

An architectural rendering of a modern residential street. The scene shows a wide, paved road with a central green space filled with various plants and flowers. On the left, there are brick houses with gabled roofs. On the right, there are more brick houses, some with modern architectural features. A woman is riding a bicycle on the left, and a group of people, including a child and a dog, are walking on the right. A silver car is parked on the right. The sky is blue with white clouds.

ONE
HORTON
HEATH

The Holme and The Homestall Residential Travel Plan

December 2025



Residential Travel Plan

Holme and The Homestall, One Horton
Heath

Reserved Matters Application

December 2025

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Residential Travel Plan

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1 Introduction

1.1 Overview

- 1.1.1 This Residential Travel Plan (RTP) has been prepared by Stantec UK Ltd on behalf of Eastleigh Borough Council (One Horton Heath Team) to support the Reserved Matters Applications (RMA) for the two residential development parcels known as The Holme and Homestal within the One Horton Heath major development site, located between the villages of Fair Oak and Horton Heath in Hampshire.
- 1.1.2 One Horton Heath is a major mixed-use development, located within the administrative area of Eastleigh Borough Council (EBC), which was granted Outline Planning Permission (LPA ref no. O/20/89498) in October 2025 for up to 2,500 homes, a local centre, a primary school and commercial floorspace.
- 1.1.3 This Reserved Matters Application will be submitted pursuant to Condition 4 of the Outline Planning Permission (O/20/89498).

1.2 The Holme and Homestal

- 1.2.1 The Holme and Homestal are situated in the northern part of the OPP site. The Site is comprised predominantly of open agricultural land, though there is a dwelling with ancillary buildings on the south-eastern corner. The site is shown in **Figure 1.1** below.

Figure 1.1: Site Location



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- 1.2.2 The site is bound by dense woodland of Quobleigh Woods to the north which visually and physically separates the Site from the built form of the new residential development to the north-west along Allington Lane. An established hedgerow runs along the entirety of the Site's eastern boundary, separating The Folds from The Homestal, leading from Quobleigh Woods in the north to Fir Tree Lane to the south.
- 1.2.3 This report has been prepared to support the Reserved Matters Application for The Homestal and The Holme and is accompanied by a Transport Assessment (TA) that includes details on the road layouts, design and hierarchy, parking strategy, refuse strategy, site connectivity and internal junction design and assessment. This report should be read in conjunction with the TA.

1.3 Purpose of the Residential Travel Plan (RTP)

- 1.3.1 As part of the outline application, a Framework Travel Plan was prepared by Paul Basham Associates (dated April 2022) providing the overarching Travel Plan strategy for the OHH development. This has established the basis for this RTP.
- 1.3.2 A RTP is a strategy for managing travel and transport options, principally to increase the uptake of sustainable travel mode shares and decrease the reliance on single occupancy vehicle trips.
- 1.3.3 This RTP attends to the specific site characteristics, development proposals and Travel Plan measures associated with the RMA.

1.4 Section 106 Agreement

- 1.4.1 The OPP was granted with a Section 106 agreement which has set out the requirement for a Travel Plan to be provided and approved by the Council per Phase of the OHH development prior to occupation of that Phase. The Travel Plan Bond has been agreed in line with the implementation and compliance with the targets and measures set out in the OHH TP. This TP has been prepared in line with the requirements set out in the S106.

1.5 Report Structure

- 1.5.1 The report is structured as follows:
- **Section 2: Travel Plan Policy** – This section reviews the relevant policy and guidance to this development and RTP.
 - **Section 3: Existing Conditions** – This section provides a review of the existing conditions of the site and the sustainable travel opportunities.
 - **Section 4: Future Conditions** – This section sets out the future conditions that are anticipated to come forward, as set out in the OPP. These include transport infrastructure and local amenities that will increase the sustainable travel opportunities for residents.
 - **Section 5: Development Proposals** – This section outlines the RMA development proposals. This includes car and cycle parking provision, active travel provision and access arrangements.
 - **Section 6: Aims and Objectives** – This section sets out the aims and objectives of this RTP. This is in line with the OPP FTP and relevant guidance.
 - **Section 7: Interim Targets** – This section sets out the interim mode share targets for the RTP. These are to be updated and confirmed following baseline surveys.
 - **Section 8: Travel Plan Delivery and Management** – This section defines the delivery and management of the RTP, particularly in terms of the Travel Plan Coordinator (TPC) role.



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- **Section 9: Measures** – This section sets out the measures and action plan to achieve the RTP aims and objectives.
- **Section 10: Monitoring and Review** – An overview of the monitoring and review process of the RTP is set out in this section.



2 Travel Plan Policy

2.1 Introduction

2.1.1 This section sets out the relevant policy and guidance to this RTP.

2.2 National Policy

2.2.1 The following national policy outlined in **Table 2.1** is as provided in HCC’s Residential Travel Plan template.

Table 2.1: National and Regional Policy (Source: HCC’s Residential Travel Plan Template)

Policy Document	Relevant text
National Planning Policy Framework (Ministry of Housing, Communities and Local Government, 2024)	<i>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:</i> <i>a. Making transport considerations an important part of early engagement with local communities.</i> <i>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.</i> <i>c. Understanding and addressing the potential impacts of development on transport networks.</i> <i>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.</i> <i>e. Identifying and pursuing opportunities to promote walking, cycling and public transport use.</i> <i>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.</i> (NPPF Para.109) <i>“The planning system should actively manage patterns of growth in support of these objectives. 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.”</i> (NPPF Para.110) <i>“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.”</i>



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Policy Document	Relevant text
	(NPPF Para. 118)
Transport Decarbonisation Plan (Department for Transport, 2021)	The Transport Decarbonisation Plan sets the following strategic priority: “Accelerating modal shift to public and active transport” and outlines the aspiration to “make active travel the natural first choice for all who can take it”.
The National Planning Practice Guidance (Department for Levelling Up, Housing and Communities and Ministry of Housing, Communities and Local Government, 2014)	The NPPG is a web-based collection of guidance which provides more detailed specifications for travel plans, transport assessments, and statements. Travel Plans are defined here as <i>“long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling.”</i>

2.3 Regional Policy

- 2.3.1 The following regional policy outlined in **Table 2.2** is as provided in HCC’s Residential Travel Plan template.

Table 2.2: National and Regional Policy (Source: HCC’s Residential Travel Plan Template)

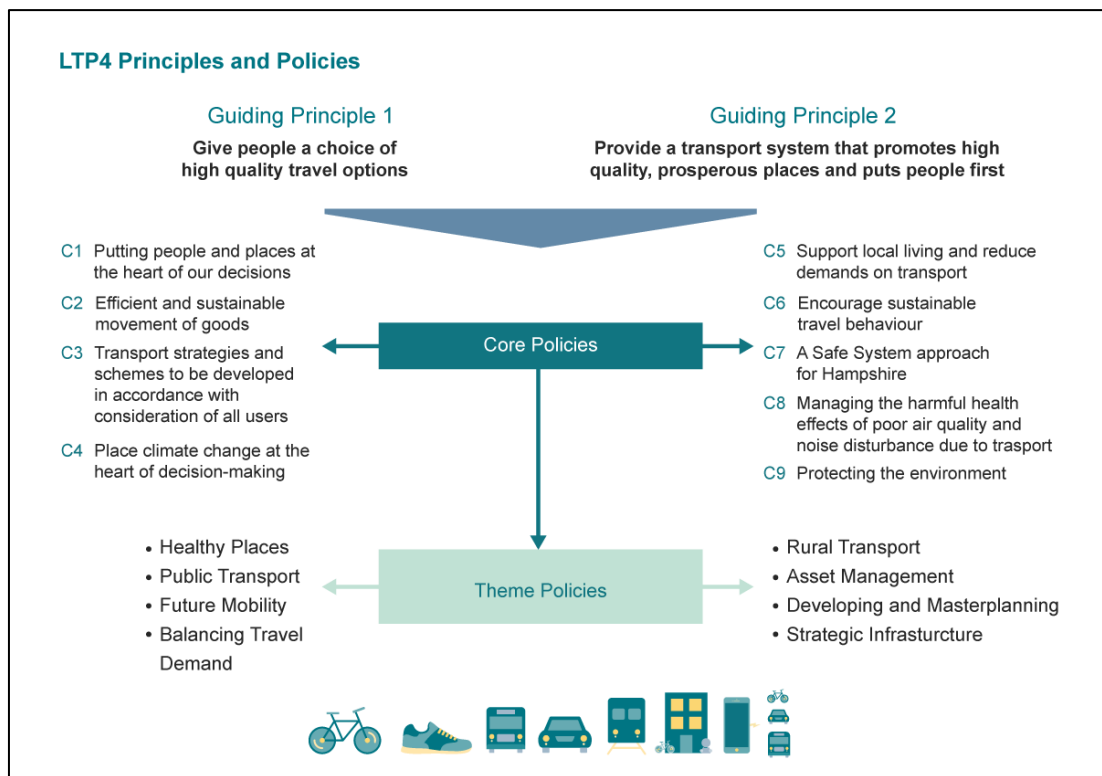
Regional	Summary
Hampshire County Council’s ‘A Guide to Development Related Travel Plans’ (2025)	This document defines Travel Plans as <i>“site-specific, long-term plans for integrating sustainable travel within an organisation or site.”</i> This RTP has been prepared in accordance with this document.
Hampshire’s Local Transport Plan 4	See Figure 2.1 below. Robust travel planning processes will deliver travel plans that support core policy 6 (C6) <i>“encourage sustainable behaviour”</i> , and theme policies associated with development and master planning, and healthy places.



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Figure 2.1: LTP4 Principles and Policies (HCC Residential Travel Plan Template)



2.3.2 The LTP4 sets out the Healthy Streets approach. This approach is based upon ten indicators that create environments that feel welcoming, comfortable and safe for walking and cycling, regardless of confidence, age and ability. Policy DM2 mandates development to comply with the Healthy Streets approach. This is shown in **Figure 2.2** below.



Figure 2.2: Hampshire Healthy Streets Approach



- 2.3.3 The development proposals have been prepared in accordance with the guidance set out above, including the Healthy Streets approach.

HCC's A Guide to Development Related Travel Plans (2025)

- 2.3.4 HCC provide guidance on Development Related Travel Plans in this document. It defines a Travel Plan as a *"site specific, long-term plan for integrating sustainable travel within an organisation or site."*
- 2.3.5 The guidance defines what a Travel Plan should comprise, and detail on the Travel Plan process and monitoring. It also refers to HCC's Travel Plan templates for further information.
- 2.3.6 This RTP has been prepared in accordance with HCC's Travel Plan guidance.

2.4 Local Policy

Eastleigh Borough Council's Local Plan (2016 – 2036)

- 2.4.1 Eastleigh Borough Council's (EBC) Local Plan was adopted in April 2022 and sets out the policies and plans to guide development to 2036. This has been reviewed and the applicable transport policies relevant to the RTP are noted below.
- 2.4.2 The Local Plan is underpinned by a set of objectives, the transport-related ones of which are as follows:



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Objective i: *“Tackling congestion – Tackle local traffic congestion and associated pollution by reducing car usage and improving transport infrastructure”.*

Objective ii: *“Developing green infrastructure – Provide green links to and between local facilities and open space and a linked habitat network to safeguard wildlife and natural resource.”*

Objective iii: *“Encouraging a sustainable community – Ensure future development contributes to the Borough’s sustainability and resilience through effect low carbon and water efficient planning and design”.*

Objective viii: *“Enabling healthier lifestyles / wellbeing – Facilitate better physical and mental health and wellbeing by improving the places people live, work, learn and play, meeting the challenge of the ageing population, and promoting cultural and physical activity.”*

- 2.4.3 Development Management Policy DM13 states that developments generating vehicle movements that will impact beyond the immediate vicinity of the site will be required to incorporate and implement mitigation measure such as *“on-site measures aimed at increasing uptake of non-car travel options (e.g. Travel Plans) to reduce car use.”*

EBC Air Quality Action Plan (2020 – 2025)

- 2.4.4 EBC’s Air Quality Action Plan commits to *“reducing the exposure of people in the Borough to poor air quality in order to improve health and wellbeing.”*
- 2.4.5 Action BIFOHH13 states the intention to *“use the development at Horton Heath as an opportunity to promote sustainable practices.”*
- 2.4.6 Action TR2 sets out to *“continue to improve and extend the walking and cycling network in line with the new walking and cycling strategy, including: maintenance of existing cycle paths, addition of new cycle routes, promote use of electric bicycles, pedestrianisation events.”*
- 2.4.7 Action TR3 states that EBC will *“run campaigns aimed at reducing vehicle emissions, including reducing the number of single occupancy cars, and reducing the idling of stationary vehicles.”*
- 2.4.8 This RTP has been prepared in accordance with an aim to reduce single occupancy vehicle trips and promote sustainable practices.

EBC Walking & Cycling Strategy 2023 – 2030

- 2.4.9 EBC sets out a vision for *“walking and cycling in Eastleigh Borough will be safe, healthy and attractive for travel and leisure purposes and will become the natural choice for shorter journeys – or as part of a longer journey – for people of all ages and abilities.”*
- 2.4.10 This vision is underpinned by a set of objectives and associated aims. One of which is of particular relevance to new development:
- 2.4.11 The objective is to *“new places and communities are well-connected and accessible,”* with the aim to *“ensure all new developments provide pedestrian and cycle facilities so that active travel is encouraged to and from the sites concerned.”*

EBC Parking Standards Supplementary Planning Document (SPD) – Adopted September 2025

- 2.4.12 EBC’s Parking Standards SPD were adopted by Cabinet in September 2025. These new standards allow for a range of parking to come forwards on the basis of site location, local facility provision and access to alternatives modes of public transport.



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- 2.4.13 EBC's Parking Standards SPD has informed the applicant's development of a bespoke parking strategy that reflects the future vision of the site.

2.5 Summary

- 2.5.1 The development proposals and this RTP have been prepared in accordance with the relevant policy and guidance set out above.



3 Existing Conditions

3.1 Introduction

- 3.1.1 This section provides a description of the site's existing accessibility. This section assesses the *existing* conditions of the surrounding highway network and sustainable transport infrastructure. The development parcels sit within the wider One Horton Heath development, covered by an OPP, which includes onsite amenities and transport infrastructure, considered the *future* conditions and detailed in **Section 4**.
- 3.1.2 Throughout this section there is reference to measurements between the Site and amenities. For consistency, this has been measured from Fir Tree Lane c. 200m west of the existing dwelling (Foxholes Farm Cottage). Measurements have been taken from this location as the transport infrastructure is not in place to provide measurement / journey time details from a central location within the parcels itself.
- 3.1.3 The Site currently consists of cropland and grassland. There are existing Public Rights of Way (PRoW) along the northern edge of which forms an east – west connection between Allington Lane and other PRoW connections to the north-east of the Site to Fair Oak.

3.2 Surrounding Highway Network

- 3.2.1 Fir Tree Lane dissects the site and is a low trafficked lane providing access from the village of Horton Heath to the east to Foxholes Farm Cottage, Fir Tree Farmhouse and The Annex to the west. Prior to the construction of The Avenue, Fir Tree Lane routed from the west at Allington Lane to the east with Burnetts Lane.
- 3.2.2 Burnetts Lane routes between Chalcroft Way / Burnetts Lane / The Avenue roundabout and the Burnetts Lane / B3354 Botley Road / Knowle Lane junction. It is subject to a weight restriction to 7.5T. Pedestrian infrastructure is provided from 30m north of Crispin Close. The footways provide continuous connection to Botley Road / Knowle Lane, where signalised crossings are provided on each arm of the junction.
- 3.2.3 Botley Road routes north to south through Horton Heath, providing connection northwards to destinations including Fair Oak, and southbound to Boorley Green and Hedge End. Botley Road benefits from pedestrian provision on both sides of the carriageway. Botley Road provides connection to facilities within Horton Heath, including the Horton Heath Community Centre and public house, and within Fair Oak, including schools and retail facilities.
- 3.2.4 Allington Lane routes along the western boundary of the wider OHH OPP. Allington Lane provide a connection from Fair Oak to Chartwell Green and West End, Southampton. Allington Lane benefits from footway / cycleway provision on the eastern side of the carriageway from the Allington Lane / The Avenue roundabout northbound to Dean Road.
- 3.2.5 The Avenue is now open linking Allington Lane with Burnetts Lane / Chalcroft Way. The Avenue is subject to a speed limit of 30mph and has shared footway cycleway provision.
- 3.2.6 The site is located 5.3km, equivalent to an 8-minute drive, from the M27 Junction 7. The M27 provides connection between Southampton and Portsmouth. It also provides connection to the M3.

3.3 Walking Accessibility

- 3.3.1 There is an extensive PRoW provision in the vicinity of the development that provides connection to offsite pedestrian infrastructure and provides connection to a range of local destinations with the existing Horton Heath settlement, Eastleigh Town Centre as well as through the development.

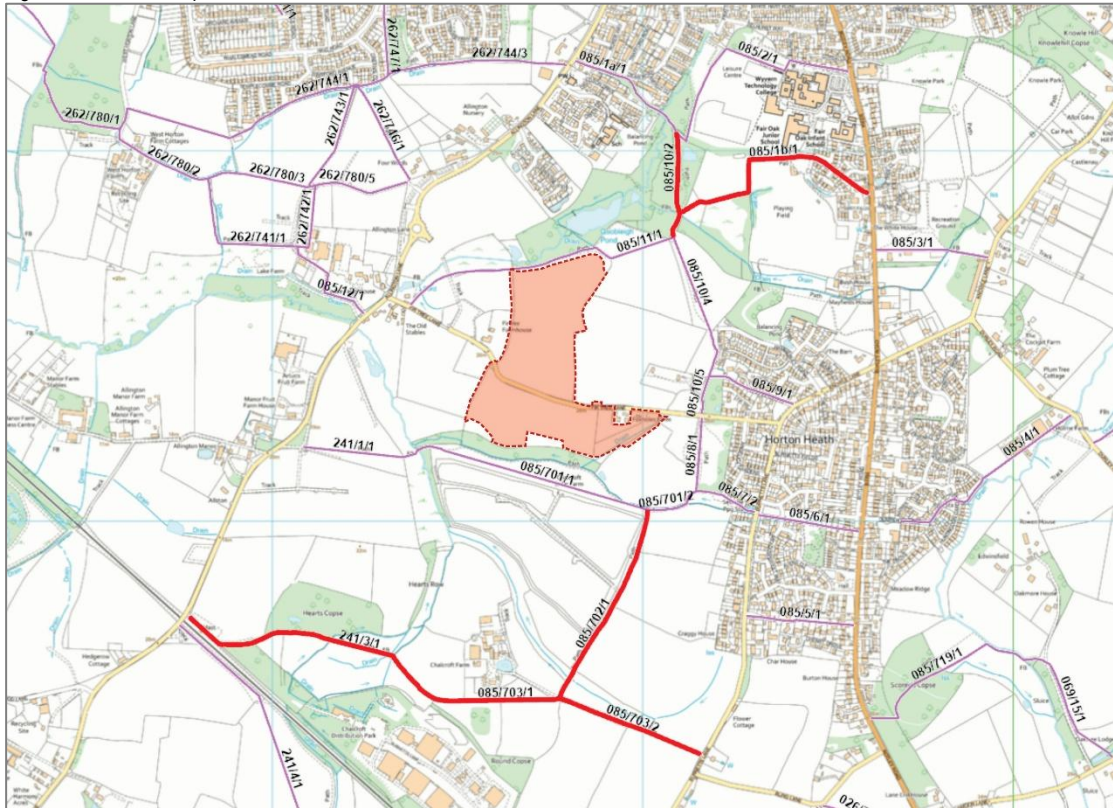


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- 3.3.2 A map showing the local PRoW routes is provided in **Figure 3.1** below. The purple lines indicate a footpath, and the red lines indicate temporary closures of routes. The outline of The Holme and Homestal has been highlighted for context.

Figure 3.1: PRoW Map



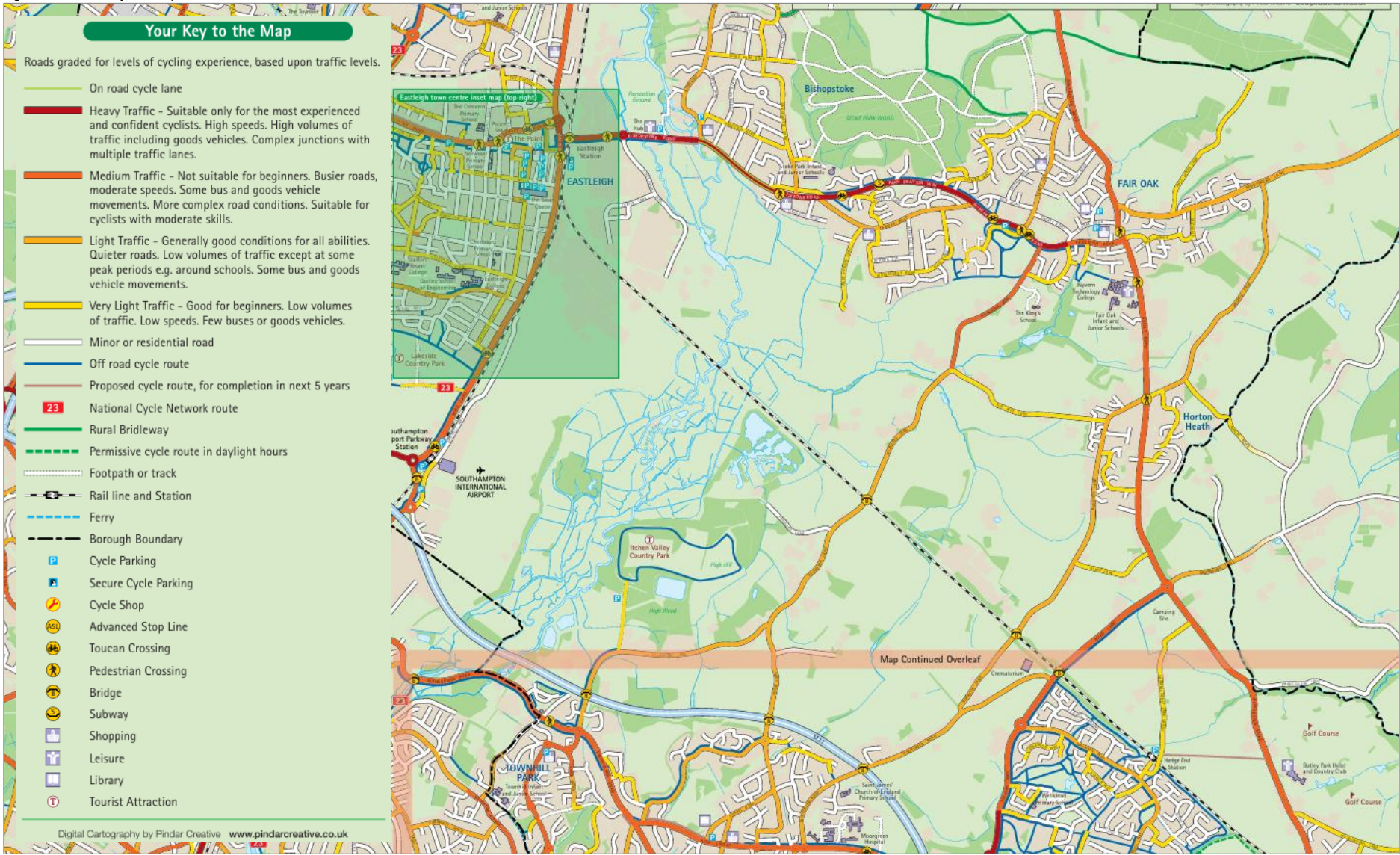
3.4 Cycling Accessibility

- 3.4.1 EBC Cycle Map has been reviewed to determine the level of cycle provision local to the site. The map provides a graded assessment of roads based on the level of cycling experience recommended for the level of traffic. The cycle map is shown in **Figure 3.2** below.



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Figure 3.2: EBC Cycle Map



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3.4.2 A review of the local road cycling conditions is provided below:

- Allington Lane (north of Fir Tree Lane) is defined as a medium traffic route that is suitable for cyclists with moderate skills. There is an additional off-road pedestrian / cycleway for cyclists lacking moderate skill or confidence. This routes north to join Fair Oak Road, providing connection to central Fair Oak and associated amenities.
- Allington Lane (south of Fir Tree Lane) is defined as a lightly trafficked route that has generally good conditions for all abilities. This provides connection southwest to Townhill Park, and south towards West End, via Quob Lane (also lightly trafficked).
- Fir Tree Lane is categorised as very lightly trafficked and good for beginners. As part of the proposals vehicular traffic will be mainly removed, making it even more of an attractive cycling route. This provides connection east / west between Allington Lane and Burnetts Lane.
- Burnetts Lane is graded as a lightly trafficked route, with generally good conditions for all abilities. Burnetts Lane routes north / south from Moorgreen Road to Botley Road.
- Botley Road is subject to a medium level of traffic and is not suitable for beginners. It provides connection northbound to Fair Oak and southbound to Boorley Green / Botley.

3.4.3 The following local active travel provision has come forward as part of the OHH Masterplans:

- The Avenue has recently been opened. This provides shared footway and cycle way provision.
- Chalcroft Way have been improved to provide a shared foot and cycle path on the eastern side of the carriageway.
- Recent improvements have upgraded the path between Bubb Lane and Hedge End train station to a 3m wide shared foot and cycle path.

3.4.4 The result of the above recent improvements is that residents of the OHH site will benefit from continuous active travel provision to Hedge End railway station.

3.4.5 In terms of leisure cycling, the Pilgrims Trail routes 5.8km from the site, equivalent to a 19-minute cycle, and routes between Winchester and Portsmouth.

3.4.6 National Cycle Network Route 23 routes through Eastleigh, accessible by the shared footway / cycle way on Allington Lane to B3037 Fair Oak Road / Alan Drayton Way. The B3037 benefits from a mixture of segregated footway / cycleway, shared footway and cycleway and on road cycle lane provision. This journey is c.5.2km and equivalent to a 17-minute cycle.

3.5 Public Transport

Bus Services

3.5.1 The local area is currently served by Bluestar and Xelabus bus routes with bus stops located on Burnetts Lane and Botley Road to the east and on Fair Oak Road (B3037) to the north.

3.5.2 The current closest bus stops are located at the Horton Heath Crossroads. These are located c.1000m from The Holme and Homestal, equivalent to a 13-minute walk or 3-minute cycle (measured from Fir Tree Lane as specified in Paragraph 3.1.2). The bus services accessed by Horton Heath Crossroads bus stops are summarised below:

- Bus service 649 is a Monday to Friday school day only service with two services only.



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- Bus service 3 provides a regular service between Eastleigh and Southampton via Horton Heath and Hedge End. The weekday service operates every 60 minutes between 06:28 and 21:01 (except for between 07:16 and 10:00 when there are no services), the Saturday service operates every 60 minutes between 10:01 and 21:01, and the Sunday service operates every 80 minutes between 10:40 and 18:20.

Rail Services

- 3.5.3 In addition to bus travel, the site is well located to support rail travel with Hedge End Railway Station and Eastleigh Railway Station accessible to the future site.
- 3.5.4 Hedge End Railway Station is located c.3.4km southeast of the site, equivalent to a 11-minute cycle. There is an existing suitable route via the Link Road, Bubb Lane, Tollbar Way, Maunsell Way and Footpath 8. There is an alternative route from Tollbar Way on a local footpath that is not a designated PRow. There is secure, sheltered cycle storage provision, with 54 cycle spaces and CCTV coverage.
- 3.5.5 Eastleigh Railway Station is located c.5.4km northwest of the site, equivalent to a 17-minute cycle. There is an existing suitable route via cycle provision on Allington Lane, shared pedestrian and cycle provision to Strawberry Mead, along Strawberry Mead, Haig Road, and Fair Oak Road, followed by cycle provision along B3037 Fair Oak Road / Bishopstoke Road and finally Station Hill.
- 3.5.6 The rail services from Hedge End Railway Station and Eastleigh Railway Station are summarised in **Table 3.1** below.

Table 3.1: Summary of Rail Services from Hedge End Railway Station and Eastleigh Railway Station

Station	Destination	Duration (approx.)	Frequency (approx.)
Hedge End	Portsmouth Harbour	40 mins	Hourly (with additional peak hour services)
	London Waterloo (via Winchester, Basingstoke)	88 mins	Hourly (with additional peak hour services)
Eastleigh	Southampton Central	11 mins	Every 20 – 30 mins
	Salisbury	54 mins	Hourly
	Portsmouth Harbour	47 mins	Hourly (with additional peak hour services)
	London Waterloo	80 mins	Hourly (with additional peak hour services)
	Romsey	12 mins	Hourly (with additional hourly indirect service)
	Winchester	8 mins	Every 30 mins

3.6 Local Facilities

- 3.6.1 The proposed development is located to the west of Horton Heath, northwest of Hedge End and south of Fair Oak.
- 3.6.2 There are existing local amenities within walking or cycling distance of the proposed development. This has been measured from Fir Tree Lane, as set out in Paragraph 3.1.2. These are summarised in **Table 3.2** below.



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Table 3.2: Local Amenities

Amenity Type	Name	Distance	Walking Time	Cycling Time
Shops	Londis	1,200m	17 mins	5 mins
	Allington Nursery	1,030m	14 mins	3 mins
Leisure	Cabana Bakery	800m	12 mins	4 mins
	The Brigadier Gerard	1,600m	22 mins	7 mins
	The Lapstone	1,100m	16 mins	6 mins
Recreation	Lapstone Playing Fields	1,800m	24 mins	6 mins
	Knowle Park Playground	1,900m	27 mins	9 mins
Schools	Fair Oak Infants / Junior School	1,500m – 1,800m	21 - 25 mins	6 mins
	Wyvern Day Nursery / College	1,800m	25 mins	6 mins

3.7 Summary

- 3.7.1 In summary, the site is accessible via a range of sustainable modes. There are some local amenities within walking and cycling distance of the site, and many further amenities included in the wider One Horton Heath development. There is a good level of public transport services in the surrounding area of the site.
- 3.7.2 The site will become increasingly accessible by sustainable modes following the delivery of infrastructure agreed in the OPP and, in part, detailed in this RMA. This is set out in **Sections 4 and 5** below.



4 Site Wide Future Conditions

4.1 Introduction

4.1.1 This section outlines the future conditions that will increase the sustainable access and sustainable travel to and from the site, as agreed in the OPP. This is also in accordance with the HCC RTP Template.

4.1.2 The OPP (ref: O/20/89498) development description is as follows:

“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.”

4.1.3 The proposals are phased and therefore may not all be in place at the time of delivery of The Holme and Homestal. However, as they will form part of the wider Site it is important to consider as the future Site conditions will influence mode choice for residents living in Holme and The Homestal. **Section 5** sets out the development plans covered by the RMA that will be delivered concurrently with the residential dwellings.

4.2 Future OPP Access Strategy

4.2.1 As part of the OHH development proposals and to accord with policy, consideration has been given to making the development as sustainable as possible and thus encourage walking, cycling and public transport movements

4.2.2 The wider OHH access strategy set out in The Avenue and SID applications is as follows below;

- High quality pedestrian and cycle facilities adjacent to The Avenue;
- Pedestrian and cycle facilities provided along the main distributor roads;
- Downgrading of Fir Tree Lane (west of Local Centre) and removal of highway rights to accommodate pedestrians and cyclists and create an east – west active travel connection through the Site;
- Enhanced pedestrian / cyclist accesses onto Burnetts Lane;
- Pedestrian routes which connect with existing PRoW routes;
- Improvements to PRoW internal to the site; and
- Bus stop provision on the SID Road to accommodate for a future bus routing through the Site.

4.3 Vehicular Access

4.3.1 Vehicular access to the Site will mainly be provided via the new spine road, The Avenue, which routes in a north-south direction through the centre of the OHH Site between Allington Road (north) and Burnetts Lane (south). The construction of The Avenue is now completed and the roads official opened in September 2025. The road is a 30mph two-way carriageway and has continuous pedestrian and cycle provision.

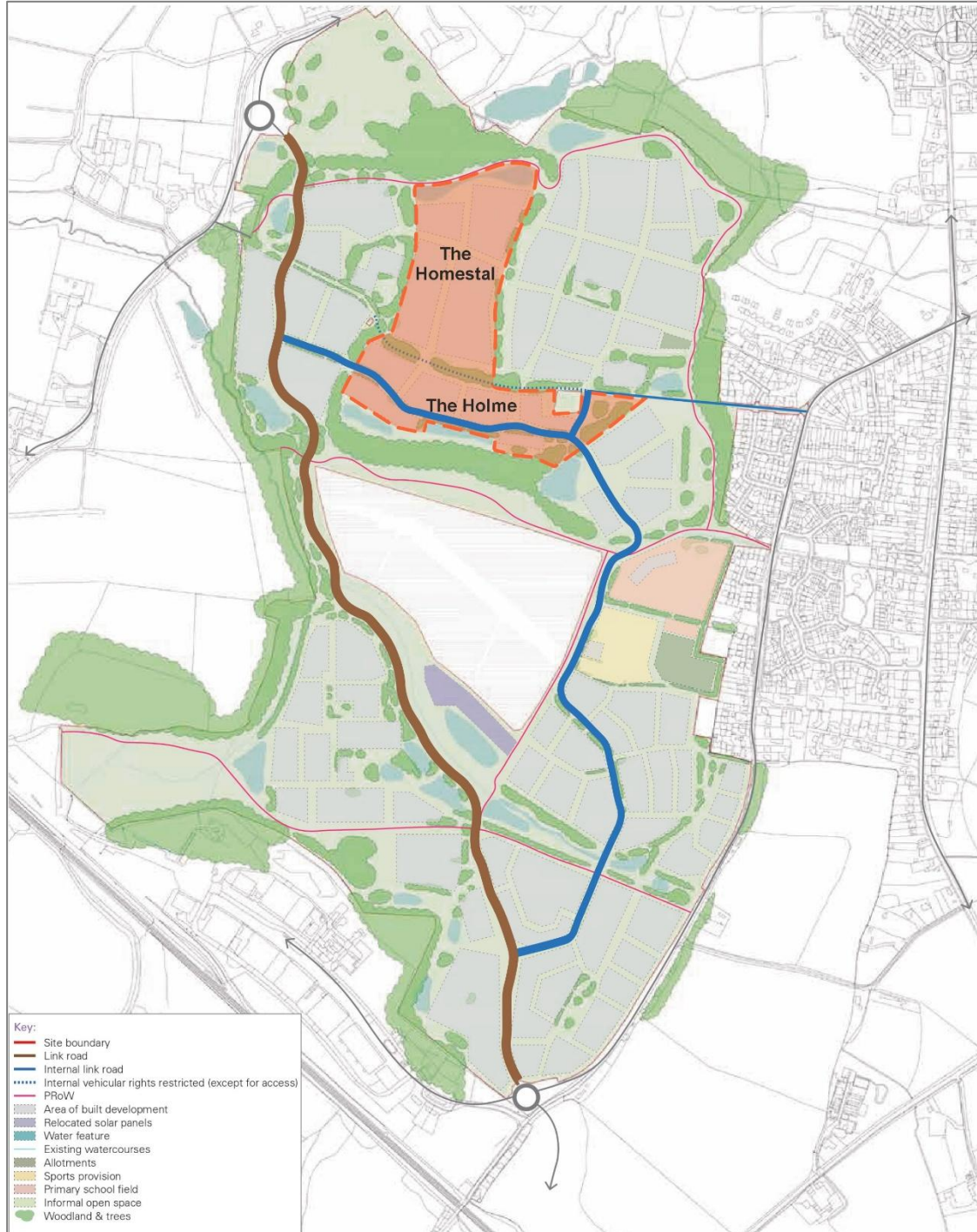


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- 4.3.2 The Secondary Inner Distributor (SID) road (ref: F/23/96631) is currently awaiting planning permission. This would provide a secondary road between The Avenue and Lower Acre (the first residential parcel of OHH to be developed located in the south of the Site).
- 4.3.3 The SID Road would route through The Holme RMA site and have junctions with the vehicle accesses to The Homestal and The Folds, in addition to providing a link to Fir Tree Lane, and the southern development parcels. A shared footway / cycleway is to be provided on one side provided a continuous active travel access through masterplan.
- 4.3.4 The Avenue and the SID Road have been shown in **Figure 4.1** below (Spine Road shown in brown, SID Road shown by a blue line).

Figure 4.1: Spine Road / The Avenue and Secondary Inner Distributor Road (SID)



4.4 New Local Amenities

4.4.1 The OPP is for a mixed-use development with a range of onsite facilities and amenities designed to reduce the need for private car travel and promote sustainable transport choices. These are summarised below:

- Local centre and secondary local centres which will have a combination of possible retail / leisure / community / employment / day nursery / food establishment / office / commercial / industrial uses;
- 2 to 3 Form Entry Primary School;
- Public open space (including formal and informal sports provision); and
- Dedicated on-site car clubs.

4.4.2 The large range of everyday facilities provided on Site have been carefully planned to support the creation of a walkable neighbourhood, where homes, services, and amenities are located within comfortable walking and cycling distance of each other.

4.4.3 The Holme is within in radius of 143m of the Local Centre and the Homestal is within a radius of 400m of the Local Centre, these measurements are taken from the access to the parcels.

4.4.4 By providing a diverse range of facilities within close proximity, and by integrating safe, attractive pedestrian and cycle routes with connections to the wider area, the development will promote sustainable transport choices, and foster a vibrant, inclusive, and environmentally responsible community.

4.5 Off-site Improvements

4.5.1 A package of off-site measures was proposed as part of the OPP to ensure the development at Horton Heath is connected to key local services and facilities. These measures include:

- Improvements or contributions towards upgrades of the local footpath to aid connection towards Deer Park Secondary School and Hedge End Railway Station;
- Likely contributions to securing PRoW improvements on and off Site;
- Provision of facilities along the Link Road (between Burnetts Lane and Bubb Lane) including crossing point on Bubb Lane;
- Provision of 3m wide footway / cycleway on eastern side of Allington Lane which connects from the proposed development to existing infrastructure;
- Traffic management measures along Burnetts Lane between the proposed roundabout and existing Chalcroft Farm Access Road; and
- Contributions towards upgrades at Hedge End Railway Station, likely to include improved bicycle parking.

4.6 Future Public Transport Improvements

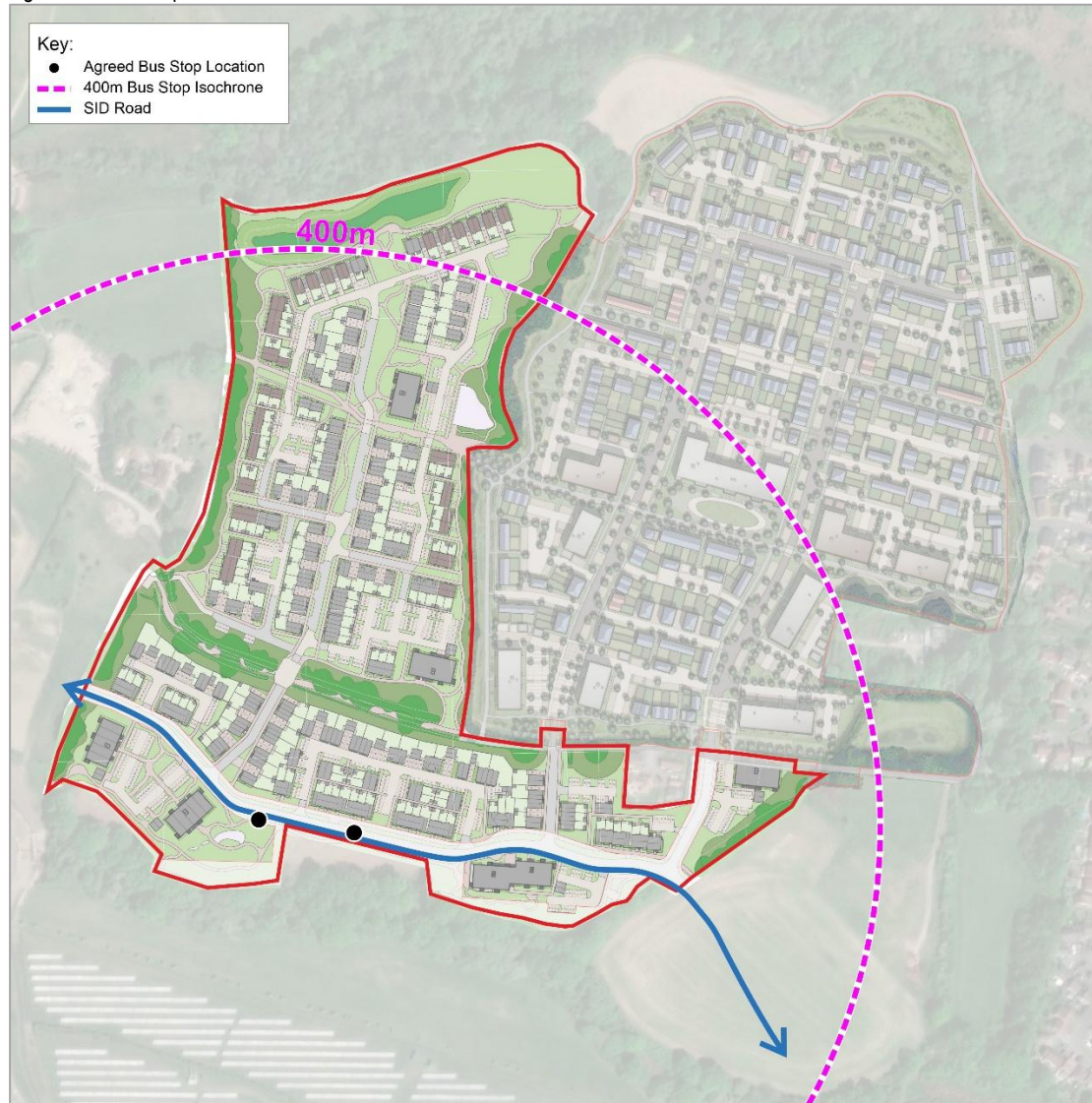
4.6.1 As stated in the OPP, the development will secure a bus route with a minimum 30-minute frequency Monday – Saturday. This is likely to involve re-routing existing services, such as the Bluestar 3 or extension of an existing Xelabus route to serve Hedge End and Eastleigh. The SID Road application includes two bus stops located within The Holme development that include seating and shelter, and two further bus stops located in Upper Acre. The bus stops are shown below in **Figure 4.2**.



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Figure 4.2: Bus Stop Radius



4.7 Summary

- 4.7.1 This section has outlined the future amenities and conditions that future residents of The Holme and Homestal will benefit from. These future conditions are in line with that set out in the approved applications of the OPP, in addition to the SID Road application which is awaiting decision.



5 Development Proposals

5.1 Introduction

5.1.1 This section sets out the development proposals for The Holme and Homestal.

5.2 Proposed Development

5.2.1 The parcels are located in the northern section of the Site to the east of The Avenue. The SID Road routes centrally east / west through The Holme. The Homestal is located between Quobleigh Breach to the west and The Folds to the east.

5.3 Accommodation Schedule

5.3.1 The development proposals consist of the construction of up to 357 residential dwellings, with 183 in The Holme and 174 in The Homestal. A breakdown on this is shown in **Table 5.1** below.

Table 5.1: Accommodation Schedule

Unit Type	Size	The Holme	The Homestal	Total
House	1 Bed	0	0	0
	2 Bed	26	46	72
	3 Bed	35	47	82
	4 Bed	16	23	39
Older Person Flat	1 Bed	15	0	15
	2 Bed	21	0	21
Flat / Apartment	1 Bed	21	22	43
	2 Bed	49	36	85
Total		183	174	357

5.4 Parking

Cycle Parking

5.4.1 The proposed cycle parking will be provided in line with EBC minimum requirements for long term cycle storage for Houses (*Table 3 of SPD*) and Apartments (*Table 4 of SPD*). **Table 5.2** sets out the minimum cycle parking requirements and the proposed quantum for The Holme and Homestal.

Table 5.2: EBC Minimum Cycle Parking Requirements and Proposed Quantum

	Minimum Requirement (spaces per dwelling)	Proposed Provision	
	Long Term (Resident Parking)	The Holme	The Homestal
1 Bed House	1	0	0
2 to 3 Bed House	2	122	186
4+ Bed House	3	48	69
1 & 2 Bed Flats	1	155	94
Total	-	325	349



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- 5.4.2 For houses, space to store cycles will be provided in the gardens of dwellings. Secure and accessible cycle parking will be located within communal stores within the apartment blocks. Additional short term visitor cycle parking will be accommodated for within private gardens and sheds.

Car Parking

- 5.4.3 The development proposals have been prepared with consideration to the future parking needs of the parcels, in terms of the forthcoming highway infrastructure and the planned development of a new local centre and primary school.
- 5.4.4 A bespoke parking provision has been developed and applied to the development parcels which is a reduction to the EBC parking Standard SPD (adopted September 2025). The principle of a bespoke parking provision has been discussed in detail with EBC during pre-application stages of the RMA. **Table 5.3** below sets out the proposed OHH parking standards that have been applied to The Holme and Homestal RMA.

Table 5.3: Proposed OHH Parking Standards

Unit Type	Allocated Space (per dwelling)	Visitor / Unallocated (per dwelling)	Total Spaces
1 - 2 Bed House or Flat	1	0.2	1.2
3 / 4 Bed House	2	0.4	2.4
Later Living 1/2 Bed Flats	0.6	0.2	0.8

- 5.4.5 These standards applied to the development schedule set out in **Table 5.1** results in the parking provision set out in **Table 5.4**.

Table 5.4: Parking Provision

Parcel	Allocated	Visitor	Total
The Holme	220	46	266
The Homestal	244	48	292
Total	464	94	558

EV Charging

- 5.4.6 The parking strategy is also supported by a specific electric vehicle charging provision. Of the allocated spaces provided per house or apartment, one active electric vehicle charging space will be provided.

Car Club

- 5.4.7 EBC Parking Standards SPD recommends that new residential developments have the provision for a car club to be implemented on site. Car club spaces are to be situated in readily accessible locations within the development and clearly marked up and provided with EV charging points.
- 5.4.8 A minimum requirement for car club vehicles is 1 car per 100 dwellings. This equates to 4 spaces across The Holme and Homestal. This provision will enable future car club operators to come forward to implement this service at the site. EBC expect future car club providers to be CoMo accredited in line with the Parking Standards SPD.

5.5 Walking and Cycling Access

- 5.5.1 The development proposals include high quality active travel links between residential parcels and on-Site facilities such as the local centre, existing PRowWs and surrounding areas.



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SID Road

- 5.5.2 The SID Road will provide a shared pedestrian / cycleway on the northern and eastern side providing a continuous path from The Avenue to the west and through to Lower Acre south of the RMA development parcel. This will provide the primary point of walking and cycle access out onto the wider external network.

Fir Tree Lane

- 5.5.3 The western end of Fir Tree Lane will be downgraded to a bridleway as agreed as part of the OPP. The design of the active travel route along Fir Tree Lane and associated crossing points are detailed in this RMA application (see TA). The downgrading of Fir Tree Lane will form an attractive active travel link through this part of the Site. At crossing points with the internal road network, pedestrians and cyclists will be prioritised over vehicles.

Greenway

- 5.5.4 The Greenway is an east – west active travel connection that routes across The Folds, The Homestal and Quobleigh Breach (residential parcels). This provision forms an attractive active travel route through the northern portion of the Site comprising of a 3.0m shared foot/cycleway and a separate 2.0m footway segregated by greenery and landscape corridor.
- 5.5.5 Pedestrian and cycle movements along the Greenway will have priority over vehicles where the Greenway crosses the internal roads within the proposed residential parcel. There are three crossings within The Homestal with internal roads. On the approach to crossing points the vehicles will slow and give way. Different materials will be used to determine the segregated shared path, pedestrian route and crossing extent. This will visually assist road users to navigate the crossing point.

PRoW

- 5.5.6 The wider OHH masterplan benefits from a series of PRoW that extend across area which are to be upgraded. There is an existing PRoW (ref: 085/11/1) located along the northern edge of the site where local connections will be provided as part of this RMA and use of the PRoW will be encouraged. As part of the OPP, a number of diversions are required to the PRoW to accommodate future OHH masterplan and integrate with the respective development parcels.

Internal Streets

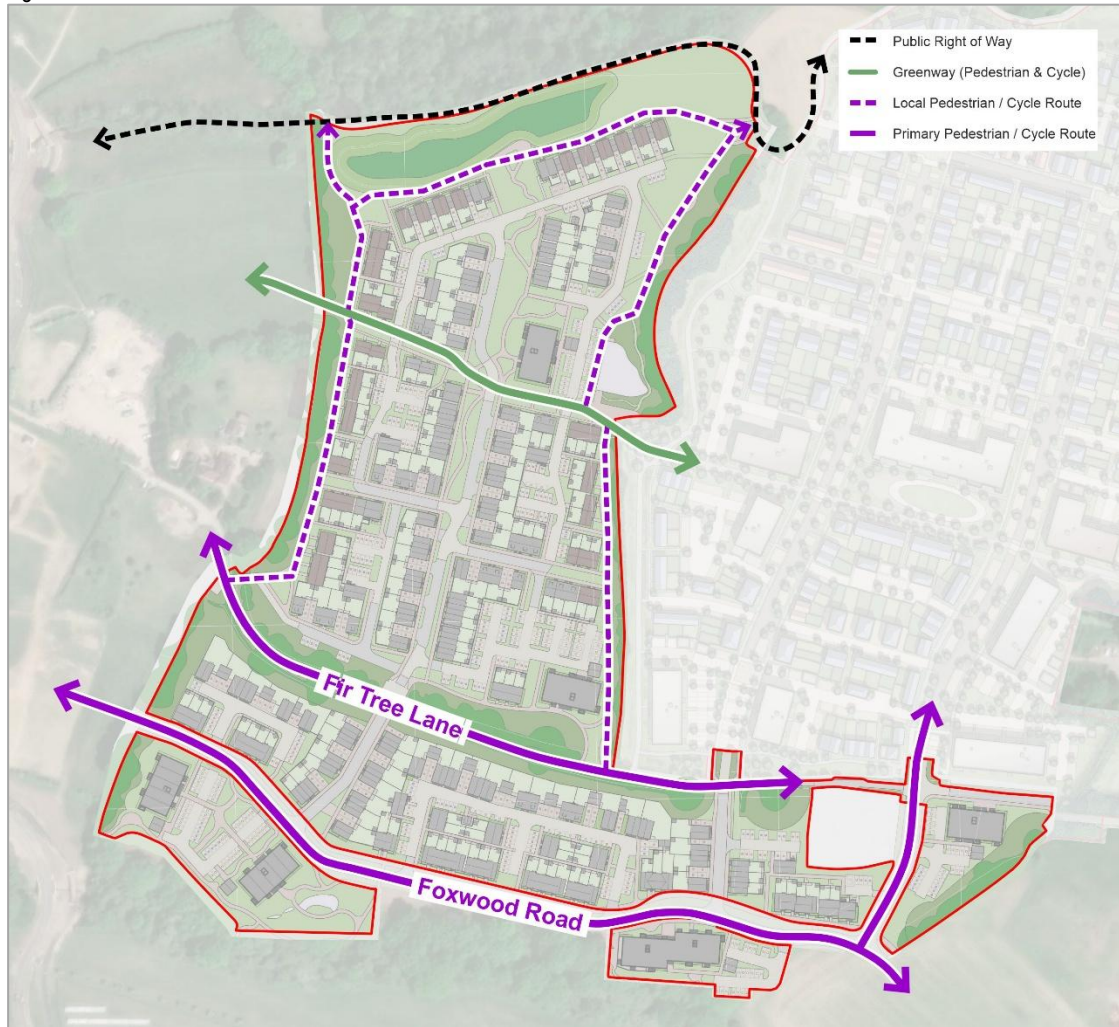
- 5.5.7 Along the secondary streets that provide the principal routes into site, 2.0m footways will be provided along internal roads within the parcels providing a continuous network of footways.
- 5.5.8 The internal routes have been designed in accordance with the Healthy Streets approach, set out in **Figure 2.2**. The active travel access strategy is shown in **Figure 5.1** below.



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Figure 5.1: Active Travel Access



5.6 Public Transport Access

- 5.6.1 A future bus service is proposed to route along the new SID road through The Holme and bypassing the school and local centre which will offer a 30-minute frequency service. The SID Road proposals include two sets of bus stops positioned outside the Upper Acre parcel, and two within The Holme. We would also expect that as the future RMA comes forward for the Local Centre this would provide further bus stop facilities along the SID Road which would be accessible by the future residents and visitors to the Site.

5.7 Vehicular Access

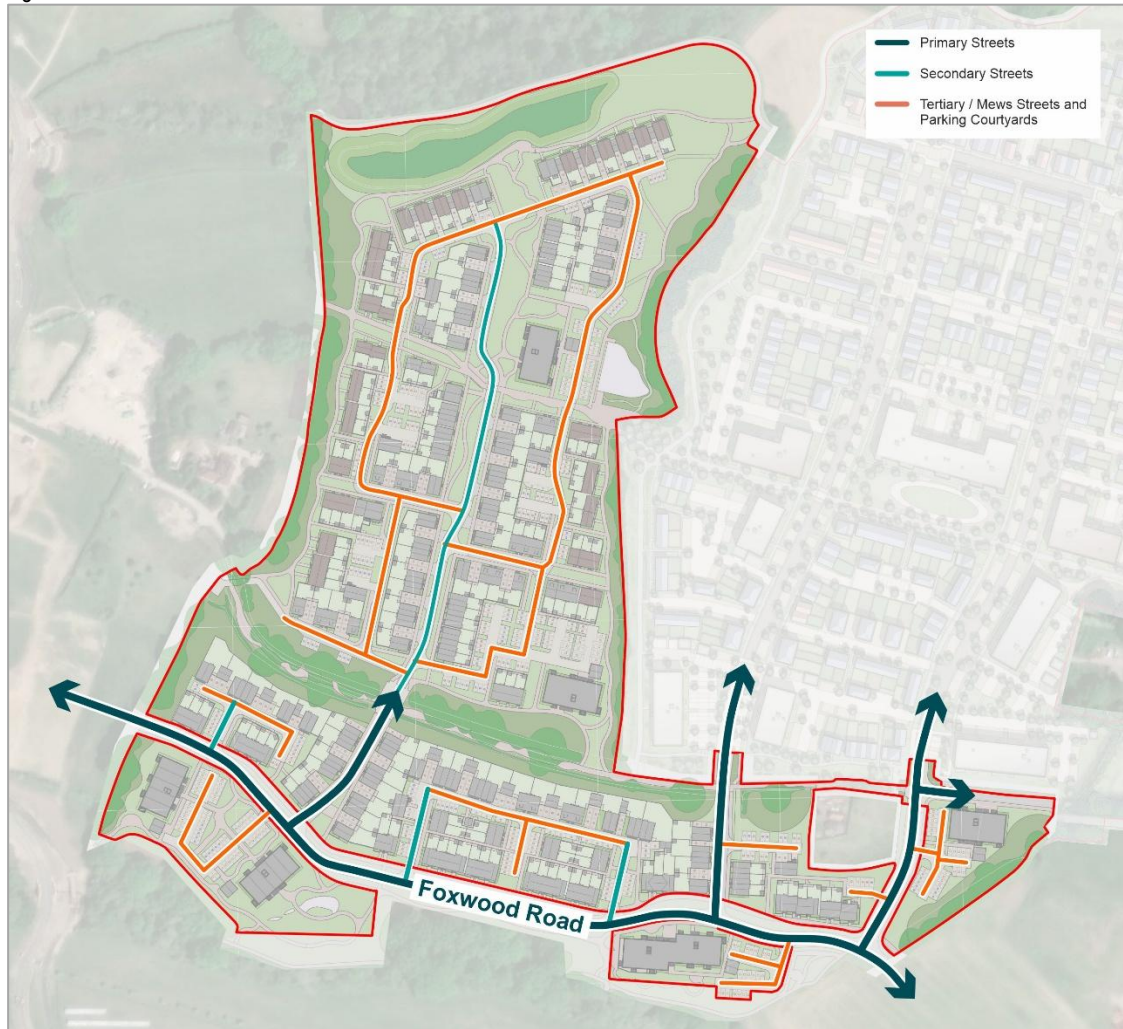
- 5.7.1 The SID Road will provide the primary vehicle access infrastructure to the parcels. This is shown in **Figure 5.2** below.



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Figure 5.2: Vehicular Access



- 5.7.2 The SID Road routes centrally through the Holme. Access to The Holme is to be provided by primary, secondary and mews streets directly off the SID Road. Access to The Homestal is to be provided by a primary street off the SID Road, followed by both secondary streets and mews streets.
- 5.7.3 Vehicles will have access to route along the eastern part of Fir Tree Lane between the village of Horton Heath and link up with the internal road network of the Site.

5.8 Internal Road Layout

- 5.8.1 The internal roads, aside from the SID Road, have been designed to a 20mph or less standard. A road hierarchy has been developed to provide 'Primary', 'Secondary' and 'Mews / Parking Courtyards' or 'Tertiary' streets drawing on the guidance set out in Manual for Streets (MfS) and HCC Technical Guidance Note TG1 - Highway Cross Sections.



6 Aims and Objectives

6.1 Introduction

- 6.1.1 This section sets out the aims and objectives of the RTP. These are in line with the aims and objectives set out in the FTP that accompanied the OPP for the wider One Horton Heath development.

6.2 Aims

- 6.2.1 The RTP aims to address the needs of the parcel's future residents through reducing the impact of car travel, promoting and facilitating the use of sustainable modes of transport, encouraging a reduced need to travel and increasing sustainable travel practices where appropriate.

6.3 Objectives

- 6.3.1 The RTP has been developed in line with the following objectives;

- Manage car parking demand across the development;
- Reduce the traffic generated by the development to a significantly lower level of single occupancy car trips than would be predicted for the site without the implementation of the RTP;
- Minimise the impacts of car-based travel to and from the site on the local and strategic highway network and environment;
- Promote healthy lifestyles and a sustainable community;
- Encourage good urban design principles that increase the permeability of the development for walking and cycling;
- Provide safe and easy access to the site for development users, with increasing awareness of choice of travel mode to encourage the use of more sustainable modes of transport;
- To develop an awareness of the options for sustainable to and from the site and local area; and
- To promote car sharing, walking, cycling and public transport as safe, efficient, affordable alternatives to private cars and highlight the health and environmental benefits of using sustainable travel modes.

- 6.3.2 These objectives are line with local and national guidance, in addition to the site wide FTP.



7 Interim Targets

7.1 Interim SMART Targets

7.1.1 SMART (Specific, Measurable, Achievable, Realistic, Time-bound) targets have been identified to ensure progress is measurable and monitorable:

- **Specific:** Identify precisely what is to be achieved;
- **Measurable:** Over the duration of the target period, allowing for regular evaluation of effectiveness;
- **Achievable:** Linked to overall objectives and aims;
- **Realistic:** In terms of the potential to be achieved over the duration period of achieving targets; and
- **Time-bound:** The target must define a date by which it is expected to be achieved.

7.1.2 The interim targets are set out below in **Table 7.1**, in accordance with the residential section of the OPP Site wide FTP.

7.1.3 The mode shares are based on the 2011 Census: Method of Travel to Work Data (QS701EW). In addition to the 2011 Census being what was agreed in the definition of mode shares in the FTP for the OPP, the 2011 Census is also more appropriate to use than the 2021 Census due to the impact of the Covid-19 pandemic on travel patterns.

Table 7.1: Interim Baseline Mode Share and Target Mode Share (Rounded)

Mode of Transport	Indicative Baseline	End of Year 1 Target	End of Year 3 Target	End of Year 5 Target
Car Driver (Petrol / Diesel)	76.6%	73.3% (-3.3)	69.9% (-6.7)	66.6% (-10)
Car Driver (Electric / Hybrid)	-	1.0% (+1.0)	2.0% (+2.0)	3% (+3.0)
Car Passenger	5.3%	6.0% (+0.7)	6.6% (+1.3)	7.3% (+2.0)
Public Transport	7.5%	8.2% (+0.7)	8.8% (+1.3)	9.5% (+2.0)
Walking	7.9%	8.2% (+0.3)	8.6% (+0.7)	8.9% (+1.0)
Cycling	2.7%	3.4% (+0.7)	4.0% (+1.3)	4.7% (+2.0)
Total	100.0%	100.0%	100.0%	100.0%

7.1.4 The proposed interim targets fulfil the aim to increase the sustainable travel mode share and reduce car travel. The 10% reduction in car driver mode share is in line with the HCC Travel Plan guidance and in line with the Site Wide Travel Plan submitted as part of the OPP.

7.1.5 It was agreed in the FTP that final targets would be set in consultation with the local highway officers following the baseline residential surveys to be undertaken upon occupation of the 100th dwelling or after the first year of occupation. This is set out further in **Section 10**.



8 Travel Plan Delivery and Management

8.1 Introduction

- 8.1.1 The delivery and management of the RTP will be the responsibility of the Travel Plan Coordinator (TPC) whose role is set out in this section.

8.2 Travel Plan Coordinator

- 8.2.1 The FTP stated that it is likely that a single TPC would be employed to cover all residential development covered by the OPP which has been secured via the S106.
- 8.2.2 The TPC will be appointed at least three months prior to first occupation.
- 8.2.3 The main role of the TPC is to promote the RTP and secure its implementation, in addition to being the 'human face' of the RTP and key contact for travel queries. The TPC will have the following additional responsibilities:
- Implementation of some of the RTP and measures set out in **Table 9.1**;
 - Provision of ongoing support and development;
 - Design and implementation of marketing strategy to raise awareness of the RTP and its constituent elements;
 - Promote sustainable travel campaigns where applicable;
 - Act as the 'human face' of the RTP, and provide a point of contact for residents regarding travel-related queries;
 - Coordination of the monitoring and evaluation programme for the RTP;
 - Promotion and marketing of the RTP
- 8.2.4 The FTP states that it is anticipated that the TPC would work part-time in their role promoting and implementing the measures across the entirety of the One Horton Heath site.
- 8.2.5 The various development parcels are / will be covered by separate RMA applications, but all RTP strategies will be aligned to the agreed measures set out in the OPP FTP. As such, much of the TPC's work will be applicable to several parcels. It is therefore not suitable to identify a fixed number of hours for the TPC per parcel.

8.3 Steering Group

- 8.3.1 The TPC would attempt to establish a Steering Group to assist with future development of the RTP and support the proposed monitoring of the development. This group would include key stakeholder such as local public transport operators and cycle shops.



9 Measures

9.1 Introduction

9.1.1 This section sets out a mixture of measures and actions that underpin the aims and objectives set out in **Section 6** above. A significant set of hard measures are to be implemented under the OPP, and as such are set out in **Section 4**, as while they are of benefit to The Holme and Homestal they are not covered by this RMA.

9.2 Toolkit of Measures

9.2.1 **Table 9.1** below sets out the measures that will be considered for implementation.

9.2.2 The responsibility for the delivery of all promotional measures has been attributed to the TPC. There are a variety of means through which the measure could be promoted, for example through a dedicated TPC website, online newsletter or flyer. Information distributed via an open website would be of benefit to both residents of the site and visitors to the site.

Table 9.1: Action Plan

Theme	Measure	Stage	Responsibility
Car Sharing	Promote benefits of car sharing (e.g. environmental, financial, health) in marketing material (e.g. newsletters, community noticeboards etc.)	Ongoing	TPC
	Promotion of Co-wheels & Liftshare car club in Eastleigh Town Centre	Ongoing	TPC
	Provide on-site car club in line with EBC / HCC requirements to enable residents to decrease their car ownership.	Ongoing	TPC
	Promote benefits of car share schemes including health, financial and environmental factors	Ongoing	TPC
Electric / Hybrid Vehicles	Provision of Electric Vehicle Charging infrastructure available to all households	Pre-Occupation	TPC
	Promote government grants for electric and hybrid vehicles	Ongoing	TPC
Active Travel	Provide secure and accessible cycle parking, for example in residential gardens of houses and within secure cycle storage for the apartment blocks.	Pre-Occupation	EBC
	Consider the provision of bicycle pumps in apartment block communal areas.	At Occupation	TPC
	Provide information on local cycle and walking route maps (including to local destinations such as Eastleigh Town Centre, Hedge End Railway Station and Deer Park Secondary School)	At Occupation	TPC
	Promote smartphone apps that can help plan and map walking and cycling journeys such as National Cycle Network, Walk It and MapMyRide	Ongoing	TPC
	Promotion of other free health apps (e.g. Apple Health / Samsung Health)	Ongoing	TPC
	Promote Hampshire travel resources such as My Journey (Helping Hampshire Get Around) planner.	Ongoing	TPC



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Theme	Measure	Stage	Responsibility
	Promote campaigns such as: Walk to Work Week, Walk to School Week, Bike Week, Sustrans Big Pedal, Walk for Life, Ride it (Cycling in Hampshire).	Ongoing	TPC
	Contact local cycle shops and workshops to arrange discounts for residents.	Ongoing	TPC
	Set up a bicycle user group for residents (with support from EBC and HCC).	Ongoing	TPC
	Promote 'Bikeability' cycle training courses and investigate group cycle training (subject to interest).	Ongoing	TPC
	Promote the health benefits of walking / cycling.	Ongoing	TPC
	Improvements to (and maintenance of) the walking network and signage.	Pre-Occupation	EBC
	Improvements to (and maintenance of) the cycle access (including access to the site).	Pre-Occupation	EBC
	Review the likely pedestrian routes for users of the site, e.g. through a site walkover audit and report any required issues to EBC.	Pre-Occupation	TPC
Public Transport	Raise awareness of local bus services and highlight benefits of travelling this way.	Ongoing	TPC
	Investigate promotions and discounts schemes for bus services and promote where applicable (e.g. Eastleigh PlusBus, Bluestar season tickets, Solent Go travelcard).	Ongoing	TPC
	Collaborate with local public transport providers to improve services, negotiate discounts and trial initiatives.	Ongoing	TPC
	Provide information on public transport routes and facilities.	Ongoing	TPC
	Encourage public transport users to get off a stop earlier.	Ongoing	TPC
	Promote Hampshire travel resources such as My Journey (Helping Hampshire Get Around) planner.	Ongoing	TPC
Travel Pack	Provide a Travel Pack to each household. To include the following; • Introduction to the Travel Plan (purpose, benefits, future operations) • Details of local bus routes, frequencies, nearest stops • Information on local rail services • Information on car clubs and car sharing initiatives • Accessibility map detailing the location of local services and amenities; and • Information on local and national sustainable travel events Update periodically throughout monitoring period.	At Occupation / Ongoing	TPC
Smart Working	Promote home delivery services to reduce trips to and from the site.	Ongoing	TPC



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Theme	Measure	Stage	Responsibility
	Provide good quality broadband services to enable working from home.	At Occupation	Developer
Other Promotional / Informative	Coordinate sustainable travel awareness campaigns (e.g. Cycle to School Week / World Car Free Day) and encourage residents to get involved. Consider prize draws for involvement.	Ongoing	TPC
	Travel information leaflet / newsletter provided in public area (e.g. noticeboard / TP website).	Ongoing	TPC
	Use travel website / social media / newsletters via email or noticeboard to disseminate information.	Pre-Occupation	TPC
Personalised Travel Planning	The TPC would offer each household free personalised travel planning (PTP) advice. The TPC would provide residents with information on how they can travel sustainably to / from the site.	At Occupation	TPC

9.2.3 Many of the measures outlined above relate to several of the defined objectives of this RTP. As such, they have been organised by theme as opposed to by objective.



10 Monitoring and Review

10.1 Introduction

- 10.1.1 This RTP is a living document meaning it should be continually monitored and reviewed. This section details the schedule for monitoring and review to ensure that any changes to the site or local environment which affect travel patterns are documented accordingly. A Travel Plan monitoring fee has been agreed and secured within the S106 for the OHH FTP.

10.2 Monitoring and Review

- 10.2.1 Monitoring is an important part of the travel planning process to track the progress against the targets. Data collection for monitoring is to be done in accordance with HCC's preferred approach in the form of questionnaire surveys and Trip Rate Information Computer System (TRICS) Standard Assessment Methodology (SAM) surveys. This was also agreed for the site wide FTP as a part of the OPP.
- 10.2.2 An example Travel Survey, prepared in accordance with that agreed in the Lower Acre TP, is provided in **Appendix A**.
- 10.2.3 TRICS SAM surveys consist of multi-modal surveys for a specific location, monitoring the arriving and departing trips for site users per mode. This forms an accurate snapshot of the travel patterns associated with a Site.
- 10.2.4 **Table 10.1** displays the monitoring and review actions alongside the timescales for delivery. This is in accordance with that agreed in the FTP.

Table 10.1: Monitoring and Review Actions and Timescales

Task	Baseline	Year 1	Year 2	Year 3	Year 4	Year 5
Travel Survey	✓	✓				✓
TRICS SAM Survey	✓ Upon 1 year after 1 st occupation			✓		
Full Travel Plan	✓					
Monitoring Report		✓	✓	✓	✓	✓

- 10.2.5 The annual monitoring reports will be prepared in line with HCC guidance and the S106 for the OHH FTP annual performance report.

10.3 Remedial Measures

- 10.3.1 The TPC shall intend to increase the uptake of sustainable travel through the implementation of measures discussed in **Section 9**. Should the surveys show the targets are consistently not being met, the TPC shall enter discussions to identify possible areas for improvement and consider new measures to be considered for implementation. Remedial measures could include further promotion of existing measures, or provision of a Dr Bike session or cycle training for residents. Remedial measures would be funded by the developer.

10.4 Handover

- 10.4.1 Throughout the monitoring period of the RTP the sustainable travel practices it promotes should become well established for residents. Local resident engagement and liaison is embedded



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within the TP strategy. Following the completion of the monitoring period, it is hoped that residents may continue to promote the RTP resources and relevant information.



Project Number: 332612639

Appendix A Example Travel Survey

1. What is your main mode of travel? (Please choose 1)
 - ☐ Car Alone
 - ☐ Car Share
 - ☐ Walk
 - ☐ Cycle
 - ☐ Public Transport
 - ☐ Other (please specify)
2. How often do you use another form of transport?
 - ☐ Never
 - ☐ Very rarely / sometimes
 - ☐ Once a month
 - ☐ Once a fortnight
 - ☐ Once a week
3. If you were to change your mode of travel what mode would it most likely be:
 - ☐ Cycle
 - ☐ Walk
 - ☐ Train
 - ☐ Bus
 - ☐ Car Share
 - ☐ Other please specify
4. What is your most frequent journey for?
 - ☐ Work / Education
 - ☐ Leisure / Retail
 - ☐ Health (doctors / hospital)
 - ☐ Visiting friends / family
5. How far do you usually travel for your most frequent journey?
 - ☐ 0-10 Miles
 - ☐ 11-20 Miles
 - ☐ 21-30 Miles
 - ☐ 31-40 Miles
 - ☐ 41 Miles Plus
6. How long does your most frequent journey usually take?
 - ☐ 0-10 Minutes
 - ☐ 11-20 Minutes
 - ☐ 21-30 Minutes
 - ☐ 31-45 Minutes
 - ☐ 46-60 Minutes
 - ☐ Over 1 Hour
7. To which location do you travel the most regularly?
 - ☐ XXX
 - ☐ XXX
 - ☐ XXX
 - ☐ XXX
 - ☐ XXX
 - ☐ Other please specify
8. Is there anything else you would like to tell us about travel in your local area?

