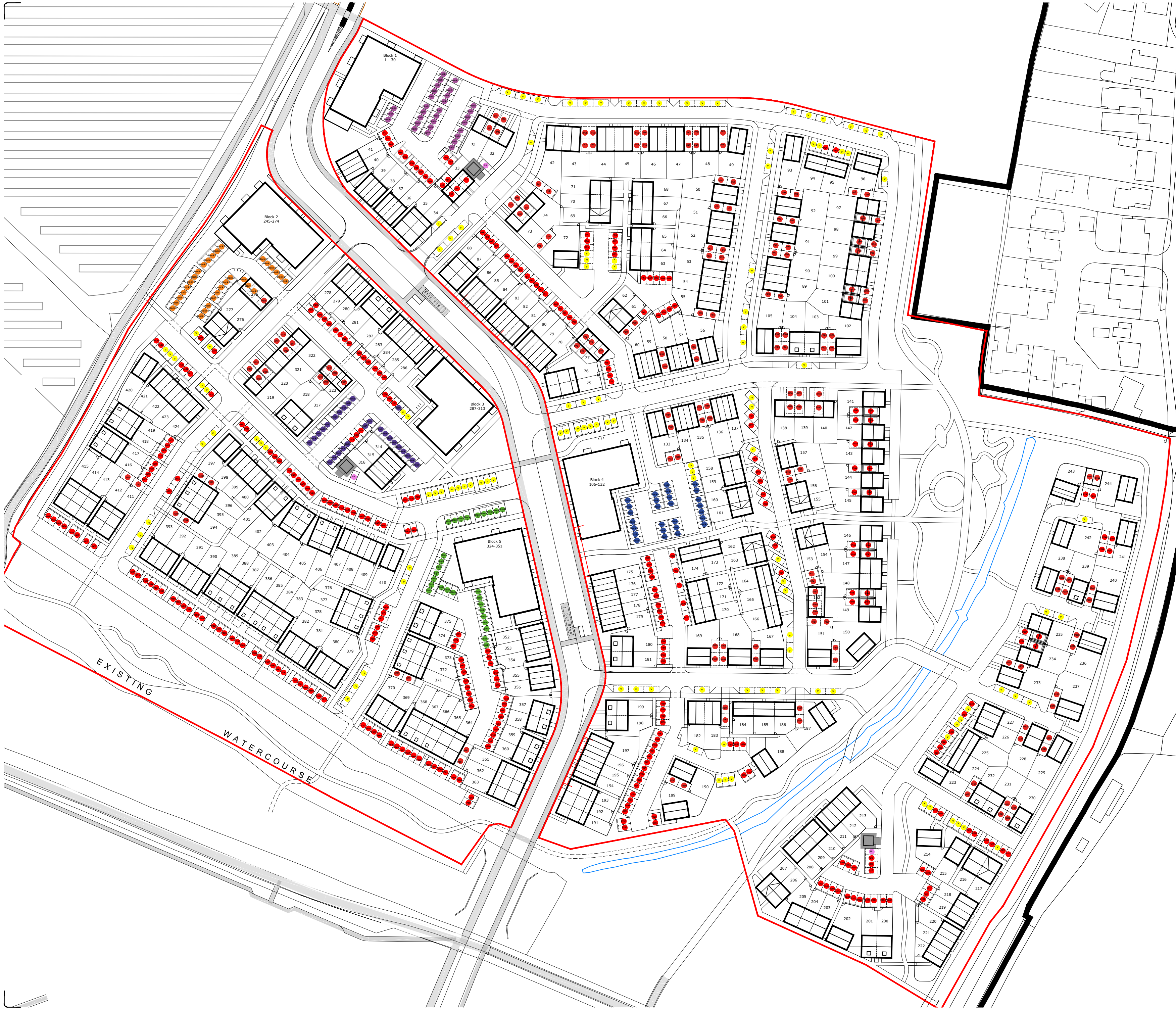
2310092-02

Revision:

-

Appendix J

Car Parking Layout Drawing



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Notes

At least 80% of Dwellings meet M4(2) with regard to access, parking and internal standards, unless otherwise stated.

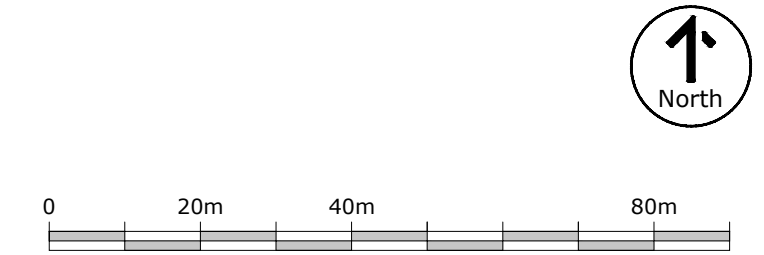
House Types BB and CC meet M4(2) internally, except in respect of future ground floor shower provision.

House type VV FOG complies with M4(1) only.

GIA sqm taken from EBC OHH House Types Booklet (undated)

Each residential dwelling has access 1 EV charging point. The provision of EV chargers are either on/off plot bollard 300mm behind the parking bay or wall mounted on plot.

- Parking**
- Visitor Parking Bay
127 Spaces
 - House / FOG/ Car Port / Garage Parking Bay
495 spaces
 - Substation Bay
3 spaces
-
- Apartment Block 1 Parking Bay
1No. space per unit - 30 spaces
 - Apartment Block 2 Parking Bay
1No. space per unit - 30 spaces
 - Apartment Block 3 Parking Bay
1No. space per unit - 27 spaces
 - Apartment Block 4 Parking Bay
1No. space per unit - 27 spaces
 - Apartment Block 5 Parking Bay
1No. space per unit - 28 spaces



P1	First Issue	07-11-25	RE	RS
Rev	Comments	Date	Dr	Ch

Principal Plan
Car Parking
UAOHH- BSL - ZZ - XX - DR - A - 2008 - P1
Upper Acre, One Horton Heath 23074
Land west of Burnetts Lane, Eastleigh, SO30 2HH 1:1000 @ A2
Eastleigh Borough Council PRELIMINARY

Suite E, Ferry House
Canute Road
Southampton
Hampshire
SO14 3FJ

023 8063 1432

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Appendix K

Cycle Parking Layout Drawing



Disclaimer

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Notes

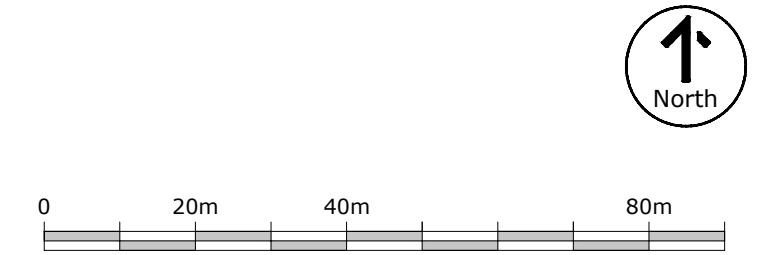
At least 80% of Dwellings meet M4(2) with regard to access, parking and internal standards, unless otherwise stated.

House Types BB and CC meet M4(2) internally, except in respect of future ground floor shower provision.

House type VV FOG complies with M4(1) only.

GIA sqm taken from EBC OHH House Types Booklet (undated)

- Cycle Stores**
- 2.4m x 1.5m Cycle Timber Storage Shed
 - Integral Cycle Store
 - Cycle Store Apartment Block 1
 - Cycle Store Apartment Block 2
 - Cycle Store Apartment Block 3
 - Cycle Store Apartment Block 4
 - Cycle Store Apartment Block 5



P1	First Issue	07-11-25	RE	RS
Rev	Comments	Date	Dr	Ch

Principal Plan
Cycle Parking
UAOHH- BSL - ZZ - XX - DR - A - 2009 - P1
Upper Acre, One Horton Heath 23074
Land west of Burnetts Lane, Eastleigh, SO30 2HH 1:1000 @ A2
Eastleigh Borough Council PRELIMINARY

Suite E, Ferry House
Canute Road
Southampton
Hampshire
SO14 3FJ

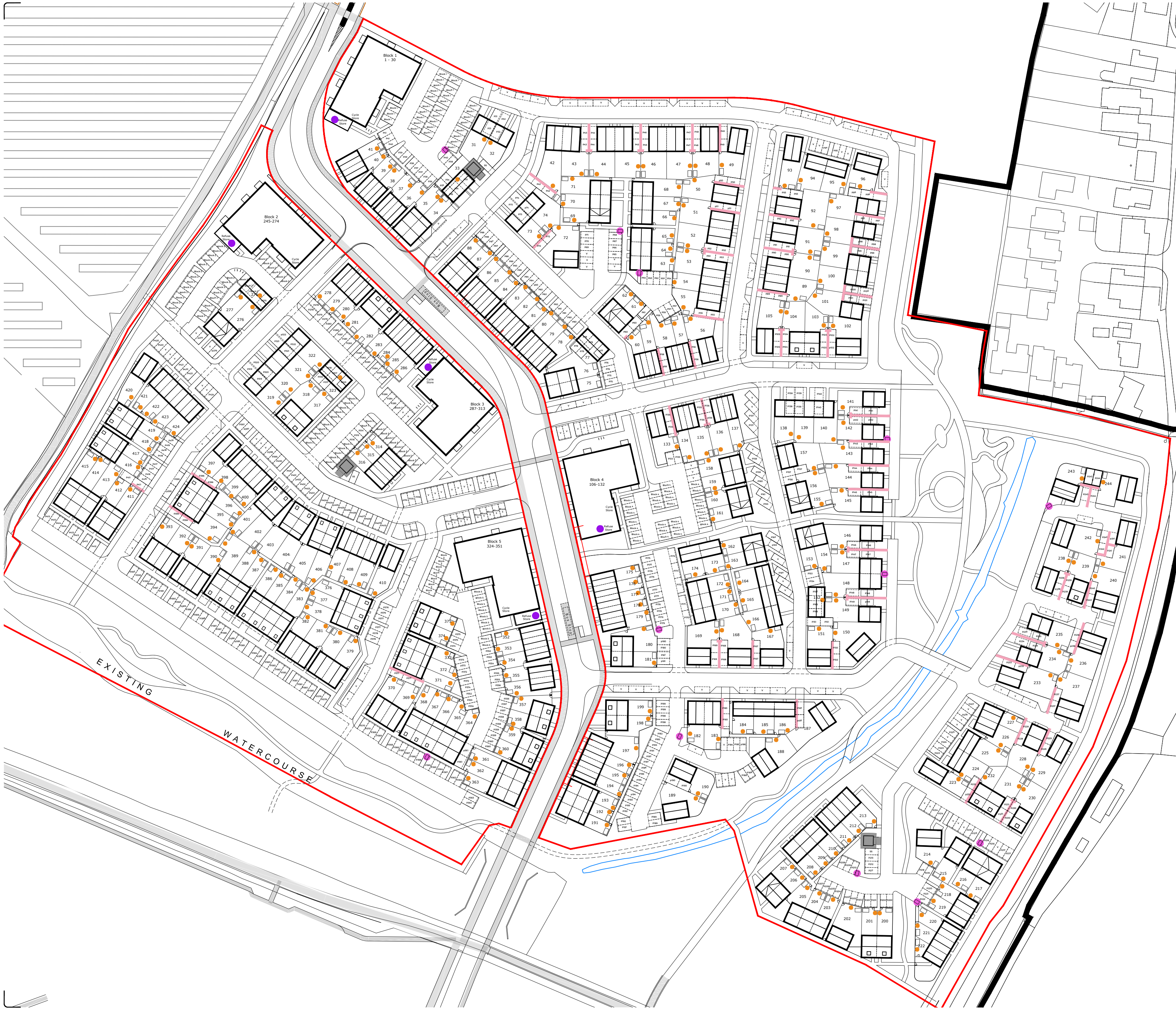
023 8063 1432

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Appendix L

Refuse Storage Layout Drawing



Disclaimer

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Notes

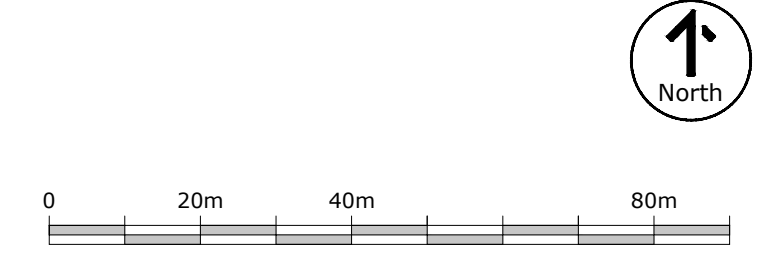
At least 80% of Dwellings meet M4(2) with regard to access, parking and internal standards, unless otherwise stated.

House Types BB and CC meet M4(2) internally, except in respect of future ground floor shower provision.

House type VV FOG complies with M4(1) only.

GIA sqm taken from EBC OHH House Types Booklet (undated)

- Refuse Storage & BCPs**
- Bin Storage Location in Rear Garden or FOG Store
 - Bin Store for Apartments
 - Bin Collection Point (BCP)
 - 900mm Bin Route



P1	First Issue	07-11-25	RE	RS
Rev	Comments	Date	Dr	Ch

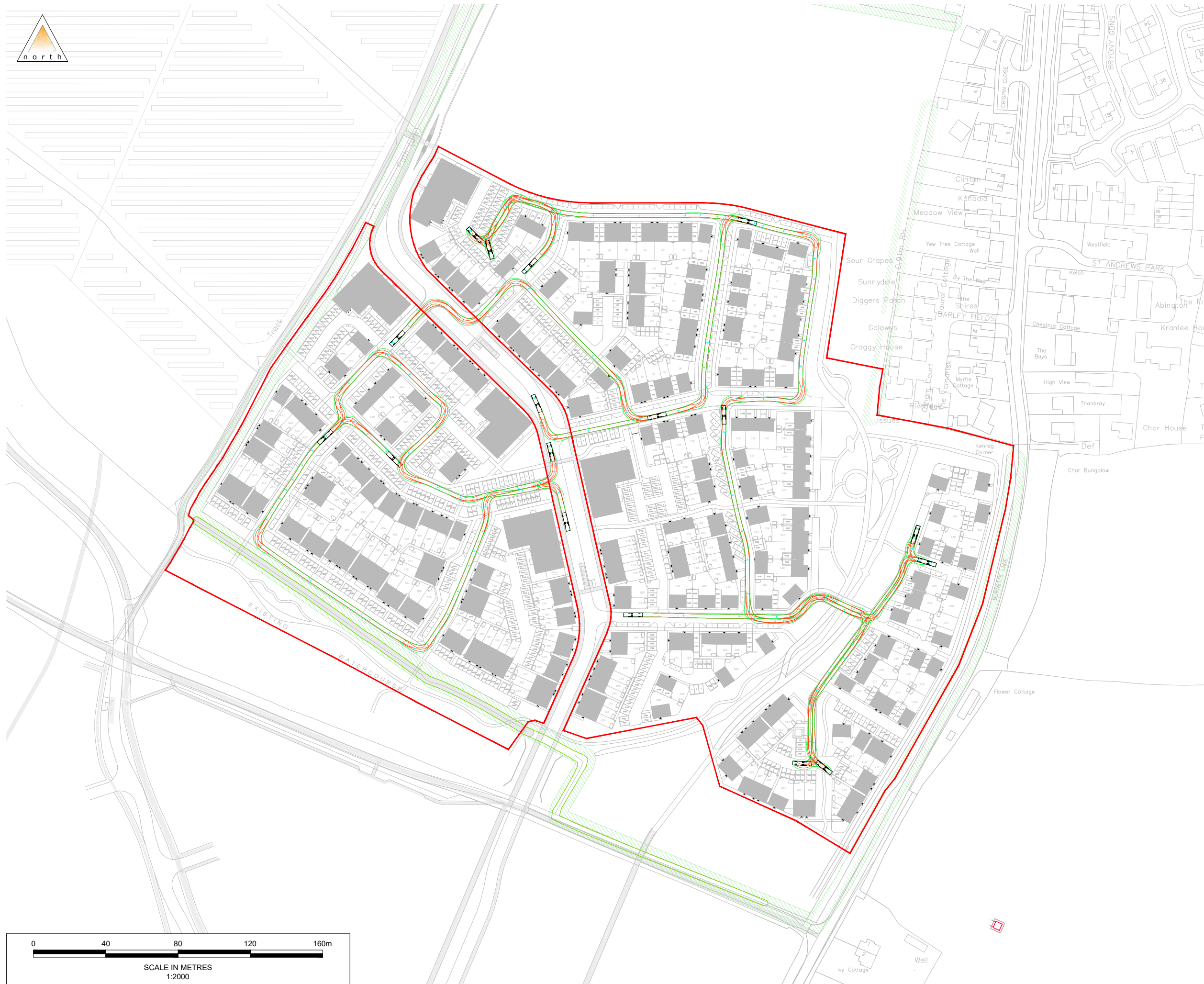
Principal Plan
Refuse Storage
UAOHH- BSL - ZZ - XX - DR - A - 2010 - P1
Upper Acre, One Horton Heath 23074
Land west of Burnetts Lane, Eastleigh, SO30 2HH 1:1000 @ A2
Eastleigh Borough Council PRELIMINARY

Suite E, Ferry House
Canute Road
Southampton
Hampshire
SO14 3FJ
023 8063 1432
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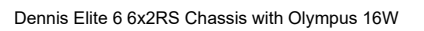
Boyle & Summers

Appendix M

Refuse Vehicle Swept Path Drawings

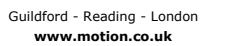


1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
2. Motion accepts no liability for any vehicle specification errors or inaccuracies within the vehicle tracking software used / or it's vehicle libraries. The vehicles speeds used for the analysis are as follows: forward 10mph / reversing 10mph.



P09	Updated Site Plan	DR	CS	CS	07/11/2025
P08	Updated Site Plan	DR	CS	CS	17/10/2025
P07	Updated Site Plan	DR	CS	CS	29/09/2025
P06	Updated Site Plan	DR	CS	CS	29/08/2025
P05	Updated Site Plan	DR	CS	CS	11/08/2025
P04	Updated Site Plan	DR	CS	CS	09/09/2024
P03	Updated Site Plan	DR	CS	CS	28/08/2024
P02	Updated Site Plan	DR	CS	CS	01/08/2024
P01	First Issue	DR	CS	CS	15/05/2024
Rev.	Description	Drn	Chk	App	Date

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NOT FOR CONSTRUCTION



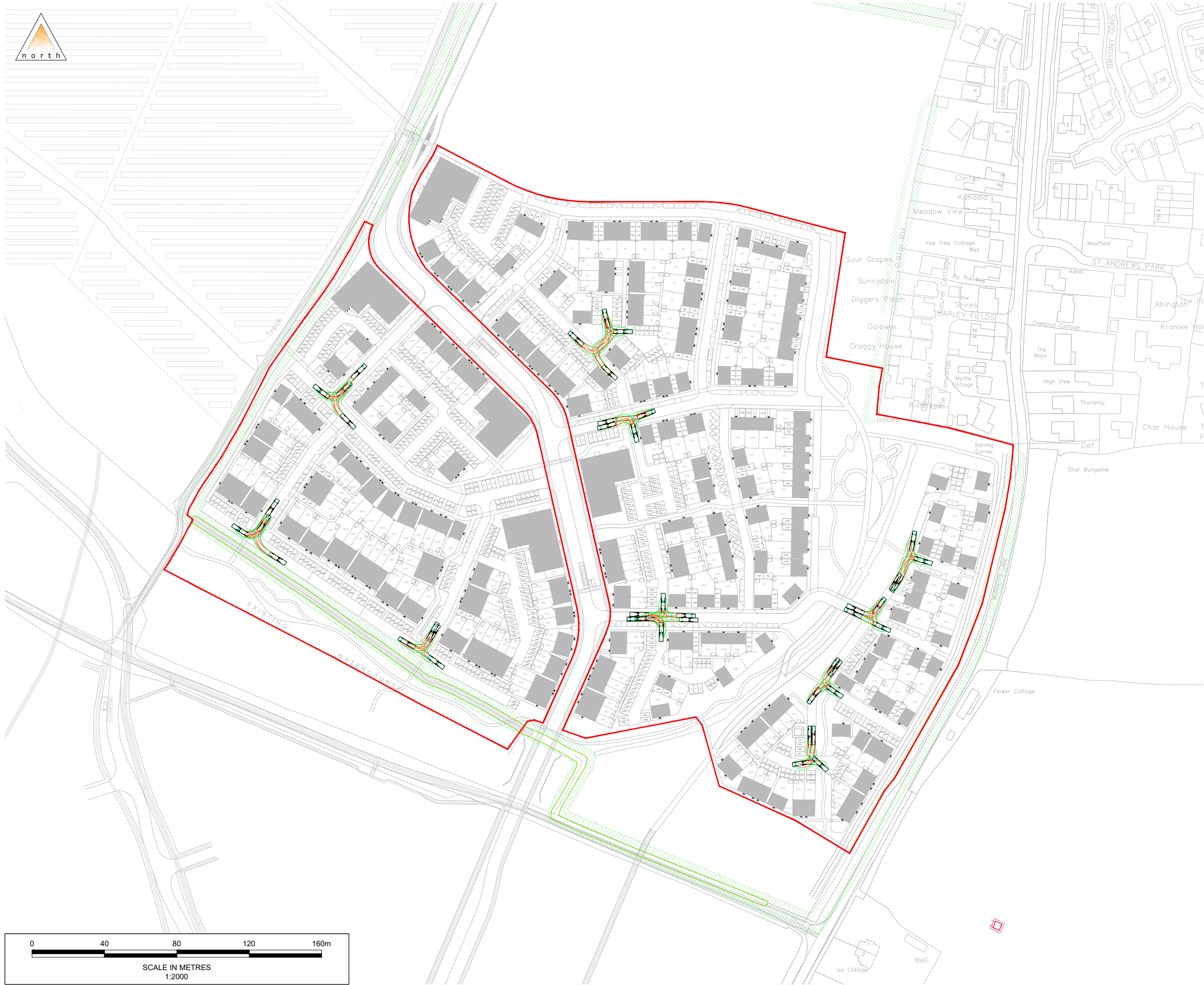
Eastleigh Borough Council

One Horton Heath, Eastleigh

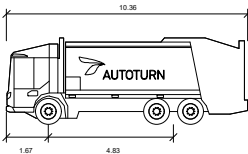
Swept Path Analysis of Site Refuse Arrangements

P09

C:\Users\droddy\Motion\StaffSite - Ebbort 2310092\Drawings\2310092-TK01H.dwg



- Notes
1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
 2. Motion accepts no liability for any vehicle specification errors or inaccuracies within the vehicle tracking software used / or it's vehicle libraries. The vehicles speeds used for the analysis are as follows: forward 10mph / reversing 10mph.



Dennis Elite 6x2RS Chassis with Olympus 16W

Width	: 2.23
Track	: 2.20
Lock to Lock Time	: 6.0
Steering Angle	: 40.0

P03 Updated Site Plan	DR	CS	CS	07/11/2025
P02 Updated Site Plan	DR	CS	CS	17/10/2025
P01 First Issue	DR	CS	CS	29/09/2025
Rev. Description	Drm	Chk	App	Date

Drawing Status:

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Client:
Eastleigh Borough Council

Project:
One Horton Heath, Eastleigh

Title:
Swept Path Analysis
of Site Refuse Arrangements
Refuse Vehicle Manoeuvres

Scale: 1:2,000 (@ A3)

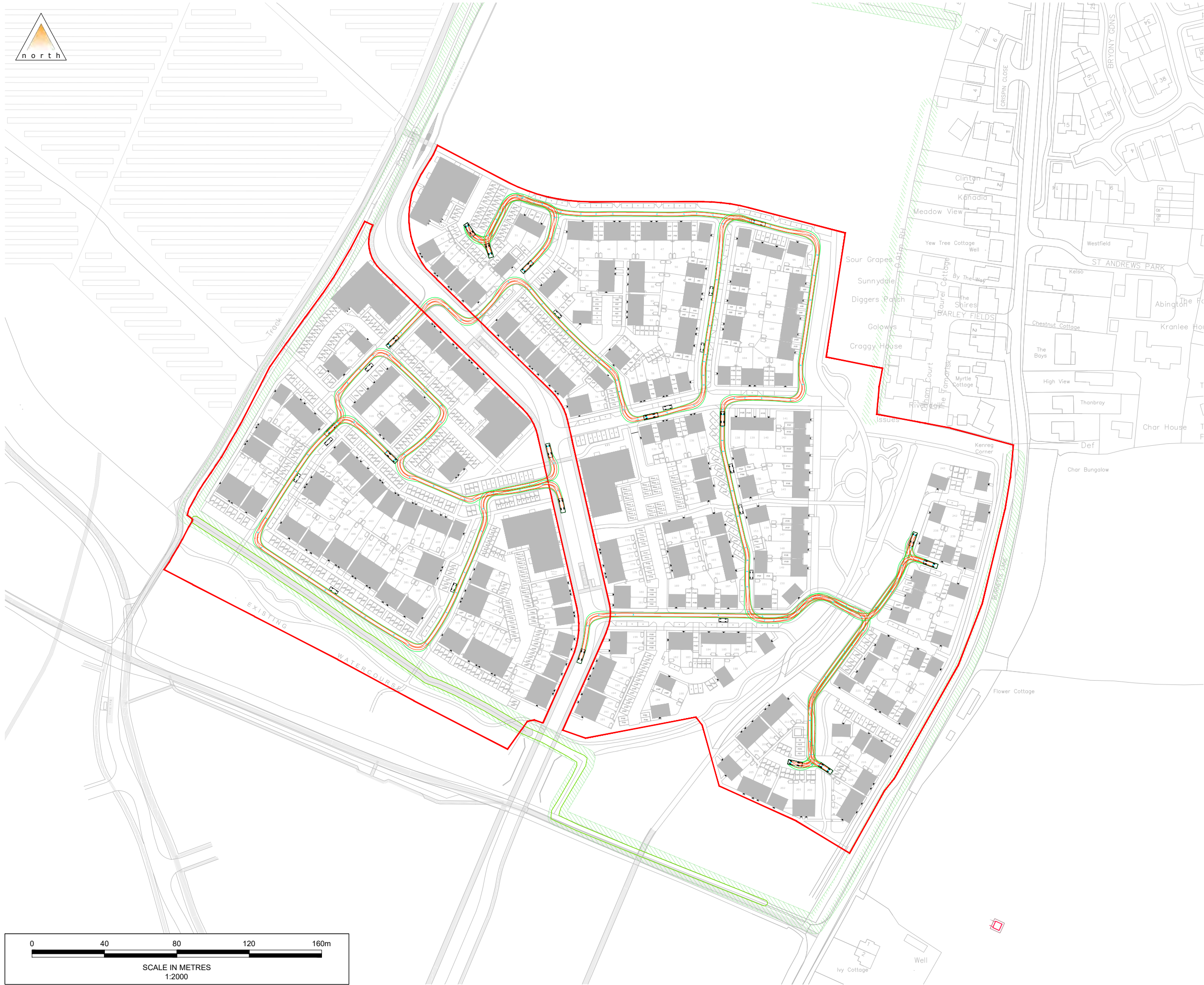
Drawing:
2310092-TK04

Revision:
P03

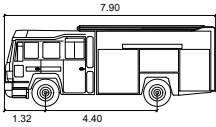
Appendix N

Fire Tender Swept Path Drawings

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- Notes
1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
 2. Motion accepts no liability for any vehicle specification errors or inaccuracies within the vehicle tracking software used / or it's vehicle libraries. The vehicles speeds used for the analysis are as follows: forward 10mph / reversing 10mph.



Pumping Appliance
meters
Width : 2.50 Lock to Lock Time : 6.0
Track : 1.75 Steering Angle : 34.3

P08	Updated Site Layout	DR	CS	CS	11/07/2025
P07	Updated Site Layout	DR	CS	CS	17/10/2025
P06	Updated Site Layout	DR	CS	CS	29/09/2025
P05	Updated Site Layout	DR	CS	CS	29/08/2025
P04	Updated Site Layout	DR	CS	CS	11/08/2025
P03	Updated Site Layout	DR	CS	CS	09/09/2024
P02	Updated Site Layout	DR	CS	CS	28/08/2024
P01	First Issue	DR	CS	CS	01/08/2024
Rev.	Description	Drm	Chk	App	Date

Drawing Status:
FOR PLANNING
NOT FOR CONSTRUCTION



Client:
Eastleigh Borough Council

Project:
One Horton Heath, Eastleigh

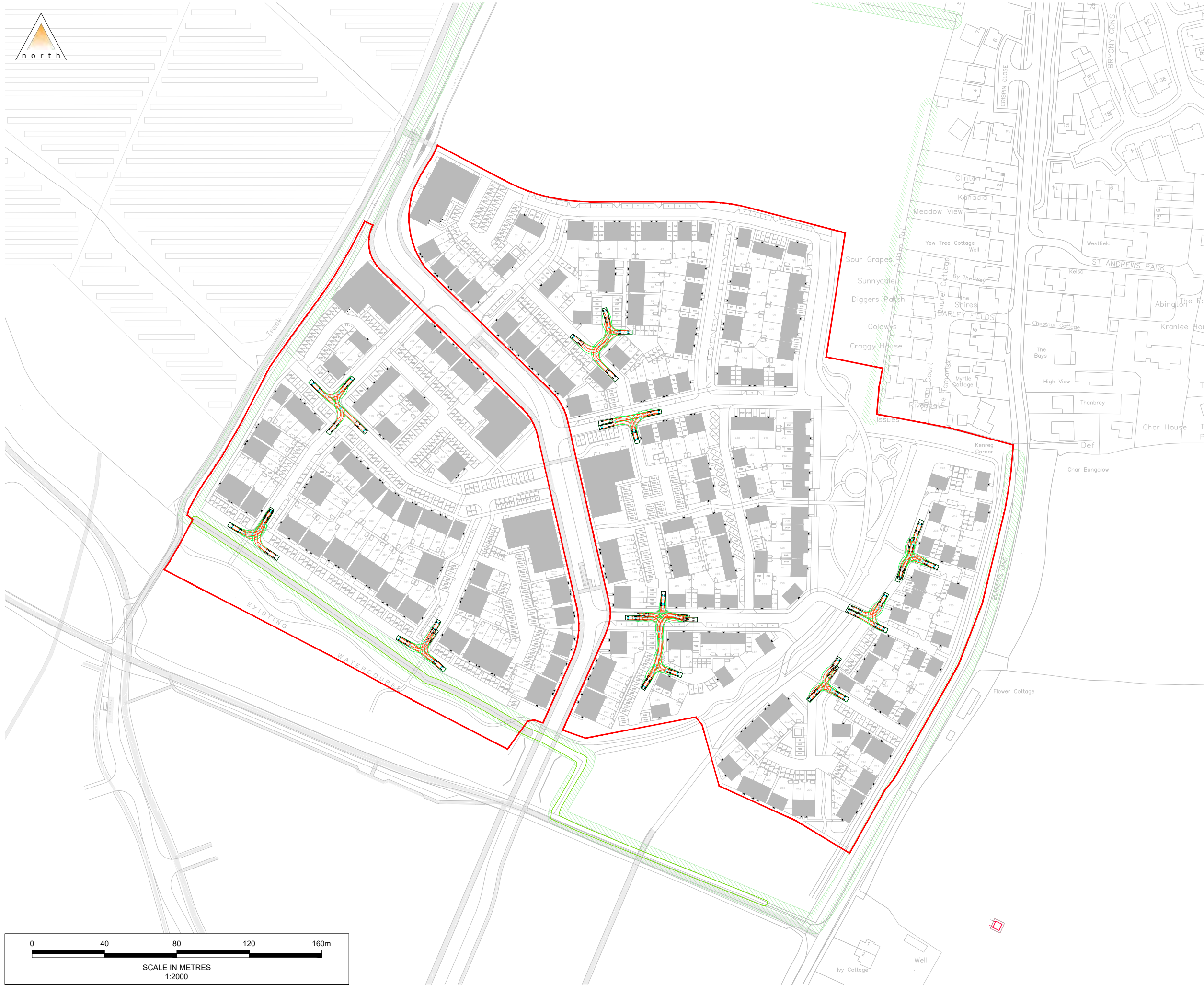
Title:
Swept Path Analysis
Fire Appliance

Scale: 1:2,000 (@ A3)

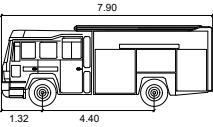
Drawing:
2310092-TK02

Revision:
P08

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- Notes
1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
 2. Motion accepts no liability for any vehicle specification errors or inaccuracies within the vehicle tracking software used / or it's vehicle libraries. The vehicles speeds used for the analysis are as follows: forward 10mph / reversing 10mph.



Pumping Appliance
Width : 2.50 meters
Track : 1.75 meters
Lock to Lock Time : 6.0
Steering Angle : 34.3

P03	Updated Site Plan	DR	CS	CS	07/11/2025
P02	Updated Site Plan	DR	CS	CS	17/10/2025
P01	First Issue	DR	CS	CS	29/09/2025
Rev.	Description	Drm	Chk	App	Date

Drawing Status:
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Client:
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Project:
One Horton Heath, Eastleigh

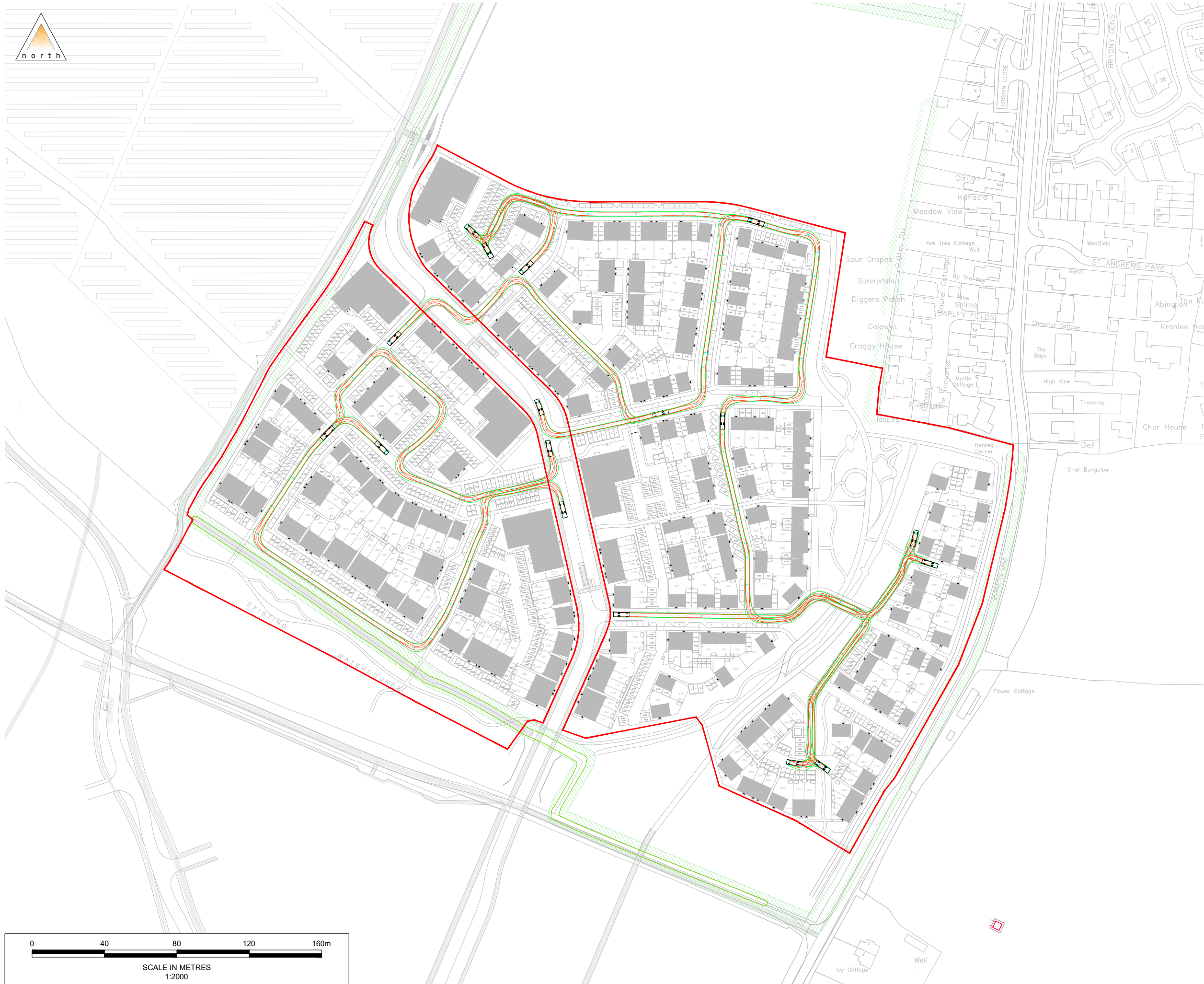
Title:
Swept Path Analysis
Fire Appliance
Fire Appliance Turning Manoeuvres

Scale: 1:2,000 (@ A3)

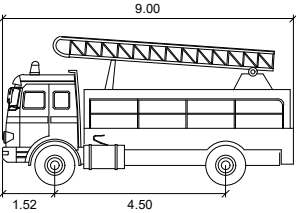
Drawing:
2310092-TK05

Revision:
P03

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- Notes
1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
 2. Motion accepts no liability for any vehicle specification errors or inaccuracies within the vehicle tracking software used / or it's vehicle libraries. The vehicles speeds used for the analysis are as follows: forward 10mph / reversing 10mph.



Hampshire Fire Aerial Ladder Platform
metres
Width : 2.55 Lock to Lock Time : 6.0
Track : 2.12 Steering Angle : 41.6
Articulating Angle : AA

P02 Updated Site Plan	DR	CS	CS	07/11/2025
P01 First Issue	DR	CS	CS	17/10/2025
Rev. Description	Drm	Chk	App	Date

Drawing Status:
FOR PLANNING
NOT FOR CONSTRUCTION



Client:
Eastleigh Borough Council

Project:
One Horton Heath, Eastleigh

Title:
Swept Path Analysis
Fire Appliance
with Aerial Ladder Platform

Scale: 1:2,000 (@ A3)

Drawing:
2310092-TK09

Revision:
P02