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1. INTRODUCTION

- 1.1 This Highways Response Note (HRN) has been prepared by Paul Basham Associates on behalf of Eastleigh Borough Council to support an '*Application for the approval of reserved matters (appearance, layout, scale and landscaping) for the development of 269 dwellings, associated open space, landscaping, parking and other associated works, pursuant to outline permission O/20/89498.*'. The application is for the northwestern parcel of the One Horton Heath development known as 'Quobleigh Breach'.
- 1.2 This HRN considers comments from Hampshire County Council (HCC) Highways (18th December 2025) which are attached as **Appendix A**, following submission of the Reserved Matters Transport Statement (RMTS) and Construction Traffic Management Plan (CTMP) (14th November 2025).
- 1.3 The comments received from HCC are summarised below and detailed in the following sections of this report, along with responses:
 1. Accesses to be widened to ensure that unrestricted two-way vehicle movements are achievable at accesses to the parking courts for Block A and Block B.
 2. Confirmation that the turning head adjacent to Plots 3 and 4 will remain free of parking and not be used as an extension of the driveways and that the landscaping

opposite Plots 3 and 4 will be kept clear of vertical planting to ensure vehicle movements are achievable.

3. Junction to be widened to ensure that unrestricted two-way vehicle movements are achievable at junction by Plots 115 and 116.
4. Junction to be widened to ensure that unrestricted two-way vehicle movements are achievable at junction south of Plot 165.
5. Footway to be provided on the northern side of access south of plot 254.
6. Pedestrian crossings/footways by Plots 239 – 294 and 245 – 247 to be lined up better.
7. Parking restrictions to be put in place by site management company to ensure no overspill parking on the internal road network and on The Avenue.
8. Demonstration that a 4.6t light van can turn at the ends of roads/car parking areas to ensure no excessive reversing manoeuvres are required.
9. It was requested that the CTMP remain a live document to ensure that updates can be made during the build process.

- 1.4 The remainder of this report sets out each comment and any relevant updates to the proposed layout.

2. HIGHWAYS COMMENTS

- 2.1 Each of the comments raised by HCC are set out below along with responses.

Comment 1

- 2.2 The first comment raised by HCC recommended that two-way vehicle movements should be achievable at the accesses to the parking courts for Block A and Block B.

HCC Comment: "Given the number of parking spaces and therefore associate vehicle movements utilising the parking court, it would be recommended that the junction is widened to allow for unrestricted two-way vehicle access accordingly."

- 2.3 The access to the Block B parking court has been widened to 6m with a 4m radii which is line with HCC TG2 guidance. Swept path analysis, in accordance with HCC TG2 guidance demonstrates that two-way vehicle movements is achievable at the amended access for two large family cars. A swept path analysis has also been undertaken at the access to the Block A parking court which is achievable as initially proposed and so this has not been changed. The revised Block B access design and swept path analysis for both accesses is attached in **Appendix B** as drawings 131.0010-011-P01 and 131.0010-012-P01.

Comment 2

- 2.4 HCC requested confirmation that the turning head adjacent to Plots 3 and 4 will remain free of parking and not be used as an extension of the driveways and that the landscaping opposite Plots 3 and 4 will be kept clear of vertical planting to ensure vehicle movements are achievable.

HCC Comment: "Additionally, the refuse vehicle turning head outside of plot 3 and 4 utilises an area that fronts the driveways associated with these 2 dwellings. It will need to be made clear that the turning head must remain free of parking, and it is not to be used as an extension to the driveways. The body of the refuse vehicle also crosses over landscaped areas in this location, so this will need to be kept clear of any vertical planting."

- 2.5 Parking restrictions, likely in the form of double yellow lining will be implemented at the turning head outside of plot 3 and 4, however, as the site is likely to remain private and not be adopted this would be implemented and enforced by a management company. Further details of the parking restrictions across the site will be included within a Site Management

Plan which can be secured as a condition. The implementation of these parking restrictions would ensure that turning of the refuse vehicle would be achievable at all times and as such this comment has been addressed.

- 2.6 The landscaping opposite the turning head will be kept clear of vertical planting to ensure that the refuse vehicle can complete the turning manoeuvre.

Comment 3

- 2.7 HCC requested that the junction by Plots 116 and 115 be widened to accommodate two-way vehicle movements.

HCC Comment: "This is largely completed without conflict, bar entry though access junctions adjacent to plots 116 and 151 where one of the vehicles is required to stop short prior to the opposing vehicle completing their manoeuvre through the junction. It would be recommended that the junction is widened to allow for unrestricted two-way vehicle access accordingly."

- 2.8 The junction by Plots 115 and 116 has been widened to 5.5m wide with 3m radii in line with HCC TG2 guidance on either side of the junction which now facilitates two-way vehicle movement of a large family car (in line with HCC TG2) as seen in drawing 131.0010-0013-P01 attached in **Appendix D**. And therefore, addresses the point raised by HCC.

Comment 4

- 2.9 HCC requested that the junction south of Plot 165 be widened to accommodate two-way vehicle movements.

HCC Comment: "This is largely completed without conflict, bar entry though access junction to the south of plot 165 leading into the car court area where one of the vehicles is required to stop short prior to the opposing vehicle completing their manoeuvre through the junction. It would be recommended that the junction is widened to allow for unrestricted two-way vehicle access accordingly."

- 2.10 As seen in drawing 131.0010-0014-P01 attached in **Appendix E**, two-way movements of a large family car (in line with HCC TG2) are achievable at this junction as initially proposed and therefore no amendments to the junction are required and this comment is considered addressed.

Comment 5

- 2.11 It was requested by HCC that an additional footway was to be provided on the northern extent of the junction south of Plot 254.

HCC Comment: “There do however appear to be some missing links that would be beneficial to the end users, these being a footway provision on the north side of the southern access (south of plot 254). Without a link here, elongated routes around are required, or a walk on the road which wouldn’t be welcomed.”

- 2.12 A 1.5m wide footway has been provided and is shown in the updated site plan (drawing 30071D-CLA-PRSL-00-PD-A-0001-P5) which is attached in **Appendix C**. Therefore, this comment has been addressed.

Comment 6

- 2.13 HCC requested the footways/pedestrian crossings by Plots 239 – 294 and 245 – 247 to be lined up better.

HCC Comment: “The crossroad links between plots 239 to 294 and 245 to 247 should also be lined up better.”

- 2.14 The site layout (drawing 30071D-CLA-PRSL-00-PD-A-0001-P5) has been updated to reflect this change as seen in **Appendix C** where the crossings on either side of the carriageway are aligned. Therefore, this comment has been addressed.

Comment 7

- 2.15 HCC requested that parking restrictions be put in place by the future site management company to ensure no overspill parking on the internal road network and on The Avenue.

HCC Comment: “Whilst not a specific highway issue, given the site is not being put forward for adoption, it would be recommended that private parking restrictions are put in place by the future site management company to prevent such issues. Traffic Regulation Orders will need to be in place on the adopted link road to prevent parking on the highway.”

- 2.16 This comment is agreed and further details of the parking restrictions at the site will be provided in a Site Management Plan which can be conditioned. Therefore, this comment has been addressed.
- 2.17 The link road is subject to its own application (ref: F/21/91185) and therefore any TRO's would be determined in a separate/as part of the link road application and are not considered relevant to this application which focuses solely on the northwestern parcel of the One Horton Heath development known as 'Quobleigh Breach'.

Comment 8

- 2.18 HCC requested demonstration that a 4.6t light van can turn at the ends of roads/car parking areas throughout the layout to ensure no excessive reversing manoeuvres are required.

HCC Comment: "there are areas at the end of roads / parking areas where it is not clear how a delivery vehicle will turn and not be required to perform an excessively long reverse movement before a turn to enable forward gear movement can be achieved. Examples of these areas are outside of plots 1, 16 and 95. It is recommended that additional vehicle tracking drawings for the 4.6T light van are supplied to demonstrate such turning movements are achievable for road safety reasons."

- 2.19 Whilst turning of a 4.6t light van is not possible directly outside these plots, turning heads are provided throughout the layout which can be used by a delivery vehicle to turn without having to use private drives/parking areas. The remaining distance between the delivery vehicle and the dwelling can then be covered on foot which is commonplace across residential development sites. A swept path analysis of a delivery van utilising the turning areas across the site is attached in **Appendix F**.

Comment 9

- 2.20 It was requested that the CTMP remain a live document to ensure that updates can be made during the build process.

HCC Comment: "However, as outlined within the document, this will need to remain a 'live document' whereby updates can be made accordingly during the build process, as elements such as compound areas are moved as the site evolves. These updates will need to be submitted accordingly prior to the start of works, and then subsequently as the

location changes during each phase, demonstrating key elements such as storage and delivery areas; turning circles to enable forward gear access and egress for delivery vehicles; and parking areas for contractors.”

- 2.21 This is agreed and the CTMP will be treated as a live document and updated to reflect the build process at the site.

3. SUMMARY AND CONCLUSIONS

- 3.1 This Highways Response Note (HRN) has been prepared by Paul Basham Associates on behalf of Eastleigh Borough Council to support an 'Application for the approval of reserved matters (appearance, layout, scale and landscaping) for the development of 269 dwellings, associated open space, landscaping, parking and other associated works, pursuant to outline permission O/20/89498.'
- 3.2 HCC have requested a number of junctions be designed to ensure two-way vehicle movements are achievable which has been actioned.
- 3.3 HCC requested that parking restrictions be implanted across the layout to prevent on-street parking the details of which will be included within a site management plan which will be conditioned.
- 3.4 HCC requested demonstration that a 4.6t light van can turn at the ends of roads/car parking areas throughout the layout to ensure no excessive reversing manoeuvres are required. Whilst turning of a 4.6t light van is not possible directly outside these plots. Turning heads are provided throughout the layout which can be used by the vehicle to turn without having to use private drives/parking areas.
- 3.5 It was requested that the CTMP remain a live document to ensure that updates can be made during the build process which is agreed.
- 3.6 Therefore, we consider the comments raised by HCC have been adequately addressed and we therefore ask that they look favourably upon this response in relation to highways.

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Date	18 December 2025	Email	eastleighdc@hants.gov.uk

For attention of Mr Chapman

Dear Sirs

Re: RM/25/100430 At One Horton Heath - Quobleigh Breach, Horton Heath, Fair Oak, Eastleigh

Submission of Reserved Matters relating to Layout, Scale, Appearance, and Landscaping pursuant to Condition 4 (Reserved Matters Submission) of Outline Planning Permission O/20/89498 for the erection of 269 dwellings within Phase 6 (Quobleigh Breach), with associated public open space, landscaping, and cycle and vehicular parking, to include details relevant to the following Outline Planning Permission conditions:

- **Condition 4 – Reserved Matters Submission;**
- **Condition 6 – Phasing Plan;**
- **Condition 13 – Construction Traffic Management Plan;**
- **Condition 16 – Arboricultural Impact Assessment and Tree Survey;**
- **Condition 21 – Design Code Compliance;**
- **Condition 25 – Refuse Collection Strategy;**
- **Condition 31 – Access Standards;**
- **Condition 32 – Internal Space Standards;**
- **Condition 35 – Built Heritage Statement;**
- **Condition 45 – Noise Risk Assessment and Management scheme;**
- **Condition 58 – Flood Risk Mitigation;**
- **Condition 61 – Drainage Scheme**
- **Condition 64 – Ecological Mitigation and Management Plan (EMMP);**
- **Condition 67 – Full Landscape Details;**
- **Condition 71 – Biodiversity Net Gain;**
- **Condition 72 – New Forest Protected Sites mitigation.**

In regard to highway matters, above conditions that are of relevance are Conditions 4, 13, 25 and 67. These have been reviewed by HCC as Local Highway Authority and comments on each are outlined below.

Condition 4 – Reserved Matters Submission:

It is understood that Quobleigh Breach is located in the northwestern corner of the wider One Horton Heath development and will be served off the new link road between Allington Lane and Burnetts Lane with the link road itself running through the Quobleigh Breach site.

Onwards, it is further understood that the roads and footways relating to this application are not being offered for adoption by the developer. As such, HCC as local highway authority would not specifically object to the proposals given they are to remain private out as such out of the specific jurisdiction of the Local Highway Authority.

It would however be advisable that the developer ensures that the roads and footways are designed to minimum industry standards and / or Hampshire County Council's best practice as set out in <https://www.hants.gov.uk/transport/developers/constructionstandards> , and that an appropriate Private Management Plan is put in place to deal with any future issues.

It would also be advisable for EBC to obtain a 'sign-off report' from the developer, whereby a suitably qualified engineer involved with the development issues a formal statement outlining how the development will be in compliance to the above.

Having undertaken an initial review of the submitted plans however, the following comments are made:

ACCESS FROM THE HIGHWAY:

Access into the specific development site will be taken from priority junctions either side of the existing adopted link road that runs through the development area. In total, 4 junctions are proposed with 2 on the eastern side and 2 on the western side.

Whilst no specific visibility splay drawings have been submitted within the associated Transport Assessment (TA), it is clear that the layout of the actual built development will not impact upon the visibility requirements at these access points, being set back sufficiently away from the highway.

Foot and cycle links along the link road, and crossing the 4 access junctions are also already approved and in place, and as such do not form part of this application. It is purely internal elements which are to be assessed.

INTERNAL LAYOUT:

Internally, the site is essentially split into 4 parcels for development, and for ease each parcel will be reviewed separately.

Parcel 1 – Plots 1 to 95 (excluding plot 79)

In terms of vehicle movements, a vehicle tracking drawing has been provided (drawing 131.0010-0003 Rev P04) which demonstrates how a standard family car and a 4.6T light van (delivery vehicle) can move around site in a two-way manner.

This is largely completed without conflict, bar a vehicle access into the parking court area for parking spaces 25 to 70. Given the number of parking spaces and therefore associate vehicle movements utilising the parking court, it would be recommended that the junction is widened to allow for unrestricted two-way vehicle access accordingly.

The drawing also demonstrates that with adequately sized aisle widths (6.0m) enough space is provided to enable the turning of a family car in and out of parking spaces. However, there are areas at the end of roads / parking areas where it is not clear how a delivery vehicle will turn and not be required to perform an excessively long reverse movement before a turn to enable forward gear movement can be achieved. Examples of these areas are outside of plots 1, 16 and 95.

It is recommended that additional vehicle tracking drawings for the 4.6T light van are supplied to demonstrate such turning movements are achievable for road safety reasons.

Refuse vehicle tracking has also been supplied, with both a refuse vehicle moving around site (131.0010-0001 Rev P05) and a refuse vehicle and family car travelling in opposing directions around the site (131.0010-0010 Rev P02).

Whilst the refuse vehicle can travel around the site to complete its collections, it is noted that there are conflict points when confronted with a car, which require one to stop and let the other pass. Given the low level frequency of refuse movements, whilst this may well be accommodated in reality with driver give and take, and is acceptable on a private road, it could cause issues if cars are parked in these same locations – i.e outside of plots 24, 71 and 72.

This could cause issue for the refuse vehicle and result in collections being missed.

Additionally, the refuse vehicle turning head outside of plot 3 and 4 utilises an area that fronts the driveways associated with these 2 dwellings. It will need to be made clear that the turning head must remain free of parking, and it is not to be used as an extension to the driveways. The body of the refuse vehicle also crosses over landscaped areas in this location, so this will need to be kept clear of any vertical planting.

Emergency vehicle access has also been shown in drawing 131.0010-0001 Rev P02, which again shows how all areas of parcel 1 can be reached. However, there is potential for the same issues of conflict if cars are parked in locations where wider areas of carriageway are required to complete turning manoeuvres.

Whilst if the roads were adopted, TRO's could be put in place to prevent this issue, as a private road, the Site Management Plan will need to cover this accordingly.

In terms of pedestrian movements, plans demonstrate good joined up links throughout the parcel, linking up to the footways on the wider highway network. Cycle movements will be on-road until access to the link road is achieved at which point off-road cycling options are provided. Given the quantum of development in the parcel, and anticipated speeds, this is acceptable.

With regard to visibility splays, drawings 131.0010-0007 Rev P03 and 131.0010-0008 Rev P02 have been submitted and assessed for parcel 1 accordingly. These demonstrate that 2.0 x 25.0m visibility splays (required for a 20mph design speed) can be achieved across the parcel, though it is noted that:

1. Visibility splays cut across some garden areas, which would not be allowed if the roads and footways were to be adopted. However, it is noted that covenants are to be put in place to ensure visibility splays are not impeded, and if this is enforced by the site management company, then visibility should remain acceptable; and
2. There are locations where visibility splays cross formal car parking which would not be allowed if the roads and footways were to be adopted without favourable independent road safety comments being provided. However, it is noted that these instances are leading into relatively short cul-de-sac / parking court areas and as such should be accompanied by low speeds.

Parcel 2 – Plots 96 to 160

As outlined above, in terms of vehicle movements a vehicle tracking drawing has been provided (drawing 131.0010-0003 Rev P04) which demonstrates how a standard family car and a 4.6T light van (delivery vehicle) can move around site in a two-way manner.

This is largely completed without conflict, bar entry though access junctions adjacent to plots 116 and 151 where one of the vehicles is required to stop short prior to the opposing vehicle completing their manoeuvre through the junction. It would be recommended that the junction is widened to allow for unrestricted two-way vehicle access accordingly.

The drawing also demonstrates that with adequately sized aisle widths (6.0m) enough space is provided to enable the turning of a family car in and out of parking spaces. However, the space available for the turning of a delivery vehicle outside of plot 160 looks like an excessively long reverse movement before a turn to enable forward gear movement can be achieved, will be required.

It is recommended that additional vehicle tracking drawings for the 4.6T light van are supplied to demonstrate such turning movements are achievable for road safety reasons.

Refuse vehicle tracking drawings supplied, for both a refuse vehicle moving around site (131.0010-0001 Rev P05) and a refuse vehicle and family car travelling in opposing directions around the site (131.0010-0010 Rev P02) have also been assessed for parcel 2.

Again, it is noted that whilst the refuse vehicle can travel around the site to complete its collections, there are conflict points when confronted with a car, which require one to stop and let the other pass. Given the low level frequency of refuse movements, whilst this may well be accommodated in reality with driver give and take, and acceptable on a private road, it could cause issues if cars are parked in these same locations – i.e outside of plots 102, 120, 130 and 154. This could cause issue for the refuse vehicle and result in collections being missed.

Emergency vehicle access has also been shown in drawing 131.0010-0001 Rev P02, which again shows how all areas of parcel 2 can be reached. However, there is potential for the same issues of conflict if cars are parked in locations where wider areas of carriageway are required to complete turning manoeuvres.

Whilst if adopted, TRO's could be put in place to prevent this issue, as a private road, the Site Management Plan will need to cover this accordingly.

In terms of pedestrian movements, plans again demonstrate good joined up links throughout the parcel, linking up to the footways on the wider highway network. Cycle movements will be on-road until access to the link road is achieved at which point off-road cycling options are provided. Given the quantum of development in the parcel, and anticipated speeds, this is acceptable.

With regard to visibility splays, drawings 131.0010-0007 Rev P03 and 131.0010-0008 Rev P02 have been submitted and assessed for parcel 2 accordingly. These demonstrate that 2.0 x 25.0m visibility splays (required for a 20mph design speed) can be achieved across the parcel, though it is noted that:

1. Visibility splays cut across some garden areas, which would not be allowed if the roads and footways were to be adopted. However, it is noted that covenants are to be put in place to ensure visibility splays are not impeded, and if this is enforced by the site management company, then visibility should remain acceptable; and
2. There are locations where visibility splays cross formal car parking which would not be allowed if the roads and footways were to be adopted without favourable independent road safety comments being provided. However, it is noted that these instances are leading into

relatively short cul-de-sac / parking court areas and as such should be accompanied by low speeds.

Parcel 3 – Plots 161 to 216

Again, in terms of vehicle movements a vehicle tracking drawing has been provided (drawing 131.0010-0003 Rev P04) which demonstrates how a standard family car and a 4.6T light van (delivery vehicle) can move around site in a two-way manner.

This is largely completed without conflict, bar entry though access junction to the south of plot 165 leading into the car court area where one of the vehicles is required to stop short prior to the opposing vehicle completing their manoeuvre through the junction. It would be recommended that the junction is widened to allow for unrestricted two-way vehicle access accordingly.

The drawing also demonstrates that with adequately sized aisle widths (6.0m) enough space is provided to enable the turning of a family car in and out of parking spaces. However, the space available for the turning of a delivery vehicle outside of plots 186 and 194 looks like an excessively long reverse movement before a turn to enable forward gear movement can be achieved, will be required.

It is recommended that additional vehicle tracking drawings for the 4.6T light van are supplied to demonstrate such turning movements are achievable for road safety reasons.

Refuse vehicle tracking drawings supplied, for both a refuse vehicle moving around site (131.0010-0001 Rev P05) and a refuse vehicle and family car travelling in opposing directions around the site (131.0010-0010 Rev P02) have again been assessed for parcel 3.

Again, it is noted that whilst the refuse vehicle can travel around the site to complete its collections, there are conflict points when confronted with a car, which require one to stop and let the other pass. However, once again, given the low-level frequency of refuse movements, whilst this may well be accommodated in reality with driver give and take, and acceptable on a private road. It is unlikely that cars will park in these same locations due to the parking layout in this parcel.

Emergency vehicle access has also been shown in drawing 131.0010-0001 Rev P02, which again shows how all areas of parcel 3 can be reached. However, there is potential for the same issues of conflict if cars are parked in locations where wider areas of carriageway are required to complete turning manoeuvres.

The Site Management Plan will need to cover this accordingly.

In terms of pedestrian movements, plans again demonstrate good joined up links throughout the parcel, linking up to the footways on the wider highway network. Cycle movements will be on-road until access to the link road is achieved at which point off-road cycling options are provided. Given the

quantum of development in the parcel, and anticipated speeds, this is acceptable.

With regard to visibility splays, drawings 131.0010-0007 Rev P03 and 131.0010-0008 Rev P02 have been submitted and assessed for parcel 3 accordingly. These demonstrate that 2.0 x 25.0m visibility splays (required for a 20mph design speed) can be achieved across the parcel, though it is noted that there are locations where visibility splays cross formal car parking which would not be allowed if the roads and footways were to be adopted without favourable independent road safety comments being provided.

However, it is noted that these instances are looking into directions where the lead in distance of the road is relatively short (i.e. plot/parking 189) and so speeds and flows would be assumed to be relatively low.

Parcel 4 – Plots 217 to 269 (including plot 79)

Finally, in terms of vehicle movements, again the submitted vehicle tracking drawing provided has been assessed (drawing 131.0010-0003 Rev P04), which demonstrates how a standard family car and a 4.6T light van (delivery vehicle) can move around site in a two-way manner.

This is completed without conflict across the whole parcel of development, and so it would be acceptable.

The drawing also demonstrates that with adequately sized aisle widths (6.0m) enough space is provided to enable the turning of a family car in and out of parking spaces. Space also appears to be provided for the turning of a delivery vehicles (4.6T light van) to enable forward gear movement can be achieved. It would however be recommended that a vehicle tracking drawing is provided to formally demonstrate this.

Refuse vehicle tracking drawings supplied, for both a refuse vehicle moving around site (131.0010-0001 Rev P05) and a refuse vehicle and family car travelling in opposing directions around the site (131.0010-0010 Rev P02) have also been assessed for parcel 4.

Once again it is noted that whilst the refuse vehicle can travel around the site to complete its collections, there are conflict points when confronted with a car, which require one to stop and let the other pass. This may well be accommodated in reality given the low frequency of the movement, with driver give and take, and acceptable on a private road, but it could cause issues if cars are parked in these same locations – i.e. outside of plots 217, 254 and 255. This could cause issue for the refuse vehicle and result in collections being missed.

Emergency vehicle access has also been shown in drawing 131.0010-0001 Rev P02, which again shows how all areas of parcel 4 can be reached. However there is potential for the same issues of conflict if cars are parked in locations where wider areas of carriageway are required to complete turning manoeuvres.

Whilst if adopted, TRO's could be put in place to prevent this issue, as a private road, the Site Management Plan will need to cover this accordingly.

In terms of pedestrian movements, as with the other development parcels, plans again demonstrate good joined up links throughout the parcel, linking up to the footways on the wider highway network.

There do however appear to be some missing links that would be beneficial to the end users, these being a footway provision on the north side of the southern access (south of plot 254). Without a link here, elongated routes around are required, or a walk on the road which wouldn't be welcomed.

The cross road links between plots 239 to 294 and 245 to 247 should also be lined up better.

Cycle movements will be on-road until access to the link road is achieved at which point off-road cycling options are provided. Given the quantum of development in the parcel, and anticipated speeds, this is acceptable.

With regard to visibility splays, drawings 131.0010-0007 Rev P03 and 131.0010-0008 Rev P02 have been submitted and assessed for parcel 1 accordingly. These demonstrate that 2.0 x 25.0m visibility splays (required for a 20mph design speed) can be achieved across the parcel, though it is noted that:

1. Visibility splays cut across some garden areas, which would not be allowed if the roads and footways were to be adopted. However it is noted that covenants are to be put in place to ensure visibility splays are not impeded, and if this is enforced by the site management company, then visibility should remain acceptable; and
2. There are locations where visibility splays cross formal car parking which would not be allowed if the roads and footways were to be adopted without favourable independent road safety comments being provided. Examples of this are where the splay crosses parking spaces 217, 218, 254, 255, 268 and 269.

However, it is noted that these instances will be in locations where traffic crossing the junction area is unlikely due to the layout, with the vast majority of vehicles expected to be turning to egress the site. As such, speeds would be anticipated to be low.

PARKING:

Whilst the quantum of vehicle parking has not been assessed as this is a function for EBC, whereby their Parking Standards should be adhered to, it is noted that only 405 parking spaces are proposed, whilst the EBC Parking Standards have a requirement for 457 spaces – a shortfall of approximately 10%.

The Case Officer may wish to consider this, given that any shortfall is likely to result in either obstructive parking that could block the clear passage of refuse

or emergency vehicles in particular; or result in random parking appearing as people choose to convert gardens to provide additional parking (though potential options for this also look constrained).

Whilst not a specific highway issue, given the site is not being put forward for adoption, it would be recommended that private parking restrictions are put in place by the future site management company to prevent such issues. Traffic Regulation Orders will need to be in place on the adopted link road to prevent parking on the highway.

The parking layout has however been reviewed, and is generally acceptable with adequately sized parking bays and turning areas provided due to the aisle widths as outlined above.

It would also be recommended that where a parking space is located adjacent to a landscaped area, or a vertical obstruction (i.e. a wall) that an additional 0.3m step out strip is provided so that users can actually open car doors sufficiently to enable access and egress into the car itself. Without this, users are likely to bang doors or stepping over the landscaped areas that will become muddy in wet weather periods. Having reviewed the plans however, it would appear that this is already in place which is therefore acceptable.

SERVICING:

A proposed 'Refuse Strategy Plan' has been submitted as part of the application, which essentially shows the positions on site that the refuse vehicle will need to reach in order to collect the bins.

However, as outlined above, whilst vehicle tracking has been provided which shows that a refuse vehicle can physically circulate the site, there are points of conflict and parking in non-designated bays could impact these movements.

Finally, as the site is to remain within private ownership, the developers should also be made aware of the Advanced Payment Code (APC) that will be required by the Highway Authority. Details of this can be found via the following link - <http://documents.hants.gov.uk/transport/APCProcess-Guidancedocumentforwebsitev22018-04-02.pdf>

Condition 13 – Construction Traffic Management Plan;

The submitted Construction Traffic Management Plan (CTMP V1 – October 2025) has been reviewed and there would be **no objection** in principle to the discharge of condition from a highway perspective.

However, as outlined within the document, this will need to remain a 'live document' whereby updates can be made accordingly during the build process, as elements such as compound areas are moved as the site evolves. These updates will need to be submitted accordingly prior to the start of works, and then subsequently as the location changes during each phase,

demonstrating key elements such as storage and delivery areas; turning circles to enable forward gear access and egress for delivery vehicles; and parking areas for contractors.

Key elements of the plan that will however remain constant include elements such as the use of wheel wash facilities to ensure that site vehicles are clean prior to entering the highway network, and the use of road sweepers should this method fail and complaints be received. These measures are welcomed.

Additionally, Construction Traffic Routing is outlined, with proposals being that the majority of construction traffic would access the site from the south via the M27 at Junction 7, Charles Watts Way, Tollbar Way, Bubb Lane, Chalcroft Way to access the link road at the Burnetts Lane roundabout and subsequently access the Quobleigh Breach parcel.

The only occasion in which vehicles may route via Eastleigh and subsequently the B3037 and Allington Lane is if goods are arriving by train. This route would use Tower Lane, Chickenhall Lane, Bishopstoke Road, B3037 and Allington Lane before continuing into the site via the new link road.

Again, these routes are acceptable, avoiding passing through any residential areas as much as possible, or through local constraints such as the rail bridge on Allington Lane.

Finally, it is outlined in section 5.6 of the plan that 'If necessary, a condition survey prior to commencement will be undertaken by the developer and provided to HCC to be agreed. This can then be reassessed once construction works are complete and any damages resulting from the construction traffic movements will be repaired. It would be requested that such a document is provided at the start of each phase of the development.

Condition 25 – Refuse Collection Strategy;

As outlined above, a proposed 'Refuse Strategy Plan' has been submitted as part of the application, which essentially shows the positions on site that the refuse vehicle will need to reach in order to collect the bins.

This has been reviewed, and would appear to be acceptable (**no objection**) with bin collection points (individual and shared) located within a reasonable distance to where the refuse vehicle would be anticipated to reach.

However, again as outlined above, there could be access issues if vehicles are parked in obstructive non-designated parking spaces. The site management plan will need to ensure that private restrictions are in place to prevent this from happening as this could result in missed collections.

Condition 67 – Full Landscape Details;

It is noted that covenants will be put in place to ensure that any dwelling that has a private garden area which sits within the required visibility splay shall be kept clear of obstruction on this private road estate. This is acceptable, noting that the height of any landscaping quoted in the covenant should be that it is retained at 900mm or less.

This is in line with the height of the proposed front garden walls as shown on drawing 30071D-CLA-PRGB-00-PD-A-0001-P4 (Proposed Boundary Treatments). Walls shown on this plan range from 900mm to 1800mm (walls and fences) which are acceptable for the locations as shown.

Whilst it is onwards noted that trees are to be planted, as shown on the various landscaping drawings, it would not be anticipated that the trunk widths of these trees would cause a disruption to visibility splays. The Case Officer may however wish to consider how the canopy could impact the movement of vehicles (particularly refuse vehicles) dependant on the canopy heights which could conflict with vehicle cab heights.

From a highway perspective however, there would be **no objection** to the proposed discharge of condition for landscaping for this private road site, subject to covenants being applied as outlined above.

I trust the above is clear, however should you require any clarification please do not hesitate to contact me.

Yours faithfully,

Matt Grantham
Principal Transport Planner - Highway Development Planning
Hampshire 2050

ACCESS DESIGN

LARGE FAMILY CAR RIGHT IN AND LEFT OUT

LARGE FAMILY CAR LEFT IN AND LEFT OUT

LARGE FAMILY CAR LEFT IN AND RIGHT OUT

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6. ALL VEHICLES TRACKED AT 10MPH IN LINE WITH HCC TG2 GUIDANCE.

VEHICLE PROFILE (NOT TO SCALE)

4.89

1.257

2.59

Large Family Car 1

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Max Track Width

Lock to lock time

Kerb to Kerb Turning Radius

4.890m

1.940m

1.512m

0.273m

1.890m

4.00s

5.100m

NORTH

PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
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0m5m

1:200

P01

FIRST ISSUE

11.02.26

OSC

CID

Rev

Description

Date

By

App'd

Date Created

11.02.26

Drawn By

OSC

Approved By

CID

Suitability Code

-

PBA Project Number

131.0010

Scale

1:200

(AT A3)

PBA Drawing No:

131.0010-0011

Revision

P01

Project Name

QUOBLEIGH BREACH,
ONE HORTON HEATH

Project Phase

PRELIMINARY

Title

BLOCK B REVISED ACCESS
DESIGN

paulbasham

associates

Paul Basham Associates Ltd

The Bothy, Cams Hall Estate, Fareham, PO16 8UT

01329 711 000

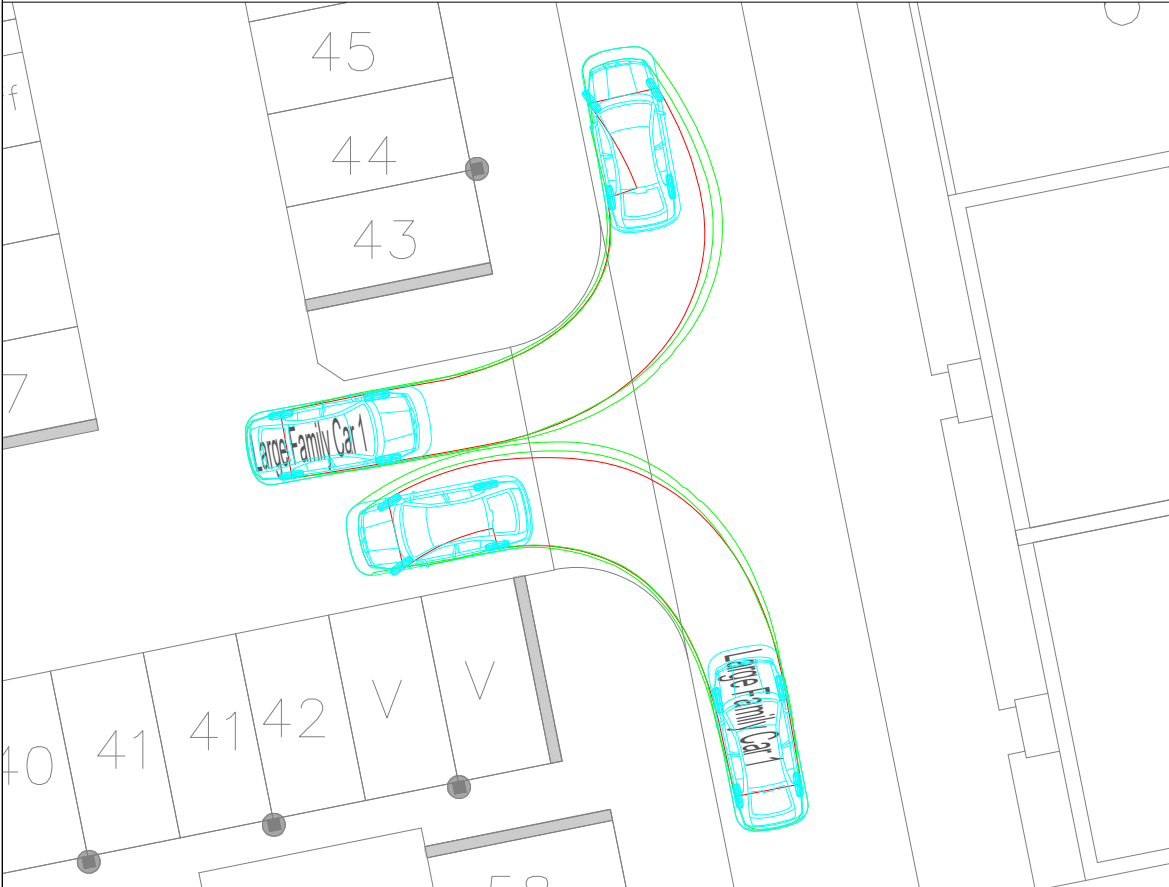
info@paulbashamassociates.com www.paulbashamassociates.com

Client

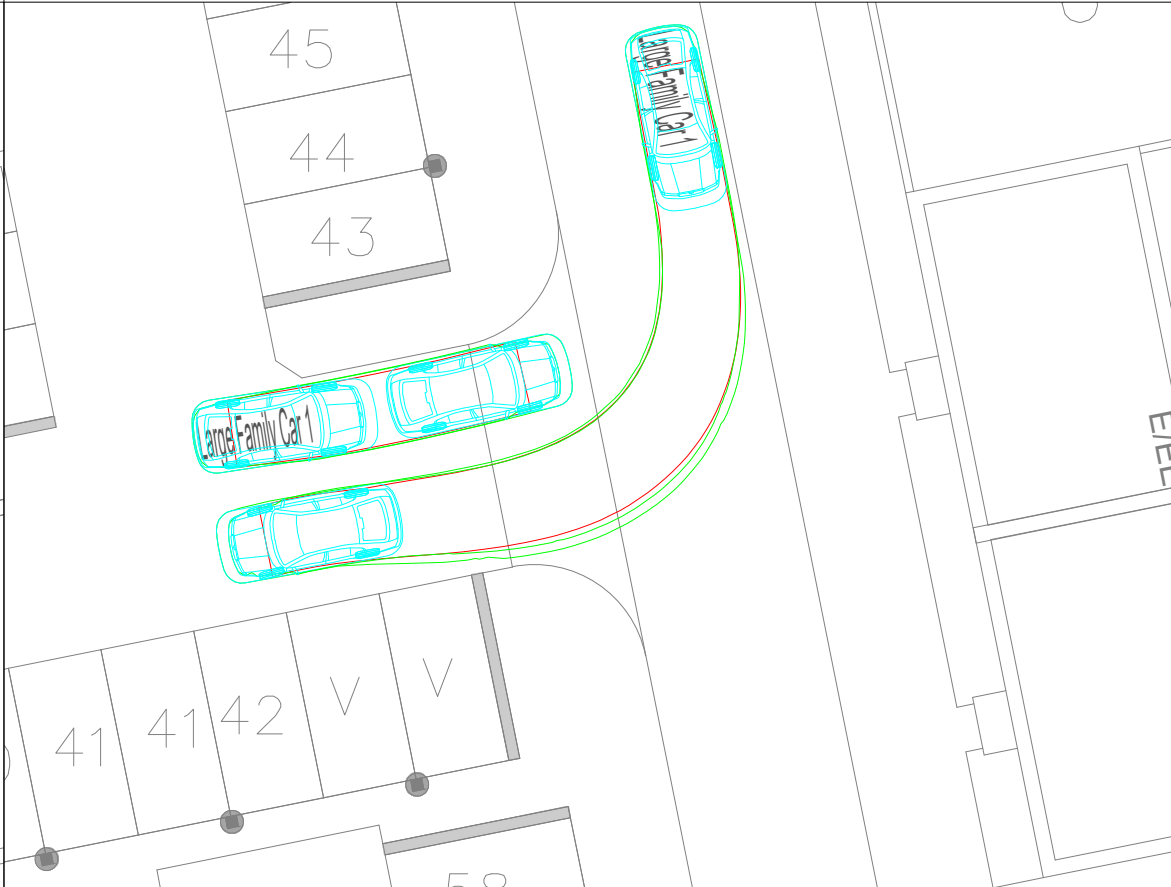
ONE
HORTON
HEATH

QMS2011/v9/020525/IDR

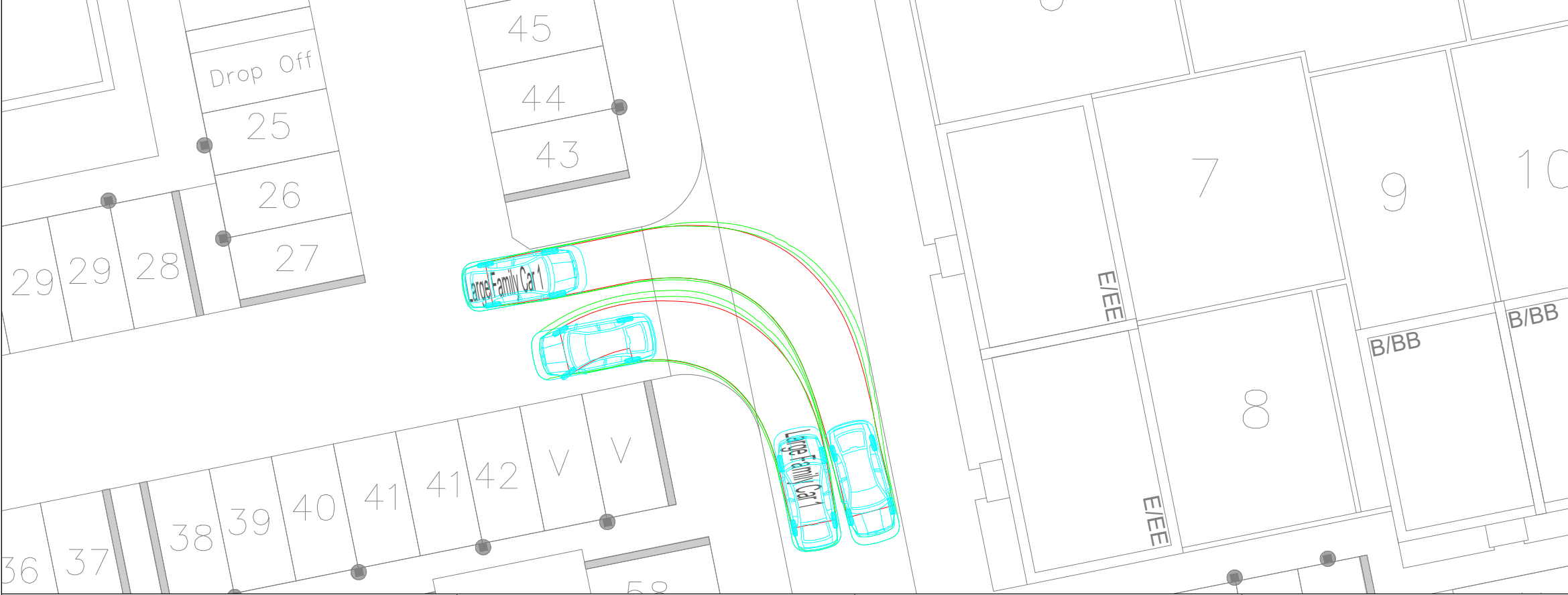
LARGE FAMILY CAR LEFT IN LEFT OUT



LARGE FAMILY CAR RIGHT IN



LARGE FAMILY CAR LEFT IN RIGHT OUT

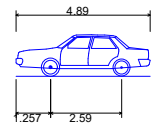


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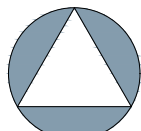
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- ALL VEHICLES TRACKED AT 10MPH IN LINE WITH HCC TG2 GUIDANCE.

VEHICLE PROFILE (NOT TO SCALE)



Large Family Car 1	
Overall Length	4.890m
Overall Width	1.940m
Overall Body Height	1.512m
Min Body Ground Clearance	0.273m
Max Track Width	1.890m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.100m



NORTH

PRELIMINARY

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1:200

P01	FIRST ISSUE	11.02.26	OSC	CID
Rev	Description	Date	By	App'd
Date Created	Drawn By	Approved By	Suitability Code	
10.02.26	OSC	CID	-	
PBA Project Number		Scale	(AT A3)	
131.0010		1:200		
PBA Drawing No:			Revision	
131.0010-0012			P01	

Project Name
QUOBLEIGH BREACH,
ONE HORTON HEATH

Project Phase
PRELIMINARY

Title
BLOCK A ACCESS SWEEP
PATH ANALYSIS

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Client
**ONE
HORTON
HEATH**

Appendix C



NOTES:

Report all discrepancies, errors and omissions.

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

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

For all specialist work, see relevant drawings.

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Rev	Date	Description
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Project Title

Eastleigh Borough Council
Proposed Residential Development
One Horton Heath
Quobleigh Breach

Proposed Site Layout Plan

Scale
1:1000 at A1

Date
June 2025

Drawn by
HP

Checked by
SW

CLAGUE ARCHITECTS

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

Project - Originator - Function - Spatial - Form - Discipline - Number. Revision
B0071D - CLA - PRSL - 00 - PD - A - 0001 - P5

JUNCTION DESIGN

LARGE FAMILY CAR RIGHT IN

LARGE FAMILY CAR LEFT IN AND LEFT OUT

LARGE FAMILY CAR LEFT IN AND RIGHT OUT

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VEHICLE PROFILE (NOT TO SCALE)

Large Family Car 1

Overall Length4.890m

Overall Width1.940m

Overall Body Height1.512m

Min Body Ground Clearance0.273m

Max Track Width1.890m

Lock to lock time4.00s

Kerb to Kerb Turning Radius5.100m

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0m5m

1:200

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10.02.26	OSC	CID	-	
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131.0010		1:200		
PBA Drawing No:			Revision	
131.0010-0013			P01	

Project Name

QUOBLEIGH BREACH,
ONE HORTON HEATH

Project Phase

PRELIMINARY

Title

REVISED JUNCTION BY PLOTS
115/116

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Client

ONE
HORTON
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QMS2011/v9/020525/IDR

Appendix E

Appendix F

