



Land at Denham's Corner, Horton Heath

Design and Access Statement

Southern
Strategic
Land 

Corstorphine & Wright

Contents

1.0	Introduction	3	2.0	Site Proposal	12
1.1	Wider Context	4	2.1	Design Strategy	12
1.2	Context: Access and Connectivity	5	2.2	Site Masterplan at Pre App	13
1.3	Existing Site Plan	6	2.3	Site Masterplan Response to LPA Feedback	14
1.4	Site Photos	7	2.4	Access and Street Hierarchy	16
1.5	Character Analysis	8	2.5	Sustainable Transport Hub	17
1.6	Planning Context	9	2.6	Parking Strategy	18
1.7	Neighbouring Developments	10	2.7	Landscape Strategy and Ecology	19
1.8	Opportunities and Constraints	11	2.8	Unit Mix	20
			2.9	Affordable Housing	21
			2.10	Building Heights	22
			2.11	Precedents	23
			2.12	Solar Potential	24
			2.13	Sustainability	25



Corstorphine & Wright

1.0 Introduction

This Pre App Document has been produced for the following site:

Land at Denham’s Corner, Horton Heath, Hampshire.

Outline planning application for up to 150 no. dwellings with associated vehicular and pedestrian access, landscaping and infrastructure (all matters reserved except for access).

The property size is 9.05 hectares, and the Local Planning Authority is Eastleigh Borough Council..

Our objective is to positively transform this site into a pleasant place to live as well as meet housing needs in the local area.

This document sets out our:

- Understanding of the site & surrounding context.
- Understanding of local planning policies, in respect to layout and design.
- Conceptual design strategy.
- Initial proposal.



The site: Birds-eye view

— Housing Development Boundary (90,450 sqm).

About Southern Strategic Land

Southern Strategic Land is a partnership between M&G Developments, a residential developer with 30 years’ experience throughout Dorset and beyond, and Logical Land, a company owned by Paul Brocklehurst, former CEO of Catesby Estates plc, one of the UK’s foremost strategic land promotion companies.

We deliver attractive, well designed planning permissions in sustainable settlement edge locations. Alongside our professional team, we use our expertise to address the constraints and embrace the opportunities that planning and development presents. As a strategic land promoter, we do not build sites ourselves, rather we deploy our expertise and funds to achieve planning permissions that are immediately deliverable by trusted housebuilders. We enable the delivery of much needed new homes. We always work closely with local communities and housebuilders to ensure that we provide the right mix of homes for a particular area and achieve a planning permission that can be built out unaltered.

We believe passionately that new development done well can create a better quality of life, generate more cohesive communities and contribute towards healthier lives for all.

Architects and Consultants

Masterplanner - Corstorphine & Wright
Planning Consultant - Gillings Planning
Highways - DTA
Nutrient Neutrality & Drainage - SLR
Ecology - Ecosupport
Tree Consultant - Barrell
Air Quality & Noise - Hawkins Environmental
Ground Investigation - AIS
Housing Need & Affordability - Tetlow King Planning
Landscape - Deacon Design
Sustainability - Turley
Communications - Consult Communications

1.1 Wider Context

The site lies approximately 3km from the edge of the city of Southampton. The nearest settlements are Horton Heath and Fair Oak, with a combined population of approximately 12,000 people. Here, some recreation space and commercial activity is present.

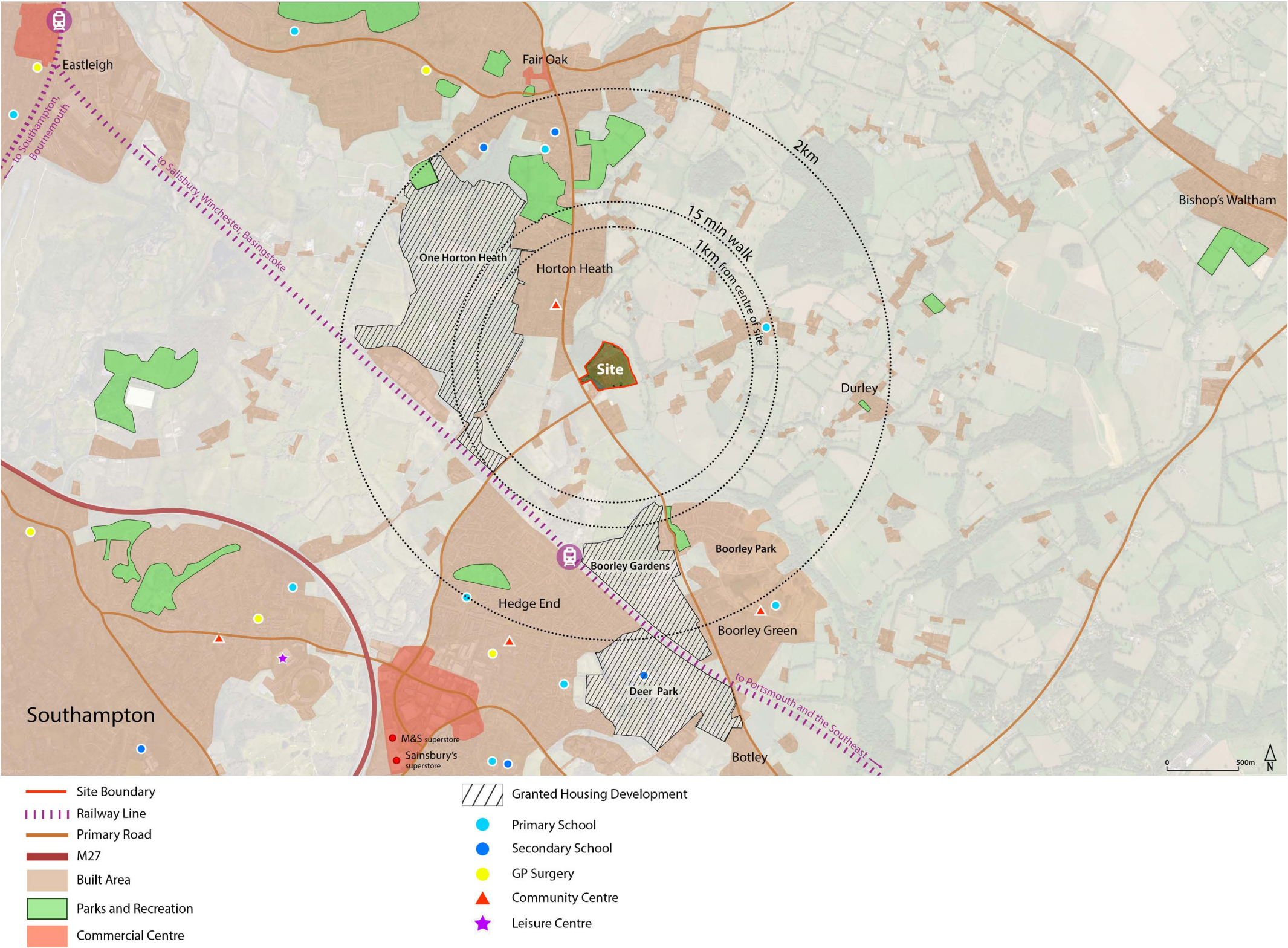
A range of options for grocery shopping are available within a 5-minute drive of the site and also connected via public transport (7-minute bus to Hedge End superstores). Delivery and click and collect services are available from major supermarkets.

The area contains numerous education facilities at all levels. The closest primary and secondary schools are currently in Horton Heath, with additional schools being delivered as part of the One Horton Heath and Boorley Gardens schemes. Southampton, with two universities, is reachable in a short distance from the site.

The site is within an area undergoing considerable change, situated between large new developments currently underway that will significantly increase the population density of the area, as well as the range of services on offer locally.

Numerous bus routes exist next to the site, and rail links connect Hedge End with the rest of the region, including direct trains to Portsmouth and London.

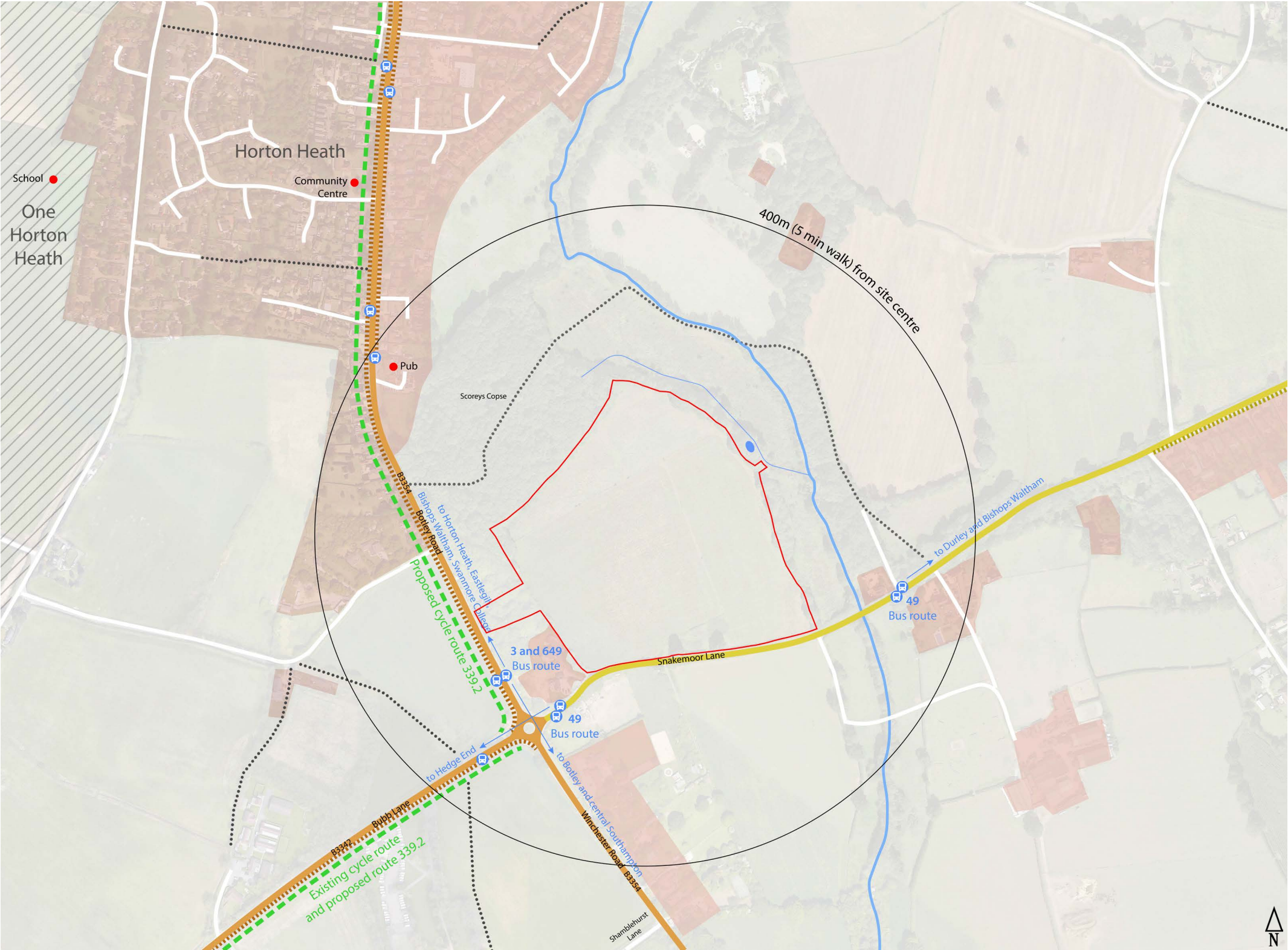
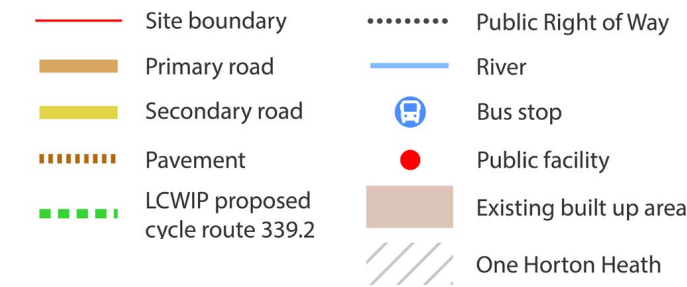
The site is located adjacent to existing residential properties and outside of any designated Settlement Gap. Its position between two rapidly growing areas of development provides the site with an opportunity to create a high quality, sustainable housing development.



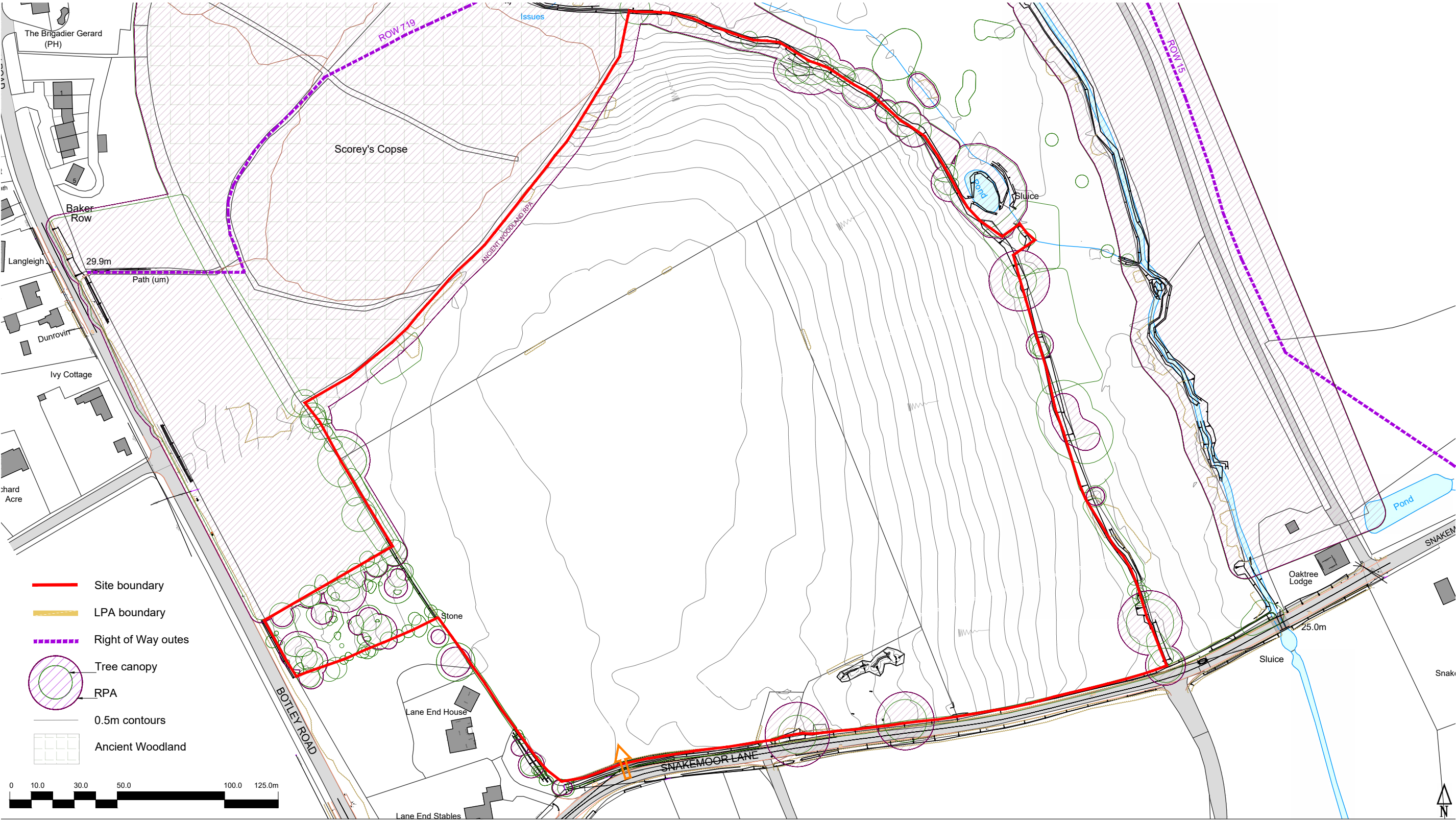
1.2 Context: Access and Connectivity

The site has the opportunity to connect with surrounding settlements through various transport methods.

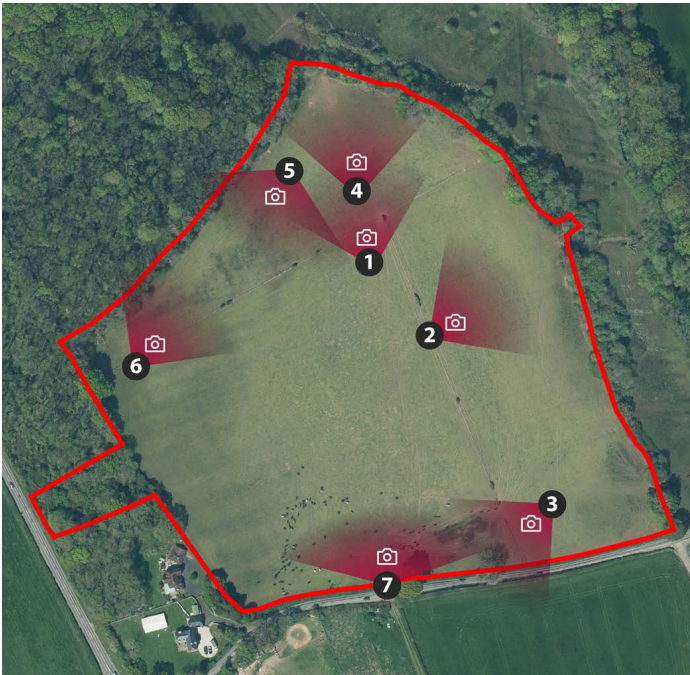
- A cycle route and pavement connects the roundabout at Denhams Corner with Hedge End and Southampton.
- In the Eastleigh Local Cycling and Walking Infrastructure Plan (LCWIP) 2022, Botley Road forms part of proposed cycle route 339.2, connecting Fair Oak with Hedge End railway station. Public consultation as part of the LCWIP highlighted that the existing pavement along this route could be enhanced to improve accessibility and safety, such as through vegetation management and more dedicated space for walking.
- Local facilities in Horton Heath can be reached from the site in 5-10 minutes by foot.
- There are numerous bus services that run adjacent to the site along Botley Road and Snakemoor Lane, offering connections to Eastleigh, Southampton, Botley, Bishops Wordsworth, and Horton Heath.
- Snakemoor Lane borders the southern edge of the site and provides a suitable location for site access.
- Two B-Roads lie adjacent to the site. Heading north, the B3354 (Botley Road) runs through Horton Heath and continues on to Winchester and the M3. Southwards, the B3354 leads to Botley, whilst the B3342 (Bubb Lane) offers connectivity towards Southampton and the M27.
- Hedge End railway station is accessible by car via Shamblehurst Lane within 2 minutes from the site.
- A new school proposed as part of One Horton Heath will be within a 10 min walk of the site.



1.3 Existing Site Plan



1.4 Site Photos



1.5 Character Analysis

Studying the local context reveals a variety of house types and styles. The study has focused on the common styles found close to the site, covering different settlements. External walls tend to consist of red brick, buff brick, or light cream-coloured render. Local roof materials consist of slate, clay plain tiles, and pantiles in both clay and concrete. The local vernacular often features cladded hanging clay tiles with patterns, or black timber on the upper storey.

DETACHED HOUSING

Detached housing is by far the most common house type in the area, varying in size from bungalows to large two storey houses. Many bungalows contain an additional storey in the roof.

SEMI-DETACHED HOUSING

Semi-detached housing covers a variety of different building ages, but tend to be found more in local 21st Century housing developments where density is slightly higher. Building heights tend to be 2-2.5 storeys.

TERRACE HOUSING

Located in the larger settlements surrounding the site. Terrace housing in Horton Heath tends to be late 20th Century, featuring concrete tiling and buff or red brick.



1.6 Planning Context

Planning Policy Context

Section 38 (6) of the Planning and Compulsory Purchase Act 2004 requires that the determination of planning application be made with regard to the Development Plan, unless material considerations indicate otherwise.

This is reiterated at paragraph 48 of the National Planning Policy Framework (NPPF), which also makes it clear that the NPPF is a material consideration in decision making.

The main planning policy considerations pertinent to the proposed development are acknowledged below.

The Development Plan

The site is situated within the administrative area of Eastleigh Borough Council. The Development Plan for the Borough of Eastleigh comprises:

- Hampshire Minerals and Waste Plan (2013)
- Eastleigh Borough Local Plan (2016 – 2036) adopted April 2022

The Council are also in the process of preparing a Local Plan Review. Currently, this is at issues and options stage and so very limited weight can be attached.

Hampshire Minerals and Waste Plan (2013)

The adopted policies map of the Hampshire Minerals and Waste Plan confirms that the site is not a reserved site, nor is it underlain with any identified mineral. It is considered to be of little relevance to this proposal.

Other Material Considerations

The following documents also form material considerations of relevance to this application:

- National policy primarily set out in the National Planning Policy Framework (NPPF), originally published in March 2012 and most recently updated in December 2024;
- Planning Practice Guidance (PPG); and
- Additional guidance contained in Supplementary Planning Documents (SPD); of relevance pertaining to this proposal:
 - Affordable Housing Supplementary Planning Document (Adopted December 2023);
 - Quality Places Supplementary Planning Document (Adopted November 2011); and
 - Trees and Development Supplementary Planning Document (Adopted April 2022).

Planning Context

One Horton Heath - Land at Burnetts Lane, Fir Tree Lane and Allington Lane, Eastleigh, SO50 7BZ - **O/20/89498** - Phased mixed-use development: Up to 2,500 residential units in total, a local centre, further non-residential floorspace, primary school, public open space. Approved.

Boorley Park - Land to North and East of Boorley Green, Winchester Road, Botley, Southampton SO32 2UA - **O/12/71514** - Outline application for 1400 homes, new local centre, retail and employment floorspace, primary school, community centre, sports facilities, open space. Approved.

Deer Park - Land West of Woodhouse Lane, Hedge End, SO30 2EZ - **O/18/83634** - Hybrid planning application for the proposed development of a residential and education led site. Outline: Up to 605 residential dwellings, a local centre, pedestrian and cycle links, public open space. Full: 7 Form Entry secondary school with the potential to expand to 9 Form Entry and associated sports provision. Approved.

Boorley Gardens - Land at Hedge End North, Winchester Road, Botley, Southampton - **O/15/75953** - Outline application for up to 680 residential units, mixed use comprising of retail and/or community/healthcare use, land for two-form entry primary school, formal and informal open space and sports pitches. Approved.

SHELAA sites:

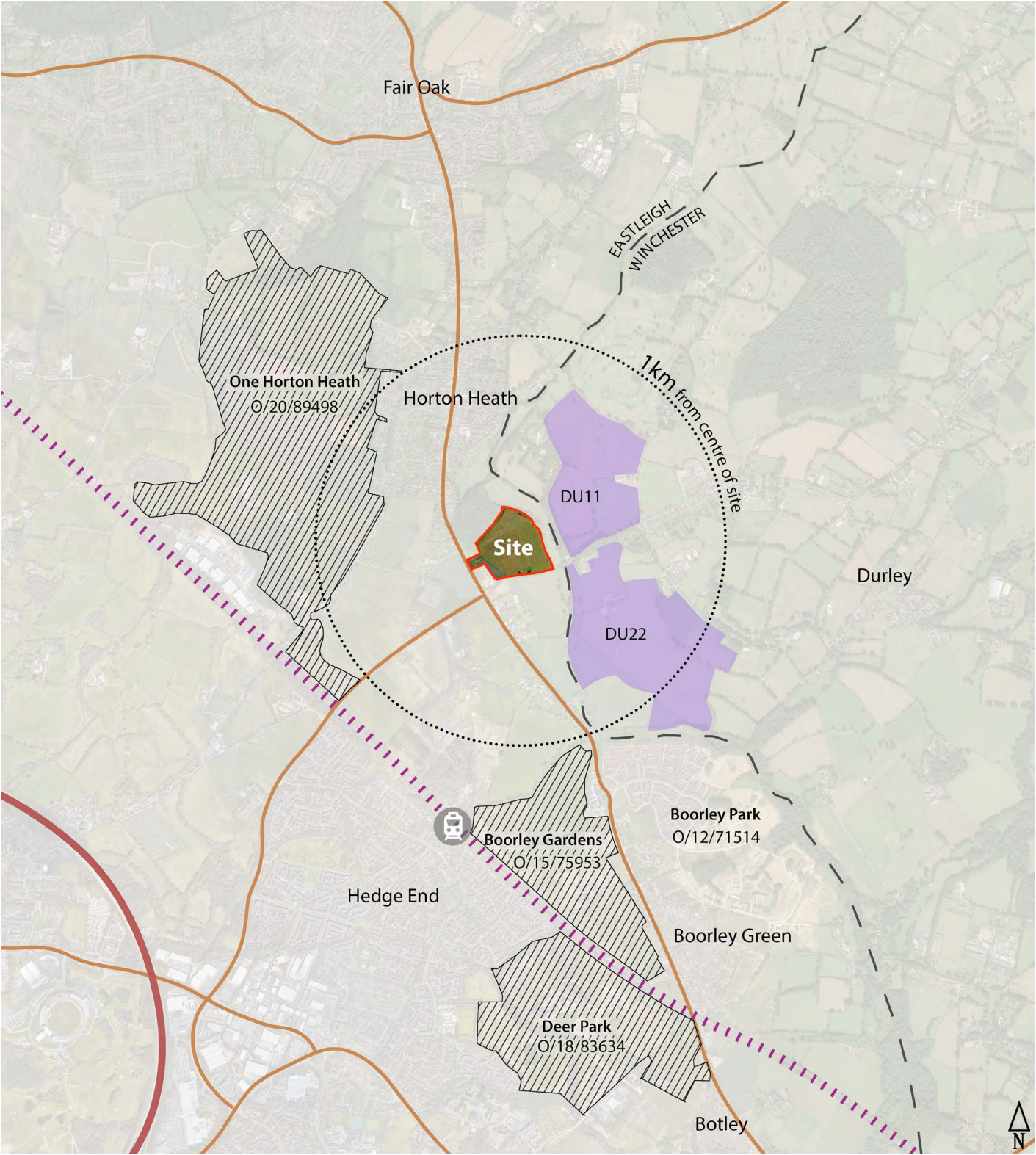
DU11 - Land at Church Farm.

- Proposed residential use
- Deemed deliverable/developable

DU22 - Land at Snakemoor Farm, Botley

- Proposed residential use
- Deemed deliverable/developable

- Site Boundary
- LPA Boundary
- ||||| Railway Line
- Primary Road
- M27
- SHELAA Sites
- /// Granted Housing Development



1.7 Neighbouring Developments

One Horton Heath



Planning application number: O/20/89498

Outline application for a phased, mixed-use development comprising severable and separate phases. Includes up to 2,500 dwellings, primary school, local centre, commercial/industrial floorspace.

Outline planning has been granted for 950 units and a primary and secondary school (O/14/75735). A further 450 units (O/16/79354) has been granted across greenfield land adjacent to the settlement of Horton Heath. Full planning permission (F/20/89500) has been given for 381 units and construction began in 2023.

Once complete, One Horton Heath will provide 2,500 homes, a vibrant local centre, primary school and sports field, better infrastructure, three new commercial hubs and a host of connected spaces and informal areas for wildlife.

Located 800m west of Denham’s Corner.

Boorley Gardens



Planning application number: O/15/75953

Outline planning permission was granted on appeal in 2016, for 680 residential units and a new school. Construction on the site, located just west of Boorley Park, is currently underway, with over 125 homes already occupied.

The development will contain a mix of 1-4-bed homes (35% affordable), 2 child play areas, a new SEMH Special School, and other community uses.

Plans include infrastructure improvements to boost connectivity between Hedge End Railway Station and Winchester Road.

Located 1km south of Denham’s Corner.

Boorley Park



Planning application number: O/12/71514

Approval for 1400 homes and a new primary school.

The majority of the development, including the primary school, is built. The final phase is due to complete in 2025. The size of homes provided range from 2 to 5 bedrooms.

Located 1km south of Denham’s Corner.

1.8 Opportunities and Constraints

Opportunities:

- New pedestrian and cycle access from the site onto Botley Road
- Offsite enhancement of pedestrian connectivity with the provision of a footway to the existing southbound bus stop on Botley Road.
- Enhanced stewardship of SINC through the use of a SUDS network to improve the quality of discharge from the site.
- Reduction of pressure on ancient woodland by providing pedestrians with an alternative east-west footpath connection through the proposed scheme, rather than via Scorey's Copse.

Constraints:

- Steep topography on the east of the site.
- Overlooking existing property.
- Ancient woodland and large mature Oaks on the site boundary



2.0 Site Proposal

2.1 Design Strategy

The proposal seeks to transform the existing site by introducing high quality homes and generous amenity spaces that positively respond to the local vernacular and are sensitive to the surroundings. The proposal is designed to highlight and complement its key existing features, and create an environment that is appropriate for its setting.

- Many streets are tree lined and orientated with key views in mind. When turning into the site, there are views to the central green space with a backdrop of ancient woodland.
- Unit types are generally interspersed across the site, but density is generally higher towards the west of the site where mature woodland provides screening from Botley Road.
- A network of pedestrian routes ensure the site has strong walkability, with an emphasis on connectivity with the open green space on the eastern side. Establishing a route that loops around the site is key to this. Importantly, these routes connect with those beyond the site, allowing ease of access to bus stops and surrounding settlements.
- Views and overlooking of the public realm are maximised. While the scale and height of the proposal minimise the effect of views into the site.
- Maintain existing site boundaries with additional buffer, protecting existing trees and screening from Snakemoor Lane.

- Site boundary
- Street trees
- Greater density
- Built area
- Public Open Space (POS)
- ➔ Views over green space
- ➔ Views over valley
- Cycle/pedestrian route
- Pedestrian 'loop'
- Pedestrian route



2.2 Site Masterplan at Pre App

Main design points:

- Central avenue forming the central spine of the site, connecting the two green spaces
- Views of the ancient woodland
- Central green with crescent, forming the focal point of the site
- High quality streetscape with greenery, orientated with key views in mind
- The integration of a SUDS network as landscape features as well as water management
- Block permeability to ensure residents can walk about the site with ease and minimise dead ends
- Wider blocks allow for areas of courtyard parking to reduce the dominance of cars on the streetscape
- New pedestrian route created to link to Botley Road.



SUMMARY

Site Area: 9.05 ha

No. of dwellings: 152

2.3 Site Masterplan Response to LPA Feedback

Whilst reinforcing good design, the masterplan has responded to feedback during Pre App.

Main design points:

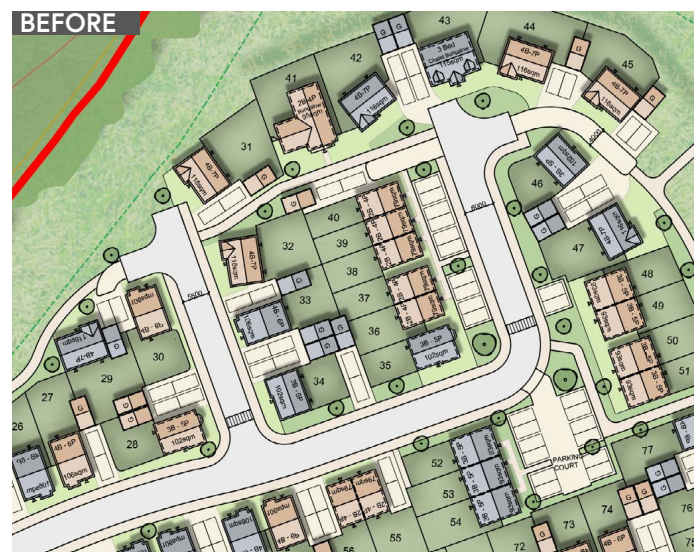
- The crescent and associated green space forms the focal point of the site, establishing place identity.
- Acting as the spine of the development, a central avenue lined with trees and swales connects the crescent with the public open space (POS) and SUDS features in the east.
- Upon entry to the site, the ancient woodland is instantly visible as a backdrop for the development.
- The public realm across the site is well-addressed by housing frontages.
- The parking strategy for the site aims to reduce the visual impact of parked vehicles on the streetscape, through the primary use of in-curtilage and parking courts with abundant greening.

SUMMARY

Site Area: 9.05 ha

No. of dwellings: 150





- Units better address both the street and the green space to the east.
- The amount of roadway is reduced and made more sinuous.
- The parking court is now tucked away from the street.
- The extent of frontage parking is reduced.



- Units have been adjusted to reinforce the crescent around the LAP.
- A sustainable transport hub is now located next to the LAP, extending the green space and providing access to numerous sustainable transport methods to connect with the wider area.
- Parking bays are moved out of view of the LAP green space, and the private road moved further north, increasing the priority given to pedestrians.
- Units to the southeast of the LAP are now the same height as the crescent



- Units pulled away from the two oaks along the southern boundary of the site, resulting in a more sinuous street frontage and reduced visual impact on Snakemoor Lane.



- Parking court reduced in size and more greenery added to soften its visual impact.
- The street that runs alongside the open green space to the east now has a more organic form, following the natural contours of the land.

