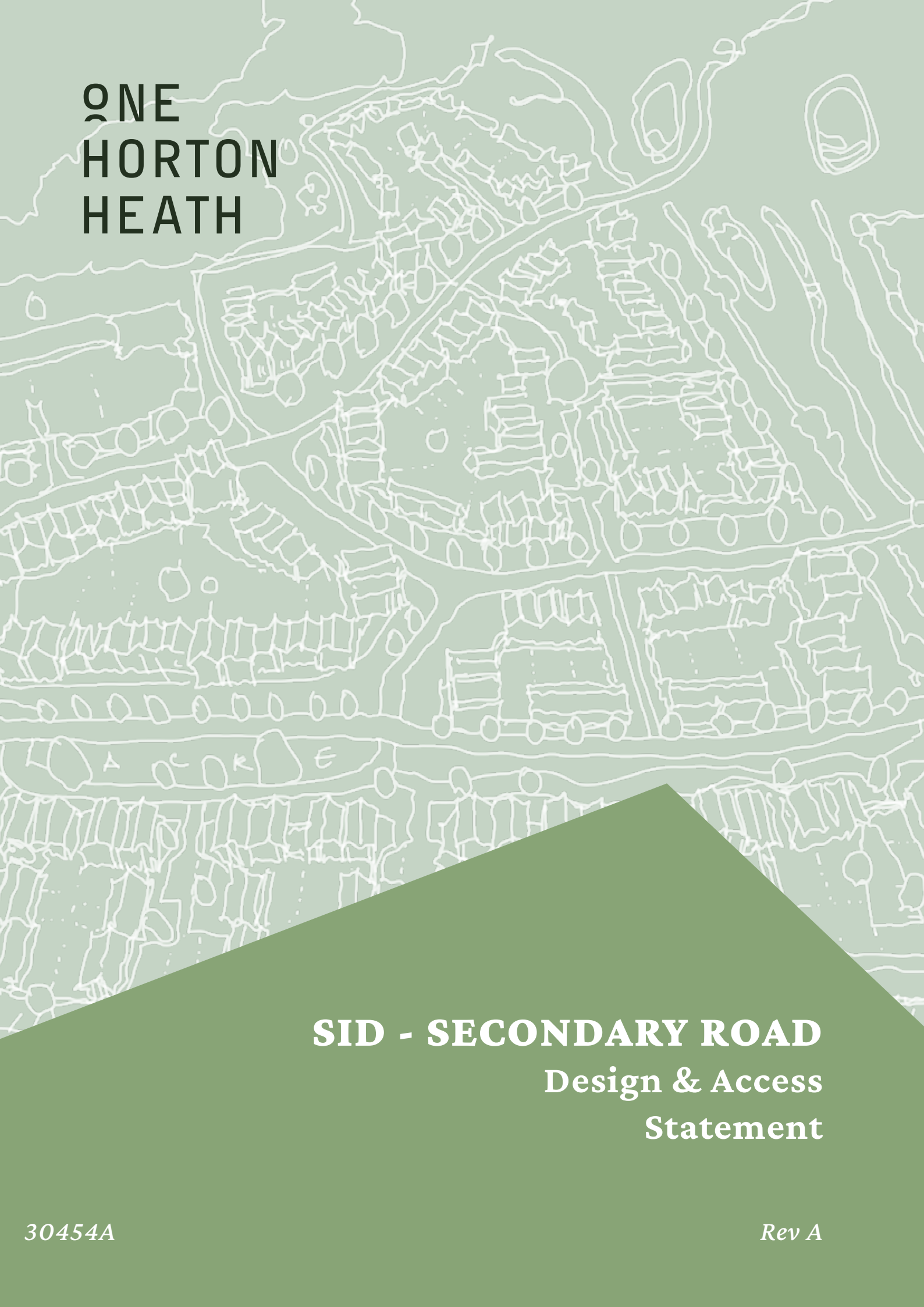




ONE
HORTON
HEATH

SID - SECONDARY ROAD
Design & Access
Statement

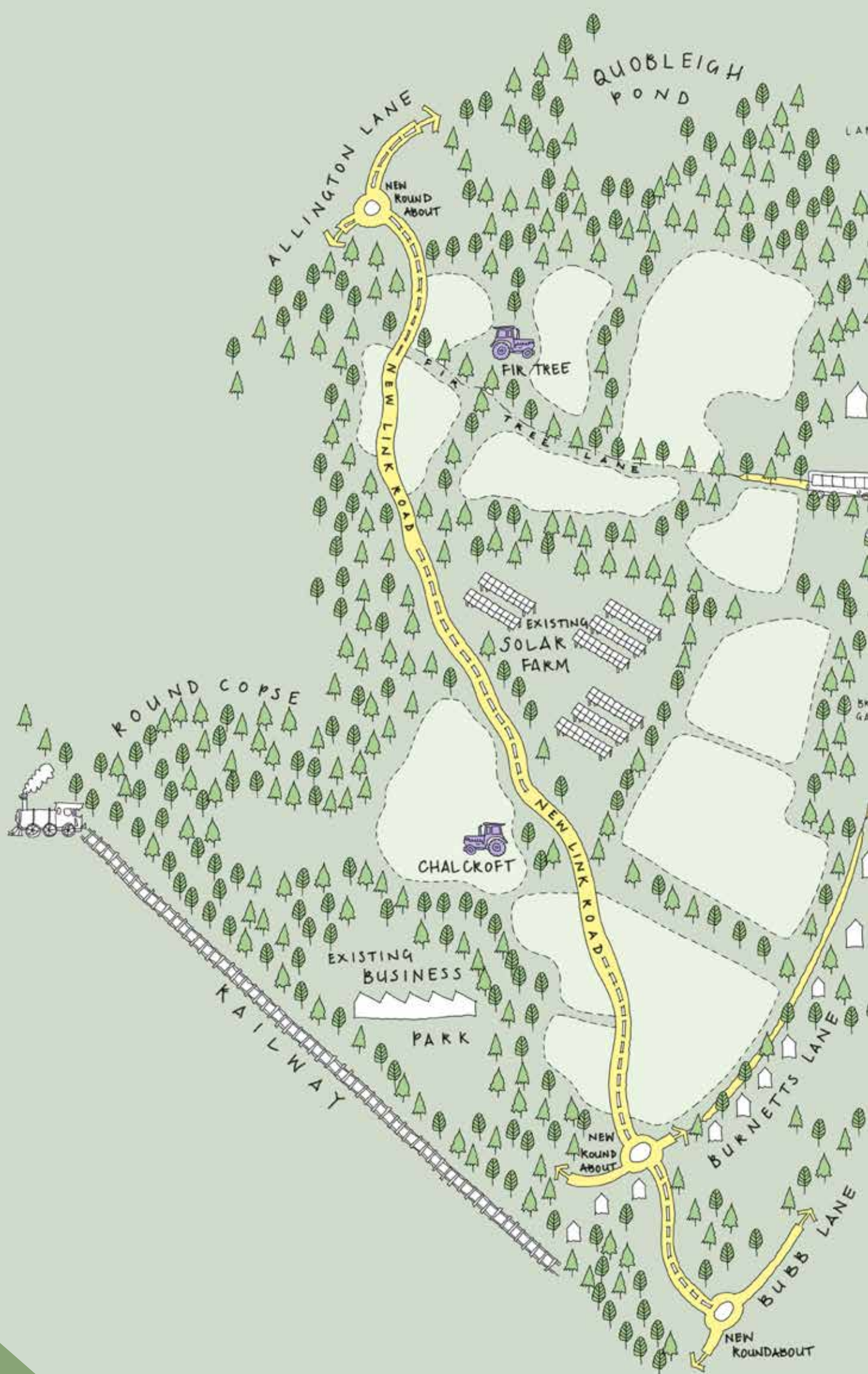
ONE HORTON HEATH



This document accompanies a Detailed Planning Application.
All drawings, diagrams and images are shown for reference only.
Please refer to the original application drawings.

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Executive Summary

This application marks an important measure in delivering the groundworks for surrounding development. Whilst also currently proposed as part of the outline planning application for the new One Horton Heath Masterplan this stand-alone application will extend from the existing Link Road (The Avenue) and proposes an internal distributor road (Foxwood Road) that will pass through existing residential areas, whilst also connecting to the locations of future neighborhoods.

One of One Horton Heath's key differences to similar applications, comes from the Council's ability to take a different, longer-term view of development. The Council has made a commitment to the delivery of critical infrastructure early in the overall process and ahead of housing wherever possible. This commitment, known as "Infrastructure First" applies to all infrastructure – not just the Roads, Pedestrian and Cycle facilities but drainage systems, ecological enhancements, landscape planting, open spaces, play areas, and the other non-residential facilities, amenities and buildings included within the Masterplan. In short, it includes all of the components that are essential to make a great place rather than simply a housing estate – but which are so often left until last within a construction project.

The areas encompassed in the Site Wide Infrastructure have not solely been designed with movement in mind but rather also considered as pieces of design that respond appropriately to the local setting and are landscape led. The inclusion of significant tree planting will align with the wider character of the area and assimilate with the connecting Link Road as well as the residential parcel to the south.

The incorporation of drainage features, including appropriately designed SUDS basins, will ensure that all surface water run off is dealt with appropriately. Furthermore, the combination of SUDS, significant planting, a range of mitigation and enhancement measures will ensure that the application results in an ecological enhancement whilst also contributing towards the Councils response to its declaration of a Climate Change and Environmental Emergency.

1.1 Introduction

1.1.1 This application seeks planning permission for the:

- Access and movement networks and routes around and through the development.
- Utility services and drainage to all delivery parcels allowing the development to proceed at a pace to meet housing demand.
- Landscaping including sustainable drainage, ecological biodiversity and formal and informal public open spaces.

1.1.2 This Planning, Design and Access Statement should be read in conjunction with the other supporting documents, such as the Transport Statement and Flood Risk Assessment.

1.1.3 The Council is committed to Infrastructure First. The “Site Wide Infrastructure Delivery” work stream is a significant part of the Infrastructure First strategy. It is intended to scope, design and deliver all infrastructure external to developable areas. In some instances, it is also intended to deliver prime infrastructure where this passes through developable areas.

1.1.4 The Site Wide Infrastructure Delivery work stream will have a significant influence on the design approach to other aspects of the project; this is a two-way process wherein the requirements and drivers of those other aspects will also influence and shape the approach to Site Wide Infrastructure Delivery. This is especially true of the edges of the Developable Areas, all of which will directly adjoin – and in some cases be bisected by - the Site Wide Infrastructure.



ALLINGTON
LANE

FOOTPATH/CYCLE GREENWAY
TOWARDS THE LINK ROAD

FOOTPATH

FIR TREE LANE

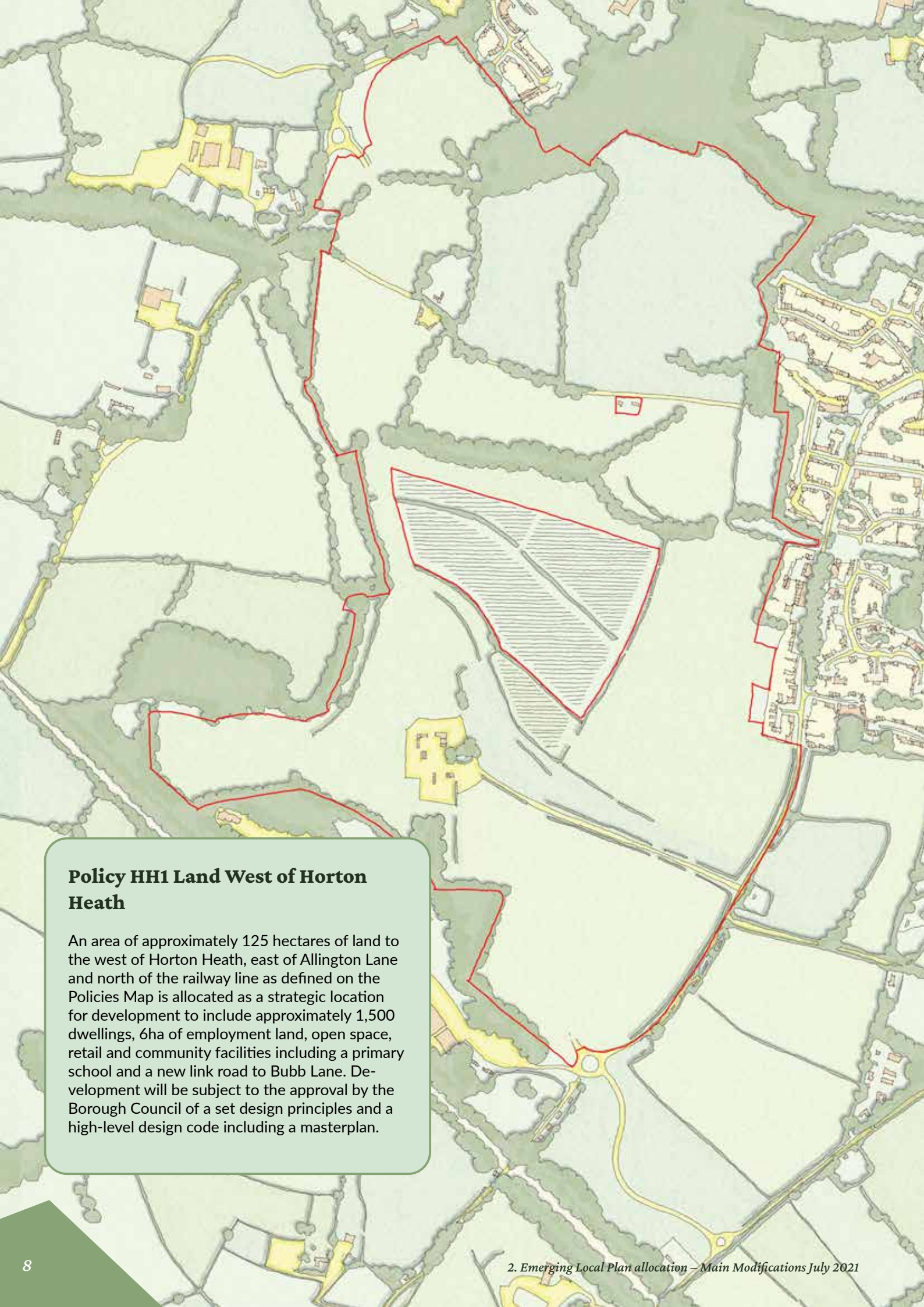
FOOTPATH

LINK ROAD

INTERNAL
DISTRIBUTOR
ROAD

FOOTPATH

BURNETTS
LANE

A detailed map showing a large area of land outlined in red. The area is situated to the west of Horton Heath, east of Allington Lane, and north of a railway line. The map includes various features such as roads, fields, and some buildings. A specific area within the red outline is shaded with diagonal lines, indicating a designated development zone. The map is part of a planning document, with a text box in the bottom left corner providing details about the policy.

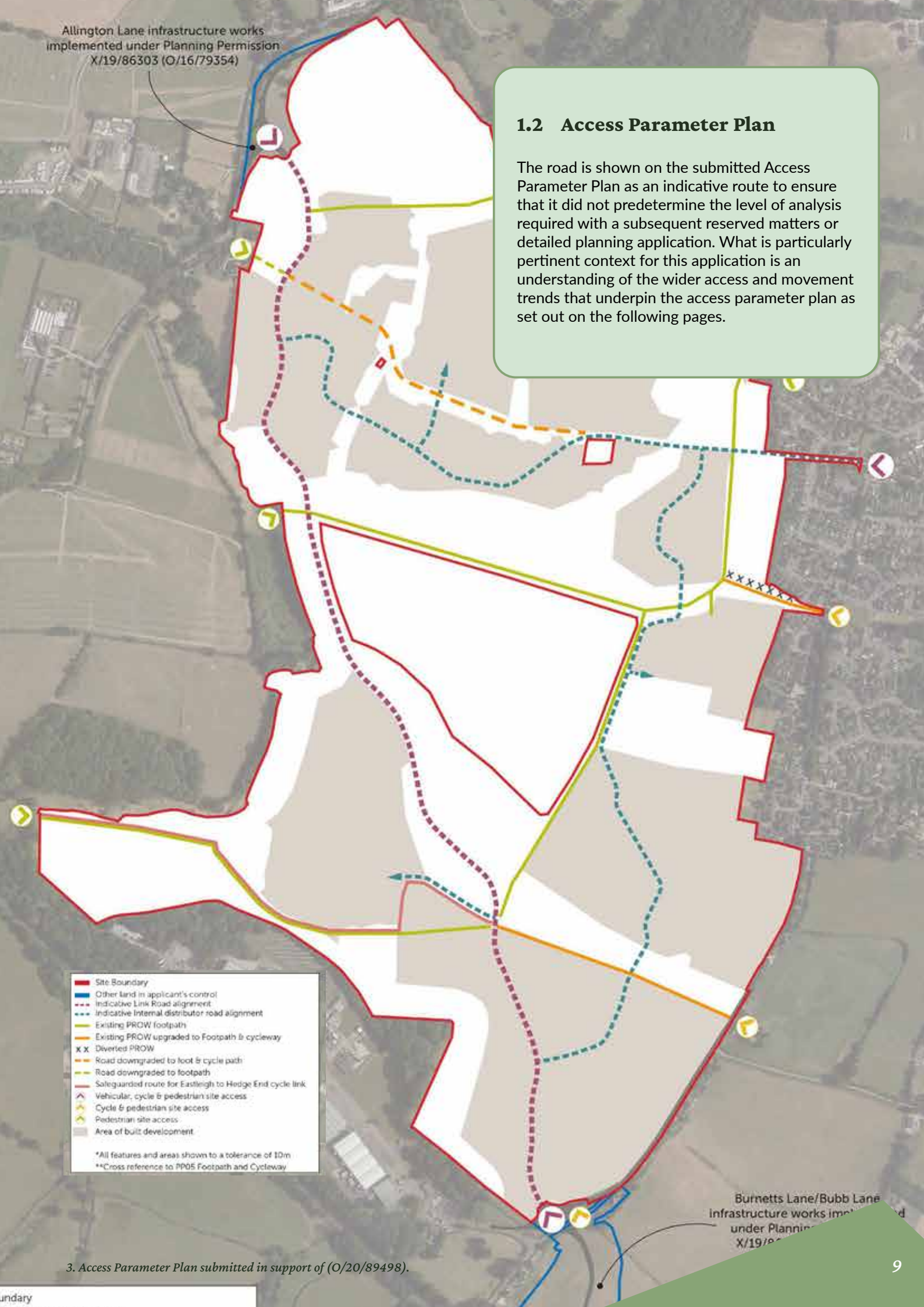
Policy HH1 Land West of Horton Heath

An area of approximately 125 hectares of land to the west of Horton Heath, east of Allington Lane and north of the railway line as defined on the Policies Map is allocated as a strategic location for development to include approximately 1,500 dwellings, 6ha of employment land, open space, retail and community facilities including a primary school and a new link road to Bubb Lane. Development will be subject to the approval by the Borough Council of a set design principles and a high-level design code including a masterplan.

Allington Lane infrastructure works implemented under Planning Permission X/19/86303 (O/16/79354)

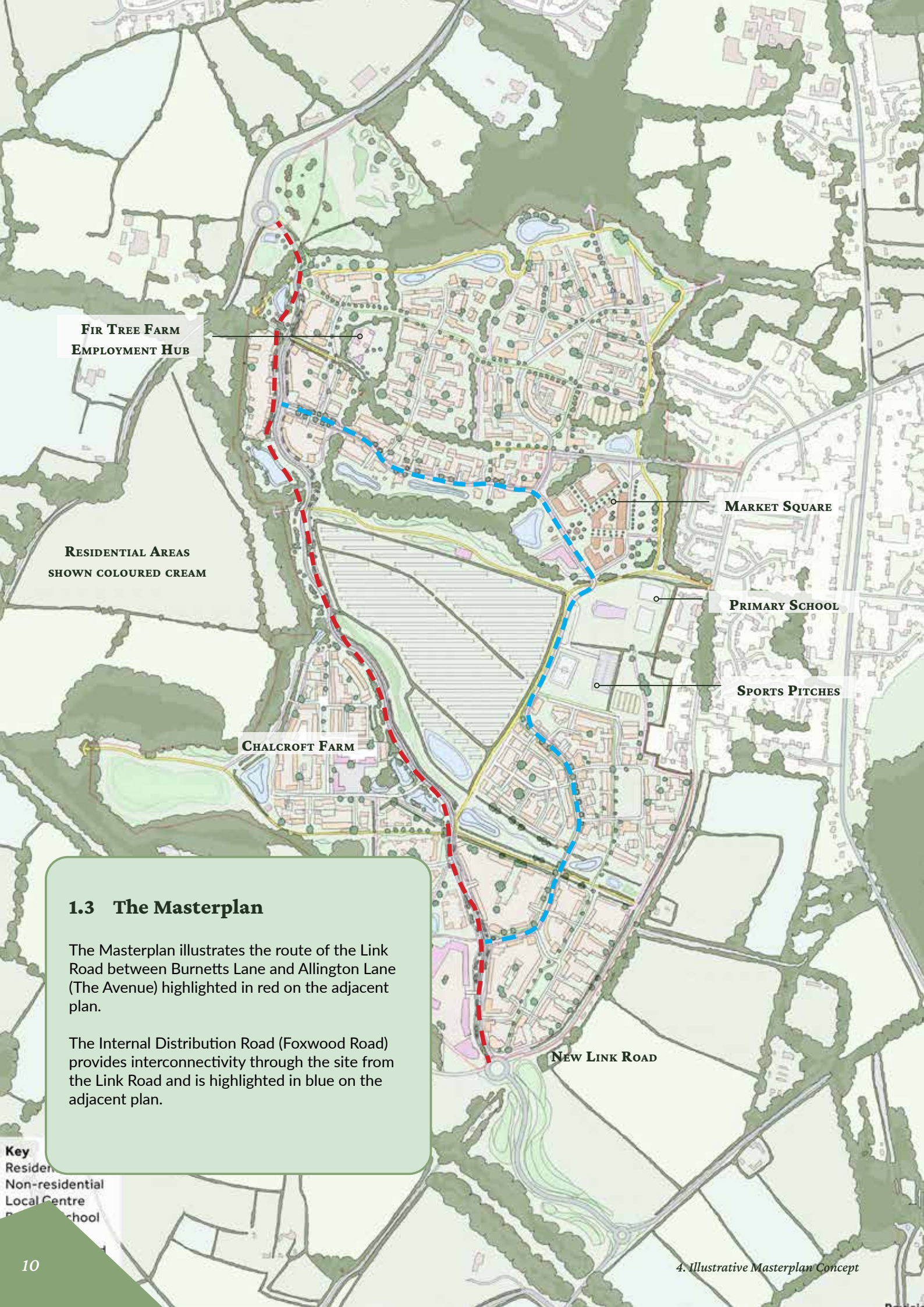
1.2 Access Parameter Plan

The road is shown on the submitted Access Parameter Plan as an indicative route to ensure that it did not predetermine the level of analysis required with a subsequent reserved matters or detailed planning application. What is particularly pertinent context for this application is an understanding of the wider access and movement trends that underpin the access parameter plan as set out on the following pages.



- Site Boundary
 - Other land in applicant's control
 - Indicative Link Road alignment
 - Indicative Internal distributor road alignment
 - Existing PROW footpath
 - Existing PROW upgraded to Footpath & cycleway
 - X X Diverted PROW
 - Road downgraded to foot & cycle path
 - Road downgraded to footpath
 - Safeguarded route for Eastleigh to Hedge End cycle link
 - Vehicular, cycle & pedestrian site access
 - Cycle & pedestrian site access
 - Pedestrian site access
 - Area of built development
- *All features and areas shown to a tolerance of 10m
 **Cross reference to PP05 Footpath and Cycleway

Burnetts Lane/Bubb Lane
 Infrastructure works implemented under Planning Permission X/19/86303 (O/16/79354)



**FIR TREE FARM
EMPLOYMENT HUB**

**RESIDENTIAL AREAS
SHOWN COLOURED CREAM**

MARKET SQUARE

PRIMARY SCHOOL

SPORTS PITCHES

CHALCROFT FARM

NEW LINK ROAD

1.3 The Masterplan

The Masterplan illustrates the route of the Link Road between Burnetts Lane and Allington Lane (The Avenue) highlighted in red on the adjacent plan.

The Internal Distribution Road (Foxwood Road) provides interconnectivity through the site from the Link Road and is highlighted in blue on the adjacent plan.

Key
Residen
Non-residential
Local Centre
Primary School

- COMPLETED WORKS
- ACTIVE CONSTRUCTION
- CURRENT APPLICATION
- FUTURE PHASES
- FUTURE GREEN INFRASTRUCTURE

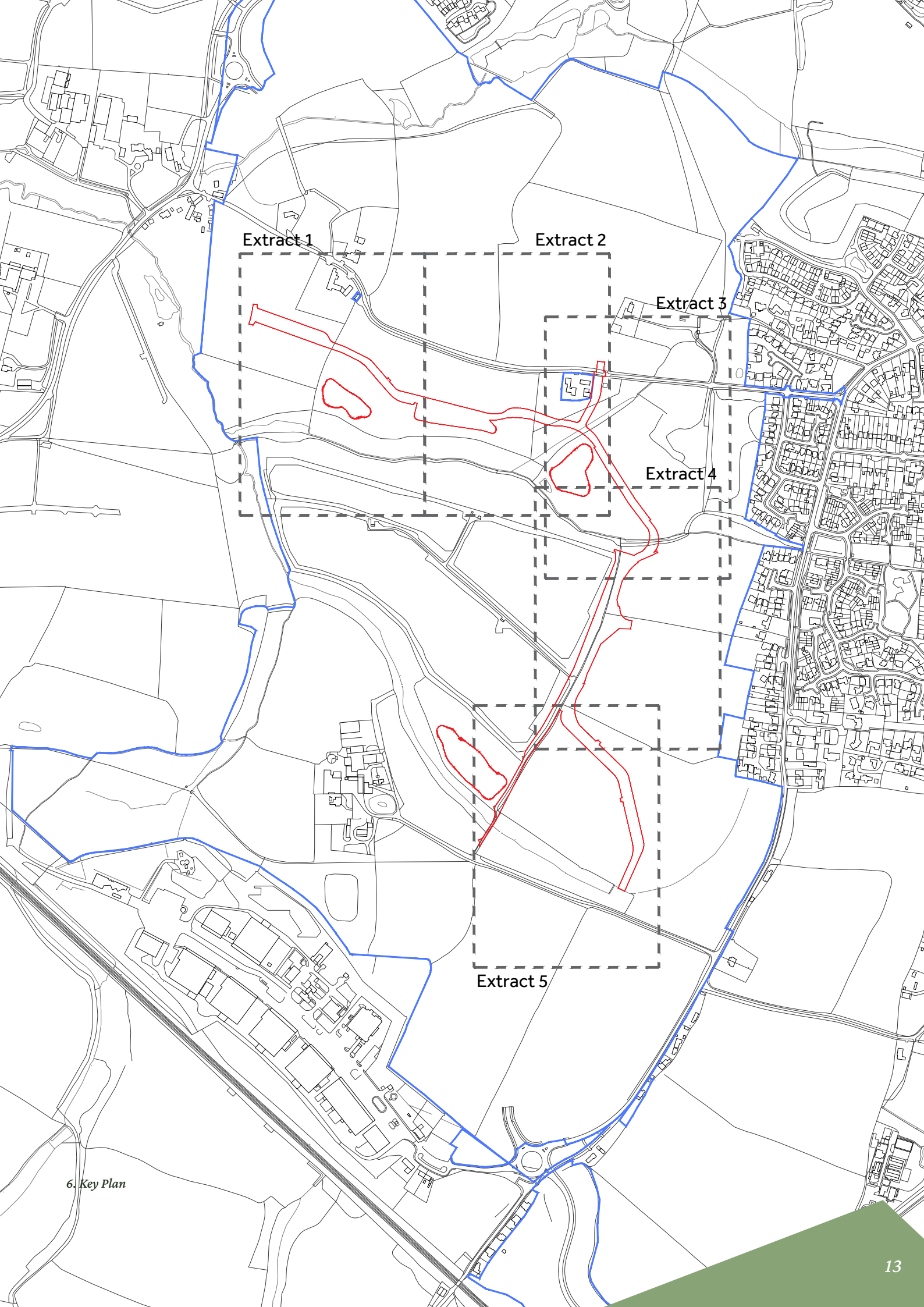
1.4 Phasing Plan

The Phasing Plan shows the application area in red, which includes the Internal Distribution Road and the surrounding SUDS basins. The boundary bisects an area of future green infrastructure as well as several future phases.

The application boundary overlaps the Link Road boundary in the north-west and borders it in the south, allowing for a seamless connection between the current application and the phases in active construction.

1.5 Proposal

- 1.6 The application is a detailed planning application and is therefore accompanied by a commensurate level of detail regarding its role as a movement corridor for pedestrians, cyclists and vehicles. This ensures that not only is the exact route of the Internal Distributor Road plotted but that all supporting features, such as SUDS basins and watercourse crossings, are included in the application. The following pages therefore will explore the approach taken following a north-south journey along the Internal Distributor Road.
- 1.7 As set out on the preceding pages the Internal Distributor road is coming forward within the context of an extant Masterplan for the wider site, an emerging Local Plan allocation and, most importantly, multiple submitted planning applications relating to a new Masterplan for One Horton Heath, a Link road between Burnetts Lane and Allington Lane in addition to a detailed application for the first homes to be constructed adjacent to the Burnetts Lane roundabout. The proposed designs do not prejudice the delivery of either of these applications and, in fact, positively contribute to their high-quality design.
- 1.8 Key to this approach is the way in which this application approaches junction design. Therefore, the approach taken is:
- Junctions shown fully incorporated into the Internal Distributor Road are deemed as completed and will not undergo changes to their placement.
 - However, junctions shown as a dashed line with a range bar across it, indicate a possible future junction and show the extent to where its location could be.
- 1.9 The Site Wide Infrastructure Delivery section will provide the next phase of the access and movement networks around the majority of the planned OHH development. The primary road network creates a 'loop' starting from the road leading from the south. There are various Public Rights of Way through the development that will be required to be diverted, upgraded, or downgraded as part of the Masterplan.
- 1.10 The existing Fir Tree Lane passes through the site and is planned to be downgraded to a bridleway at various points along its length due to its existing inadequate carriageway width and lack of pedestrian footways. Along the length of the access and movement network there are 2 significant watercourses crossings that have been designed, where all aspects of the road, footpath and cycle networks have been curated to have the minimal possible impact and to improve the landscape potential of these areas.



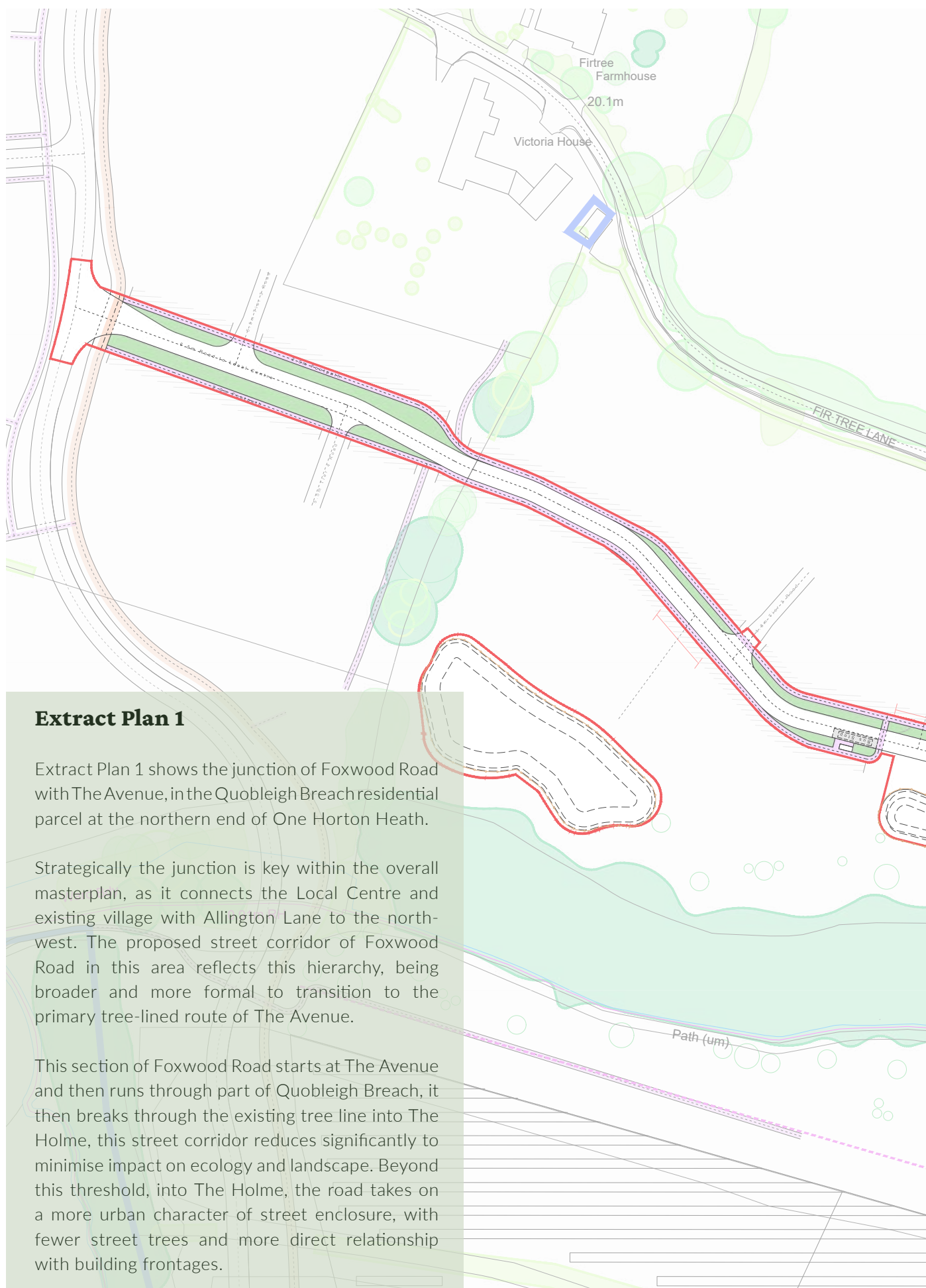
Extract 1

Extract 2

Extract 3

Extract 4

Extract 5

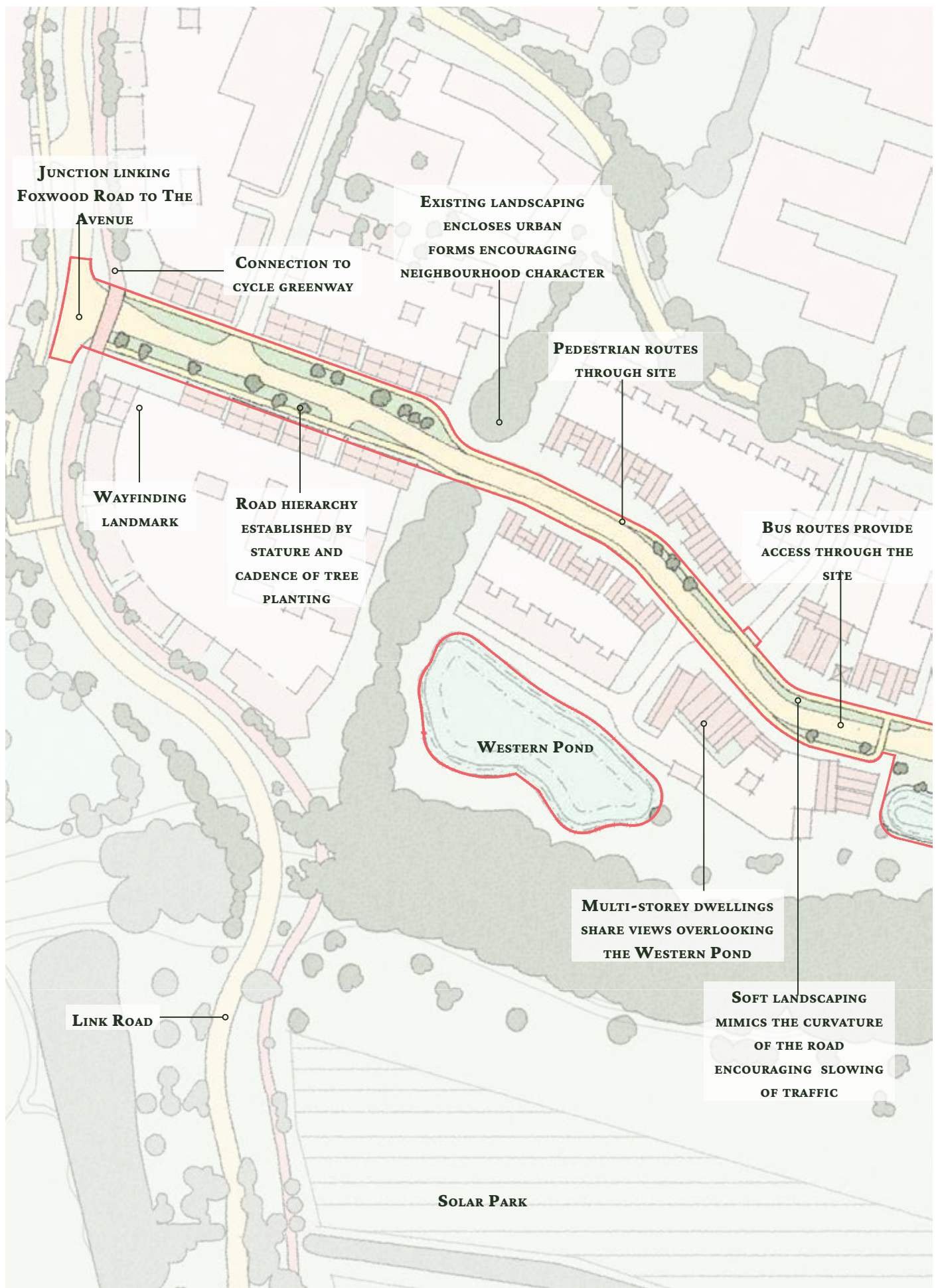


Extract Plan 1

Extract Plan 1 shows the junction of Foxwood Road with The Avenue, in the Quobleigh Breach residential parcel at the northern end of One Horton Heath.

Strategically the junction is key within the overall masterplan, as it connects the Local Centre and existing village with Allington Lane to the north-west. The proposed street corridor of Foxwood Road in this area reflects this hierarchy, being broader and more formal to transition to the primary tree-lined route of The Avenue.

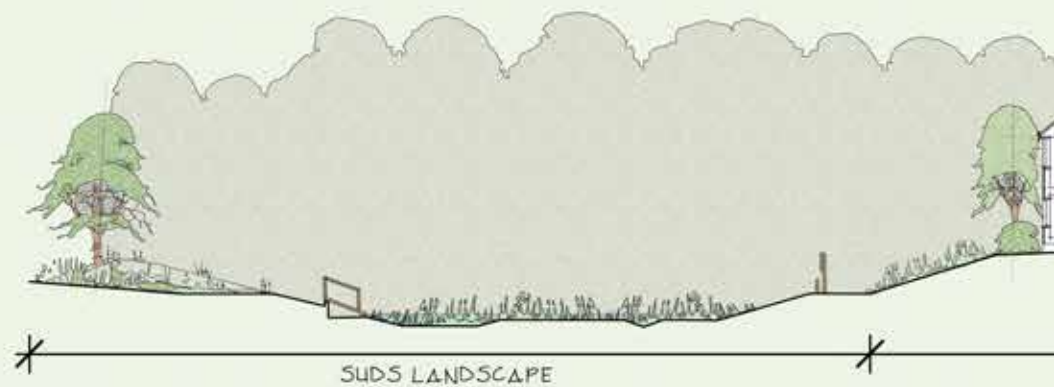
This section of Foxwood Road starts at The Avenue and then runs through part of Quobleigh Breach, it then breaks through the existing tree line into The Holme, this street corridor reduces significantly to minimise impact on ecology and landscape. Beyond this threshold, into The Holme, the road takes on a more urban character of street enclosure, with fewer street trees and more direct relationship with building frontages.

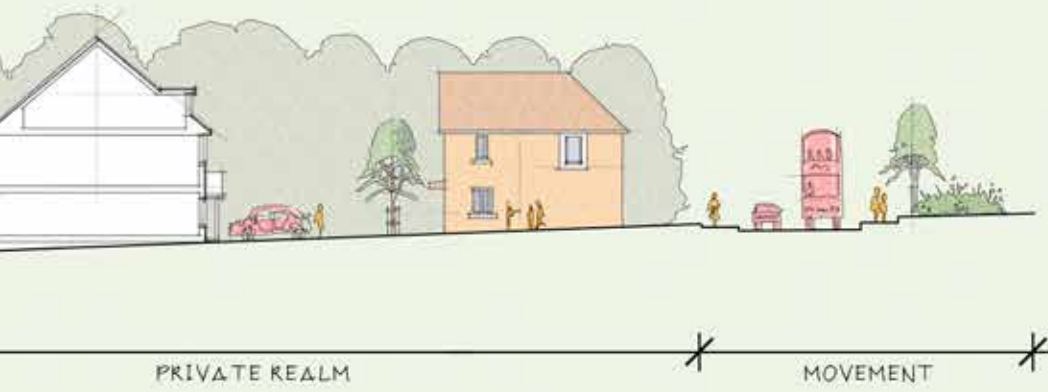


7. Extract Plan 1

Extract Section 1

Extract Section 1 shows the transverse relationship of Foxwood Road with the dwellings in The Holme. It also shows the configuration of the SuDS landscape along the southern edge of The Holme, which is provided to attenuate and filter surface water run-off from Foxwood Road itself.





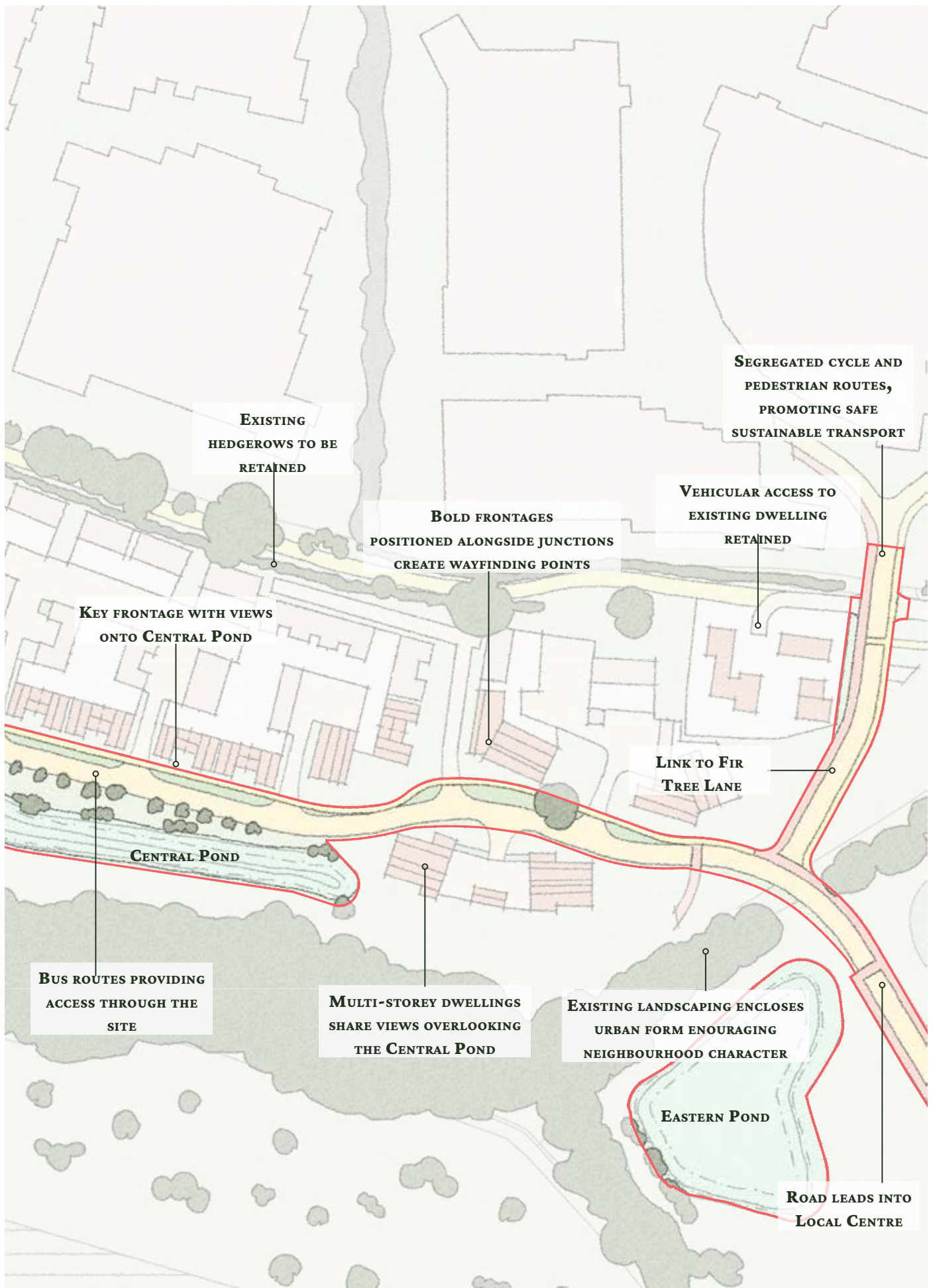
Extract Plan 2

Extract Plan 2 shows Foxwood Road running through the eastern end of The Holme residential parcel, and its transition into the Local Centre to the east.

With much of the road's southern aspect in The Holme being an open vista towards the Foxwood Stream corridor beyond, it is necessary to begin the transition into the Local Centre at the eastern end of the SuDS landscape to ensure a natural gradient of streetscape character. This is achieved by the indicative use of larger apartment blocks in the east, which both act as wayfinding features along Foxwood Road, and also create interest by encouraging the road to 'kink' around them. Their positioning within the street corridor also serves to enforce natural traffic calming by reducing excess forward visibility otherwise over the design speed.

Before crossing the existing tree lined boundary into the Local Centre, a secondary road spurs north from Foxwood Road to connect the existing eastern end of Fir Tree Lane.





8. Extract Plan 2

Extract Section 2

Extract Section 2 shows the transverse relationship of Foxwood Road with the dwellings in The Holme. It also shows the configuration of the SuDS landscape along the southern edge of The Holme, which is provided to attenuate and filter surface water run-off from Foxwood Road itself.

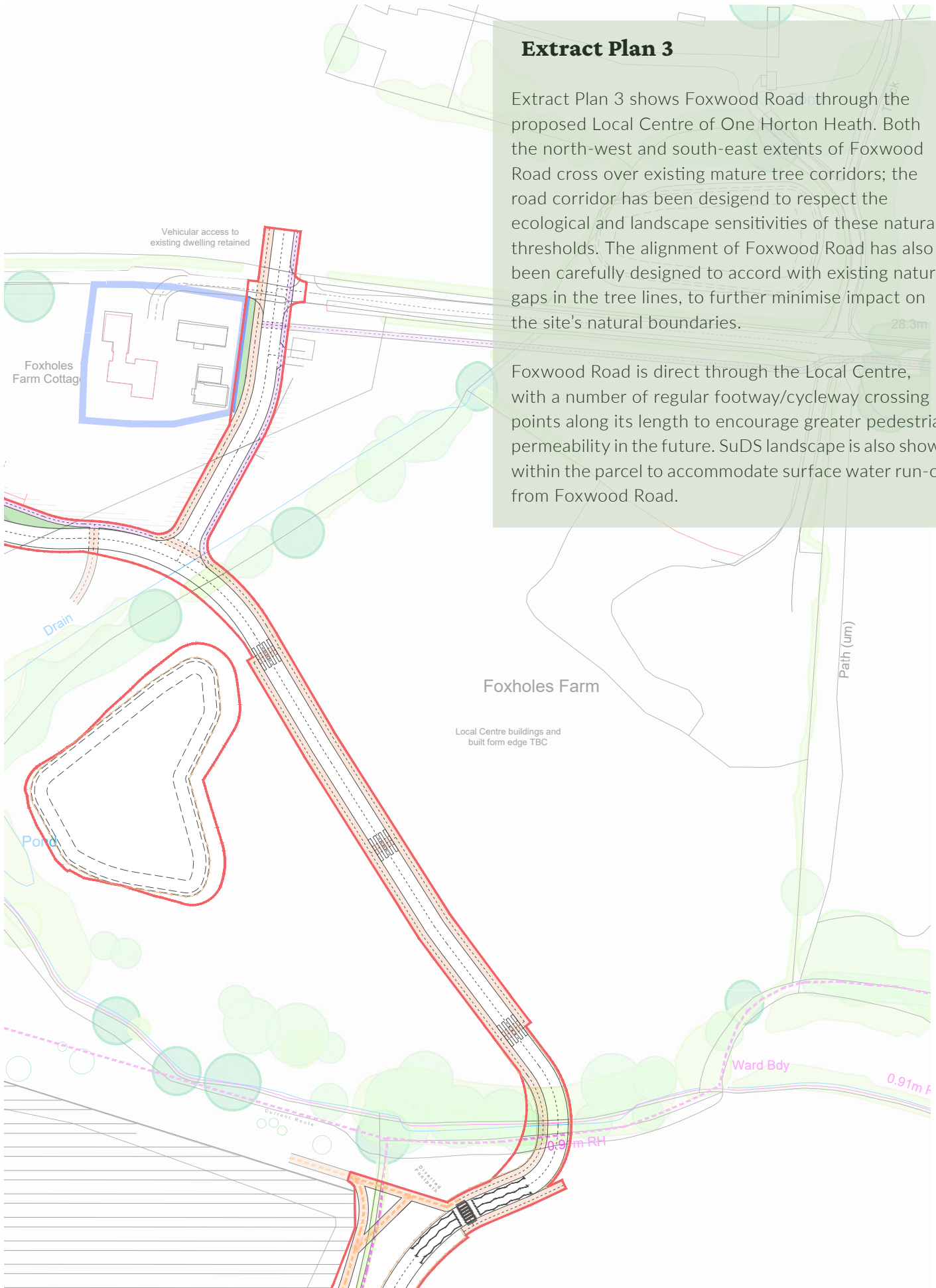


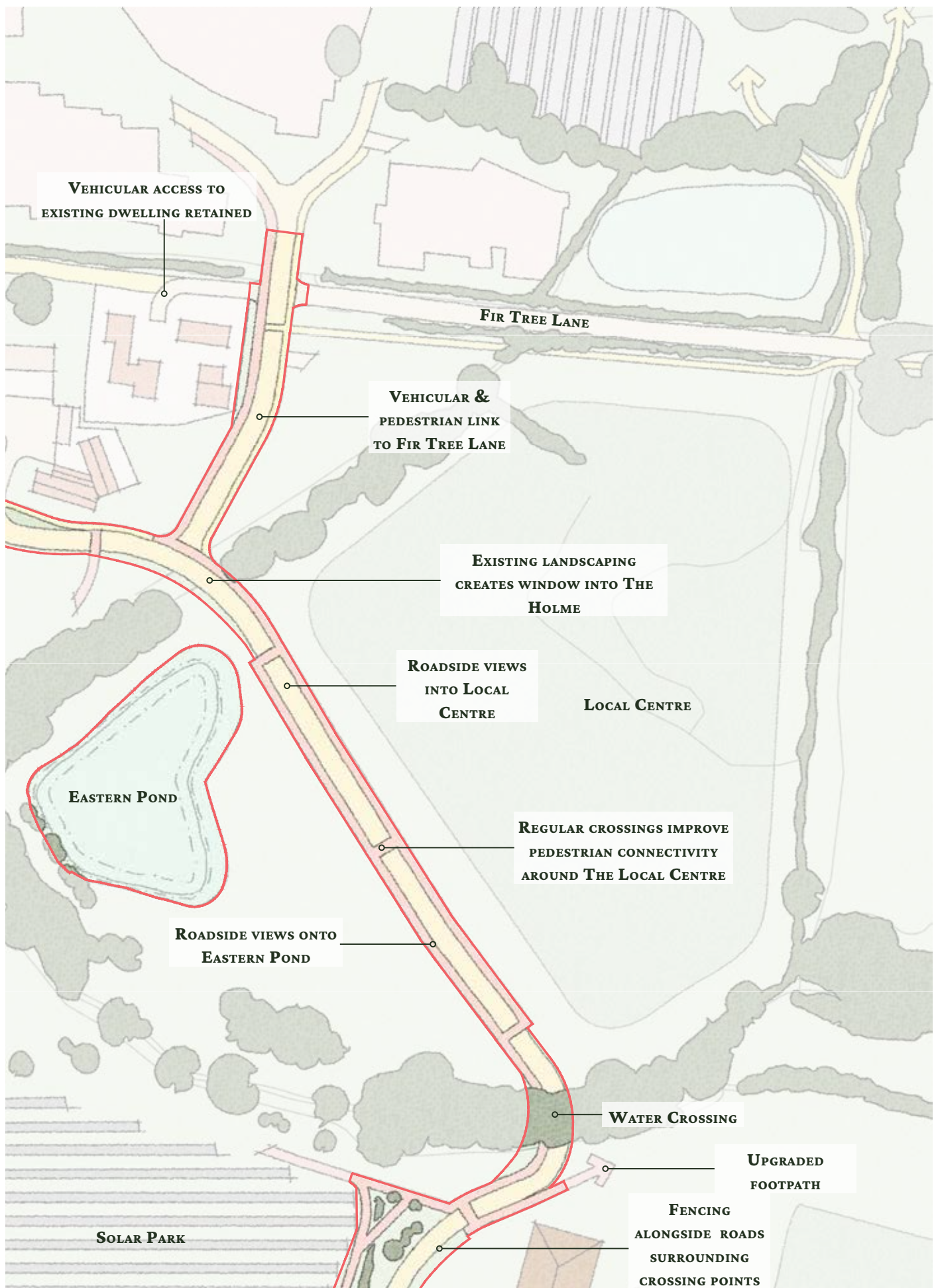


Extract Plan 3

Extract Plan 3 shows Foxwood Road through the proposed Local Centre of One Horton Heath. Both the north-west and south-east extents of Foxwood Road cross over existing mature tree corridors; the road corridor has been designed to respect the ecological and landscape sensitivities of these natural thresholds. The alignment of Foxwood Road has also been carefully designed to accord with existing natural gaps in the tree lines, to further minimise impact on the site's natural boundaries.

Foxwood Road is direct through the Local Centre, with a number of regular footway/cycleway crossing points along its length to encourage greater pedestrian permeability in the future. SuDS landscape is also shown within the parcel to accommodate surface water run-off from Foxwood Road.

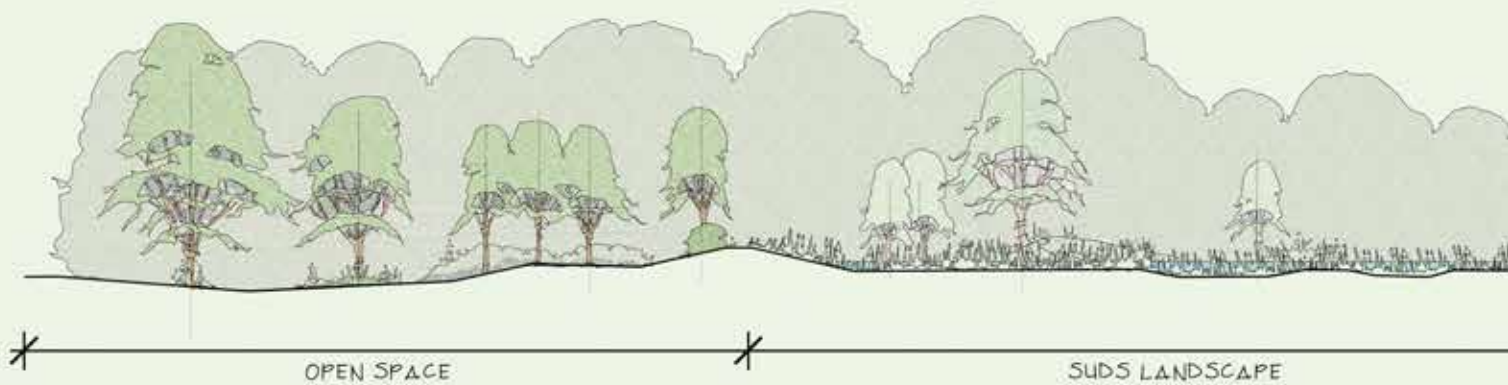


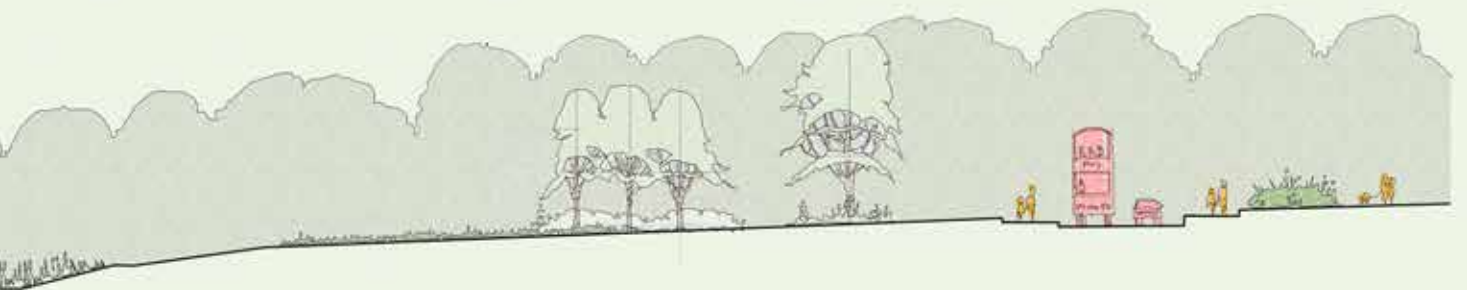


9. Extract Plan 3

Extract Section 3A

Extract Section 3A shows the transverse relationship of Foxwood Road with the wider Local Centre public realm, and its own associated SuDS landscape to the south-west. The specific nature of street enclosure along Foxwood Road through the Local Centre is subject to ongoing detailed design, and is shown indicative here.

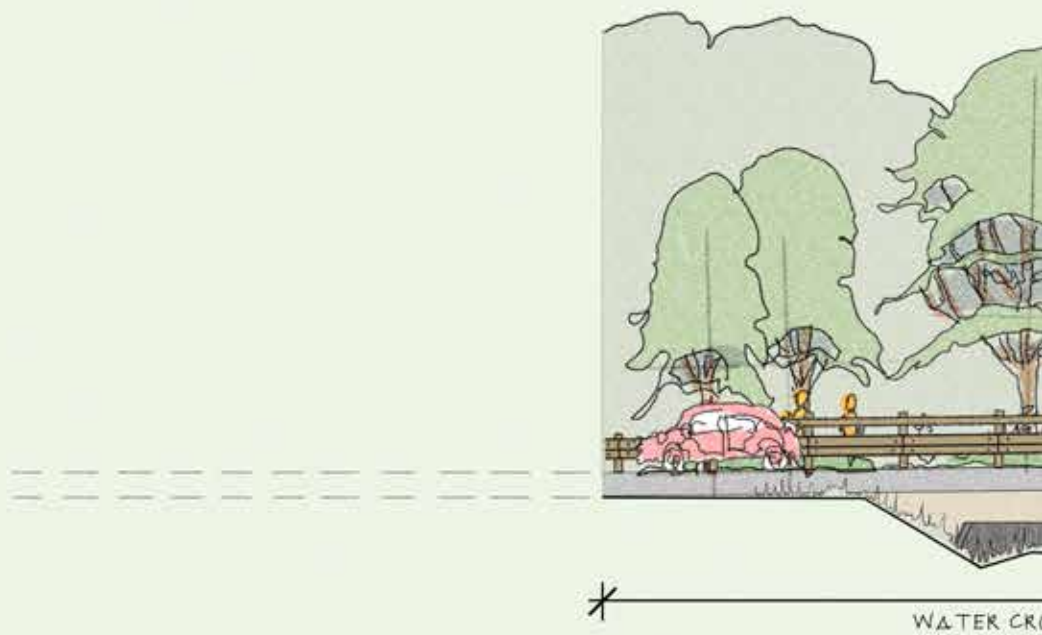


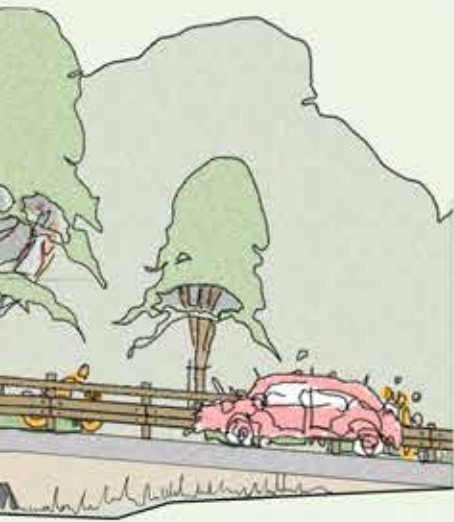


* PUBLIC OPEN SPACE * MOVEMENT * OPEN SPACE *

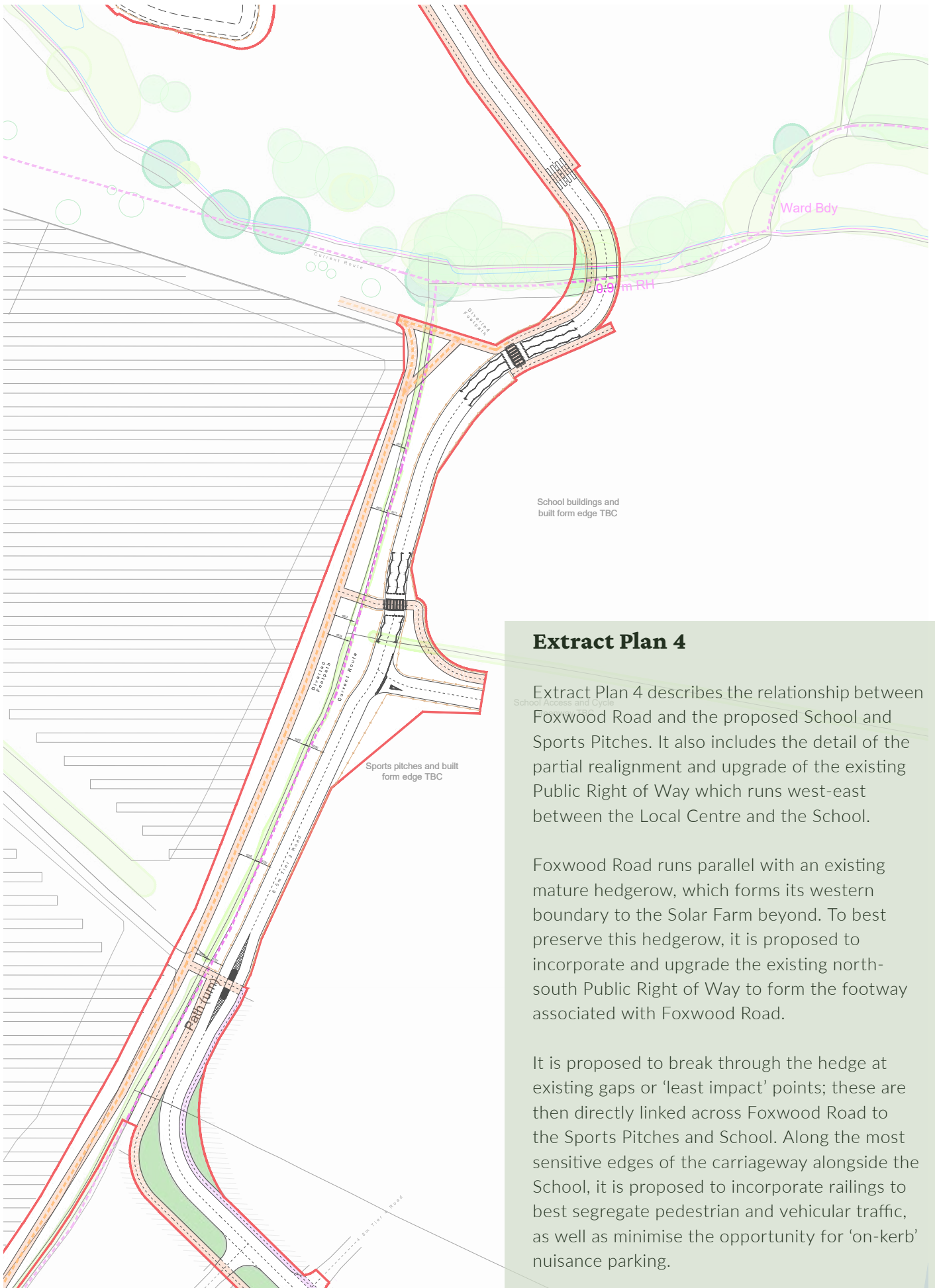
Extract Section 3B

Extract Section 3B shows the longitudinal relationship of Foxwood Road with the existing watercourse along the north-eastern Local Centre boundary. The existing mature tree boundary includes a natural watercourse within its width; a new crossing is proposed within the detailed design of Foxwood Road.





CROSSING *

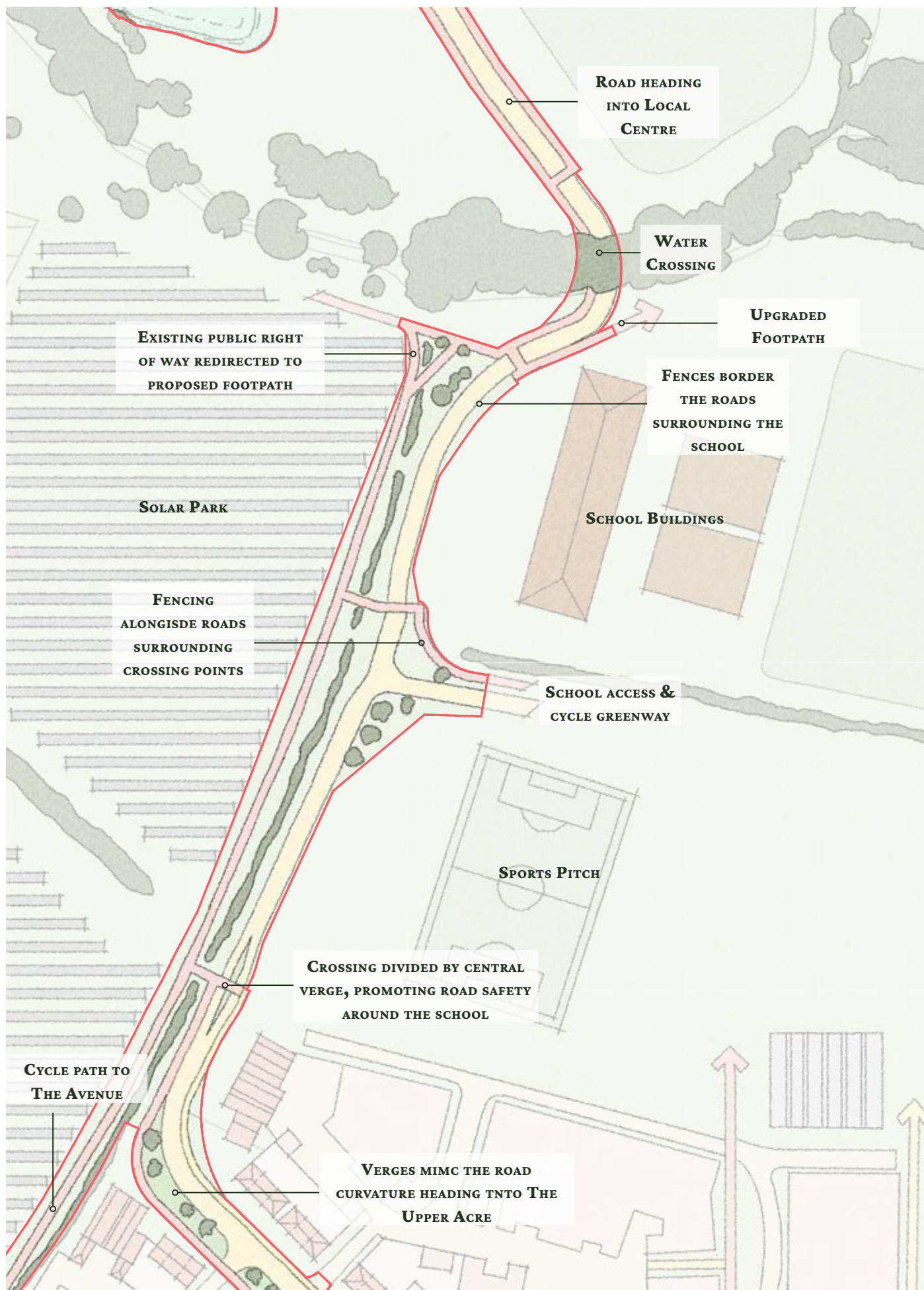


Extract Plan 4

Extract Plan 4 describes the relationship between Foxwood Road and the proposed School and Sports Pitches. It also includes the detail of the partial realignment and upgrade of the existing Public Right of Way which runs west-east between the Local Centre and the School.

Foxwood Road runs parallel with an existing mature hedgerow, which forms its western boundary to the Solar Farm beyond. To best preserve this hedgerow, it is proposed to incorporate and upgrade the existing north-south Public Right of Way to form the footway associated with Foxwood Road.

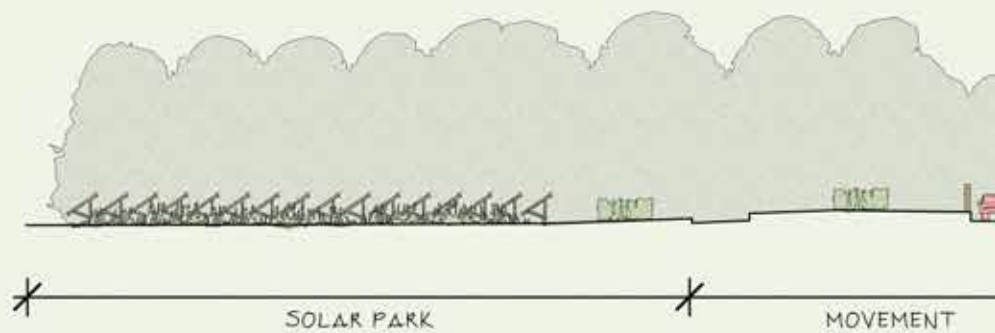
It is proposed to break through the hedge at existing gaps or 'least impact' points; these are then directly linked across Foxwood Road to the Sports Pitches and School. Along the most sensitive edges of the carriageway alongside the School, it is proposed to incorporate railings to best segregate pedestrian and vehicular traffic, as well as minimise the opportunity for 'on-kerb' nuisance parking.

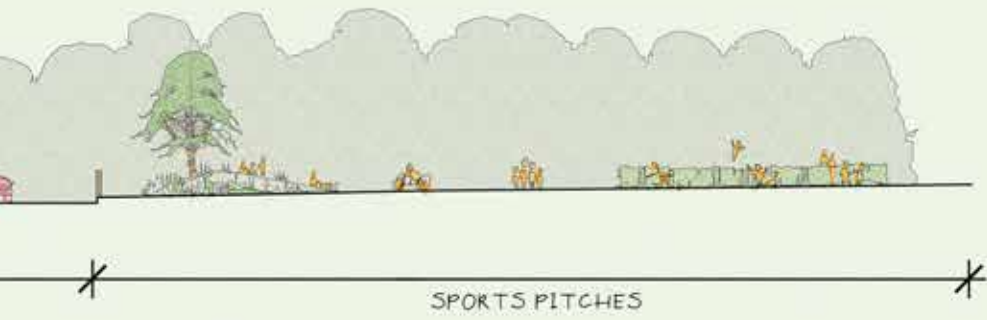


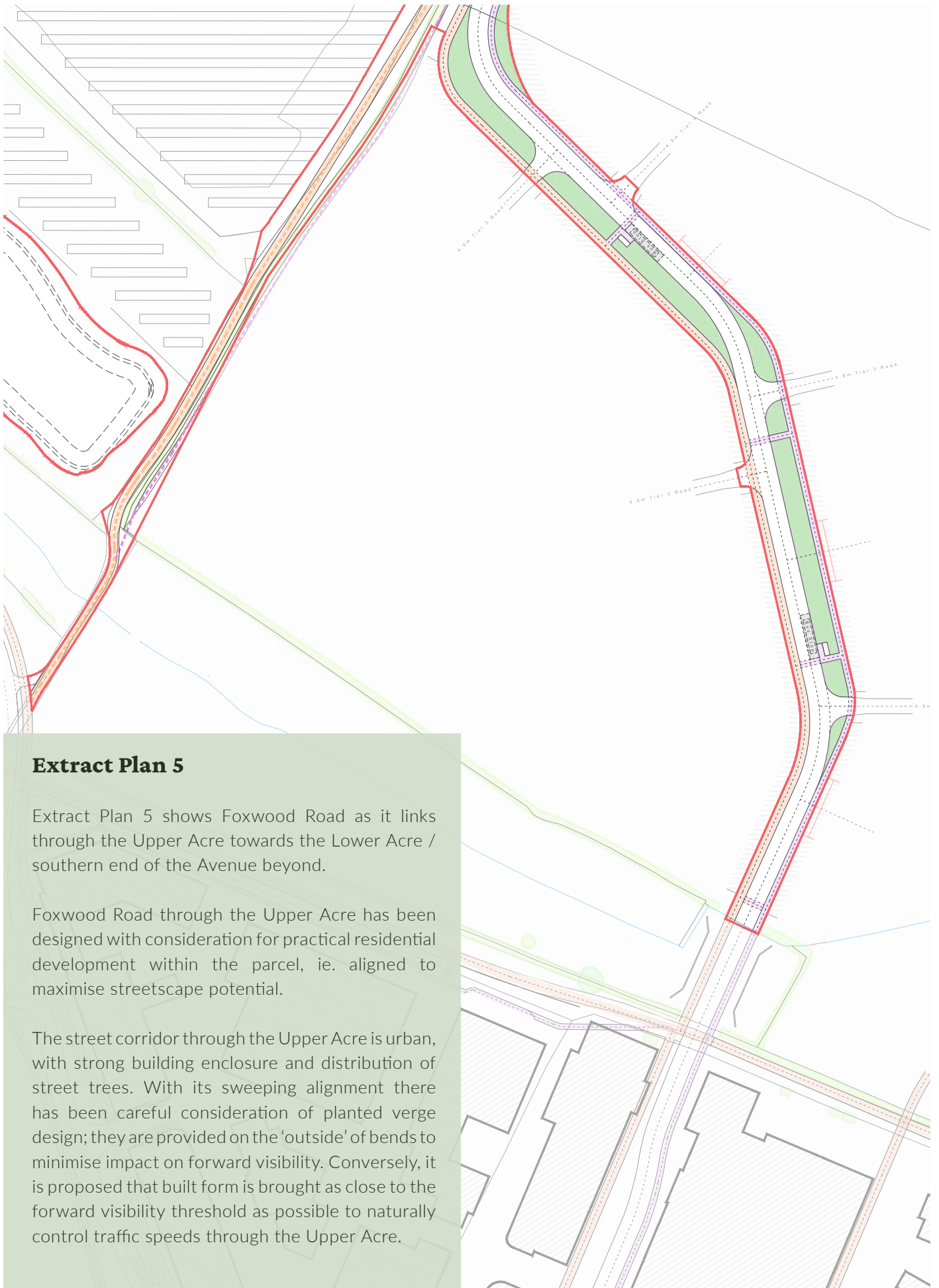
10. Extract Plan 4

Extract Section 4

Extract Section 4 shows the relationship between Foxwood Road, the Solar Farm to the west, and the School/Sports Pitches to the east. The overall character of the corridor is rural, drawing on the existing hedge boundary to the west and proposed tree planting to the east.





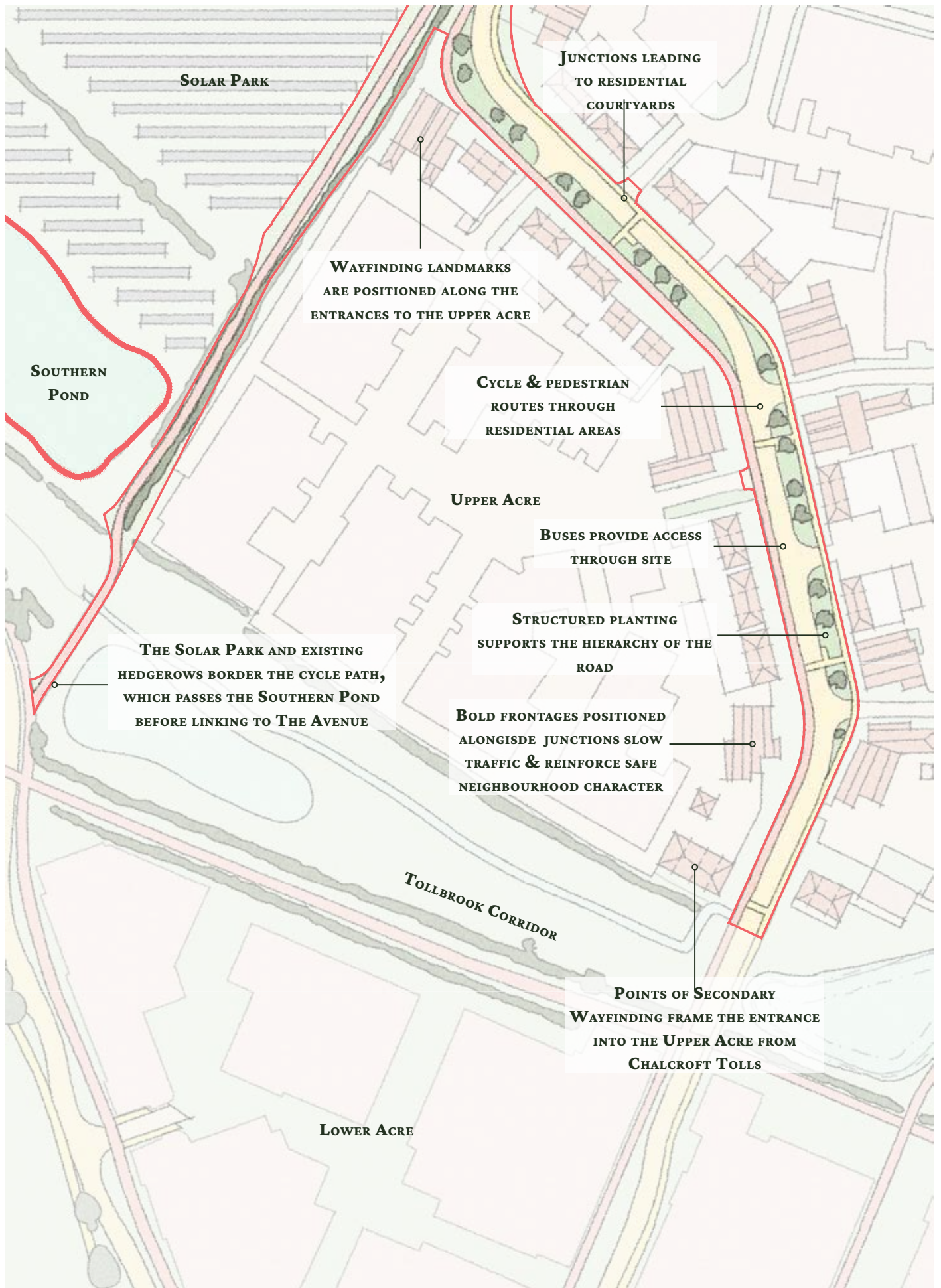


Extract Plan 5

Extract Plan 5 shows Foxwood Road as it links through the Upper Acre towards the Lower Acre / southern end of the Avenue beyond.

Foxwood Road through the Upper Acre has been designed with consideration for practical residential development within the parcel, ie. aligned to maximise streetscape potential.

The street corridor through the Upper Acre is urban, with strong building enclosure and distribution of street trees. With its sweeping alignment there has been careful consideration of planted verge design; they are provided on the 'outside' of bends to minimise impact on forward visibility. Conversely, it is proposed that built form is brought as close to the forward visibility threshold as possible to naturally control traffic speeds through the Upper Acre.



11. Extract Plan 5

Extract Section 5A

Extract Section 5A shows the transverse relationship between Foxwood Road and the buildings which enclose it. In keeping with the wayfinding and placemaking principles established in the Design Code and previous residential parcels, it is proposed to use taller landmark buildings along Foxwood Road to highlight changes in direction and vista-stop longer views along the route.

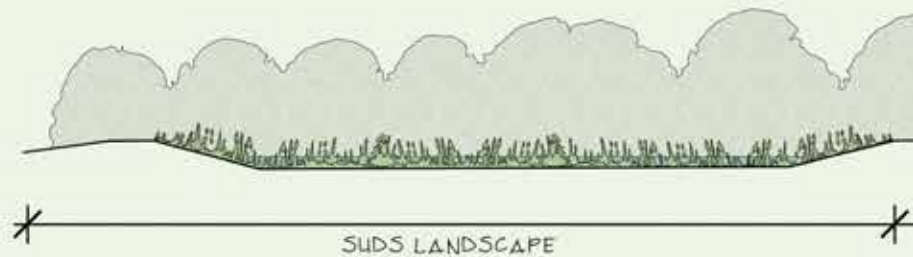


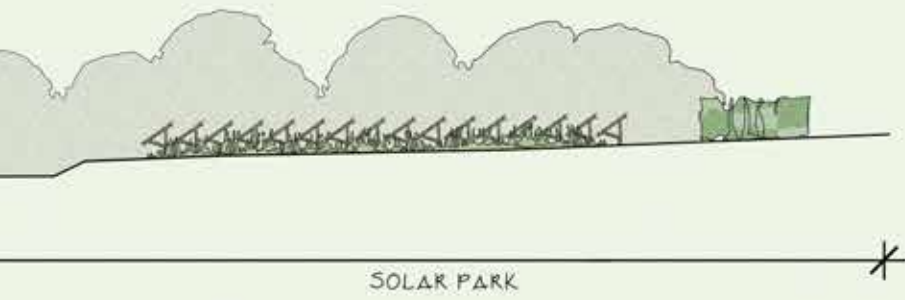


NT / PRIVATE REALM + APARTMENTS

Extract Section 5B

Extract Section 5B shows the SuDS landscape which serves Foxwood Road in this part of the site. Due to the constraints of the Upper Acre residential parcel it is necessary to provide this basin to the south of the Solar Farm, with surface water run-off to be conveyed underground from Foxwood Road.







SID - SECONDARY ROAD

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