
Planning Statement

One Horton Heath Secondary Infrastructure Road

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One Horton Heath Secondary Infrastructure Road



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1. Introduction and Executive Summary

- 1.1. This Planning Statement has been prepared on behalf of the One Horton Heath Project Team in support of a full planning application for a Secondary Infrastructure Road (SIR) within the One Horton Heath (OHH) development. The description of development is:

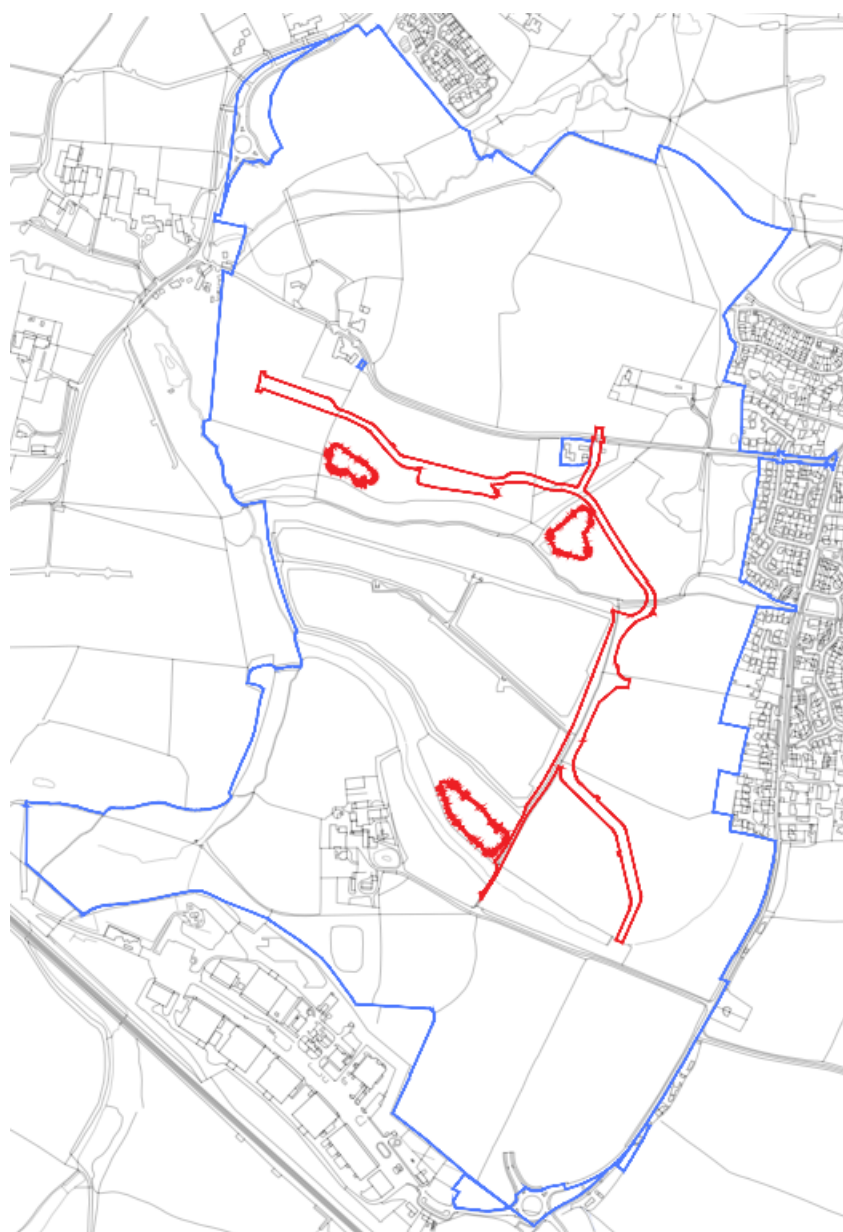
Construction of an internal distributor road and associated footways, cycleways, lighting landscaping and SuDS basins, and diversion of Public Rights of Way footpaths FOHHF 701 and 702 as part of the One Horton Heath development.

- 1.2. This Statement describes the site and its context, sets out the proposed development and how it addresses relevant policy. This Statement should be read in conjunction with the submitted drawings and documentation, full details of which are set out in the covering letter that accompanies this submission.
- 1.3. The proposed development would deliver a secondary road between the previously consented Link Road in the north west of the One Horton Heath site and the First Residential Parcel in the south east of the One Horton Heath development.
- 1.4. The proposed development has been designed in full accordance with the Development Plan and Outline Planning Application (OPA) O/20/89498, which has a resolution to grant consent subject to S106 negotiations principally relating to education. This application is for full planning consent due to the time for these negotiations to complete. Timely delivery of the SIR is necessary to ensure that access to the Local Centre and Primary School is achieved in time for the expected reaching of the S106 trigger with the delivery of a future housing on the One Horton Heath site. This is consistent with the general principles of infrastructure first delivery on the One Horton Heath project. Submitting the SIR as a full planning application will deliver the SIR in accordance with and as part of the OPA and enable commencement more quickly than waiting for the resolution of the OPA S106 and the determination of an application for RMA of details of the SIR and ensure that necessary infrastructure is delivered ready for the provision of new homes.
- 1.5. The OPA was subject to Environmental Impact Assessment (EIA), which assessed the proposed development on the basis of the delivery of the quantum of development in accordance with a series of parameter plans and strategies for the management of the development. The findings of the EIA were presented in an Environmental Statement (ES) that accompanied the outline application (the Original ES) which was then updated in March 2021 through an ES Addendum to reflect minor amendments to the OPA. This full planning application is supported by an EIA Statement of Conformity that reviews the environmental baseline and demonstrates that the SIR proposals are consistent with what was envisaged and assessed at the time of the OPA such that no further environmental information is required. The environmental conclusions presented in the Original ES and March 2021 ES Addendum provide the information necessary for the LPA to reach a reasoned conclusion on the likely significant effects of the development proposed.
- 1.6. This application is part of an “infrastructure first” development to best meet the needs of existing and future residents.

2. The Site and Background

- 2.1. The Site is an area of agricultural land west of Horton Heath, near Eastleigh within the county of Hampshire. Eastleigh is located approximately 7km north west of the Site and approximately 9.5km north of the city of Southampton. Southampton International Airport is located approximately 8km west of the site.

Figure 1: Site Location



- 2.2. The application site comprises a distributor road within the OHH site. OHH will deliver up to 2,500 dwellings local employment, local retail, leisure, employment and community facilities, primary school, formal and

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informal publicly accessible open space, including formal sports facilities, landscaping, green infrastructure and sustainable drainage systems. An outline planning application (O/20/89498) currently benefits from a resolution to grant planning consent subject to the signing of the Section 106 Agreement. In a similar fashion as is proposed for the Secondary Infrastructure Road, to facilitate timely delivery of development at OHH, a first phase of OHH (the Lower Acre) and the Link Road between Allington Lane and Burnetts Lane have been granted full planning consent (F/20/89500 and F/21/91185) and works have commenced.

Table 1: Relevant Planning History

Application Reference	Application Description	Application Decision
Outline Planning Application O/20/89498	Outline: Phased mixed-use development comprising severable and separate phases of development (as per the Phasing Plan) consisting: - Up to 2,500 residential units in total (across The Lower Acre, Quobleigh Breach, The Upper Acre, Round Copse, The Holme, The Homestal, Chalcroft Farm and The Folds phases and partially within Chalcroft Outfarm Works phase); - A Local Centre (and supporting secondary local centres) on land up to 3.1ha comprising mixed-use residential/retail/leisure/community/employment/day nursery/food establishment uses (Local Centre Phase); - Further non-residential floorspace on land up to 5ha comprising of office, commercial and industrial uses and general industrial and storage & distribution uses (Chalcroft Outfarm works and Fir Tree Farm Hub phases and partially within the Chalcroft Farm phase); - A 3FE Primary School (Primary School Phase); - Public open space including formal sports facilities and informal provisions (across Green Infrastructure Phases); - Allotments, ecological, landscape and sustainable drainage works; - key infrastructure and utilities provision including new roads, footpaths, bridleways and cyclepaths; - Vehicular access from Allington Lane, Fir Tree Lane and Burnetts Lane with improvements to the existing road junction at Fir Tree Lane/Burnetts Lane; and - Site preparation and demolition works All Matters Reserved Except Access.	Resolution to grant consent at Committee meeting 22 June 2023
First Residential Parcel Application F/20/89500	Erection of 381 residential units with public open space, hard and soft landscape works, internal roads, footway/cycleways, associated parking spaces, substation, SuDS and associated infrastructure	Consent 05 December 2022 Works have commenced
Link Road Application F/21/91185	Construction of road between Allington Lane and Burnetts Lane with associated footway, cycle paths, water crossings, drainage and landscaping	Consent 29 September 2022

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		Implemented and recently reached the halfway build point
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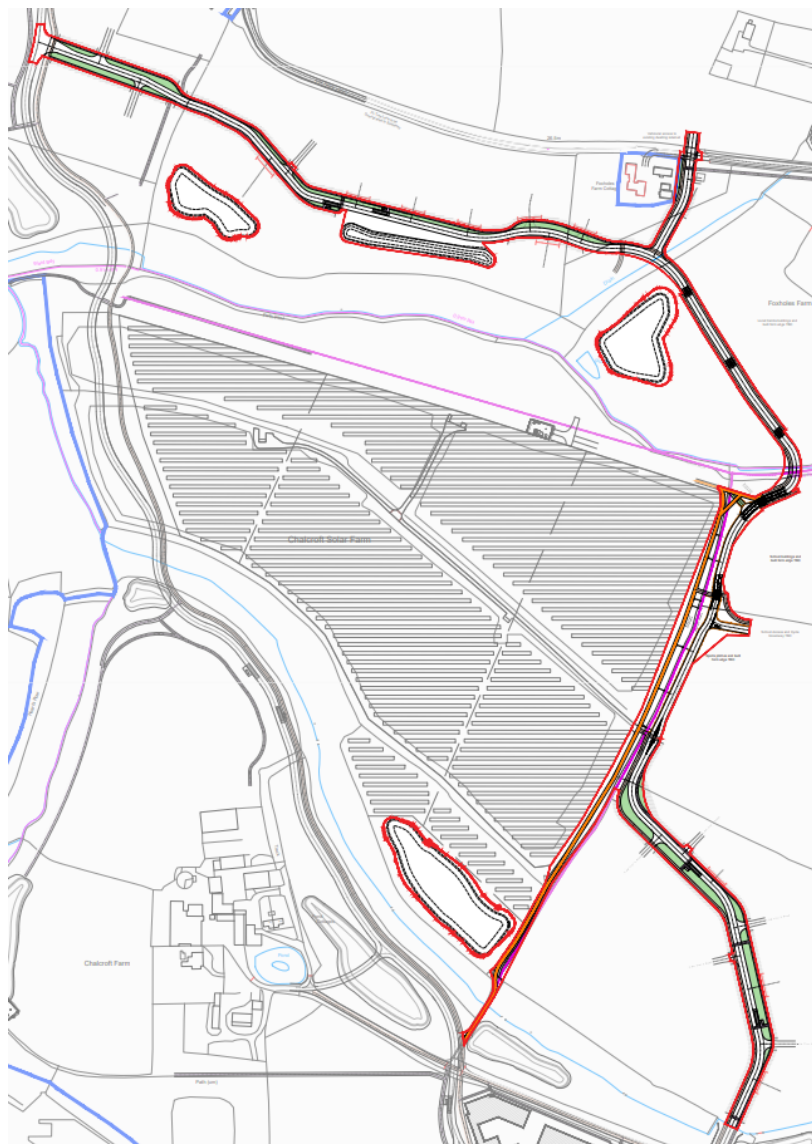
3. Pre-Application Engagement

- 3.1. The OHH team has undertaken a fully managed programme of engagement with the local community and wider stakeholders. The pre-application engagement has facilitated feedback which has been carefully considered as part of the design development of the road.
- 3.2. Initial consultation with statutory and key stakeholders sought to engage on the early design proposals. The planned programme facilitated a number of one-to-one design feedback meetings and concluded with responses from all thirteen engaged parties.
- 3.3. During June to July 2023 the community pre-application planning consultation took place. An internal distributor road consultation video launched the three-week programme. On the One Horton Heath dedicated public engagement website page, an online feedback survey and consultation materials were published on 16 June 2023. The consultation closed on 7 July 2023.
- 3.4. Full detail of the engagement is provided in the Pre-Application Public Consultation Report (One Horton Heath, July 2023) that supports the application.

4. The Proposal

- 4.1. The proposed development seeks full planning permission for the construction of the OHH Secondary Infrastructure Road and associated drainage infrastructure and landscaping that are consistent with the parameters of the outline application that currently has a resolution to grant consent, as set out in section 2 of this statement.

Figure 2: Proposed Site Plan



- 4.2. The applicant's objective is to ensure the delivery of new homes at Horton Heath in line with the allocation under Policy HH1, and through the timely implementation of the Outline Consent once the S106 discussions have been resolved. As the SIR is being proposed in the context of the outline masterplan for

One Horton Heath it is necessary to ensure the design does not prejudice the delivery of the anticipated outline consent.

- 4.3. As demonstrated in Figure 2, the Link Road would provide access onto SIR from the Quobleigh Breach junction in the north west. From this junction the route would run east, parallel to Fir Tree Lane before turning south and eventually connecting into the consented First Residential Parcel. Along its route the SIR would serve residential parcels and provide access to the Local Centre and School Access.
- 4.4. The role of the SIR would be a movement link for pedestrians, cyclists and vehicles within the development. The SIR is plotted with all supporting features, including SUDS basins, lighting, hard and soft landscaping included in the application. As part of non-motorised improvements, Public Rights of Way footpaths FOHHF 701 and 702 would be upgraded to bridleways and subject to minor diversion.
- 4.5. Sustainable drainage systems would be incorporated to enhance biodiversity, limit flows, provide amenity value and provide water quality improvements from the surface water flows generated by the SIR before discharging at a controlled rate into the three proposed SuDs on the site. These SuDs features are consistent with the outline drainage strategy prepared for the whole OHH development.
- 4.6. Alongside details of the road, the application includes details of landscaping to ensure that road side planting responds to the context and character of the intended future developments and has been designed to enhance biodiversity.

5. Planning Policy

- 5.1. Under section 38 (6) of the Planning and Compulsory Purchase Act 2004 (as amended), if regard is to be given to the development plan for the purpose of any determination to be made under the planning acts, the determination must be made in accordance with the plan, unless material considerations indicate otherwise. Section 38 (3) of the Planning and Compulsory Purchase Act 2004 (as amended) states that the development plan consists of the development plan documents and any neighbourhood plan. In this case, these are:
- Eastleigh Borough Local Plan 2016-2036 (adopted April 2022)
 - Hampshire Minerals and Waste Plan (adopted October 2013)
- 5.2. Supplementary Planning Guidance is a material consideration. The following documents are relevant:
- Biodiversity SPD adopted December 2009
 - Quality Places SPD adopted November 2011
 - Trees and Development SPD adopted April 2022
- 5.3. Eastleigh Borough Council is starting work on a review of the Eastleigh Local Plan 2016-2036. This will set out the policies and plans to guide future development in the Borough. It will be used to determine planning applications and will review and update the policies as required in the recently adopted Local Plan. At the current early stage of progress of the review it is not considered to have weight at this moment in time.

National Planning Policy Framework

- 5.4. On 19 December 2023, the Government published a revised version of the National Planning Policy Framework (NPPF). The NPPF sets out the Government's presumption in favour of sustainable development, which requires that Local Planning Authorities (LPAs) should approve development proposals that accord with statutory plans without delay. The presumption in favour of sustainable development is a material consideration in the determination of planning applications.
- 5.5. This NPPF also contains the core planning principles that should underpin development management, including that planning should proactively drive and support sustainable development to deliver the homes and infrastructure and thriving local places that the country needs, and that every effort should be made to identify and then meet housing and development needs of an area. It also states that planning should make effective use of land by re-using land that has been previously developed and promotes mixed use developments.
- 5.6. Where appropriate, further relevant details of the NPPF are addressed in this statement

6. Planning Assessment

The Principle of Development

- 6.1. One Horton Heath is allocated as Policy HH1 within the Eastleigh Borough Local Plan (EBLP) for the delivery of 1,500 dwellings. Criteria h and i of Policy HH1 require the provision of vehicular access to the residential parts of the site and the provision of footpath and cycle routes through the site, both of which would be provided by the proposed development in accordance with Policy HH1.
- 6.2. As the Outline Planning Application (OPA) is subject to a resolution to grant consent subject to S106 negotiations relating to education, it is considered that it carries weight as a material planning consideration. Parts of the SIR are shown indicatively on the parameter plans that govern the OPA, which were updated in April 2023 and the provision of the SIR as a link between the Link Road in the north west, Fir Tree Lane in the east and the Lower Acre in the south west was a clearly identified element of the outline proposals. Timely delivery of the SIR is necessary to ensure that access to the Local Centre and Primary School is achieved in time for the expected reaching of the S106 trigger in relation to the school being operational prior to the occupation of the 500th eligible dwelling. Following the delivery of the Lower Acre, this trigger is expected to be reached during the delivery of Quobleigh Breach in the north west of the OHH site that is soon to be the subject of an application for Reserved Matters Approval (RMA).
- 6.3. The delivery of the SIR is in accordance with the allocation Policy HH1 as it will ensure timely provision of key elements of infrastructure necessary for the efficient delivery of the development sought through the Local Plan allocation. Additionally, the consistency of the proposals with the OPA that has resolution to grant consent is a strong material consideration. It is considered that the principle of the proposed development should be accepted.

Environment Statement Compliance

- 6.4. The application is supported by an EIA Statement of Compliance (Savills, December 2023). The Statement of Compliance presents a review of the SIR proposals and application documentation against the parameters assessed in the EIA, alongside relevant strategies and mitigation to evaluate the implications of the detailed proposals on the validity of the conclusions of the Original ES and May 2021 ES Addendum. The review in the Statement of Compliance finds that the SIR proposals conform with the previously assessed parameters and deliver against the relevant strategies and mitigation requirements relating to the EIA. As such, the environmental information contained within the Original ES and May 2021 ES Addendum remains valid in respect of the proposed development.

Transport

- 6.5. The application is supported by a Transport Statement (Campbell Reith, December 2023). The Transport Statement sets out that the proposed development has been design in full accordance with the OPA and sets out the specific detail and modelling of the capacity of the road, and its interaction with elements such as the Public Rights of Way (PROW) that cross the site.
- 6.6. The internal distributor road is proposed with footways and shared cycle / footways to provide access to

all frontages and side road access points. In addition, Public Rights of Way footpaths FOHHF 701 and 702 would be upgraded to bridleways and subject to minor diversion.

- 6.7. Within the application area, four bus stops (two pairs) are proposed and a zebra crossing is proposed close to the School Access to cater for demand from pupils travelling to or from school.
- 6.8. The application is also supported by a Construction Traffic Management Plan (Campbell Reith, November 2023). The Management Plan sets out measures relevant to the construction phase of the SIR to lower emissions, enhance safety and reduce congestion.
- 6.9. These documents set out that the proposed SIR would meet national and local guidance and standards as a 30MPH road. The proposed Link Road would also protect and enhance Public Rights of Way and provide for safe operation of the highway network in accordance with Policies DM1 and DM13.

Landscape

- 6.10. The application is supported by landscape proposals and a Landscape Management Plan (Deacon Design, December 2023). These documents demonstrate that the proposed development would be integrated with its surroundings.
- 6.11. The proposed SuDs aim to deliver nitrate mitigation measures across a series of ponds and found across the emerging development through enhanced wetland planting. These ponds have been designed to permanently store water at varied depths with planting surrounding mainly consisting of proposed wetland wildflower meadow. A mixture of native grass/species-rich wildflower sowing will likewise contribute to beneficial filtration and biodiversity benefit.
- 6.12. A carefully considered palette of pre-dominantly native species is proposed to immerse the proposed development into the landscape setting. The amenity prospects for OHH are key to delivering attractive and usable places, so that the community enjoy the attractive waterside setting and experience the wellbeing benefits of close contact with nature.
- 6.13. The proposed landscape plans take account of the Trees and Development SPD to create a tree lined avenue, with road side planting designed to respond to the context and character of the intended future developments, and design to enhance biodiversity. The development of the proposed SIR would be well integrated into the wider One Horton Heath development and would also be integrated with sustainable drainage features in accordance with Policies DM1 and DM3.

Water Environment

- 6.14. The application is supported by a Flood Risk Assessment (FRA) (Ridge, December 2023). Apart from the watercourse causing local bank-full and local overland flooding the remaining site area is in Flood Zone 1, although there are two additional tributary watercourses that will need to be crossed. However, apart from the watercourses there is no recorded flooding from any other sources, neither historical flooding nor specific event records, apart from the watercourses. Flood risk from other potential sources is also considered low. The FRA concludes that the immediate and residual flood risks over the lifetime of the Internal Distributor Road and development are readily manageable, and the redevelopment proposals are

deemed acceptable in terms of flood risk throughout their lifetime, without increasing flood risk elsewhere.

- 6.15. The application is also supported by a Drainage Strategy (Ridge, December 2023). The Drainage Strategy seeks to analyse the impact of the proposed development and demonstrate the principles of surface water management in terms of limiting post development discharge rates and providing necessary attenuation. The Drainage Strategy identifies catchments that would have SUDS features from where surface water would discharge into the Foxwood Stream.
- 6.16. The SUDS Strategy (Ridge, December 2023) that also supports the application provides the specific details of the SUDS features and their ongoing management.
- 6.17. Development of the SIR and site within Flood Zone 1 areas only should readily satisfy the requirements of the Sequential Test. There is no requirement for the proposed development to be subject to the Exception Test. Adequately modelled and designed Internal Distributor Road crossing points over watercourses have been demonstrated within the report.
- 6.18. The development of the proposed SIR would be integrated into sustainable drainage features delivered as part of the wider One Horton Heath development and would not increase flooding elsewhere in accordance with Policies DM3, DM5 and DM6.

Ecology

- 6.19. The application is supported by an Ecological Appraisal Report (Johns Associates, December 2023) and a Bird Hazard Management Plan (Johns Associates, November 2023). The Report has drawn on historic and contemporary ecological data from desk studies and field surveys. The information used included an extended UKHab Survey of the site and Phase 2 ecological surveys for badger, bats, birds, dormouse, great crested newt, otter, water vole and reptiles. A Biodiversity Net Gain (BNG) assessment of the current and proposed habitats has been calculated using Defra Metric 4.0 to provide a standardised assessment of the change in habitats resulting from the Proposed Development.
- 6.20. The scheme design has worked to ensure mitigation and enhancement features have been included within the proposed development. There is no direct evidence of Badger recorded and considered highly unlikely that Great Crest Newts, Otter and Water Vole and Dormice would be present within the construction and operational areas associated with the proposed development. It is also likely that only low numbers of common reptiles are present. Overall, it is considered reasonable that the scheme will result in neutral and nonsignificant effect to ecological assets.
- 6.21. The scheme design has sought to minimise the loss of these areas and provide replacement habitats that will be of suitable value to bats, including grassland, tree and open water habitats. It is concluded that the development of the proposed SIR would not have an unacceptable impact on biodiversity and would protect, conserve and enhance networks of natural habitats and features including watercourses in accordance with Policies DM1 and DM11.

Trees

- 6.22. The application is supported by an Arboricultural Impact Assessment (Tyler Grange, November 2023). The

Assessment sets out the arboricultural baseline and demonstrates that the proposed layout has been well designed to avoid the loss of or impacts towards trees of high value. Additionally, in line with best practice, the 'path of least resistance' has been taken through field boundaries to minimise removal of vegetation. Compensation for the losses will also be provided in the form of approximately 70 new trees that will align the proposed road.

- 6.23. The Assessment also includes a full tree survey and sets out the specific trees that would be required to be removed to enable the proposed development. These are largely confined to category U and C trees; 8 category B trees would be required to be removed, but no category A trees.
- 6.24. Criterion d of Policy DM1 sets out that development should not involve the loss of or damage to trees, woodlands, hedgerows, ponds, priority habitats or other landscape features of value to the character of the area, for appearance or biodiversity unless they can be replaced with features of equivalent or enhanced value, (recognising that some species and habitats may be irreplaceable). For the reasons above it is considered the proposed development accords with Policy DM1.

Noise and Vibration

- 6.25. The application is supported by a Noise and Vibration Assessment (Create, March 2023). The report demonstrates that with appropriate mitigation measures in place, the development of the proposed SIR would not cause loss of amenity or impact on public health from noise or vibration in accordance with Policy DM8.

Air Quality

- 6.26. Air Quality Assessment (Create, July 2023) is provided within the application. The report concludes that the proposed development is expected to comply with all relevant air quality policies. The development of the proposed SIR would not cause loss of amenity or impact on public health from air pollution in accordance with Policy DM8.

Lighting

- 6.27. The application is supported by a Lighting Impact Assessment (Hydrock, December 2023). The LIA concludes with sensitive lighting design principles adopted, the SIR has the ability to reach neutral impact, which will be confirmed via additional modelling assessments and submitted alongside the detailed lighting plans for which the applicant seeks to be conditional of this consent. The LIA demonstrates that the development of the proposed SIR would not cause loss of amenity or impact on public health from light intrusion in accordance with Policy DM8.

Heritage

- 6.28. The application is supported by a Heritage Desk Based Assessment (Cotswold Archaeology, October 2023). The report considers whether the proposals for the SIR, as detailed for the full planning application, amend the conclusions of the assessment undertaken for the outline planning application in relation impacts upon the designated and non-designated heritage assets within the environs of the site.

- 6.29. Whilst there is a slight potential for the presence of further buried archaeological remains within the Site, due to a focus on agriculture and the lack of development from at least the early medieval period onwards, such remains are likely to be of little to no significance. Any such features are likely to reflect evidence of agricultural practice in the form of infilled field boundaries, plough furrows and residual or unstratified artefacts. It is not considered that the significance of the potential archaeological resource within the Site is of such a level that would require preservation in situ, or that it would influence development design.
- 6.30. The assessment concludes that the proposals will not result in any non-physical harm to the significance of the remaining designated and non-designated heritage assets located within the surrounding landscape. The development of the proposed SIR would not have an unacceptable impact on the significance of heritage assets in accordance with Policies DM1 and DM12.

7. Conclusion

- 7.1. This Planning Statement has been prepared in support of the proposals for the Secondary Infrastructure Road within the One Horton Heath development. The Secondary Infrastructure Road will provide vehicular and non-motorised access through the One Horton Heath site between the previously consented Link Road and First Residential Parcel, both which are under construction.
- 7.2. The proposals will be delivered through this application for full planning application to ensure timely delivery of the Secondary Infrastructure Road, which is necessary so that access to the Local Centre and School is achieved by the expected reaching of the S106 trigger in relation to the school being operational prior to the occupation of the 500th eligible dwelling as part of the One Horton Heath development.
- 7.3. The proposals will deliver significant landscaping and drainage infrastructure and will minimise impacts on existing trees. In addition the road will not cause a loss of amenity.
- 7.4. The proposals are compliant with local and national planning policy, and the Environment Statement of the Outline Planning Application that has a resolution to grant consent. Accordingly, the application is commended for permission.

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