ONE HORTON HEATH

The Folds

Design & Access Statement

RFT-17-XX-RP-A-0001
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December 2025



EASTLEIGH BOROUGH COUNCIL | Investing in **our** community

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01. Introduction

Executive Summary

This Design and Access Statement has been prepared by Re-Format Architects and Stantec Landscape on behalf of Eastleigh Borough Council (One Horton Heath Team) to accompany a Reserved Matters Application for The Folds parcel, part of the wider One Horton Heath development.

The Folds development will deliver a new community of 629 new homes within the approved outline planning consent for up to 2,500 dwellings across the wider site. It forms one of three parcels within the Parkside character area, alongside The Holme and The Homestal, which are being developed concurrently under a separate reserved matters application.

The proposals establish a vibrant, well-connected neighbourhood framed by distinctive character areas, generous green spaces, and a network of people-friendly streets. The Folds will embody the design vision and guiding principles set out in the One Horton Heath Design Code, a sustainable, landscape-led community that places people, wellbeing, and craftsmanship at its heart.

The structure of this Design and Access Statement is outlined as follows:

01. Introduction

This section includes an initial introduction to the document, including an overview of the proposals, the vision for the site and a summary of the key benefits that the scheme will provide.

This is followed by an overview of the national and local planning policy context, as it relates to the proposals, and a summary of the relevant planning history of the development site.

02. Site Appraisal

This section begins with an analysis and appraisal of the site's wider context, including an overview of the site's location, an assessment of the settlement structure and characteristics of Horton Heath and a review of the local vernacular. This is followed by an analysis of the existing site features and various environmental and technical considerations.

03. Design Development

This section provides a summary of the One Horton Heath masterplan and design code, sets out the parameters established by the Outline application and explains the guiding design concepts that were established for the project before going on to explain the pre-application engagement and public consultation process.

04. Design Proposals

This section presents the illustrative masterplan which is accompanied by a series of explanatory design rationale diagrams and details of the proposals for the external appearance and materiality of the development. A summary of the accompanying technical strategies is also provided within section 4.

05. Summary

Finally, this section forms a brief summary of the key information.



Project Team

The Folds Reserved Matters application has been prepared on behalf of Eastleigh Borough Council (One Horton Heath Team), the applicant and landowner, as part of the Council's self-delivery of the One Horton Heath development.

Re-Format are Architect and Masterplanner for The Folds, working in close collaboration with Stantec, who are coordinating the project and providing specialist input in landscape design, transport planning, and civil engineering. Tyler Grange have developed the arboricultural strategy, while John's Associates lead on ecology and biodiversity, ensuring environmental considerations are fully integrated within the design process.

Applicant
Eastleigh Borough Council (One Horton Heath Team)

Architects / Masterplanning
Re-Format

Project Coordination
Stantec

Landscape
Stantec

Arboriculture
Tyler Grange

Planning Consultant
Stantec

Nutrient Neutrality
Hilson Moran

Drainage / Utilities
Stantec

Highways Consultant
Stantec

Energy Efficiency and Sustainability
Stantec

Archaeology
Cotswold Archaeology

Ecology / Biodiversity
Johns Associates

Vision

The One Horton Heath Vision

One Horton Heath is a bold, council-led initiative to deliver a modern market town for Eastleigh, an exemplar of sustainable placemaking that prioritises community, wellbeing, and design quality.

Its landscape-led masterplan reinterprets the traditional principles of Hampshire settlements: compact walkable neighbourhoods, human-scaled streets, and a clear relationship between architecture and nature.

The Vision for The Folds

The Folds occupies a prominent location at the north-east corner of the overall masterplan, bordered by Horton Heath village to the east, Quobleigh Woods to the north, and the Holme and Homestal parcels to the south and west.

At its heart, The Folds is conceived as a neighbourhood of connected streets and greenways, each with its own distinctive character. A series of arrival plazas, central drives, mews streets, and green edges create a rich, varied environment, offering residents a choice of settings while maintaining a consistent architectural language and material palette.



Key Benefits

Delivery of a high-quality residential neighbourhood of 629 homes, designed in accordance with the approved Design Code and Outline Planning Permission.

Creation of a network of safe, attractive streets prioritising pedestrians and cyclists.

Integration of green corridors, play spaces, and a central green as part of the wider ecological and landscape infrastructure.

A robust architectural identity that blends traditional materials with contemporary detailing, reinforcing the sense of place across One Horton Heath.

Commitment to sustainable design principles, supporting biodiversity, active travel, and energy efficiency.

The development will prioritise passive design measures. Fabric U-values will meet Part L (2021) requirements, and energy-efficient building services will be implemented.

Each dwelling will aim for a 19% carbon reduction, as required by Policy DM2 of the Eastleigh Borough Local Plan.

- 629 New Homes. Mix of house sizes and tenures.
- Improved access to public rights of way and bridleways.
- Access to woodland settings. New tree, shrub and wild-flower planting.
- New main road access to One Horton Heath via The Avenue.
- A mix of natural informal play and formal play areas.
- Improved biodiversity. Recreation spaces and parkland.
- Public Parks & Open Spaces. Generous Tree Planting.
- New cycle routes connecting to the rest of One Horton Heath.
- 35 Later Living apartments.
- Fir Tree Lane reclassified as a Bridleway.



Application Background and Planning History

One Horton Heath is a major mixed-use development for up to 2,500 homes, a local centre, a primary school and commercial floorspace.

Outline Planning Permission ('OPP') was granted (LPA ref no. O/20/89498) in October 2025 and is accompanied by a Section 106 Agreement.

Lower Acre

Full Planning Permission was granted (LPA ref no. F/2089500) in December 2022 for the residential parcel named 'Lower Acre' located to the south of the OHH development. This application was submitted as a standalone full planning application but complies with the OPP. The construction of this parcel is underway and will comprise of a mix of houses and flats with a total of 381 dwellings.

The Avenue

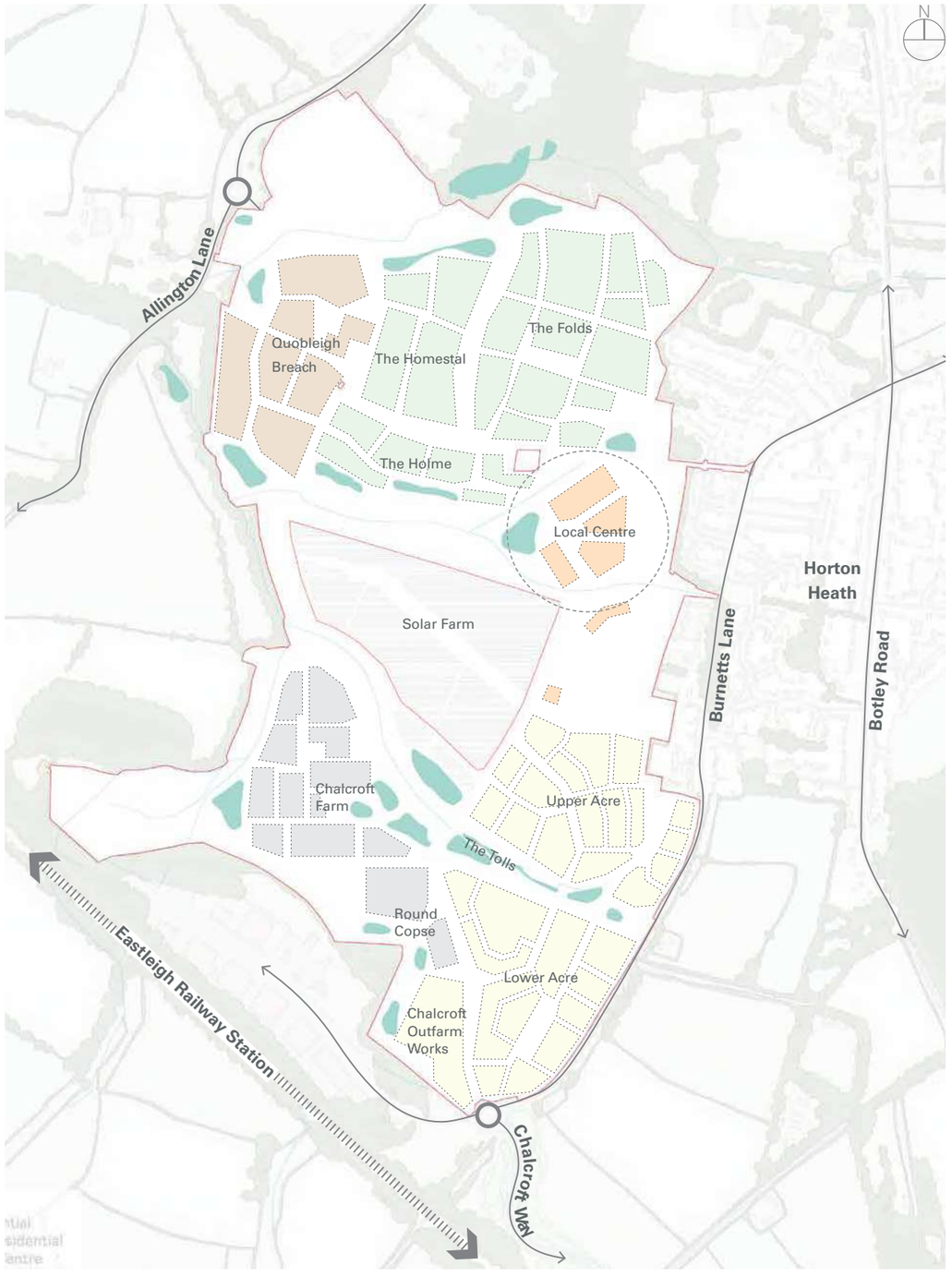
Full Planning Permission was granted (LPA ref no. F/21/91185) in October 2022 for the construction of the main spine road through the OHH development. 'The Avenue' routes between Allington Lane (to the north of the OHH site) and Burnetts Lane (to the south of the site) with associated footway, cycle paths, water crossings, drainage and landscaping.

The Avenue will form a key link road through the centre of the development, and carry future construction traffic to the site, avoiding the village of Horton Heath. The road will consist of a dual carriageway with a 30-mph speed restriction, and three junctions to provide access to future residential and commercial parcels. The Avenue opened in September 2025.

Secondary Inner Distributor "SID" Road

(Noted as 'Internal Link Road' in adjacent diagram)

A full planning application (LPA ref no. F/23/96631) has been submitted for the construction of the SID road, which is a secondary link road connecting the northern part of Lower Acre at its southern end to The Avenue via The Holme residential parcel. The SID Road will also connect to Fir Tree Lane at the join of The Holme and The Folds. Whilst referred to as the SID road, it is also referred to as 'Foxwood Road'. This application is currently pending determination.



Planning Policy Context

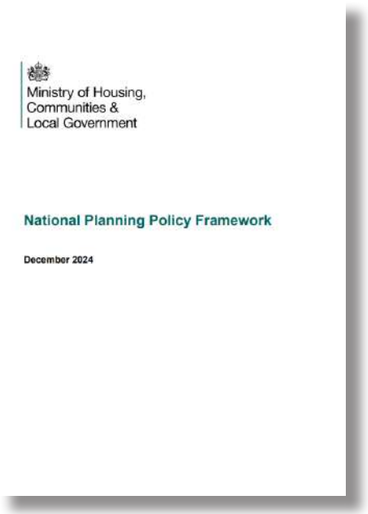
Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that where the Development Plan contains relevant policies, applications for development which are in accordance with these policies should be allowed unless material considerations indicate otherwise. The National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG) are material considerations.

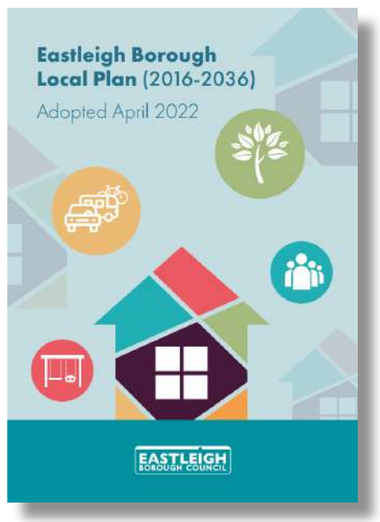
The Development Plan comprises:

- Eastleigh Borough Local Plan 2016-2036 (EBLP)

Material considerations include:

- National Planning Policy Framework (NPPF)
- Planning Practice Guidance (NPPG)
- Supplementary Planning Documents (SPDs)
- OHH Design Code





EBC Local Plan

Eastleigh Borough Local Plan

The Eastleigh Borough Local Plan 2016-2036 was adopted on 25 April 2022. It sets out the policies and plans to guide future development to 2036. It will be used to determine planning applications in the Borough and replaces the 'saved' policies in the Adopted Local Plan 2001-2011.

The Local Plan includes the following policies:

- Strategic Policy S1: Delivering Sustainable Development
- Strategic Policy S11: Transport Infrastructure
- Policy DM1: General Criteria for New Development
- Policy DM2: Environmentally Sustainable Development
- Policy DM3: Adaption to Climate Change
- Policy DM6: Sustainable Surface Water Management and Watercourse Management
- Policy DM8: Pollution
- Policy DM11: Nature Conservation
- Policy DM13: General Development Criteria (Transport)
- Policy DM14: Parking
- Policy DM23: Residential Development in Urban Areas
- Policy DM24: Creating a Mix of Housing
- Policy DM28: Delivering Affordable Housing
- Policy DM29: Dwellings with Higher Access Standards
- Policy DM30: Internal Space Standards for New
- Policy DM33: Provision of Recreation and Open Space Facilities

NPPF

The National Planning Policy Framework ('NPPF') was last revised on the 7th February 2025 and replaces the previous NPPF published on the 12th December 2024.

The overarching objective of the NPPF is towards achieving sustainable development. To achieve this, Paragraph 8 sets out three interdependent objectives that proposals must seek to demonstrate compliance with:

a) an economic objective

b) a social objective; and

c) an environmental objective.

Chapters of the NPPF relevant to this application are as follows;

Chapter 5, Delivering a Sufficient Supply of Homes.

Chapter 8, Promoting Healthy and Safe Communities.

Chapter 9, Promoting Sustainable Transport.

Chapter 11, Making Effective Use of Land.

Chapter 12, Achieving Well-Designed Places.

Chapter 14, Meeting the Challenge of Climate Change, Flooding and Coastal Change.

Chapter 15, Conserving and Enhancing the Natural Environment,

Supplementary Planning Documents

Supplementary Planning Documents (SPDs)

- Quality Places SPD (2011)
- Quality Places SPD (emerging)
- Parking Standards SPD (2025)

For further information refer to:

- Appendix A for Quality Places SPD Checklist response.
- Car Parking and EV Strategy (p96).

One Horton Heath Design Code

The Design Code has been prepared to guide all aspects of future development at One Horton Heath. The Design Code will explain, guide and control all aspects of the site; coordinating the many components that, together, create beautiful places to live and to work and to play. The Design Code is based on the ten characteristics of a well-designed place, covering character, community, and climate.

This is a strategic document based on an integrated design approach. While parts of the masterplan may be refined over time, the vision remains to create well-connected public spaces that bring people together, attractive and inviting green spaces, and strong overall stewardship. The unique identity of One Horton Heath will come from the combination of these qualities.

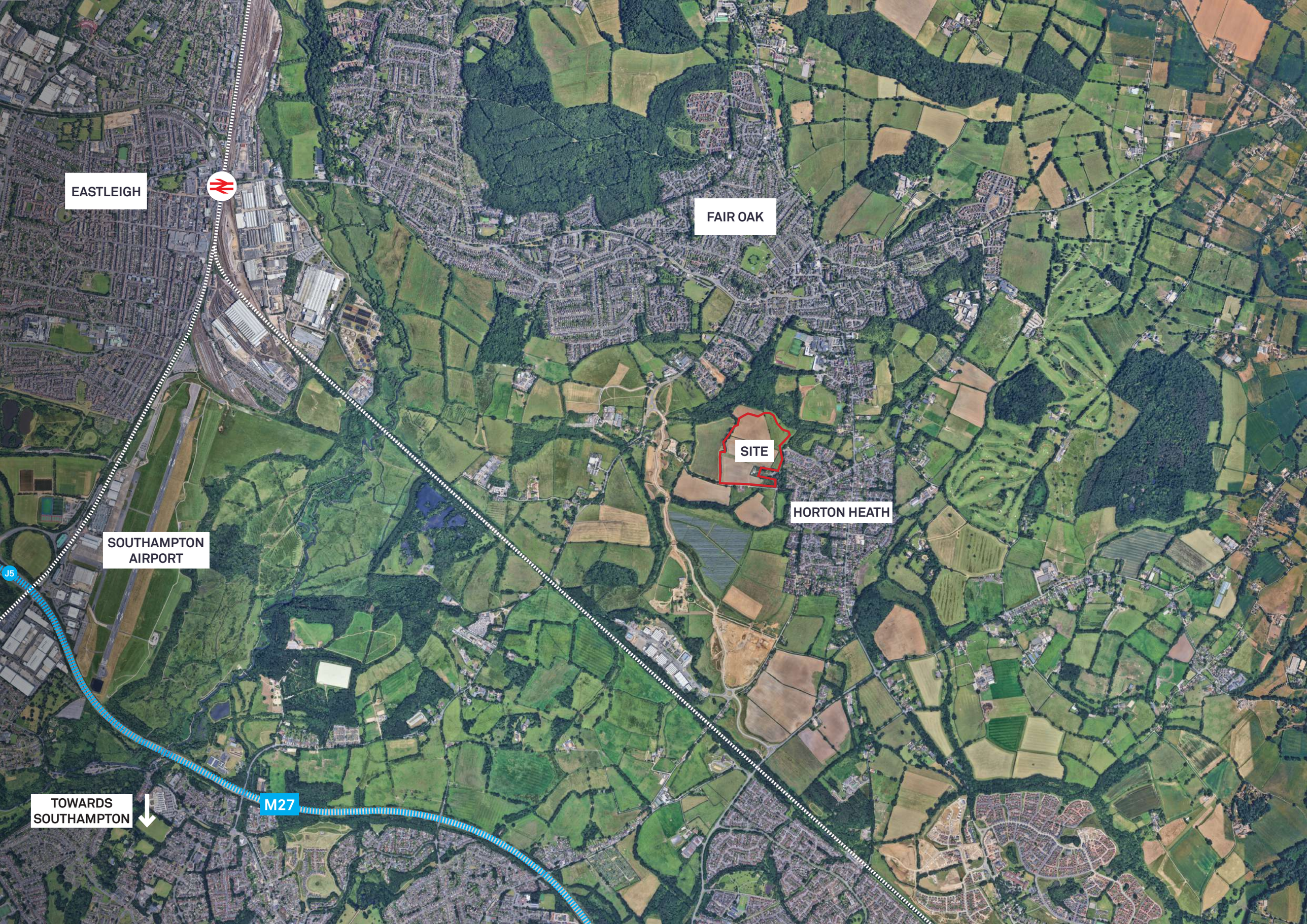
The latest iteration of the Design Code was publicly consulted on in August 2025. As part of the OPP, there is a requirement for the relevant parts of the Design Code to be approved, prior to the approval of future Reserved Matters applications.







02. Site Appraisal


EASTLEIGH
FAIR OAK
SITE
HORTON HEATH
SOUTHAMPTON AIRPORT
J5
M27
TOWARDS SOUTHAMPTON

Site Location

The Folds forms part of the wider One Horton Heath development, located immediately to the west of the existing village of Horton Heath within the borough of Eastleigh, Hampshire. The site lies approximately 2.5 miles east of Eastleigh town centre, 6 miles north of Southampton, and within easy reach of Hedge End to the south. Positioned between the established settlements of Fair Oak and Horton Heath, it occupies a well-connected and sustainable location with access to a range of amenities, employment areas, and transport links.

Site Context (See plan overleaf)

Situated at the north-eastern corner of the One Horton Heath masterplan, The Folds is bordered by the existing village to the east and by Quobleigh Woods to the north, towards which the land gently falls. To the south lies Fir Tree Lane, beyond which the Holme parcel and proposed local centre will provide a new focus for community life within the wider development. To the west, The Homestal parcel completes the Parkside character area.

The wider One Horton Heath development will introduce significant new social and community infrastructure, including a new primary school, sports and leisure facilities, and a vibrant local centre offering retail, workspace, and community uses. These amenities will ensure that future residents of One Horton Heath and neighbouring communities benefit from local access to everyday services, providing a richer environment for all.

Connectivity is central to the site's design and long-term sustainability. The Folds will be served by The Avenue, a new strategic link road forming the primary route through One Horton Heath. This will connect to Fair Oak and Eastleigh to the north and west respectively, and to Hedge End, Southampton, and the M27 corridor to the south. The location also benefits from proximity to the mainline railway at Hedge End, Southampton Airport, and a network of public rights of way that tie into the site's extensive green infrastructure framework.

The surrounding area enjoys a rich landscape setting with a range of open spaces and recreation opportunities, including Lapstone Playing Fields, Knowle Hill Nature Reserve, and Itchen Valley Country Park. Together with the planned network of new greenways and public spaces within One Horton Heath, these features will provide residents of The Folds with exceptional access to nature, recreation, and active travel routes. This accessible yet semi-rural setting establishes an ideal context for The Folds: a neighbourhood that combines convenience and connectivity with a strong landscape identity and a distinct sense of place.

Site Description

The existing site comprises agricultural fields and has a total developable area of 13.92ha. It is well screened by existing woodland, hedging and tree belts.

Fir Tree lane bounds the site to the south and connects the site to Burnets Lane and Horton Heath to the East.

The existing topography of the site is gently undulating. At the northern edge of the Site, levels reach 23m AOD. These levels then rise to a maximum elevation of 30m AOD at the centre of the Site and fall to around 26m AOD on Fir Tree Lane to the south (refer also to the accompanying LVA).

Quobleigh Woods to the North of the site have been identified as a Site of Importance for Nature Conservation SINC.

There are no statutorily Listed buildings on-site. The Grade II listed Fir Tree farmhouse is however located to the west of the Site on the other side of The Homestal parcel.



View of site from North West



'The Avenue', One Horton Heath's new link road



View of site from North East

Contextual Analysis

The Folds sits within a gently rolling rural landscape characterised by fields, hedgerows, and woodland edges that define the structure of the wider masterplan. To the east, the existing village of Horton Heath provides a clear context in scale and grain, with modest, varied housing forms of two to three stories, set within green suburban streets.

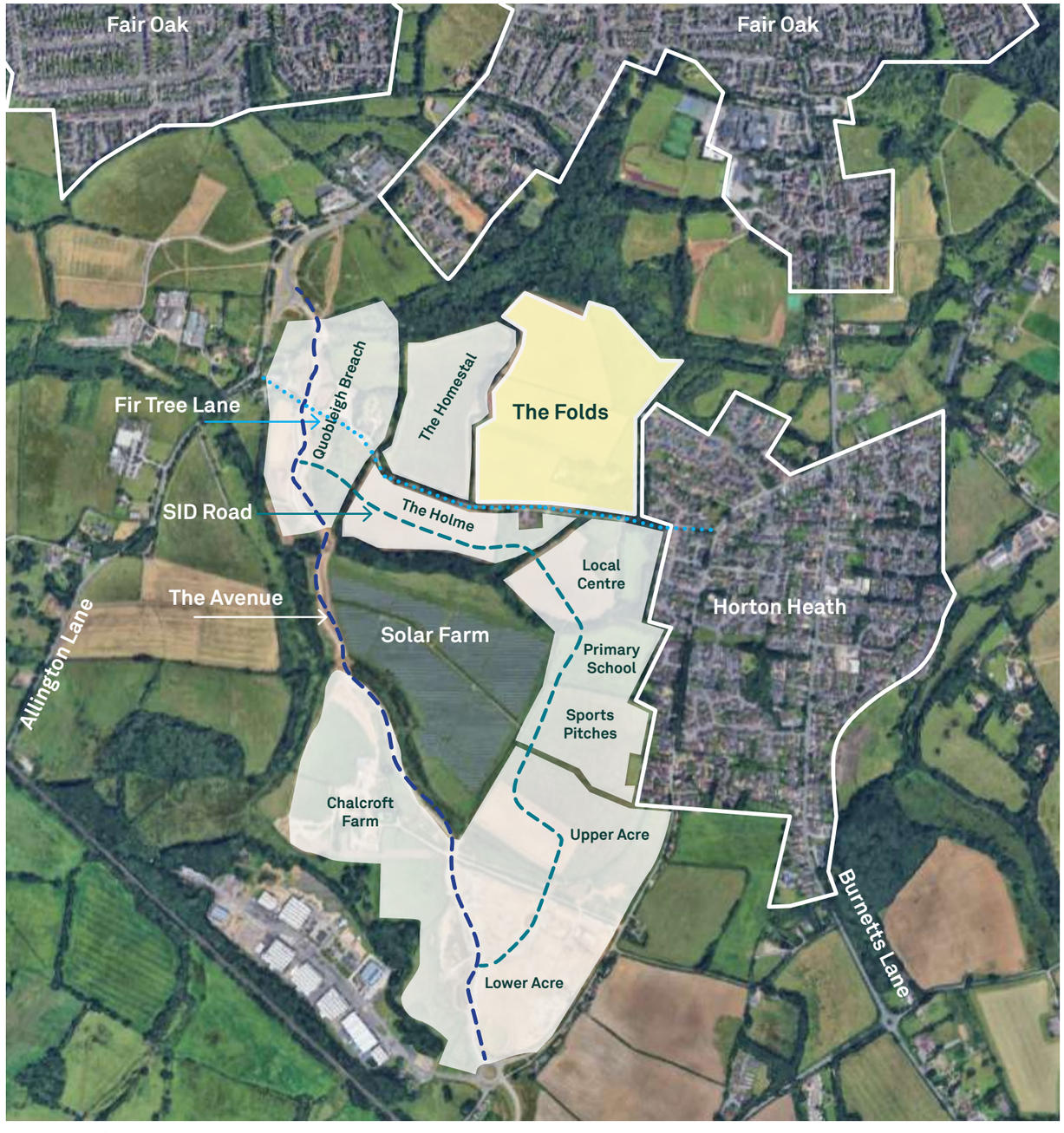
The design of The Folds draws inspiration from this local pattern of compact clusters of homes framed by green lanes and spaces, interpreted in a contemporary way to support sustainable neighbourhood living.



Aerial view from South



Aerial view from North



Overview of One Horton Heath Development and Immediate Context



Botley Road, Horton Heath - generously proportioned bay windows, possibly a former shopfront



Botley Road, Horton Heath - pair of older semi-detached houses with brick detailing



Eyebright Close, Horton Heath - a typical example of late 20th Century development with larger plots and houses



Farm Road, Horton Heath - a more recent development with minimal frontages to form a mews-like character



Botley Road, Fair Oak - streetscape and vernacular becomes more urban in character



Kingsmill Drive, Fair Oak - a typical street within a more modern development

Architectural Character

Horton Heath is semi-rural in character. Whilst some examples of older buildings remain along Botley Road and in the vicinity of its crossroads with Burnetts Lane/Knowle Lane, much of its current architectural character is reflective of its expansion in the late 20th Century.

Similarly, Fair Oak's prevailing character is reflective of its rapid expansion in the late 20th Century, however it starts to become more urban in places, due to its larger size and closer proximity to Eastleigh. Some characterful buildings, such as the Cricketer's Arms, remain in the older parts of the village.

This all contributes to an eclectic mix of architectural styles and street typologies - as illustrated by the selection of images on this page - which have fed into the development of the proposed masterplan and the design approach to the new dwellings.



Hamilton Road, Eastleigh - a Victorian terraced street, typical of the area



The Cricketer's Arms, Fair Oak



Shorts Road, Fair Oak

Opportunities and Constraints Plan

- Proposed vehicular connections
- Public Right of Way (PRoW)
- Section of existing PRoW to be re-routed as shown
- Additional pedestrian route to be provided (as per S106 agreement)
- Proposed cycleway routes
- Existing water main and easement
- Existing hedgerow to be removed
- Existing hedgerows to be retained
- Existing veteran trees and associated buffer zones - refer to arboriculturist's supporting information for further details
- Existing grouping of TPO trees - refer to arboriculturist's supporting information for further details
- Site of Importantance for Nature Conservation (SINC) - refer to Ecologist's supporting information for further details
- 30 Indicative site contours
- Indicative SuDS locations
- Sensitive boundaries
- Indicative informal play locations (as per Design Code Land Use Parameter Plan)



Site Analysis

The previous page illustrates the key opportunities and constraints, which are summarised below:

Opportunities

- Strong landscape framework defined by existing hedgerows and mature trees, which provide the site with good enclosure and an opportunity to create natural, car-free green edges to the development.
- Direct adjacency to the future local centre and community facilities.
- The site has a gently undulating topography, sloping away from high points near the centre. This provides an opportunity for variety in street character and encourages views out towards the green edges.
- The existing PRoW along the eastern and northern edges of the field will be re-routed outside of this applications boundary. However, the presence of the PRoW provides an opportunity to create natural walking/cycling routes that interlink with the footpath/cycleway network within the development and the wider One Horton Heath site.
The precise routing of these PRoWs and the landscaping on the northern and eastern periphery of the site will come forward in a separate Green Infrastructure Reserved Matters Application.

Constraints

- Existing drainage routes and utilities to be accommodated within layout.
- Interface with village boundary and existing residential amenity.
- Requirement to protect the setting of TPO & Veteran Trees.
- Requirement to accommodate cycleway and pedestrian routes as set out in the One Horton Heath Design Guide.
- Requirement for future provision of allotments within the Folds parcel, consideration of access to & setting of allotments. (subject to separate application)

Technical Considerations

The proposed masterplan has been iteratively developed in close collaboration with members of the project team who have each provided technical input into the scheme throughout the design process, starting with a detailed analysis of the existing site and its context.

The following pages provide a general summary of the key technical considerations, how these have been factored into the proposed design, and where further information can be found in the accompanying submission.

Landscape Context

The Site is set within a distinctive pattern of topography, hydrology and vegetation, which is relatively enclosed, situated on low-lying, undulating plain, with stream corridors and well-wooded boundaries, adjacent to residential development. The Site is not nationally or locally designated for landscape quality or character. It does, however, lie approximately 3.5km to the south-west of the nearest extent of the South Downs National Park.

Published Landscape Character Assessments: The Site and surroundings lie within National Character Area (NCA), 128: South Hampshire Lowlands. In the Hampshire County Landscape Character Assessment (2010), the Sites lie within the Forest of Bere West (2e) Landscape Character Area (LCA). This area is further divided into Landscape Character Types (LCT). The Site lies within LCT Lowland Mosaic Small Scale and immediately to the north of LCT Lowland Mosaic Open. Eastleigh Borough Council have also produced a landscape character assessment, within which the Site is located within Area 9: Horton Heath Undulating Farmland. Published character assessments focus on several themes of relevance to the Site and Proposed Development, which can be broadly summarised as the following:

- Low-lying, undulating plain with frequent low ridges.
- Well-wooded farmed landscape, frequent wooded horizons.
- Fast-flowing chalk rivers with water meadows and riparian vegetation.
- Extensive 20th Century development. Influence of urban edge and man-made infrastructure in some places.
- Close proximity to streams.
- Rich biodiversity including woodland, heathland, grassland and wetland sites and prevalence of SINCs.

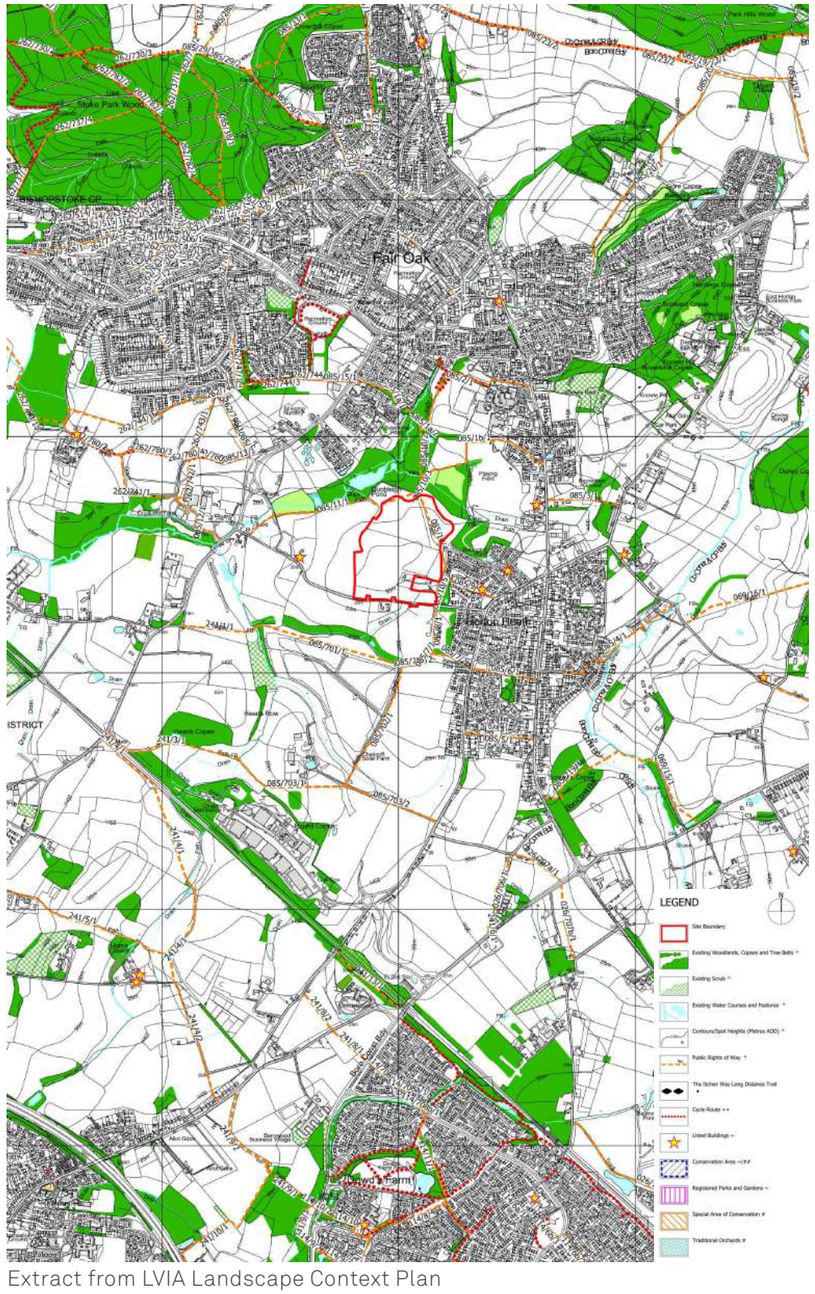
Guidance included in published character assessments focuses on the following of particular relevance to the Sites and Proposed Development:

- Conserve, manage and enhance the semi-natural habitats of the river valleys.
- Protect, manage and enhance the area's historic well-wooded character.
- Conserve, manage, link and enhance the traditional mosaic of semi-natural grassland habitats.
- Avoid over-formalisation of semi-natural areas to provide recreational facilities.

The Site comprises agricultural fields, which form part of the transitional landscape between the built edge of Horton Heath and the surrounding open countryside. While the adjacent residential areas exert some urban influence, the strong vegetative framework and intact field pattern maintain a predominantly rural character.

The Site vicinity comprises agricultural fields bounded by mature tree hedgerows and areas of woodland. There are, however, urbanising and man-made influences apparent in the local area, such as busy roads, the railway, commercial and light industrial development and extensive residential development.

Overall, local views of the Site are heavily constrained by dense hedgerow boundaries and intervening vegetation. Albeit there are some views into the Site from the north, where public rights of way cross fields that are included within the Site. Views of the site from the wider landscape are similarly constrained, with limited long-distance glimpses available from higher elevations to the east.



Extract from LVIA Landscape Context Plan



Key Plan


Site Appraisal Photograph A


Site Appraisal Photograph D


Site Appraisal Photograph F

Visual Appraisal

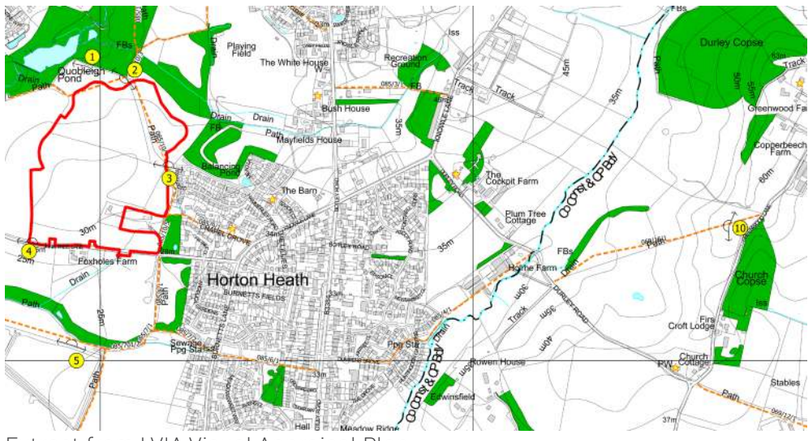
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Site Context Photograph 2


Site Context Photograph 3



Extract from LVIA Visual Appraisal Plan


Site Context Photograph 10

Transport

The OHH masterplan has been designed around a clear and legible access strategy that provides multiple points of vehicular, pedestrian, and cycle connectivity across the site and to the surrounding road network.

Vehicular access to the OHH development is centred on two key spine routes, The Avenue and the Secondary Inner Distributor (SID) Road, supported by a hierarchy of local and tertiary streets that serve each residential parcel.

Opened in September 2025, the newly constructed road 'The Avenue' forms the principal north to south connection through the OHH site, linking Allington Lane in the north with Burnetts Lane in the south. The road establishes the primary vehicular and public transport corridor. The Avenue is a 30mph two-way carriageway incorporating continuous pedestrian and cycle routes.

The SID Road will serve as an important distributor route within the OHH masterplan, linking The Avenue to Lower Acre, passing through the Parkside character area (comprising The Folds, Holme and Homestal parcels), the Local Centre, Primary School, and Upper Acre.

The SID Road is designed as a 6.5m-wide carriageway with a 30mph speed limit and includes a shared pedestrian and cycleway along one side, providing a continuous active travel link across the masterplan. At the time of preparing this DAS, the application remains pending determination

Vehicle access to OHH will be achieved by three main access points. Two of these access points are located at either end of the main

The Avenue at Allington Lane and Burnetts Lane to the north and south respectively, and provide connections to the wider local road network.

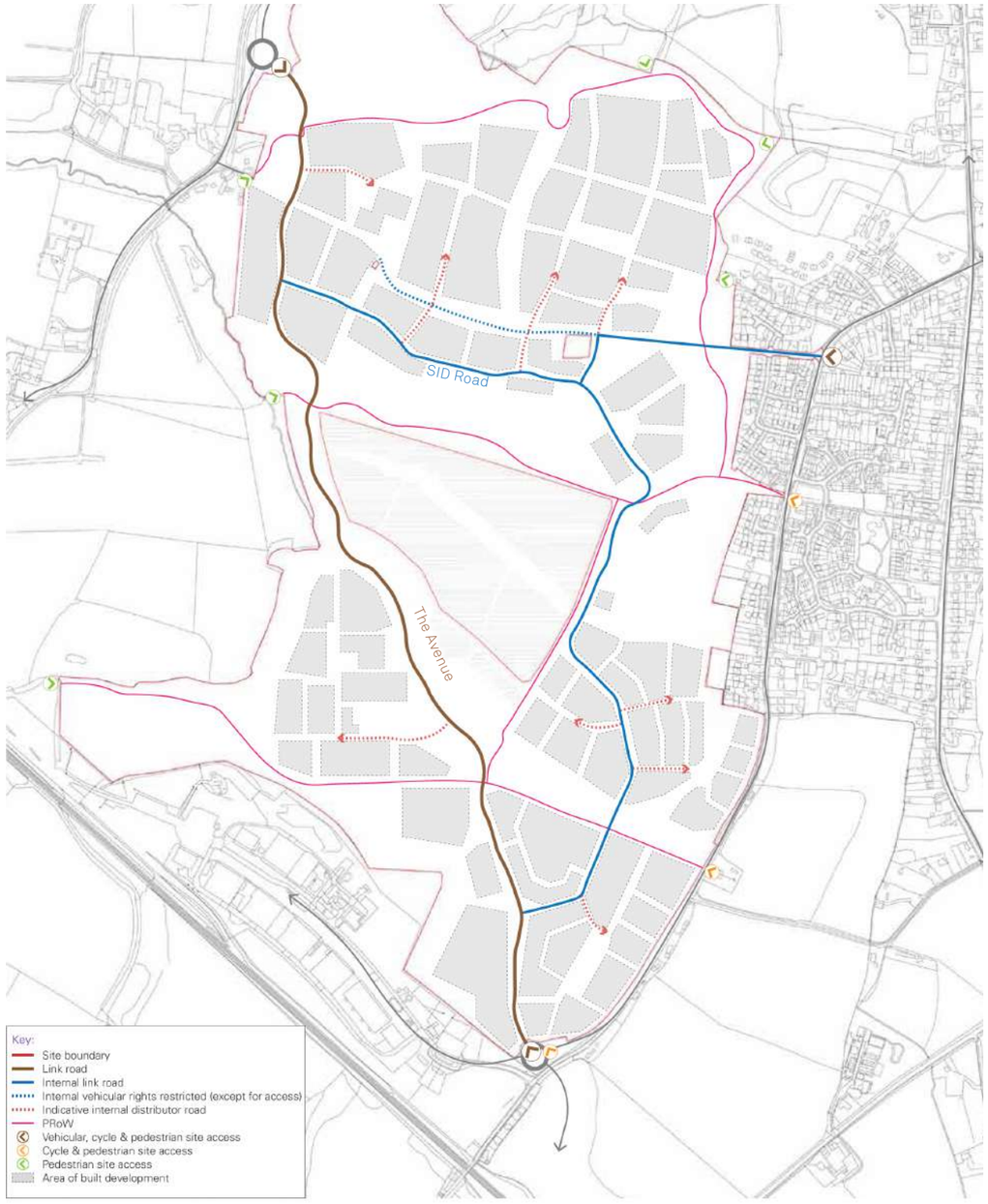
The third point of access is located off the SID Road which joins with Fir Tree Lane to the north-east of the OHH site which leads to the village of Horton Heath.

Fir Tree Lane is an existing road and bisects the northern part of the OHH site through 'Parkside' between The Folds and The Homestal to the north, and The Holme to the south. Fir Tree Lane currently consists of a low trafficked lane and as part of the proposals, the west section is to be downgraded to a bridleway prioritising pedestrian and cyclist movement. Existing vehicle movement along Fir Tree Lane will be redirected along the SID Road.

The proposed network of access points for the OHH masterplan ensures multiple routes into and through the OHH site, improving resilience, dispersing traffic movements, and integrating the new development with the existing transport network.

The movement network at The Folds provides safe, step-free and inclusive routes for pedestrians, cyclists, public transport users and people of all abilities, ensuring equitable access to homes, open spaces and community facilities throughout the neighbourhood.

For further information, refer to accompanying Transport Statement.



Design Code Access Parameter Plan

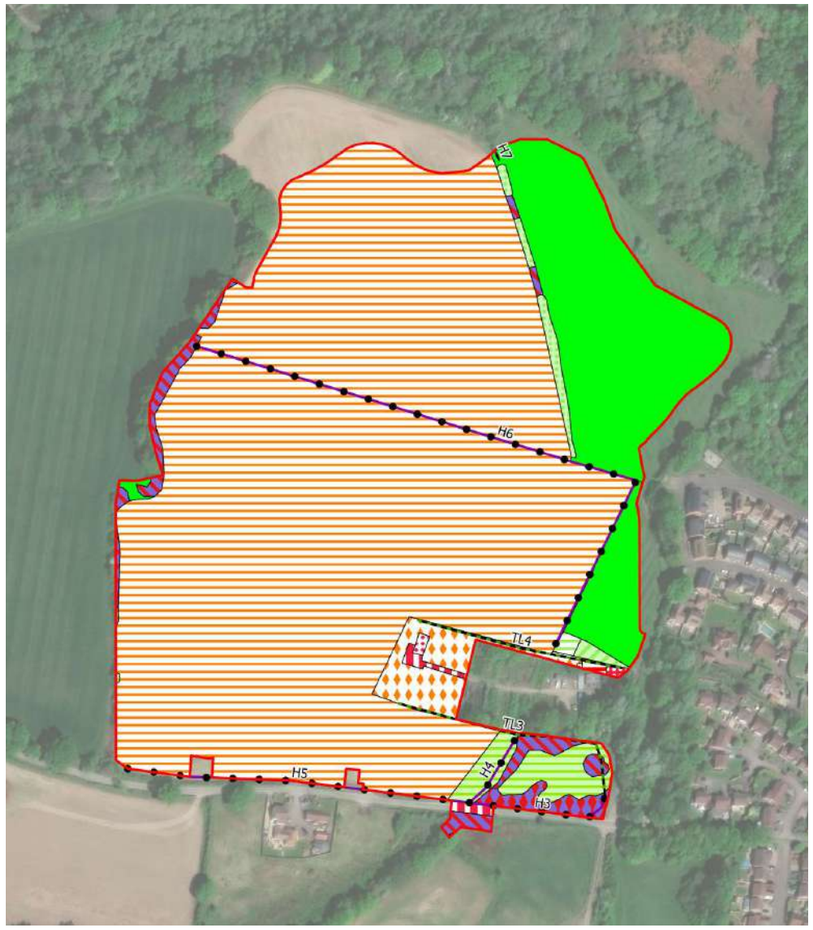
Ecology & Biodiversity

Ecology

Ecological surveys have been undertaken by Johns Associates to support the Outline Planning Permission and subsequent Reserved Matters Application at One Horton Heath. This work advises generally that the proposals will result in the loss of some habitats and has the potential to affect some protected species including hazel dormouse, breeding birds, reptiles and bats. Appropriate mitigation measures such as EPSM licences and sensitive methods of work, in addition to enhancement measures such as the targeted provision of bat and bird bricks will ensure that, post-development, no residual or cumulative impacts are anticipated. The proposals therefore accord with all relevant national and local planning policy in relation to ecology.

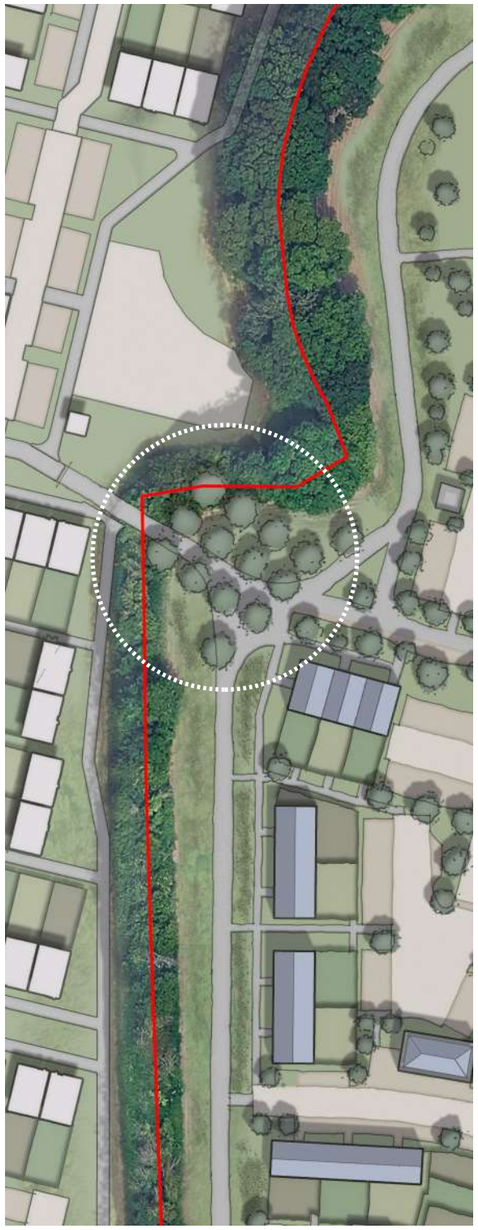
Biodiversity Net Gain (BNG)

A Biodiversity Net Gain Report (BNG) and Statutory BNG Metric prepared by Johns Associates has been submitted as part of the application. The report concludes that development of this Reserved Matters parcel will result in a net habitat loss. The BNG habitat losses are to be offset through enhancements to the large green infrastructure network on site and if necessary, via off-site land within the applicant's control. Overall, the One Horton Heath site is expected to achieve a Biodiversity Net Gain.



Baseline UKHab Habitat Plan

- Site Boundary
- c1c - cereal crops
- c1f - horticulture
- g1c - bracken
- g3 - neutral grassland
- g3c - other neutral grassland
- g3c5 - Arrhenatherum neutral grassland
- g4 - modified grassland
- h3d - bramble scrub
- h3f - hawthorn scrub
- h3h - mixed scrub
- u1b - developed land, sealed surface
- u1b5 - buildings
- u1c - artificial unvegetated unsealed surface
- u1f - sparsely vegetated urban land
- h2a - native hedgerow
- h2a5 - species-rich native hedgerow
- w1 - broadleaved and mixed woodland



Example of Dormouse connective habitats at The Folds.

Arboriculture

The majority of tree cover on the site is located along the field boundaries, with few internal arboricultural features aside from limited sections of low-quality hedgerow. High (Category A) and moderate (Category B) quality trees and groups are well represented throughout the site, comprising mature specimens, structured woodland areas, and groups characteristic of the Horton Heath landscape.

The Folds tree stock is predominantly composed of common oak *Quercus robur*, common ash *Fraxinus excelsior*, field maple *Acer campestre*, and goat willow *Salix caprea*. Only minimal removals of low-quality trees are proposed, with 83% of arboricultural features associated with The Folds remaining unaffected.

Historically, the site's tree stock has been managed as field margin and boundary vegetation, reinforcing fence lines between land parcels. Evidence of previous management includes casual pruning, such as crown lifting to facilitate pedestrian and machinery access, and flailing to maintain compact group and hedgerow forms. A Tree Preservation Order (TPO) applies to land adjoining the eastern boundary of The Folds (but located off-site). This TPO covers T26, T231–T240 inclusive, G24, G25, G26, and G98, there are no impacts to these trees.

For further information, refer to accompanying Arboricultural Impact Assessment and method Statement.



Existing hedgerow comprising mature trees on the edge of the site

Flood Risk

The existing site area drains to the Fair Oak Stream to the north, which is a 'main river' and a tributary of the River Itchen that is located 1.5km to the west of the site, and the southern portion of the site drains to the Foxwood Stream, which is an ordinary watercourse.

The Folds development area lies within Flood Zone 1, defined by the NPPF as land with a low probability of flooding from rivers or the sea, specifically, it has less than a 1 in 1,000 annual probability of flooding (less than 0.1%) from rivers (Fluvial Flood Risk).

The Environment Agency (EA) Surface Water Flood map shows the Folds site is not a risk of surface water flooding except for a small gully line in the northwest corner of the site, which is natural low channel emanating from the higher central area of the site. However, implementation of the site earthworks strategy as part of the development proposals will remove the channel line and the surface water drainage system will collect and manage this rainfall run-off in the future.

Similarly, the British Geological Survey (BGS) Groundwater Susceptibility mapping shows the Folds development area has limited potential for groundwater flooding, and the site is not at risk from reservoir flooding.

The proposed foul drainage will be designed to adoptable standards and the surface water drainage will be designed in accordance with the strategy set out within the Outline Planning Permission (OPP), and relevant local and national design guidance and standards. All attenuation will be situated outside the floodplain and all water will be stored above the fluvial flood level.

In summary the risk to the proposed development from all sources of flooding is considered to be very low, which accords with the One Horton Heath, Flood Risk Assessment (ref: G277-DOC FRA) May 2021, from the OPP.

For further information, refer to accompanying Flood Risk and Drainage Strategy.



Online Long-Term Flood Risk Mapping Extract – Rivers and Sea Map



EA Online Long-Term Flood Risk Mapping Extract – Surface Water Map

Utilities

The existing site area is largely free from utilities being predominantly arable farmland. The notable exception to this being the 24” Southern Water trunk main which runs in a north-south direction through the site on the eastern boundary.

This water main poses a constraint to development and there is an associated 15m easement either side of the main within which mature tree and vegetation planting cannot be provided or raising and lowering of ground levels.

There was historically an 11kV overhead power line crossing the site in an east – west direction which has already been diverted as part of the One Horton Heath infrastructure delivery. There are also existing services that run within Fir Tree Lane which forms the southern boundary to the site and within the residential area off Burnetts Lane to the southeast of the site.

Noise Impact

The site currently comprises open land and the existing noise environment includes road traffic from Burnetts Lane to the east, Allington Lane to the west and Fir Tree Lane adjacent to the southern boundary. The primary noise constraint at the Proposed Development is considered to be noise from existing road traffic, together with traffic generated by the Development itself in the future years when fully operational. The Noise Impact Assessment (NIA) considers the fully operational scenario as well as potential impacts associated with noise and vibration during the construction phase.

While noise and vibration during the construction phase may be perceptible at nearby residents, adverse impacts are unlikely to occur with the implementation of the methods of best practice and impact thresholds provided in the NIA. The guidance provided will be included in the Construction Environmental Management Plan (CEMP) for the site and adopted by the contractor.

Overall the NIA demonstrates that noise levels will achieve the health-based noise levels recommended by current guidance without the need for any specific mitigation requirements for proposed gardens. Furthermore, with the inclusion of a relatively standard glazing and ventilation scheme, which accords with the example configurations and sound insulation values provided in the NIA, appropriate internal ambient noise levels will be achieved as recommended by current guidance.

Apartment bedroom windows on façades closest to Fir Tree Lane cannot rely upon open windows to mitigate an overheating condition due to the level of incident road traffic noise, to ensure that suitable acoustic conditions are maintained and building regulations criteria are not exceeded. The requirement for overheating mitigations measures should be explored by the appointed building services engineer.

In addition, noise limits are provided to ensure that any impacts associated with proposed fixed plant items result in low impacts in order to minimise the potential for adverse effects, in accordance current guidance. These limits should be adopted during plant selections for the Development.

For further information, refer to accompanying Noise Impact Assessment.

Heritage

The Folds does not contain any listed buildings, nor is it located within a Conservation Area.

There are listed buildings beyond the site, to the east in Horton Heath and to the west at Fir Tree Farmhouse. However, these listed buildings are located a sufficient distance from The Folds that means the proposed development would not have any impact upon the character of these listed buildings.

There is a locally listed building to the south of the Site, but it is considered there is sufficient distance from the proposed development so as not to affect the setting of this locally listed building.



The nearby Fir Tree Farmhouse - Grade-II Listed

03. Design Development

Masterplan & Design Code

The proposals for The Folds have been developed in direct response to the One Horton Heath Design Code (August 2025), which establishes the overarching placemaking, design quality and sustainability objectives for the wider development. The Design Code sets out ten characteristics of a well-designed place, structured around themes of context, identity, movement, nature, public spaces, built form, uses, homes and buildings, resources and lifespan.

Our design process has followed these principles throughout, using the Code as both a benchmark and a design framework. The pre-application design work, undertaken in collaboration with Eastleigh Borough Council, Stantec, and the wider One Horton Heath project team, has ensured that the emerging proposals for The Folds are fully aligned with the vision and requirements of the Design Code.

Alignment with Key Design Code Principles:

Landscape-led masterplanning
The Folds adopts a strong landscape framework that builds upon the site's natural assets, including existing hedgerows, trees and drainage corridors. These features form the structural basis of the masterplan, providing ecological connectivity and visual character in accordance with the Design Code's Nature Framework and Green/Blue Infrastructure Typologies.

Movement and connectivity
The proposed street network follows the Design Code's Movement Hierarchy, prioritising pedestrian and cycle movement and providing safe, legible routes throughout the parcel. Connections to adjacent parcels (The Holme and The Homestal) and the wider greenway network have been integral to the design evolution, supporting active travel and accessibility.

Character and identity
The Folds forms part of the Parkside Character Area identified in the Design Code. The design reflects this through its coherent layout, hierarchy of streets, and use of built form to define key spaces and gateways. Varied building heights, materials and architectural detailing establish a locally distinctive character consistent with the Code's guidance on Identity and Built Form.

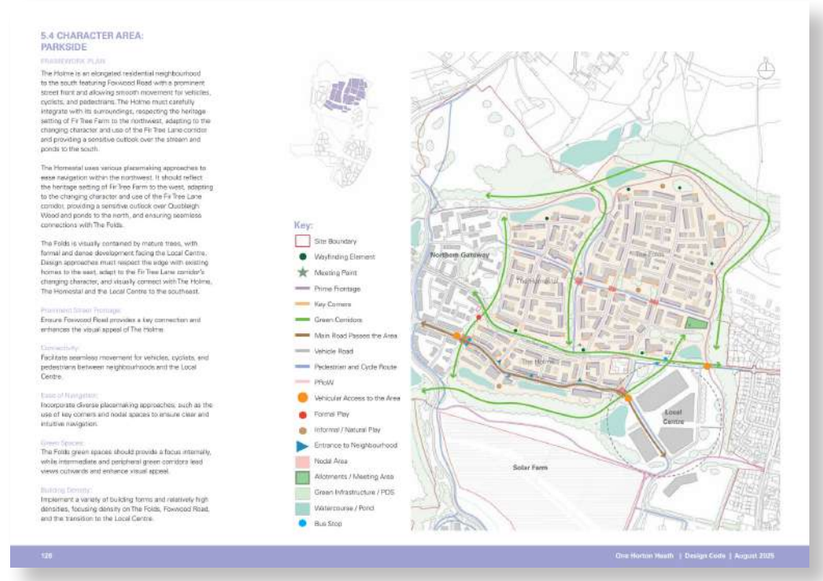
Public realm and community spaces
A series of well-connected public open spaces, including the Central Green with connective greenway, play areas, and green edge, create a network of social and recreational amenities that promote community wellbeing. These have been designed in line with the Code's Public Space Framework and Play Typologies, encouraging social interaction and outdoor activity.

Sustainability and resource efficiency
The design approach aligns with the Code's Protecting the Environment objectives by integrating sustainable drainage systems (SuDS), promoting biodiversity net gain, and incorporating climate-resilient planting. Building design and layout principles have been developed to optimise energy efficiency and daylighting, supporting low-carbon living.

The pre-application process (August 2025) provided an important mechanism to test the proposals against the Design Code and the expectations of the Council's Development Management and Design Review teams. Key feedback, such as refining transitions in building height, improving the definition of gateways, and strengthening the integration between parcels, has been positively addressed in the updated masterplan.

As a result, the proposals for The Folds demonstrate a clear and consistent alignment with the One Horton Heath Design Code, delivering a high-quality, sustainable and distinctive neighbourhood that contributes positively to the overall placemaking vision for One Horton Heath.





One Horton Heath Design Guide

Site Parameters

The Folds layout has been developed in accordance with the Approved Parameter Plans which form part of the Outline Planning Permission for the overall One Horton Heath development (LPA ref. 0/20/89498).

The proposed scheme respects prescribed development boundaries, movement hierarchy, density ranges, and landscape character zones.

- Residential use
- Open space
- Mixed use
- Allotments
- Proposed bridleway
- Potential internal distributor routes



Extract from Approved Land Use Parameter Plan EAST
(drawing 200403_PP 02 P36)

- Area of built development
- Extent of Land Use Area
- Indicative internal distributor road
- Existing vehicular rights restricted
- Existing PRoW
- Pedestrian site access



Extract from Approved Access Parameter Plan EAST
(drawing 200403_PP 01 P34)

- Area of built development
- Extent of Land Use Area
- Allotments
- Indicative location for SuDS
- Existing hedges to be retained
- Existing hedges to be enhanced
- Existing hedges that could be lost
- Potential proposed new hedgerow
- Existing trees to be retained
- Existing woodland to be retained
- Informal open space
- Potential internal distributor routes



Extract from Approved Green Infrastructure Parameter Plan EAST
(drawing 200403_PP 03 P36)

- Up to 4 storeys
- Extent of Land Use Area
- Potential internal distributor routes



Extract from Approved Building Heights Parameter Plan EAST
(drawing200403_PP 04 P31)

Design Concepts

The Folds is structured around a clear hierarchy of streets and paths that prioritise pedestrians and cyclists while maintaining efficient vehicular access.

The Central Drives form the primary routes through the parcel, connecting from the SID Road to the northern open spaces. Generous tree planting, wide verges, and shared-surface treatments create a calm, green avenue character.

Branching from these are Mews Streets, intimate, low-speed residential lanes defined by shared surfaces and active frontages that foster a sociable, community-focused atmosphere.

The Central Greenway provides a continuous pedestrian and cycle corridor running north–south through the heart of the site, linking homes, open spaces, and adjacent neighbourhoods within One Horton Heath.

Secondary greenways offer traffic free, landscaped streets for cycles and pedestrians which link the heart of the development with the surrounding green infrastructure.

Along the Green Edge, informal paths and landscape routes trace the boundaries of the development, offering relaxed walking routes and connections to nature while softening the transition between built form and open countryside areas, other parcels or existing settlement areas.

Discretely located parking courts accommodate parking away from streets, facilitating space for planing zones within the avenues and mews streets as well as the trafic-free greenways.

These street typologies have been developed to accord with the guidance in the 2008 Manual for Streets, The Department for Transport's LTN 1/20 Cycle Infrastructure Design Guide 2020 and Hampshire County Council's Technical Guidance Notes 1 (Highway Cross Sections, 2024) and Note 10 (Pedestrian and Cycle Facilities, 2023)



Extract from Design Code Framework Masterplan



1. Central Drives (Main distributor Roads)
2. Mews Street
3. Central Greenway
4. Pedestrian route
5. Central Green
6. Allotments
7. Parking Courts
8. Mews Square
9. Apartment block

The sketch studies presented here illustrate the early exploration of ideas that shaped the design of The Folds. These concept sketches tested the look, feel, and spatial qualities of key streets, spaces, and character areas across the parcel, helping to define how the masterplan principles could translate into a distinct neighbourhood identity.

The studies also explored how movement routes, vistas, and key spaces, such as the Central Green, Greenway, and Drives, could work together to create a coherent and memorable townscape.









Pre-Application Advice

A series of pre-application meetings have been held with Eastleigh Borough Council (EBC) between June and September 2025, to develop and refine the design proposals for The Folds parcel within One Horton Heath. These sessions have been instrumental in shaping the emerging Reserved Matters Applications (RMAs) and ensuring alignment with the adopted Design Code, the outline planning permission, and the wider vision for the site.

The first pre-application meeting (June 2025) introduced the initial layout concepts prepared by Re-Format, supported by Stantec. The discussion focused on the overall planning strategy, phasing, design principles, parking strategy, and integration of green infrastructure, including the east–west greenway and the proposed bridleway along Fir Tree Lane. Feedback from EBC officers helped establish a coordinated approach across parcels and identified early opportunities to enhance design quality, density distribution, and contextual response.

The second meeting (July 2025) presented refined layouts responding to earlier feedback. Key matters discussed included building heights, apartment placement, parking and play provision, SuDS integration, and design consistency. Officers from EBC expressed support for concentrating higher-density elements near the Local Centre, while also emphasising the need for sensitive transitions towards site edges and high-quality landscape design. Collaborative working across design teams and ongoing dialogue with Hampshire County Council on highways and drainage were also confirmed.

By the third meeting (August 2025), further design refinement had been undertaken. Updated red line boundaries and landscape strategies were presented, alongside a revised parking approach responding to the emerging 2023 Parking SPD and sustainable travel principles. Detailed discussions focused on apartment block massing, public realm design, and interface with ecological buffers, particularly along Fir Tree Lane and southern edges adjoining natural green space. The LPA provided targeted design feedback, leading to a follow-up design workshop to resolve detailed layout issues and ensure proposals deliver a coherent and high-quality built environment.

The final pre-app meeting was held in September. At this meeting support was shown for the development of the scheme and the responses that had been made to previous comment from EBC planning particularly concerning the transitioning of scale and mass from the apartment buildings to the surrounding housing.

Overall, the pre-application process has been proactive and iterative, with regular input from EBC planning, urban design, and landscape officers. This constructive engagement has guided the evolution of the design towards a coordinated, sustainable, and well-integrated proposal consistent with the objectives of the One Horton Heath masterplan.

Please refer to the planning statement for further information on the pre-app discussions.



Various pre-application submissions to EBC

Public Consultation

As part of the preparation of the Reserved Matters application for The Folds, a programme of public consultation was undertaken to engage with the local community and key stakeholders. This included both a digital consultation and an in-person exhibition event.

The digital consultation ran for three weeks from 9 to 30 October 2025 and was hosted on the One Horton Heath website, supported by posts across the project's social media channels. The online platform provided access to the emerging proposals, explanatory material, and an interactive feedback form for residents to submit comments.

An in-person exhibition was also held at the Fair Oak and Horton Heath Parish Council Offices, offering the community the opportunity to view the plans, speak directly with the project team, and raise any questions.

While attendance at the in-person event was modest and online engagement relatively limited, the feedback received was constructive and supportive of the overall approach. The low level of response is considered to reflect a general satisfaction with the proposals and a lack of significant concern regarding the detail of this Reserved Matters application, which follows an already well-established and consulted outline consent.

All comments received have been reviewed and, where appropriate, incorporated into the final proposals. The project team remains committed to ongoing engagement as the wider One Horton Heath development progresses. A Statement of Community Involvement has been prepared and is submitted in support of this Reserved Matters Application.

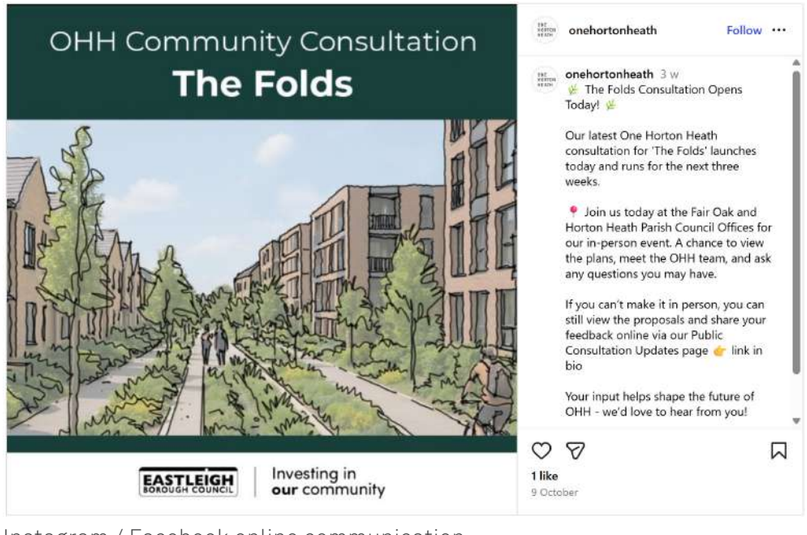




Selection of some of the exhibition boards



In person event



Instagram / Facebook online communication

04. Design Proposals

Illustrative Masterplan

Quobleigh Woods
S.A.N.G.
Lapstone Playing Fields
Square
Square
Parking Court
Parking Court
Greenway
East Drive
Mews Lane
Parking Court
West Drive
Greenway
The Homestal
Parking Court
Parking Court
Central Green
Cycle Greenway & Linear Park
Parking Court
Parking Court
Mews Lane
Arrival Plaza
Parking Court
Parking Court
Arrival Plaza
S.U.D.S. Basin
Fir Tree Lane
Foxholes Farm Cottage
Fir Tree Lane
The Holme
Hammerley Rd.
Farm Rd.
Chapel Drove
"Fir Tree Close"

Proposed Masterplan

The Folds provides 629 homes comprising a balanced mix of apartments, townhouses, semi-detached and detached dwellings. All homes meet the Nationally Described Space Standards.

Every homes is also designed to meet the accessibility standard M4(2) for 'accessible and adaptable dwellings' with the exception of;

- 14 no. M4(3) 'wheelchair user dwellings' (7 no. 1-bed and 7 no. 2-bed apartments).
- 11 no. M4(1) 'visitable dwellings' 2-bed FOG units, and;
- 11 no. M4(1) 2-bed maisonette duplexes (spread over first & second floor)

The site layout is structured around a series of character areas that define the scale, grain, and atmosphere of each part of the neighbourhood.

The masterplan prioritises walkability, coherent street structure, and generous green spaces that form part of the wider Green Infrastructure network.

The concept for The Folds is based on a hierarchy of streets and spaces that fold together to create a legible, walkable neighbourhood.

A pair of arrival plazas form gateways into the site, leading to tree-lined central drives that connect through to smaller mews streets and greenways. These culminate in a central green, a communal heart for the neighbourhood, and a woodland edge that merges the built form into the surrounding landscape.

This layered sequence, from civic to domestic, formal to informal, creates a sense of discovery and belonging unique to The Folds.



Movement Hierarchy

The plan opposite illustrates how the organisational concept explained in the previous section of this report has been applied in practice to shape the detailed masterplan for The Folds. It demonstrates the clear hierarchy of streets, lanes, and pedestrian routes that underpin the development's structure, ensuring safe, legible, and efficient movement for all users. The arrangement integrates primary and secondary vehicular routes with the Greenway and network of mews streets, establishing a permeable and connected neighbourhood. This movement framework forms a key component of the Reserved Matters application, translating the strategic design principles of the One Horton Heath masterplan into a practical and deliverable layout that prioritises accessibility, character, and identity.

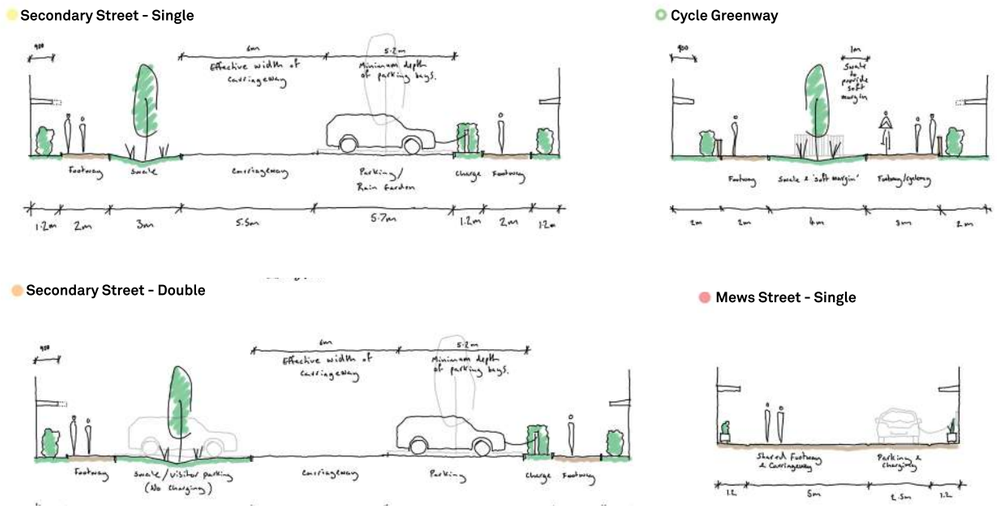


Concept diagram



Developed Movement and Structure diagram

Main Drives
Mews Streets (Shared surface)
Parking Courts
Primary 'Cycle Greenway'
Cycle and Pedestrian Routes
Traffic-Free 'Greenway'



Development sketches showing the differing spatial characteristics of the drives, mews and greenways.

Unit Types and Distribution

The Folds delivers a balanced mix of 629 new homes, providing a variety of dwelling types, sizes, and tenures to support a diverse and sustainable community. The proposals include apartments, maisonettes, flats-over-garages, and two-, three-, and four-bedroom houses, arranged to create a varied townscape and respond to different character areas within the masterplan.

Apartments form a significant component of the mix, located predominantly towards the southern part of the site fronting the arrival plazas, central green, and primary cycle greenway. Their placement close to the proposed local centre and the bus route along Foxwood Road encourages sustainable travel and supports active street frontages at key public spaces. Apartment buildings vary in scale and footprint, helping to define the more civic areas of the layout.

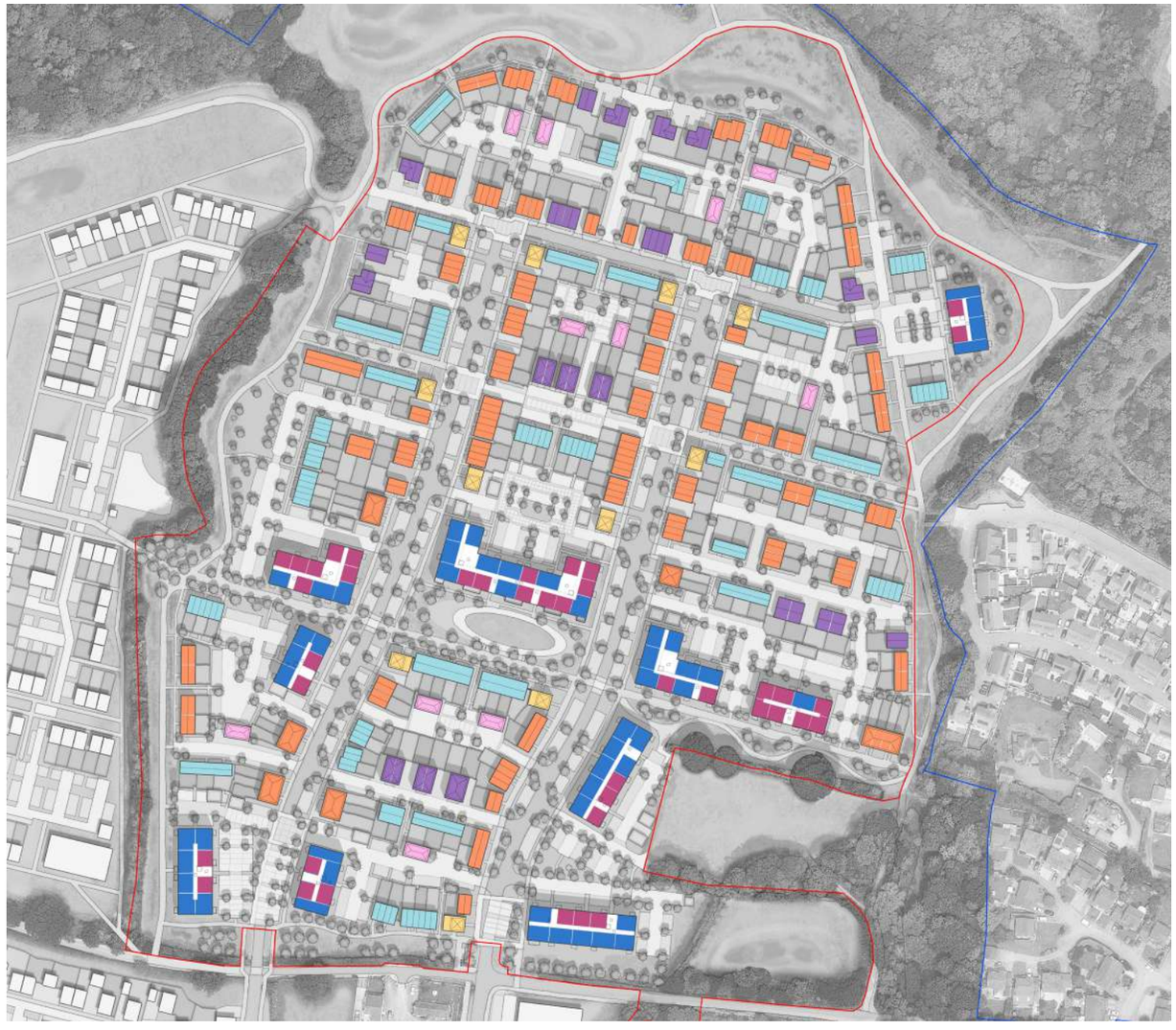
Two- and three-bedroom houses are arranged in terraces and semi-detached groupings across the neighbourhood, ensuring variety in rhythm and frontage. Detached three- and four-bedroom homes are positioned primarily at the edges of the development, providing a softer, more permeable transition to the surrounding landscape.

Two maisonettes are combined within distinctive three-storey “corner-turning” buildings, positioned at prominent junctions to emphasise corners and aid legibility. Developed specifically for The Folds, these typologies contribute to the site’s unique architectural identity.

Flats-over-garages (FOGs) are located along mews streets and parking courts, activating these spaces and improving natural surveillance without compromising parking provision.

An Older Persons apartment building occupies a gateway position at the eastern entrance, providing convenient access to the local centre and future allotments, helping ensure inclusive living opportunities for all ages.

Unit Type	Total
1-bed flat (standard)	142
1-bed flat (later living)	10
1-bed maisonette	11
2-bed flat (standard)	162
2-bed flat (later living)	25
2-bed duplex maisonette	11
2-bed FOG	11
2-bed house	105
3-bed house	122
4-bed house	30
TOTAL	**629**



Unit Types plan

- 1 Bed Apartment
- 2 Bed Apartment
- 2 Bed House
- 3 Bed House
- Maisonette with Duplex Maisonette above
- Flat Over Garage (FOG)
- 4 Bed House

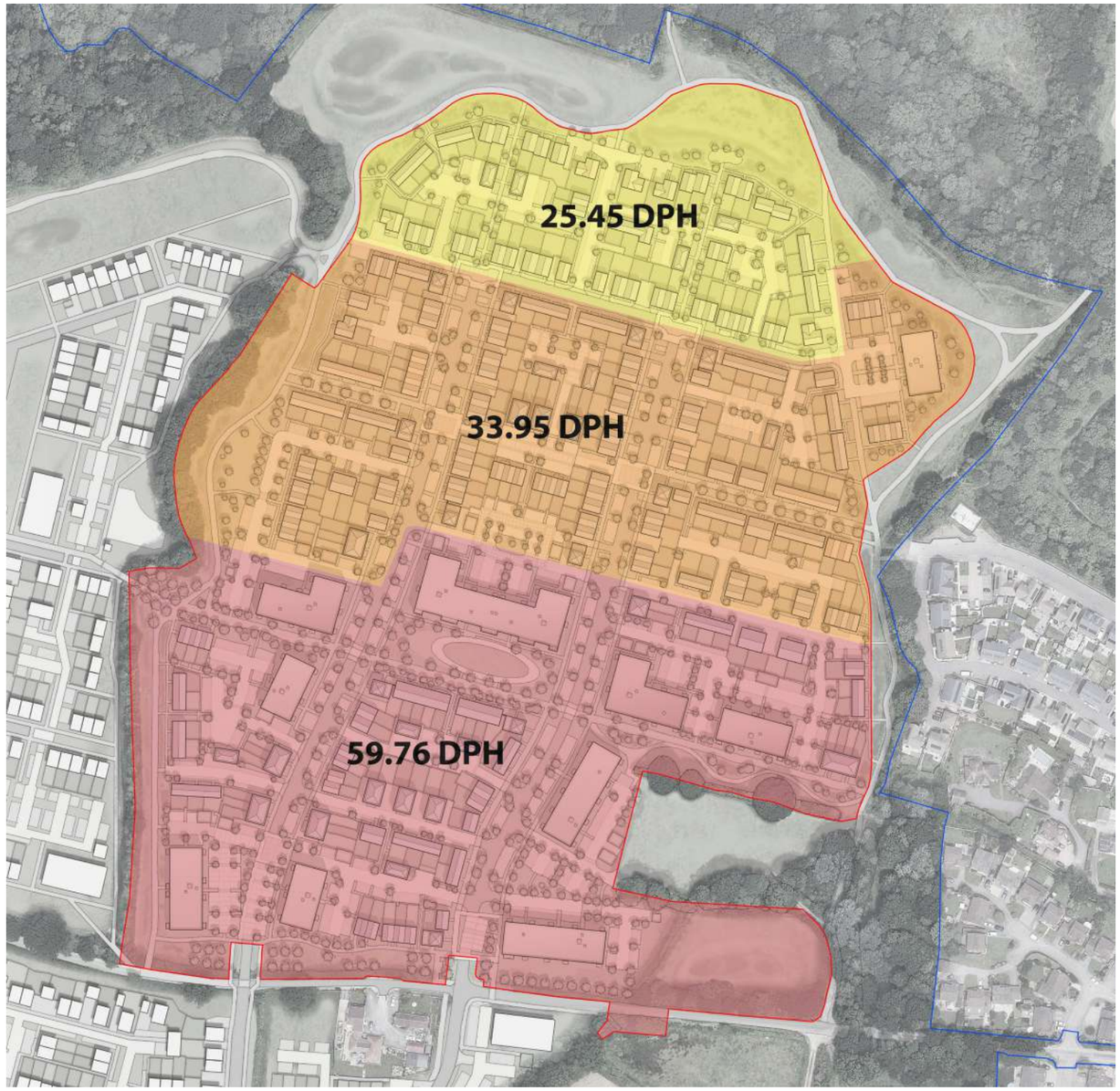
Relative Density

The proposed development demonstrates a graduated pattern of density that reflects both its location within the wider One Horton Heath masterplan and its immediate landscape context. Density is highest towards the south, close to the new local centre, bus route, and community facilities, and reduces progressively northwards towards the green infrastructure corridor and Quobleigh Woods.

The southern zone, covering approximately 6.79 ha, accommodates 84 houses and 322 apartments, forming the most urban character area of The Folds. Here, higher densities help to support sustainable travel patterns and reinforce the relationship with the local centre and main movement routes.

The central zone includes 149 houses and 17 apartments across 4.89 ha, creating a balanced, medium-density neighbourhood structured around the Greenway and Neighbourhood Courts.

The northern zone, at 2.24 ha, contains 57 houses arranged at a lower density to form a softer, more permeable edge adjacent to the surrounding landscape. This graduated approach ensures an efficient use of land while delivering a contextually sensitive transition between the urban core and the rural fringe.



Relative density plan

Building Heights

The Folds establishes a clear and legible hierarchy of building heights that responds to topography, setting, and the One Horton Heath Design Code. Height is used purposefully to define character areas, mark key routes, and create a balanced townscape with a strong sense of place.

The neighbourhood is predominantly two storeys, forming a domestic scale that reflects the surrounding village context. Detached, semi-detached and terraced homes of this height define the quieter residential streets, mews and green edges, reinforcing a comfortable and human-scaled environment.

Three-storey buildings are introduced along the central drives, mews streets, and Greenway, providing gentle variation and establishing local landmarks that assist with wayfinding. These include maisonettes and smaller apartment buildings that help frame key views and define corners, adding rhythm and enclosure to the streetscape.

Four-storey apartment buildings are located at the southern entrance plazas and around the central green, where additional height signals arrival and creates a civic focus. Their massing and detailing are carefully composed to remain consistent with the development's overall character and material palette.

Towards the northern woodland edge and eastern boundary with Horton Heath, building heights step down to two storeys to create a softer transition to the landscape and existing homes. Variations in roof form and eaves height add further richness and visual texture.

Together, these measures ensure The Folds achieves a diverse yet harmonious skyline, consistent with the Design Code's principles for scale, rhythm, and townscape variety.



Building Heights plan

- 1 Storey: Substations and refuse stores
- 2 Storey: Detached, semi-detached and terraced houses
- 3 Storey: Apartment buildings and maisonettes
- 4 Storey: Apartment buildings

Placemaking

The Folds is structured around a clear hierarchy of streets and spaces that together create a legible and characterful neighbourhood. Each space has a distinct identity, derived from its landscape setting, building form, and relationship to movement routes, ensuring the development is both navigable and memorable.

A series of arrival squares at the southern gateways form the main points of entry into the neighbourhood. Framed by apartment buildings, high-quality planting, and shared surfaces, these plazas establish a strong sense of arrival and a civic tone that distinguishes the southern edge of the site. From here, the two primary ‘drives’ extend northwards through the heart of the development and on towards the quieter residential streets beyond. Traffic-free ‘greenways’ form continuous pedestrian and cycle routes that link homes, open spaces, and neighbouring parcels within One Horton Heath.

Along the central drives, a sequence of nodal squares and the central green provide focal points for social activity, play, and movement. Each is enclosed by active frontages and overlooked by apartments and houses to ensure natural surveillance and a sense of safety.

At the northern and western edges, the landscape opens into a green edge that softens the transition to the surrounding countryside. Together, these interconnected spaces create a coherent and varied townscape that encourages walking, supports community life, and reflects the Design Code’s emphasis on placemaking rooted in landscape and movement.



Placemaking

- Arrival Square/Plaza
- Central Green
- Nodal Squares
- Green Edge
- Primary ‘Cycle Greenway’
- Key Building Frontages*
  *Expressed by change in material and/or use of distinctive architectural details

Character Areas

The Folds is designed around an integrated network of two central tree-lined drives. Each drive runs south to north, connecting to a series of smaller mews streets and greenways. These run east to west, creating a clear and legible way to move around the new development.

A key pedestrian and cycle greenway runs through the middle of The Folds and connects the neighbouring Homestal and Quobleigh Breach to the west, with the new local centre and primary school to the south east.

A new central green is set on this greenway creating a verdant new public square, with more informal green spaces accessed off all the Mews Streets.

A looping public foot and cycle way links all houses which front the green and woodland edges, creating a very accessible and pedestrian focused neighbourhood.



Visual Key



Character Area Plan



01. Arrival Plazas & Central Drives



02. Mews Streets



03. Woodland Edge



06. Central Greenway

Character Area 1 - Arrival Plazas

There are two vehicular entrances to the Folds parcel, both located at the southern edge of the site, connecting from the local centre and the 'SID' road via the Holme parcel. After passing through the hedgerow, each route enters an arrival plaza before continuing onto the main drives that extend through the parcel. These plazas mark both the arrival to and the departure from the Folds.

Four-storey apartment buildings frame the plazas, lending them a more urban character than other parts of the development. This is reinforced by high-quality shared surfaces that visually integrate the carriageway, parking, and pedestrian areas, unifying the space into something recognisable as a civic environment, akin to a plaza or a small town square.

Tree planting, seating, and soft landscaping are incorporated to ensure the plazas provide attractive and welcoming spaces where residents can meet and socialise.





Visual Key



Aerial view of entrance plaza, bookmarked by apartments with parking carefully controlled in planted bays and strong tree planting.



Quality materials and integrated planting.

Character Area 1 - Central Drives

The two primary streets providing access to the wider parcel will have a distinctive identity, defined by wide, tree-lined avenues with dedicated cycleways, footpaths, and landscaped parking clusters. Homes front directly onto these streets, often presenting gable ends that introduce additional scale, formality, and rhythm to the streetscape.

Dwellings are generally arranged in pairs or short runs of three, while key corners are emphasised with three-storey, corner-turning duplexes.

Brick façades establish a robust, durable, and timeless character, with rustication and varied banding details adding visual interest, texture, and individuality to the streetscene.



Visual Key



Illustrative view of the end of the tree lined drive with pedestrian routes to the green edge.



Street scene excerpt showing transition from apartments to 2 and 3 storey houses along the drives



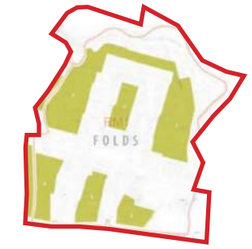


Design development imagery showing the small squares which create a destination at the head of the east and west drives.

Character Area 2 - Mews Streets

Mews streets generally have limited parking to the street on in cases of small greenways, no vehicular access, with parking located in rear access small parking courts.

These are articulated as small runs of 2 or 3 houses, some 2 storey mews with either running eaves and ridge lines for wider / thinner types, or gabled for narrow types, and some 3 storey townhouses. These generally have a brick base using either rusticated brick detailing, or a contrasting brick banding detail, with brickwork to first floor or varied with a vertical black boarding.





Visual Key



Illustrative view down typical mews street with mix of 2 and 3 storey homes and limited on cars.

Design Development studies:



Typical mews elevation - brick



Typical mews elevation - brick / vertical black boarding



Typical 3 storey townhouse elevation



Mews terrace with boarding and light buff brickwork

Character Area 2
Mews Parking Courts

Parking courts within Character Area 2 are designed as well-landscaped communal spaces that integrate with the residential setting. Buildings front onto the courts to provide enclosure, character and natural surveillance, while tree planting and soft landscaping reduce the visual impact of parking.

Shared surface treatments unify vehicular and pedestrian areas, creating a pedestrian-friendly character. Parking is arranged in small clusters to avoid large expanses of hardstanding, with hedgerows and planting beds helping to soften boundaries and reinforce a green, high-quality environment.

The inclusion of parking courts facilitates extensive areas of car-free street frontages where soft landscaping, pedestrian and cycleways can take precedence.

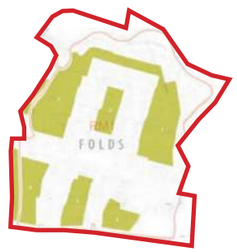


Smaller residential parking courts with direct garden access to houses. Flats with parking under create visual surveillance and activity.





Visual Key



Character Area 3
Woodland Edge

The Green Edge is defined by homes fronting directly onto generous areas of open space, with informal paths, meadow planting, and mature trees establishing a natural, parkland setting. This character area prioritises landscape over vehicle presence, with car parking and access routes placed behind frontages to maintain uninterrupted green edges and expansive views.

Buildings are set back to allow for soft thresholds, with private front gardens and terraces seamlessly blending into the wider landscape. The architectural language is simple and refined, with brick and dark cladding materials providing a robust yet understated backdrop to the richness of the green environment.

Pedestrian and cycle routes weave through meadow grass and wildflower planting, encouraging recreation, play, and everyday journeys within a calm, traffic-free setting. Together, these elements create a distinctive edge condition where built form and landscape work in harmony to establish a strong sense of place.





1. Illustrative study of small terrace facing north western green space. Simple gables and recessive materials soften this green edge.



Visual Key



2. Illustrative view of terrace run along waterpipe with views to green edge



4. Indicative view of detached gable fronted houses on edges

Character Area 6
Central Greenway / Central Green

The Central Green forms the heart of the local neighbourhood, providing a generous, multifunctional open space framed by apartment buildings and active frontages. The arrangement of buildings creates a strong sense of enclosure, giving the green a civic quality that distinguishes it from other landscape areas across the parcel.

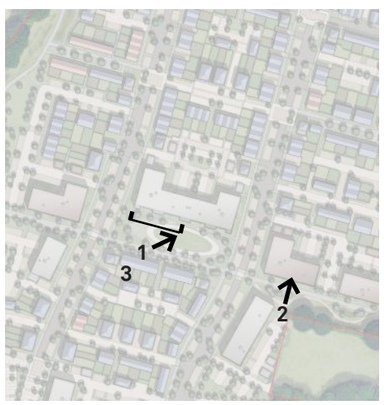
Apartments overlook the space on all sides, ensuring natural surveillance and activity throughout the day. Shared surface paths and pedestrian routes connect directly into the wider sustainable transport network, making the Central Green both a destination and a key point of connection within the development.

Tree planting, lawns, and structured planting beds are combined to create a layered landscape that accommodates informal recreation, social interaction, and quieter moments of rest. Seating areas, pathways, and incidental spaces are carefully integrated to ensure the green is welcoming and accessible to all residents.





1. Key apartment block - fronting greenspace with articulated balconies and broken massing form



Visual Key



2. L shape companion block creating bookend to green



3. Elevation of key apartment block

Character Area 6
Central Greenway / Central Green

The Greenway is a landscaped, traffic-free cycle and pedestrian route that provides a strategic connection between the Folds and the wider One Horton Heath development. Housing and apartment buildings front directly onto the Greenway, creating an active and formal edge condition that reinforces its role as a key movement corridor.

Buildings are arranged to provide continuous overlooking, with four-storey apartment blocks marking key points along the route and introducing a stronger urban character. Ground floor entrances and balconies ensure activity and surveillance, while consistent building lines and robust architectural detailing contribute to a formal, well-defined frontage.

The architecture is built from a simple and durable palette of brick and complementary materials providing coherence across the character area. Landscape design integrates tree planting, structured planting beds, and generous paths, ensuring the Greenway is both a safe route and an attractive linear space at the heart of the neighbourhood.



View down greenway with L shape companion block to the right facing the green - distant tree belt separates The Holmestal



Visual Key



Character Area 6

Greenway / Central Green - Parking Courts

Parking courts within Character Area 6 are larger than those in Character Area 2 to support the increased number of parking provision required by the apartment buildings lining the greenway and the central green. However, these are also intended to be well-landscaped communal spaces that enhance the residential setting. Buildings front onto the courts to provide enclosure, character and natural surveillance, while tree planting and soft landscaping reduce the visual impact of parked vehicles.

Shared surface treatments unify vehicular and pedestrian areas, creating a pedestrian-friendly character. Parking is grouped into small clusters to avoid large expanses of hardstanding, planting beds and low hedging help to soften boundaries and reinforce a green, high-quality environment.



Indicative image of apartment parking court with varied surfaces, planting and trees - exact design to be worked by Stantec Landscape Architects



Visual Key



Landscape Masterplan

The Folds is a carefully designed neighbourhood centred around six key landscape spaces, creating a connected network of greenery, movement, and recreation. The North Level 3 Play Area provides natural play with informal features, paths, and seating, while the Central Park & Level 3 Play Area acts as a central ‘green lung’ for play and relaxation.

The Greenway Gateway Plaza links The Folds to The Homestal, maintaining the east–west cycle route and introducing feature trees and a flexible plaza space. The Greenway forms the main green corridor, combining pedestrian and cycle paths with ecological planting and seating.

The Western Gateway and Eastern Gateway mark the neighbourhood entrances, offering amenity lawns, trees, seating, and legible arrival points.

Together, these six spaces create a cohesive, multifunctional landscape, integrating movement, play, and green infrastructure to provide a safe, attractive, and resilient environment for residents and wildlife.

1. North Level 3 Play Area
2. Central Park & Level 3 Play Area
3. Greenway Gateway Plaza
4. Greenway
5. Western Gateway
6. Eastern Gateway



Landscape General Arrangement Plan

Landscape Masterplan



1 North Level 3 Play Area



2 Central Park & Level 3 Play Area



3 Greenway Gateway Plaza



4 Greenway



5 Western Gateway



6 Eastern Gateway

North Level 3 Play Area

The North Level 3 Play Area provides a natural, informal play environment designed to encourage exploration, balance, and imaginative activity. Level 3 natural play features include boulders, stepping logs, and a stepping stone crossing over a low-water section of the SuDS swale, offering varied physical and sensory challenges for children.

A mown grass path weaves through the play area, connecting features and providing an accessible route for circulation. Amenity lawns and benches create spaces for relaxation and informal social interaction for both children and carers.

The SuDS swale integrates sustainable drainage within the landscape while supporting biodiversity, and the play features are carefully positioned to complement its ecological function. Together, these elements create a safe, engaging, and attractive play space within the wider green network.


1


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4


5



North Level 3 Play Area

1. Mown grass path
2. Level 3 Natural Play - Boulders
3. Level 3 Natural Play - Stepping logs
4. Level 3 Natural Play - Stepping stone crossing
5. Amenity lawn
6. Bench
7. SuDS swale



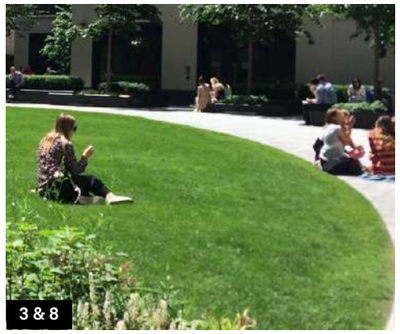
Central Park & Level 3 Play Area

This spacious area, covering over half the size of a football pitch, occupies a logical central location and will act as a vital ‘green lung’ within the built environment. It will feature natural play elements (Level 3 informal play), including timber play trunks and boulder stones.

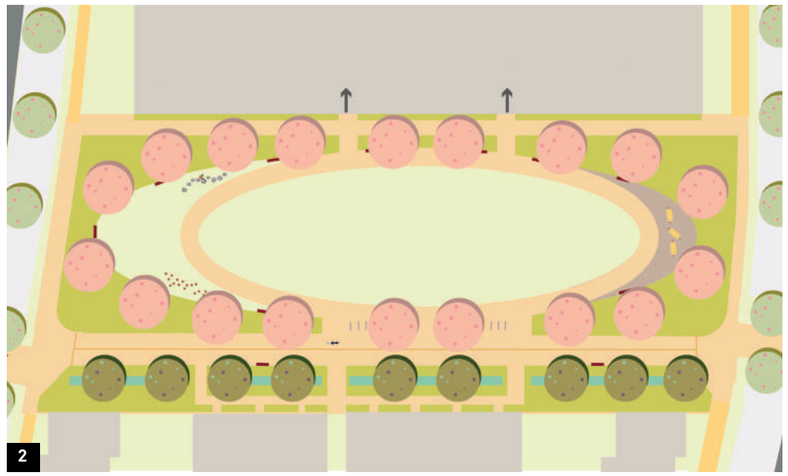
The strategic Cycle Greenway runs along its southern edge, while two north–south Central Green Spines frame the space. Serving as a small park within the housing, it will meet the recreational needs of local residents.

Trees and lawns will create a pleasant and safe environment, defined by hedges and complemented by seating areas — offering a welcoming local social green space.

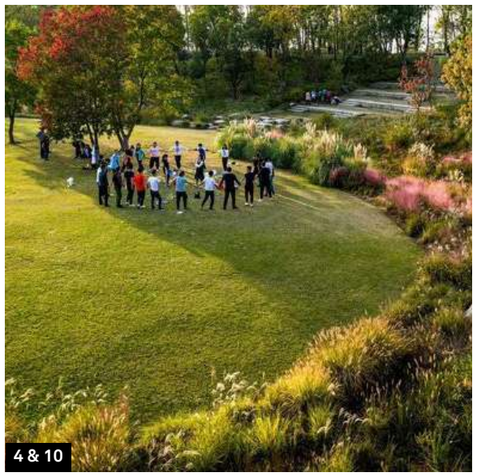

1


3 & 8


6


2


5


4 & 10



Central Park & Level 3 Play Area

1. Indicative Concept Impression
2. Indicative Concept Sketch
3. Central Amenity Lawn
4. Amenity Lawn
5. Level 3 Natural Play - Treated tree trunk play
6. Level 3 Natural Play - Scultural play stone seating
7. Crushed Stone
8. Staggered Block Paving
9. Flowering Trees
10. Meadow Planting
11. Raingarden
12. Cycle Stands
13. Small Unit Block Paving



Extract of Landscape General Arrangement Plan

Greenway Gateway Plaza

The Greenway Gateway Plaza marks the transition between The Folds and The Homestal, where the east–west cycle greenway continues through the site. At the plaza, the cycleway passes across existing hedgerows, which are being removed. These hedgerows were identified as habitat for dormice, and their loss will be mitigated by recreating green connectivity and movement routes for wildlife.

A dense grid of feature trees is proposed to link existing tree canopies, reinforcing the ecological network while providing enclosure and seasonal interest. The plaza itself will have a crushed stone surface, offering a flexible, informal public space, and benches will provide resting and social spaces for users.

The design balances movement, recreation, and biodiversity, creating a welcoming gateway that strengthens both the pedestrian and cycle route as well as green infrastructure connectivity across the neighbourhood.


1


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4





2


5

1. Concept Perspective Sketch
2. Concept Plan Sketch
3. Flowering Trees in grid
4. Cycle path between trees
5. Crush Stone Surface
6. Bench
7. Cycle Stand



Greenway

The Greenway forms the principal east–west green corridor within The Folds, integrating movement, greenery, and sustainable drainage. As a new public greenspace, it extends the network of off-road greenways, creating a safe, accessible, and attractive route for walking, cycling, and informal recreation.

A 3 m-wide shared path runs alongside rain-garden beds, with small-unit paving defining edges and raised kerbs providing structure. Amenity lawns, incidental dwelling areas, and benches offer informal spaces for rest and social interaction. Rain-garden trees, larger rain-garden beds, and curving planter edges enhance biodiversity, seasonal interest, and enclosure.

Cycle stands, enhanced staggered block paving, and block-paved crossings guide movement, highlight pedestrian priority, and strengthen visual continuity. Together, these elements establish the Greenway as a key public spine, connecting people to nature, supporting sustainable drainage, and providing a high-quality community space.

1.3m shared pedestrian and cyclist Greenway with rain-garden beds

2. Small-unit paving at edge of Greenway and paths between planter beds. Raised kerb along greenway

3. Amenity lawn

4, Incidental dwelling area and bench along Greenway

5. Tarmac surface and curving planter edge

6. Small-unit block paving

7. Larger Raingarden bed

8. Cycle Stands

9. Rain-garden Trees

10. Enhanced Staggered Block Paving

11. Enhanced Block Paving Crossing







Greenway


2


3


4


5


6


7



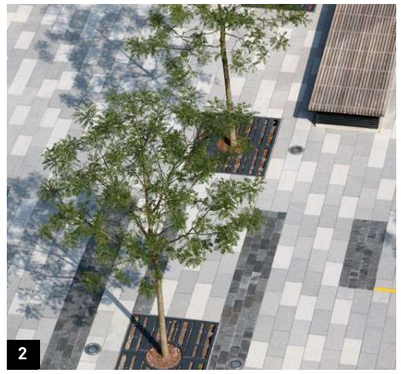
Western Gateway

The western gateway defines the arrival into The Folds, connecting The Holmes to the neighbourhood. It serves as a transition point where vehicular traffic from The Holmes enters The Folds, while pedestrians and cyclists arriving from Fir Tree Lane Linear Park experience a welcoming and well-landscaped approach.

The carriageway is designed as a shared surface with enhanced block paving, integrating parking bays with tree planting between them to soften the streetscape and reinforce the village character. An incidental dwelling space with an amenity lawn and bench provides an informal place for residents to pause and meet. A distinct block paving pattern defines parking areas, contributing to the legibility and quality of the gateway space.

At the southern edge of the gateway, an array of flowering trees with meadow planting and a mown grass path extends from either side, connecting seamlessly to the flowering meadow parkland beyond. The edges are defined by estate rail fencing, while a crushed stone seating area provides a relaxed spot for rest and social interaction within this green setting.




2


3


4


5


1

Western Gateway

1. Concept perspective
2. Shared surface road and parking bays in enhanced block paving, with tree planting between bays
3. Incidental dwelling space featuring amenity lawn and bench
4. Block paving pattern demarcating parking bay areas
5. Array of flowering trees with meadow planting and mown grass path
6. Estate railing fence
7. Crushed stone surface seating area



Eastern Gateway

This key space marks the arrival into the eastern side of The Folds. Traffic will continue along Fir Tree Lane on the eastern side of this gateway but will be restricted to Foxholes Farm Cottage–only vehicles to the west.

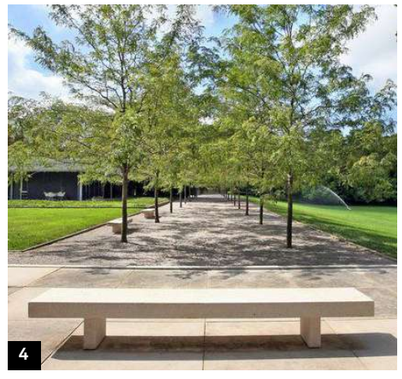
This gateway is more open and informal compared to the one on the western side and makes reference to a traditional village green. The carriageway may adopt a Copenhagen-style raised table form.

Two village green amenity lawns frame the gateway entrance, each featuring flowering trees. The edges of the lawns will be defined by low timber bollards, with benches provided on both sides. Along the southern edge of the development, rows of flowering trees extend from either side of the gateway, connecting to the flowering meadow parkland beyond.


1


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3


4


5



Eastern Gateway

1. Village Green Amenity Lawn with Feature Tree

2. Array of flowering trees with meadow planting and mown grass path

3. Flowering trees with meadow planting

4. Enhanced block paving incidental dwelling space with feature trees

5. Short timber bollards



Softscape Palette: Central Drives

FORMAL STRUCTURE

CONTEMPORARY

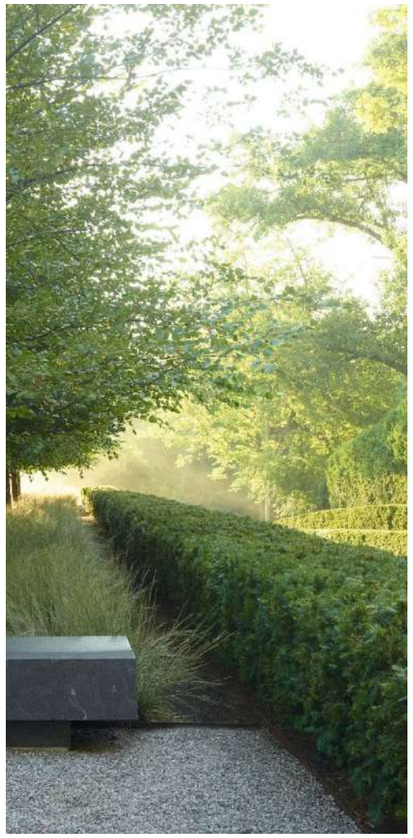
BOLD

Avenues of single-species trees with seasonal interest and structural form.

Feature trees to accentuate focal points and to aid with wayfinding.

Tight-clipped, evergreen, formal hedging creating prominant structure within the landscape.

Climate conscious, softening perennials and shrubs creating a contemporary planting palette with year-round interest.



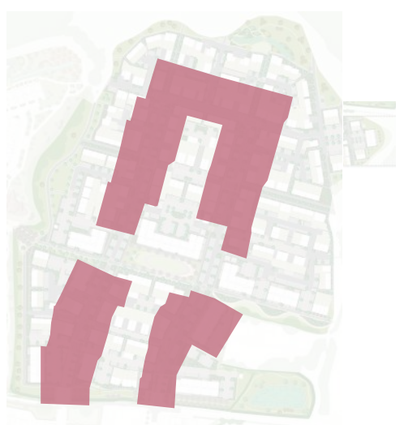
















Softscape Palette: Mews Streets & Greenways

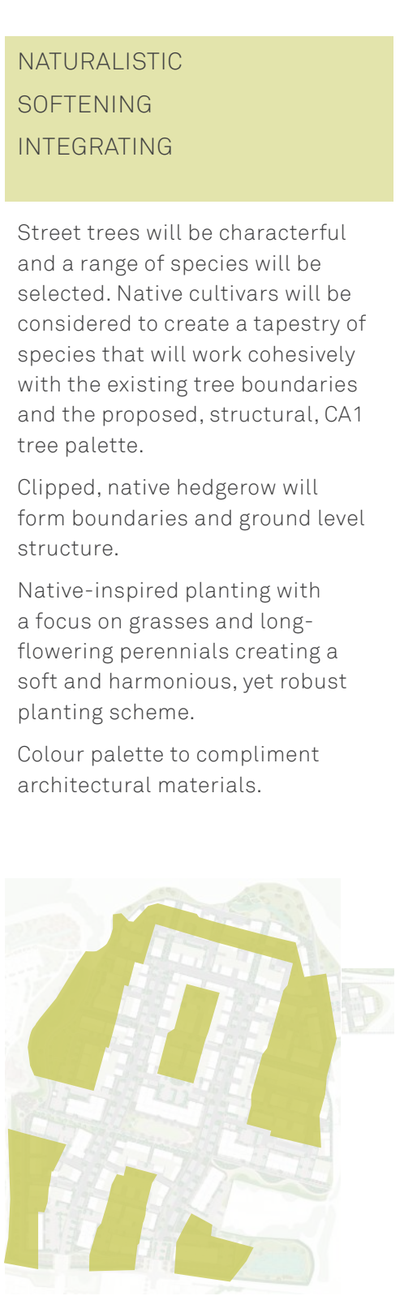
NATURALISTIC
SOFTENING
INTEGRATING

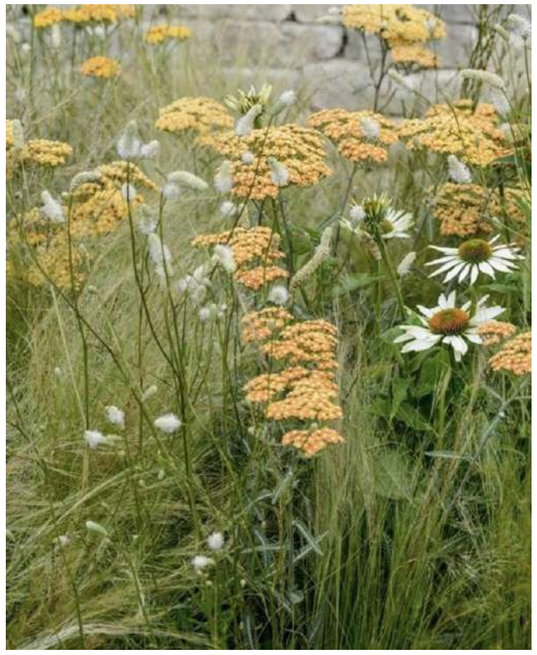
Street trees will be characterful and a range of species will be selected. Native cultivars will be considered to create a tapestry of species that will work cohesively with the existing tree boundaries and the proposed, structural, CA1 tree palette.

Clipped, native hedgerow will form boundaries and ground level structure.

Native-inspired planting with a focus on grasses and long-flowering perennials creating a soft and harmonious, yet robust planting scheme.

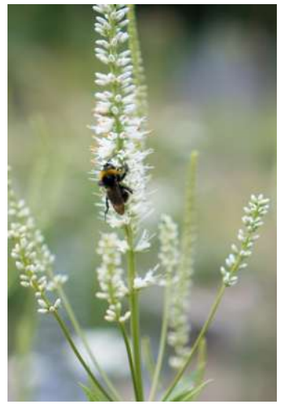
Colour palette to compliment architectural materials.





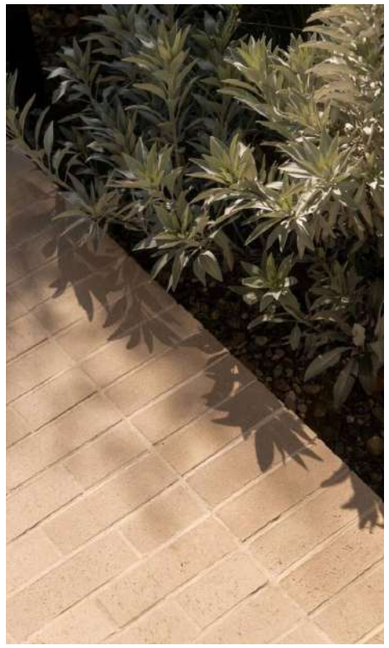
















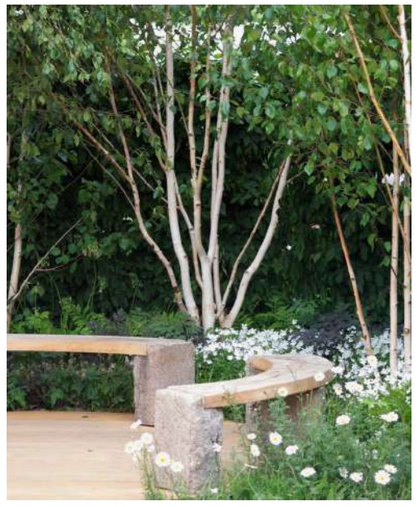
Softscape Palette: Central Greenway & The Green

WOODLAND NATIVE
RAIN GARDENS
STRUCTURAL
DYNAMIC

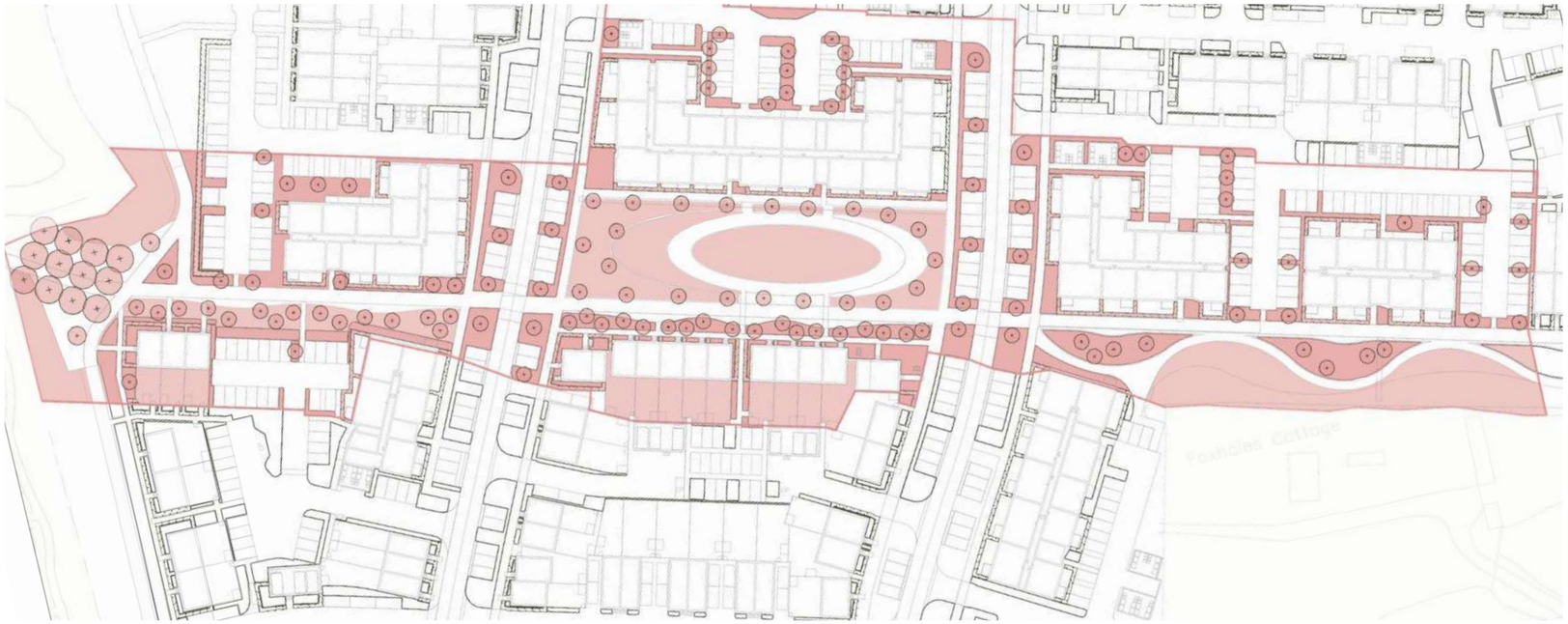
Swathes of single species mini-avenues of trees will line the Green Corridor but will be interdispersed with pockets of multi-stem trees for a dynamic tree palette.

Generously sized rain gardens will be a prominant and dynamic feature along the green corridor and will add seasonal highlights through a vast array of shrubs, perennials and bulbs.



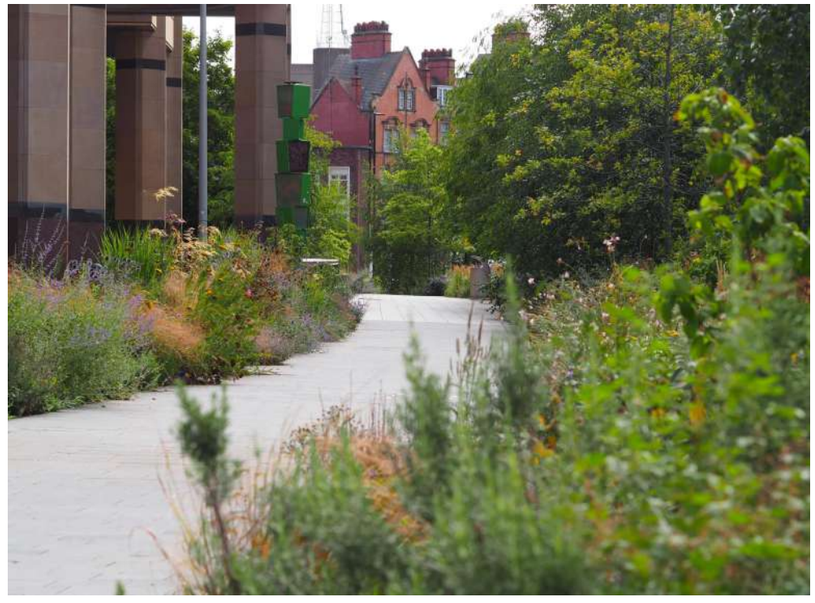












Softscape Palette: Woodland Edge

NATIVE-INSPIRED
MEADOWS
COUNTRYSIDE EDGE

Native trees dotted through the proposed landscape will blend the existing tree boundaries with the new scheme within the development.

Feature trees that thrive in damp conditions will soften the edges of SuDS basins.

Native perennial meadows and curated marginal mixes will flourish in the new landscape encouraging wildlife whilst embracing and celebrating the damp nature of this part of the Site.





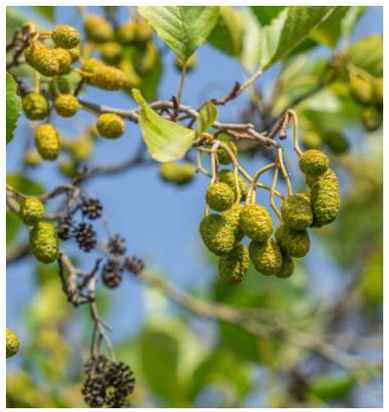














Trees in Public Open Space

Trees in Public Open Space within The Folds are designed according to four distinct typologies: Parkland, Wetland, Greenway, and Play Area. Each typology responds to the specific character and function of the surrounding landscape, supporting ecological value, visual structure, and amenity.

The diagram on this page illustrates the areas where each tree typology is applied across the neighbourhood, while the following page provides examples of suitable tree species for each group. For full species selection and planting details, please refer to the tree planting list.

This approach ensures that tree planting contributes to a cohesive landscape strategy, enhancing biodiversity, defining spaces, and creating a high-quality public realm throughout The Folds.



PARKLAND


Acer campestre


Tilia cordata


Fagus sylvatica ‘Asplenifolia’


Pinus sylvestris


Prunus padus


Carpinus betulus

WETLAND


Betula pendula ‘Dalecarlica’


Alnus glutinosa ‘Imperialis’


Taxodium distichum


Salix alba ‘Liempde’


Betula nigra


Betula pubescens

GREENWAY


Acer platanoides ‘Fairview’


Liquidambar styraciflua ‘Slender Silhouette’


Prunus ‘Umineko’


Zelkova serrata ’Green Vase’

PLAY AREA


Malus ‘Evereste’


Prunus ‘Accolade’


Prunus ‘Pandora’

Trees in Residential Areas

Trees in Residential Areas within The Folds are organised into three typologies: Street Trees, Mews & Parking Trees, and Garden Trees. Each typology is tailored to its setting, enhancing streetscape character, supporting biodiversity, and providing amenity for residents.

The diagram on this page illustrates where each tree typology is applied across the residential areas, while the following page shows examples of suitable tree species for each group. For full species selection and planting details, please refer to the tree planting list.

This approach ensures that tree planting contributes to a cohesive, high-quality residential environment, defining streets, enhancing green connectivity, and creating pleasant and sustainable spaces for living.



STREET TREES


Sorbus commixta


Carpinus betulus ‘Frans Fontaine’


Prunus cerasifera ‘Nigra’


Ulmus lobel


Acer rubrum ‘Bowhall’


Betula ermanii ‘Holland’

MEWS & PARKING TREES


Pyrus calleryana ‘Redspire’


Amelanchier × lamarckii


Gleditsia triacanthos ‘Draves Street Keeper’


Liquidambar styraciflua ‘Slender Silhouette’


Magnolia x loebneri ‘Merrill’


Ginkgo biloba ‘Nanum’

GARDEN TREES


Cornus mas


Crataegus monogyna ‘Stricta’


Ilex aquifolium ‘Nellie Stevens’


Ligustrum japonicum


Ilex castaneifolia


Malus ‘Donald Wyman’

Hardscape Material and Furniture Palette

The following hardscape material and fruniture are proposed in the landscape proposal:

P1 -Road, Parking, Footpath, greenway

Black Tarmac

P2 - Enhanced Road areas

Multi-size, lightly weathered block paving system, resembling natural stone setts (Marshalls' Tegula Traditional, or Charcon Woburn, equal or approved)

P3 Greenway Incidental Spaces

Small square unit lightly weathered block paving system, resembling natural stone setts (Marshalls' Tegula, or Charcon Woburn, equal or approved)

P4 Greenway Edge

Conservation exposed aggregate kerb laid flush as a channel block.

P5 Informal Square

Crushed stone (6mm down to dust Breedon Golden Amber Gravel or similar approved with treated SW timber edges or Corten steel path edging (Everidge or similar approved))

F1 - Backrest Bench

Woodscape's Stratford Backrest Seat, equal or approved

F2 - Backless Bench

Woodscape's Type 2 Backless Bench, equal or approved

F3 - Litter Bin

Woodscape's LBS 112 / 220 Square Lockable Litter Bin, equal or approved

F4 - Timber Bollards

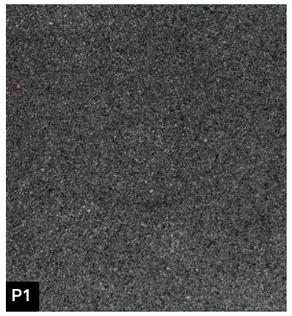
Woodscape's Fixed Hardwood Timber Bollards Square shape, 100mm flat groove, 500 height, white band. equal or approved.

F5 - Sheffield Cycle Stand

Broxap's Sheffield Cycle Stand, galvanised steel. equal or approved

F6 - Sculptural stone seating/natural play

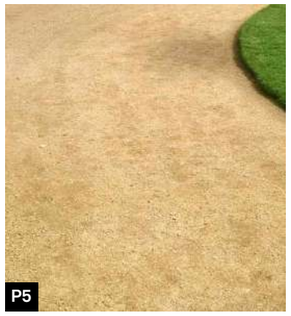
Escofet's Petra Collection. Grey Concrete. equal or approved or replaced by public art commissioned piece.


P1


P2


P3


P4


P5


F1


F2



F3


F4


F5


F6

Public Art

Public art opportunities have been identified at key locations across One Horton Heath, focusing on enhancing gateways, play spaces, and areas of public interaction. Two installations are proposed at the Greenway gateways and two at the main drive entrances, marking important thresholds into the development. In addition, two natural play-inspired artworks are proposed within the Central Park and the North Play Area, where creativity and play can come together to enrich everyday experiences.

The Public Art Strategy builds on the Vision for Public Art at One Horton Heath (2025), which celebrates creativity, local identity, and connection to place. Art will be seamlessly integrated into the landscape to strengthen character, legibility, and the overall sense of community.

Artworks will be located within public open spaces, gardens, and gateway areas to create a sense of arrival, belonging, and continuity throughout the Site. Opportunities will also be explored to combine public art with wayfinding and landscape features, helping to establish a cohesive and recognisable visual language.

A key opportunity lies within the Level 3 play space, where sculptural or land art elements could combine artistic expression with imaginative play, encouraging curiosity, interaction, and discovery.

Collectively, these interventions will embed art into the everyday fabric of One Horton Heath, supporting its vision of a vibrant, creative, and connected community.





Vision for Public Art at One Horton Heath (2025)



Suggested Locations for POS Public Arts



Suggested Locations for Play Spaces Public Arts

Boundary Treatment

The following boundary treatment typologies are proposed in the landscape proposal:

Boundaries - Fencing

1. Fencing: Close Board

Timber fence 1.8m high to back gardens. Gates to match


1

2. Fencing: Railings

Metal estate railings 0.9m high to front gardens. Gates to match.


2

Boundaries - Walling

3. Walling: Brick Wall

Brick faced 1.8m high wall to back gardens and gateway with piers. Including gates.


3

4. Walling: Half height brick wall & railings.

Brick faced 900mm high wall to back gardens and gateway with piers. Including gates.

Brick details TBC/to compliment the buildings

Refer to boundary treatment drawing.


4

Residential Amenity

Over 93% of houses at The Folds will have private gardens of an area at least 60% of the NDSS area for the dwelling. The remaining properties achieve at least 90% of this area.

Most houses are given defendable front spaces as oppose to traditional front gardens, half height windows and planting help to create this zone. Where north facing gardens are present they are extended to meet the required minimum length of 12/14m. There are localised instances when this is not achieved, however it is ensured the dwelling is within 100m of Public open space (SANG or the Central green).

Maisonette flats do not have rear private amenity but instead have balconies or terraces and are within 100m of Public open space (SANG or the Central green).

Where flanks of dwellings would create overlooking of a neighbouring garden the relevant facade has its windows removed or are obscured to ensure privacy.

Parking courtyards are bounded by overlooking apartments, housing or FOG's to provide natural surveillance for these areas which are discrete from the main streetscene.

All flats have private amenity space in the form of a 5sqm balcony, or at ground floor, a terrace. Privacy screens are installed on all adjacent/overlooking balconies. All apartments (except Block C) have their communal amenity space needs met by the public shared open space (SANG, Central green, greenway) which are all within 100m.

Block C has dedicated communal amenity space as it is an older persons building. The area provided exceeds the minimum 25sqm/per dwelling. This space is defined by an existing dense vegetation boundary and new tree planting.

Residential Amenity

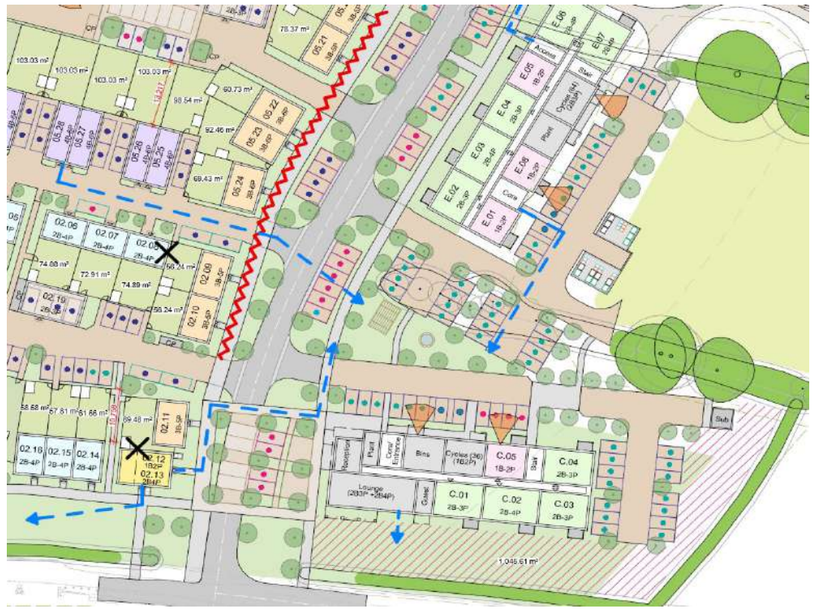
- Route to POS (<100m)
- Obscured from overlooking
- Defendable space
- Block C communal amenity
- Natural surveillance



Central green & greenway residential amenity design



Parcel 12 & 16 residential amenity design



Parcel 2, 3 & 5 residential amenity design



Parcel 11 residential amenity design

Housing Layouts

The houses at The Folds are based on a series of repeatable and adaptable house types, designed to achieve consistency, efficiency, and architectural coherence across the development. All homes meet the Nationally Described Space Standards (NDSS) and relevant accessibility policies, with 92% achieving the M4(2) standard for accessible and adaptable dwellings. Step-free access is provided to the primary entrance of every home, with semi-enclosed covered porches offering shelter while maintaining visual openness to the street.

Typical layouts provide a living room and open-plan kitchen/ dining area at ground floor, together with storage and a cloakroom. Upper floors accommodate double bedrooms of at least 11.5 sqm, family bathrooms and, in larger homes, en-suites. Where possible, bedrooms benefit from dual-aspect outlooks, while bathrooms and en-suites incorporate obscure-glazed windows for daylight and ventilation. Living rooms are generally oriented towards the street or public open space, establishing active frontages, while kitchen and dining areas open onto private rear gardens. Where external space allows, bay windows are provided to living rooms of three bed houses.

All gardens are enclosed and provided with rear-access gates for servicing or parking-court access. Each home includes secure cycle storage for two bicycles.

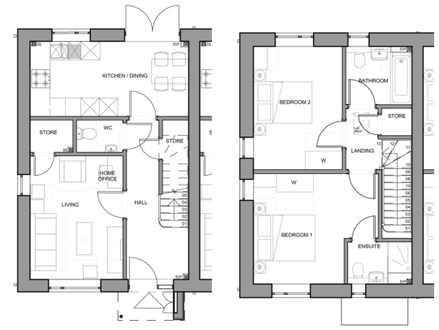
Two-bedroom homes are typically terraced or semi-detached, providing two double bedrooms in all cases. Three-bedroom homes are delivered as detached, semi-detached or short terraces of three, offering either three doubles or two doubles and a single bedroom to suit a range of household sizes. Four-bedroom homes are detached or semi-detached and in some cases include a garage subsidiary to the house. They accommodate one or two single bedrooms alongside the doubles, where garages occur one bedroom is located within the roof above the garage.

In addition to traditional two-storey dwellings, the proposals include a number of three-storey townhouses with living rooms at first floor level, positioned above ground-floor kitchen and dining spaces to maximise outlook and light.

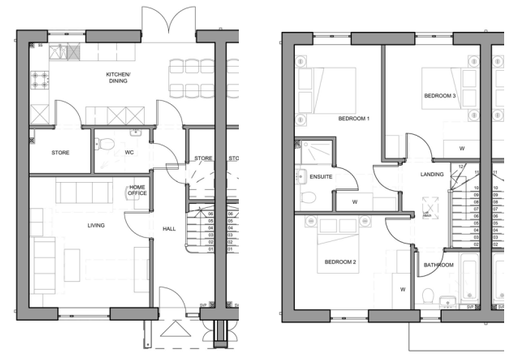
A total of 13 two-bed Flats-over-Garages (FOGs) are distributed throughout quieter parts of the development, typically within courtyard areas, mews streets or fronting green lanes. These M4(1) units feature Juliet balconies to living spaces and varied window arrangements to optimise daylight and outlook relative to their setting.

A further 11 bespoke three-storey maisonette blocks, unique to The Folds, occupy prominent corner plots. Combining elements of house and apartment typologies, each block contains a M4(2) ground-floor one-bed unit with a private terrace, and a two-storey, M4(1) two-bed duplex above, accessed from a private front door and internal stair. Ground-floor hallways provide enclosed cycle storage. The duplex units feature open-plan first-floor living areas opening onto projecting balconies, with two double bedrooms and a family bathroom at second floor.

Together, these varied house types deliver a diverse mix of homes that combine flexibility, accessibility, and a strong architectural identity, unique to The Folds.



Layout of typical 2b4p house



Layout of typical 3b6p house



Layout of 4b8p house with garage

Typical House Typologies



Typical Two Storey House - Illustrative 3D Section



Typical Three Storey Townhouse - Illustrative 3D Section



Maisonette Block - Illustrative 3D Section



Flat Over Garage (FOG) - Illustrative 3D Section

A selection of house typologies are employed across The Folds to provide variety in the street scenes and to assist in place making and legibility.

The prevailing typology is the 2-storey house, which comes in a variety of sizes (from 2 to 4 bedrooms) and forms (dependent on the setting). For example, gable-fronted houses are positioned where a more prominent presence is appropriate, such as along the primary streets; whereas eaves-fronted houses are used in more subservient areas, such as mews streets. Bay windows provide additional articulation to units located towards the development edge, to take advantage of woodland views and larger plot frontages.

Utilising a repeating set of standardised internal layouts, these houses are either narrow or wide format (such as the adjacent example). Entrances are typically on the front elevation, however some narrow, end-of-terrace units employ ‘side’ entrances to provide dual frontages where appropriate.

A complementary suite of 3-storey townhouses, in terraces of 2 to 4 dwellings, serve as a transition between the 2-storey houses and 4-storey apartment blocks - their architectural treatment blending elements of both.

Alongside the townhouses, the 3-storey maisonette blocks act as landmarks on key corners, with street frontages on the two outward facing elevations. These enhance legibility within the streetscape and provide moments of interest and intrigue throughout the development.

The suite of typologies is rounded off with a series of 2-storey Flats Over Garages (FOGs). These comprise car port parking on the ground floor with a single storey apartment above and are generally located within courtyard areas to provide active frontages and natural surveillance. FOGs come in two material treatments to provide variety and interest to these subsidary areas.

Apartment Layouts

The Apartments have been designed around a series of repeatable and adaptable flat types spread across the 11 apartment blocks on site. Each flat meets Nationally Described Space Standards (NDSS) and relevant accessibility policies. Where required M4(3) compliant flats have been allowed for, with the communal areas of that building meeting the relevant accessibility requirements.

Access to the flats is via a cental stair core with lift access, in the case of larger buildings a second stair core is provided to facilitate safe building use and compliant travel distances to escape. All stairwells are served by a protected vented lobby corridor, where possible this is vented via AOV windows so natural light is bought into the communal spaces.

Flats have been laid out to provide as many dual aspect orientations as possible, giving occupants a healthy exposure to daylight. Every flat has access to a balcony, and these have been orientated to optimise aspect and views for residents. Balconies are provided with privacy screens where adjacent to others or overlooking is present.

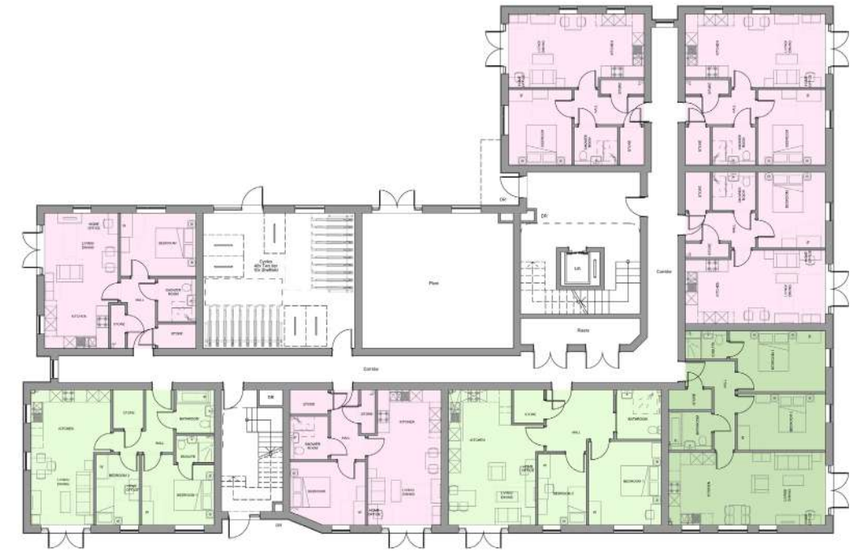
Internal cycle stores are a mix of two tier bike racks and Sheffield hoops to serve multiple bike types and accessibility needs. Bin stores are externally provided and located in areas discrete from primary outlooks from apartments. are within the required travel distances. All plant rooms can be accessed either internally or externally and are sized to suit the buildings number of occupants.

Floor to floor levels are 3m which means the internal clear headroom is expected to be around 2.4m-2.5m.

To delineate ease of access the building frontages are distinguished with chamfered recessed entrances or canopies. Articulated facades not only break up the buildings mass but help to serve as a waypoint to the buildings entrance(s).



Block K - Ground floor



Block F - Ground floor



Block K - First floor



Block F - First floor

Apartment Layouts

The Apartments are designed as a mixture of 1 Bed 2 Person, 2 Bed 3 Person and 2 Bed 4 Person with each buildings having a varied mix of the 3 to ensure a range of building occupants. They are all designed to M4(2) standard which designs in accessibility features and ensures appropriate clear spaces to doorways and furniture pieces.

All apartments are designed to have a protected corridor for which all rooms access to circulate. This helps to keep room functions separate and facilitate safe evacuation in the event of emergency.

Where 2 bedrooms are provided a space is allocated for the master bedroom to haven an en-suite.

All storage requirements exceed the NDSS minimum via a dedicated store cupboard which will also house the utility functions of the apartment.

Space for a home office has been allowed for within each apartment to address the present day need for a home working function.

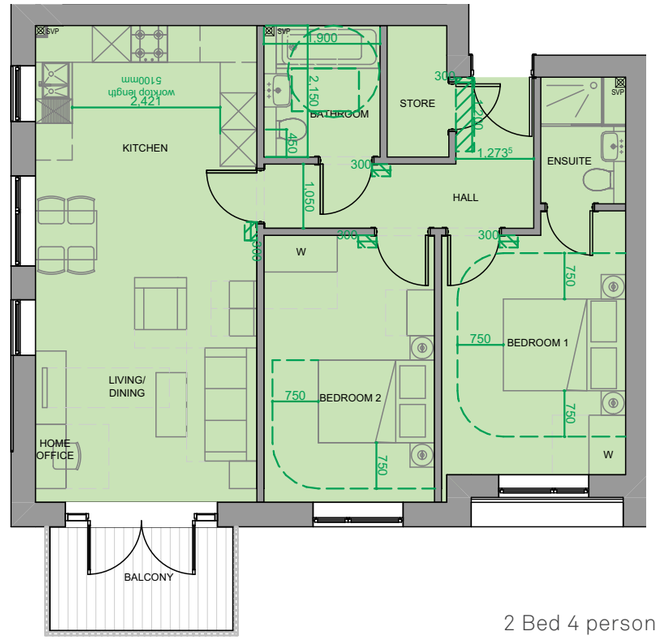
The Living / kitchen / dinner room of the apartment is the heart of these homes and is prioritised to be given the maximum amount of space and where possible it will be dual aspect.

Typical M4(3) Apartment:

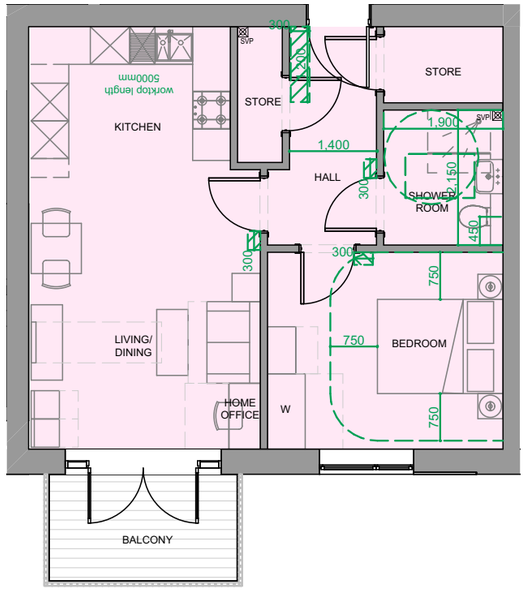
There are a mix of 1 Bed 2 Person and 2 Bed 3 Person M4(3) compliant apartments throughout the development. These apartments are designed as accessible dwellings and so have larger kitchens and bathrooms.



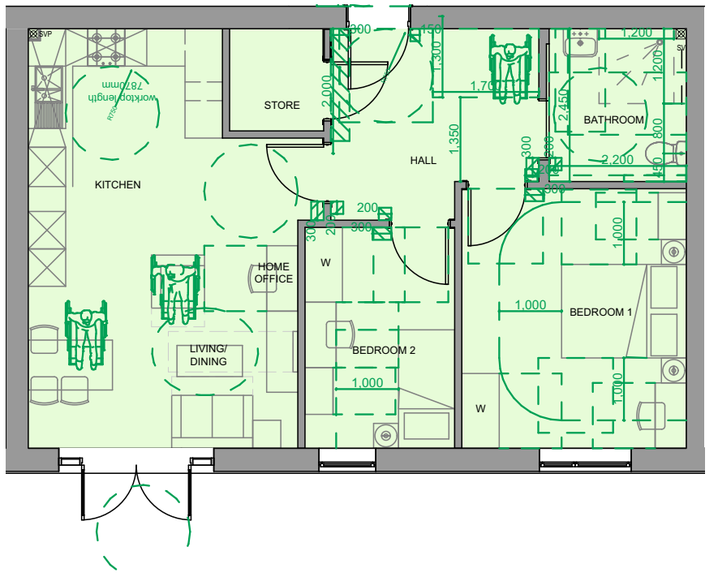
2 Bed 3 person



2 Bed 4 person



1 Bed 2 person



1 Bed 3 person - M4(3)

External Appearance

The architecture of The Folds is contemporary yet contextual, employing a robust and restrained material palette that draws from the local vernacular while responding to the semi-rural setting of the site. The design seeks to balance consistency and variety, creating a neighbourhood that feels cohesive, well-crafted, and rooted in place.

A light grey-buff brick establishes the underlying tone of the development, bringing a bright, clean, and warm quality to the streets and spaces. To safeguard against uniformity and to create points of distinction across the parcel, red brick is introduced as a complementary base material in selected locations, while dark stained vertical boarding provides contrast in colour, texture, and scale. This measured variation ensures that each street and court has its own identity, aiding legibility and wayfinding while maintaining a unified overall character.

Dark boarding and grey-green metalwork are used sparingly for articulation and accent, reinforcing key features such as entrances and balconies. Roofscapes combine dark grey and plain clay tiles with occasional parapeted flat roofs, generating a varied but harmonious skyline that reflects the hierarchy of streets.

Attention to brick detailing adds depth and craftsmanship to the architecture. Techniques such as banding, corbelling, rustication, and expressed lintels introduce texture and rhythm to façades. Banded brickwork at ground level, capped with a double soldier course, provides a unifying base across both houses and apartment buildings, while subtle variations in tone and recess detail introduce diversity between character areas. On houses, the banding often projects forward to support entrance canopies; on apartment buildings, it folds into the massing to frame recessed entrances and define vertical breaks in the elevation.

Simple, well-proportioned entrances contribute to the character of the street. Pressed-metal canopies, colour-matched to window frames, offer shelter while retaining visual openness and consistency in the material palette. Occasionally, porch roofs extend to unify entrances and adjacent bay windows, reinforcing the horizontal rhythm of terraces. Rainwater goods and other functional elements are carefully positioned to maintain compositional balance.

Variations in roof pitch reflect the street hierarchy: steeper roofs define principal routes and key vistas, while lower eaves lines bring intimacy to mews streets and Greenways. Collectively, these elements establish a consistent architectural language across The Folds, refined, crafted, and responsive, while allowing each character area to express its own subtle individuality.





Elevational Design - Houses

The following rendered elevations illustrate the architectural language established for the house types within The Folds, highlighting the consistent materials, proportions and detailing that underpin the character of the development. The elevations selected demonstrate how buff and red brickwork, dark vertical boarding, articulated brick banding, and carefully considered eaves and verge treatments combine to create a coherent yet varied streetscape. Call-outs also identify key components such as window proportions, door and canopy design and the integration of rainwater goods.



01. Rusticated brick piers support canopies above entrances.



02. Feature vertical stack-bonded brickwork in select locations where a distinct approach elevates a key corner.





03. Feature light buff and cream brick banding pattern to ground floor topped with a continuous ‘double soldier’ band.



04. Smaller windows set within panels of rusticated brickwork balance facade compositions.





05. Smaller windows set within panels of contrasting boarding balance facade compositions.



06. Downpipes and hoppers centred on party wall line and colour matched to window frames.



07. Lower cills to living room windows with colour matched, half-width vertical boarding panel below.



Elevational Design - Houses



12. Secondary windows animate gable walls.



15. Larger windows & vertically arranged brick panels terminate longer rows of terraces.



09. Feature light buff and dark brick banding pattern to ground floor topped with a continuous ‘double soldier’ band.



08. Clipped/minimal eaves & verge with brick solider course in lieu of fascia/soffit boards.



10. Obscure glazed side panels to entrance doors doors.



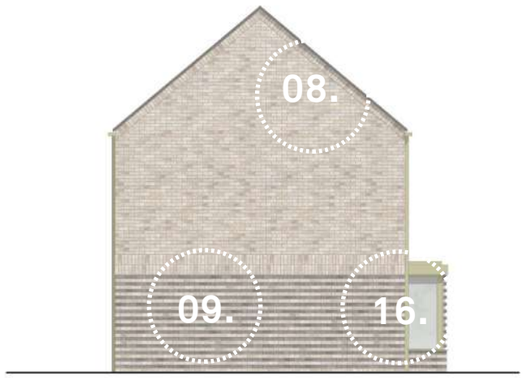
11. Consistent stepping in roof line (minimum 150mm) across terraced blocks where required.



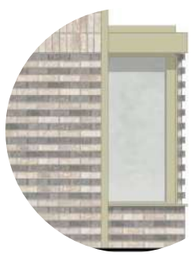
13. PPC Metal canopy and post colour-matched to window frames.



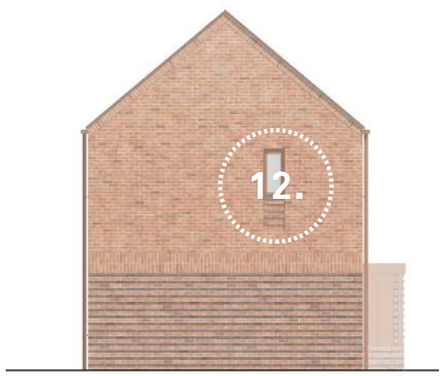
14. Feature red brick and dark brick banding pattern to ground floor topped with a continuous ‘double soldier’ band.







16. Bay windows form cohesive grouping with entrance canopy.





Elevational Design - Apartments

The Apartments elevations have been carefully considered to portray a strong hierarchal relationship in and express the building through materiality. Consistent detailing across all the blocks visually ties them together helping to craft a unified street scene. The 11 buildings are either finished with a buff brick or red brick depending on location,

Brick solider courses form the buildings parapets and divide its uppermost storey shaping it into a contemporary pediment of sorts. (01)

Balconies share the same detailing across all blocks, powder coated metal railings and decking compliment the brickwork and window designs. (02)

Windows & doors display consistent typologies helping to reflect the hierarchy of the internal spaces but also create visual interest at street level. Header plate detailing (03) to all the openings reinforce the building's verticality and coordinate with solider coursing. Adjacent to most windows are recessed brick panels with corbelled brickwork infill. (04)

To break up the building's mass and address key street views the form is articulated at the upper levels with a continuation of the corbelled brick work from the ground floor, a shorter parapet and removal of solider coursing shapes these recesses as subservient to the main building form and are frequently used as the means to define building entrances. (05)

The ground floor is defined with full storey corbelled brick work topped with solider coursing, this creates a strong foundational base for the building and reinforces the elevational hierarchy. The lack of brick detailing is a purposeful gesture to ensure the ground floor retains its solid form.(06)



Block F



Block E

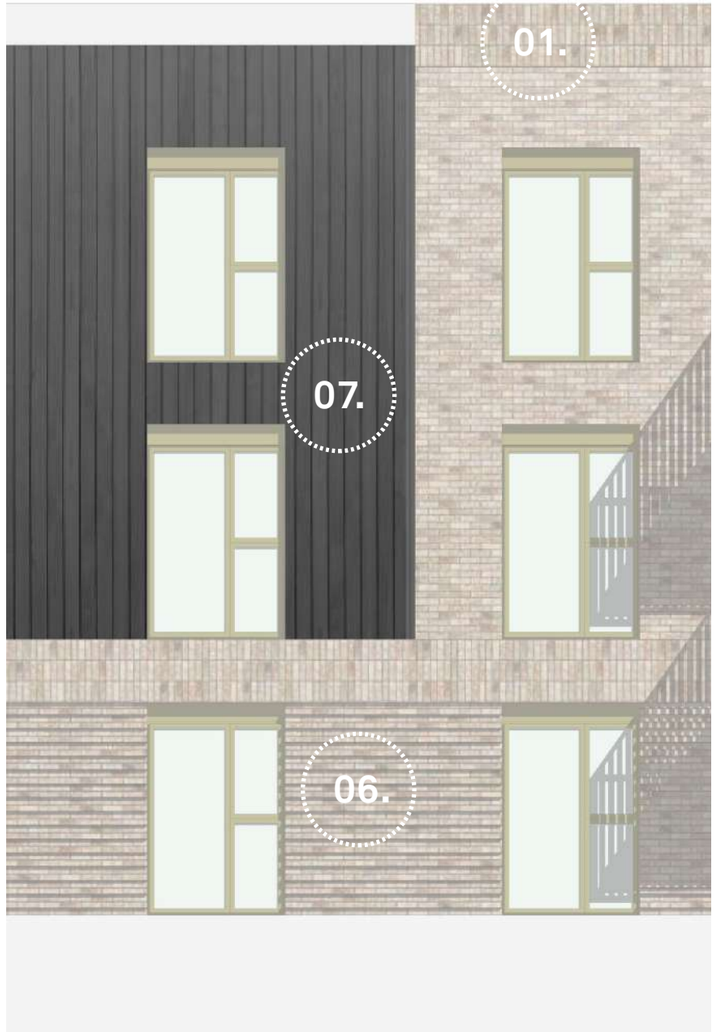
Elevational Design - Apartments

Some of the apartments are at key junctions within the masterplan, as such their detailing has been altered to reflect the surrounding context or create a stronger street presence .

Block K is the only three storey apartment, sat within the outer fringes of the masterplan this block utilises dark coloured boarding to create a step within the building facade, this ties it closely to the surrounding houses and offers a unique materiality. (07)

Block GH within the heart of the masterplan is given a slightly different approach to its brick detailing. The corbelled ground floor is broken on the articulated edges to create a continuation of stretcher bond brickwork. Entrances are defined with a metal cladding colour matched to the window heads & balconies. (08)

These deviations are a critical yet subtle gesture to avoid a monotonous apartment design. This helps these buildings to better blend into their context or act as key wayfinders within the wider masterplan.



Block K



Block GH

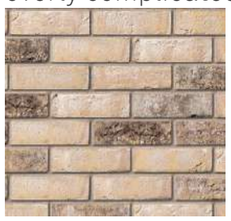
Material and Detailing Precedents

Detailing and Material examples show a range of light grey / buff and potentially some red brick examples of how our proposed details will be executed for the apartments.

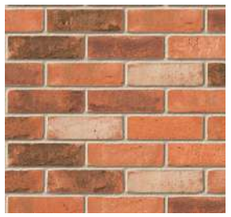
Consistent and refined selection of detailing across the buildings ensures a harmonious architectural form and creates a strong hierarchy.

As the building gets taller the detailing softens and is capped with soldier course banding which defines the roofline.

In more practical terms the selected brick detailing can all be functionally achieved at the scale of this masterplan and delivered without overly complicated construction methods.



Buff brick example



Red brick example



Contrasting brick banding detail



Corbelled brickwork at ground floor to build hierarchy



Elegant window arrangements



Brick work detailing adjacent to window openings



Brick recesses to bring additional articulation to frontages and ends of apartment blocks



Framed balconies to key elevations

Material and Detailing Precedents

Detailing and Material examples show a range of light grey / buff and potentially some red brick examples of how our proposed details will be executed for the apartments.

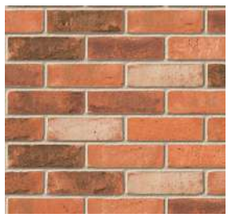
Broader range of material and detailing variations helps to build a sense of individuality within a large masterplan. Helping the community to feel proud of their homes.

Strong gable roof forms frame give the homes street presence and are complimented with bold material change.

Brick corbelling and soldier course banding act as the bridge between the apartment design and housing designs.



Buff brick example



Red brick example



Contrasting ground floors with upper floors, strong gable forms shape key elevations



Applied porches & bay windows (not recessed)



Clean window forms with deep recesses create visual interest



Brick corbelling detailing



Contrasting black cement boarding (smooth / matte finish with narrow widths (below 100mm)



Defined entrances through material and colour change

Material Distribution

The material palette across The Folds establishes a cohesive yet varied architectural identity, rooted in the use of buff brick as the predominant facing material. This warm, neutral tone provides consistency throughout the neighbourhood and reflects the light, natural character of the site's setting.

Red brick is introduced as a complementary contrast, applied selectively to define key frontages and focal points. It is used most notably along the Cycle Greenway, where it brings richness and warmth to this central route, and at prominent corners within the development, helping to articulate gateways and important junctions.

Dark stained vertical boarding is employed in combination with buff brick to add texture, variety, and visual interest. Often positioned at first-floor level above a buff brick base, it provides tonal contrast while emphasising entrances to mews streets, greenways, or other secondary routes. Together, these materials create a balanced composition that reinforces the character hierarchy of The Folds while ensuring visual unity across the parcel.



Material distribution Plan

- Buff brick
- Red brick
- Dark boarding
- Buff brick with boarding

Indicative Street Scenes

A series of four representative street scenes have been prepared to illustrate the architectural quality, material expression, and spatial character of The Folds. These streetscapes demonstrate how the proposals translate the masterplan and Design Code principles into a coherent, human-scaled environment. Each view highlights the relationship between buildings, the variation in typologies, and the layering of materials and landscape that together establish a distinctive yet harmonious neighbourhood identity.

01. Western Drive

The Western Drive street scene illustrates the principal approach into The Folds from the south, showing how a gentle rise in ground level leads towards the central greenway before descending gradually towards the northern open space. This subtle topographic shift allows buildings to step naturally with the landform, maintaining consistent eaves heights and avoiding abrupt changes in scale. The drive is defined by a balanced composition of houses and apartment buildings, punctuated by trees and landscape planting that soften the built form and reinforce the avenue-like character.

02. Cycle Greenway

The Cycle Greenway forms the central spine of the development, connecting key spaces and providing a level, fully accessible route through the heart of the neighbourhood. The street scene demonstrates how seven of the eleven apartment buildings address this green corridor, creating a more formal edge and introducing variety through differing building footprints and façades. The regular rhythm of entrances, windows, and balconies animates this route, ensuring it feels active and well overlooked. Planting and street trees reinforce the green character, while the continuous cycle and pedestrian path make it a key social and movement corridor.

03. Eastern Mews Streets.

The Mews and Courtyard street scene illustrates the smaller-scale, more intimate areas located to the north of the Greenway. These streets and parking courts are defined by a mix of houses and Flats over Garages (FOGs), arranged informally to create varied vistas and tighter spatial enclosures. The result is a relaxed, informal grain with strong visual connections between buildings, planting, and shared surfaces, spaces that feel communal and characterful while retaining privacy and defensible boundaries.

04. Woodland Edge

The Green Edge street scene captures the softer, more rural character of the development's northern and western boundaries. Here, detached and semi-detached homes are set within generous landscape margins and designed with a lighter architectural touch. Eaves-fronted compositions, dormer windows, and areas of dark boarding reduce visual massing and blend the built form with the surrounding landscape. This approach ensures the new development sits comfortably within its setting and creates a respectful transition towards the adjacent countryside.

Together, these four scenes demonstrate the depth and richness of The Folds' design approach, where variety in architecture, topography, and landscape is united by a consistent attention to proportion, detail, and material quality. The result is a cohesive and legible neighbourhood that balances formality and informality, structure and softness, a place of distinctive character within the wider One Horton Heath masterplan.



01. Western Drive - Facing East
02. The Cycle Greenway - Facing North
03. Eastern Mews Streets -Facing East
04. Woodland Edge - Facing East.

01. Western Drive - Facing East



Green Lane | Incidental Square | Mews Lane Access | Parking Court Access | Central Green

Central Green | Mews Access | Parking Court Access | Arrival Plaza | Fir Tree Lane





Detail Study from Street Scene 01

02. The Cycle Greenway - Facing North



Woodland Edge | Western Drive | Central Green



Eastern Drive | Cycle Greenway (East)





Detail Study from Street Scene 02

03. Eastern Mews Streets - Facing East



Parking Court | Greenway | Mews Lanes | Apartment Parking Court | Cycle Greenway

04. The Woodland Edge - Facing East



End of Terrace | Woodland Edge Homes | Apartment Parking Court | Cycle Greenway





Detail Study from Street Scene 02

Illustrative View 01 - Central Green





Illustrative View 02 - Cycle Greenway





Illustrative View 03 - Mews Lane





Illustrative View 04 - Terminus of the Western Drive





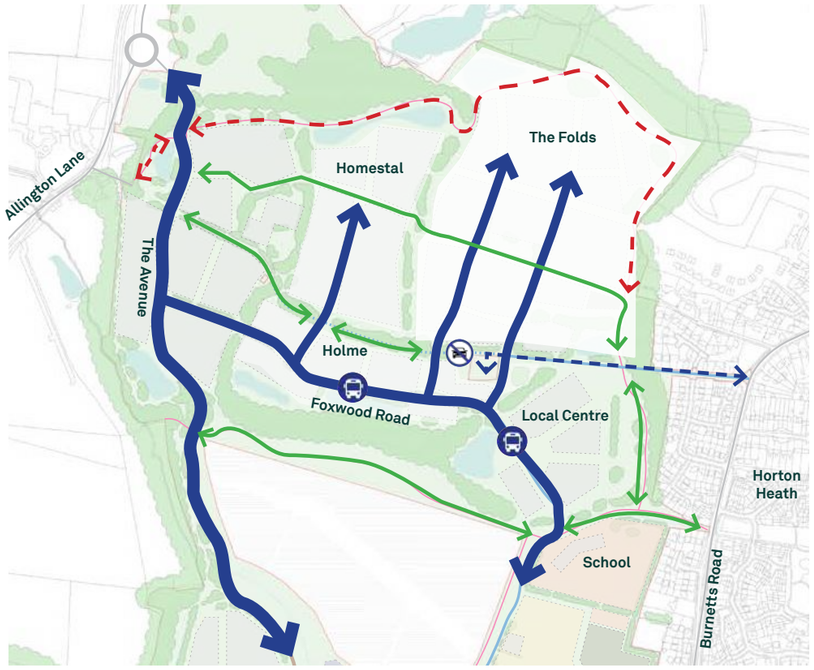
05. Technical Strategies

Highways Strategy

The Avenue and SID Road together form the highways framework of the OHH masterplan, supported by high-quality local streets, greenways, and upgraded public rights of way.

Within The Holme development Parcel, the SID Road will provide three main vehicle access junctions that will serve The Parkside development parcels.

All internal residential roads are to be unadopted and designed to a 20mph or less standard. The internal street network is designed to create a safe, legible, and attractive residential environment. The layout adopts a clear road hierarchy to provide 'Primary', 'Secondary' and 'Mews / Parking Courtyards' or 'Tertiary' streets.



Folds Access

The Folds is situated in the north-east area of the wider OHH development and will be accessed by the SID Road with a further connection provided to Fir Tree Lane.

Access to The Folds will be provided via two roads extending north from the SID Road. The western access road will initially serve homes within The Holme before crossing Fir Tree Lane and continuing into The Folds site.

The eastern access road, extending up to its junction with Fir Tree Lane, forms part of the SID Road application and provides the second point of access to The Folds. At this location, a priority junction will connect to Fir Tree Lane to the east.

Within the parcel, the two access roads continue north as secondary streets with direct frontage and on-street parking. Tertiary roads branch from these secondary streets, providing access to dwellings via mews streets and parking courts, creating a clear and hierarchical internal street layout.

Pedestrian and cycle connectivity is integrated throughout, with priority crossings at key points along the central north-south streets, including the intersections with the proposed greenway. Raised table junctions and other traffic-calming measures are incorporated to reduce vehicle speeds and ensure safe, accessible movement for all users.

Pedestrian, Cycle & Public Transport

Pedestrian and cycle accessibility is prioritised throughout One Horton Heath, with a network of high-quality, safe, and attractive active travel routes connecting homes to key destinations including the local centre, primary school, and open spaces.

Within The Folds, the central greenway forms the main north–south movement corridor, extending westwards through The Homestal and Quobleigh Breach parcels. This route combines a shared foot/cycleway with a separate landscaped footpath, creating a generous and green connection through the heart of the neighbourhood.

Footways are provided on both sides of primary and secondary streets, while mews and courtyard areas adopt shared-surface designs to reinforce a pedestrian-friendly character. At key junctions, pedestrians and cyclists are prioritised over vehicles, with visibility and design standards aligned to LTN 1/20 for a 20 km/h cycle design speed. Existing Public Rights of Way are maintained and enhanced to integrate the on-site network with surrounding routes.

The wider Horton Heath area is already served by Bluestar and Xelabus bus services providing connections to Eastleigh, Hedge End, and Southampton. A new bus service will operate along the SID Road, linking the residential parcels with the future local centre and primary school, significantly improving public transport accessibility.

Bus stops will be provided along the SID Road, ensuring most residents live within a short walk of reliable public transport, supported by high-quality pedestrian and cycle links. The service will remain on the primary corridor to maintain efficiency while complementing the development's sustainable movement network.

Car Parking and EV Strategy

The parking strategy for development has been designed to respond to the site location, future highway connections, and proximity to the planned local centre and primary school, while balancing residential parking needs with sustainable travel objectives and has been described in detail within the supporting Transport Assessment.

A bespoke car parking provision has been proposed which represents a modest reduction from the EBC Parking Standards SPD (Adopted September 2025).

Parking will be delivered through a range of methods, including on-plot spaces, on-street provision, and courtyard parking. The strategy ensures all dwellings have access to at least one allocated space.

Applying these standards amounts to a total of 939 car parking spaces proposed at The Folds consisting of 776 on and off plot allocated spaces, and 156 unallocated/visitor spaces and 7 car club spaces.

Active electric vehicle (EV) charging infrastructure will be provided for one car parking space per dwelling which caters for the growth in EV ownership.

Car Clubs

Car club spaces have been integrated into the masterplan of The Folds to cater for residents who do not own a car but wish to use one for certain trips. In line with EBC guidance, a total of seven spaces will be provided across the parcels.

The car club spaces will be situated in readily accessible locations within the development and clearly marked up and provided with EV charging points. This provision will enable future CoMo accredited car club operators to come forward at the site.

Cycle Storage & Parking Strategy

Secure and accessible cycle storage will be provided for all dwellings in line with EBC minimum requirements for long term cycle storage.

Long term cycle storage will be in the gardens of houses, and communal stores for apartment blocks.

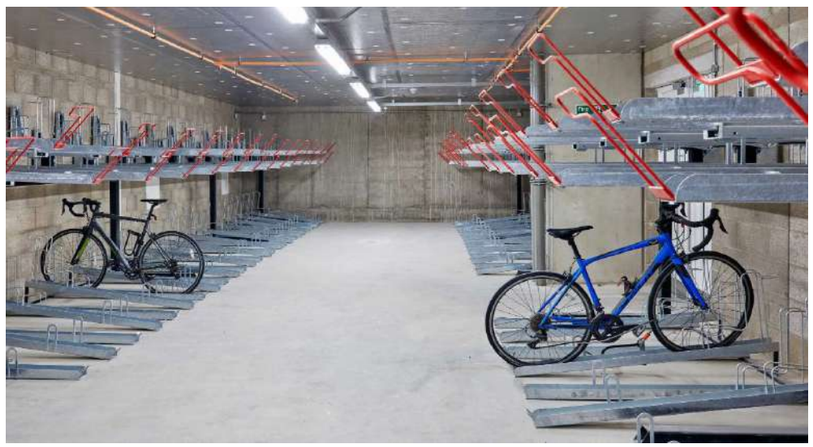
Additional short term visitor cycle parking will be accommodated for within private gardens and sheds across the site.

Storage for a total of 1,113 cycles will be provided across The Folds.









Refuse Collection Strategy

The internal layout of The Folds development parcel has been designed in line with Manual for Streets and Building Regulation Guidance to ensure that residents of all houses will not have to carry their bins for a distance of over 30m to a bin store, collection area or kerbside.

For the apartments consideration has been given towards balancing the need to access refuse facilities alongside good placemaking, size of the buildings and appropriate placement of the store for smells and fire risk. As such the distance a person travels within their apartment building then outward to the store can exceed 30m.

A refuse vehicle can access within 25 metres of each collection point. For the proposed apartment blocks with communal bin stores, access has been provided so that a waste collection vehicle can get to within 10m of the storage point.

The internal road layout has been designed to accommodate a 11.22m refuse vehicle which is able to manoeuvre and egress each area in the forward gear, reducing the need for reversing, in line with best practice.

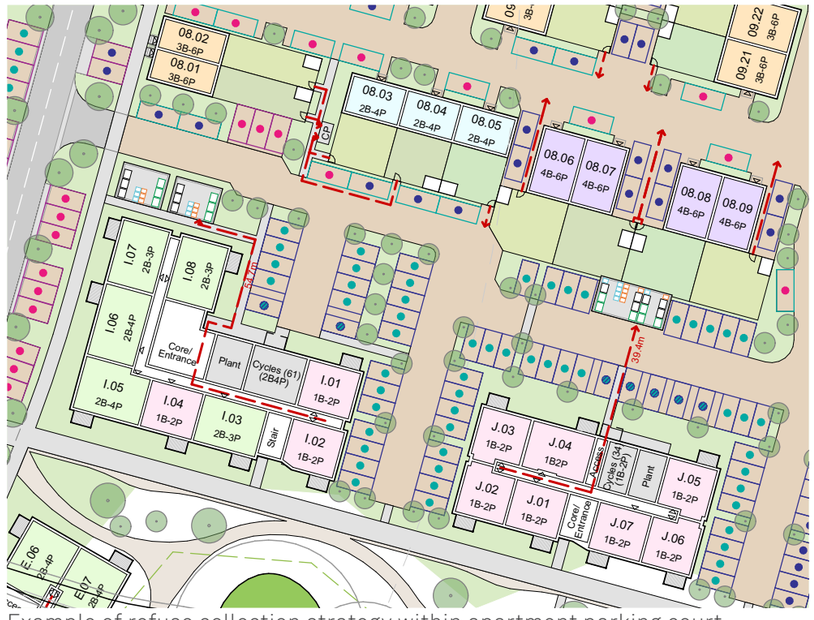
Where a refuse vehicle is required to access a parking courtyard and tertiary streets, appropriate turning areas have been designed to permit adequate manoeuvring.

Within The Folds, the refuse vehicle will circulate around the main north-south streets enter each parking court where the bin store and the dedicated collection points will be located.

Other servicing and delivery vehicles, primarily for food and retail deliveries, are expected on an ad hoc basis and can access the parcels safely via the proposed internal street network.



Example of refuse collection strategy within housing parking court.



Example of refuse collection strategy within apartment parking court.

Fire and Rescue Strategy

The development has been designed to ensure safe and efficient access for emergency services. All internal roads and access routes have been laid out to provide adequate width and turning radii.

The internal road layout has been designed to accommodate accessibility and appropriate manoeuvring of a fire tender.

Primary and secondary streets are designed to have direct frontage access, with tertiary streets and cul-de-sacs incorporating appropriate turning facilities to enable vehicles to enter and exit in forward gear where possible.

Through the layout design process, dwellings have been positioned so that each property is located within the maximum distance of 45 metres from an access point suitable for fire service vehicles.

Drainage Strategy

The drainage proposals have been prepared in accordance with the Flood Risk Assessment (Ref: G277-DOC01 FRA, May 2021 and addendum report June 2022) provided within the Outline Planning Permission (OPP), and relevant local and national design guidance and standards.

The Folds development area is split into two sub-catchments by a high point which bi-sects the site in an east-west direction. Existing run-off from the northern catchment discharges into the Fair Oak Stream, and run-off from the southern catchment discharges into the Foxwood Stream to the south of Fir Lane.

Geotechnical Investigations encountered groundwater at depths between 0.75m to 3.5m below the surface within the Wittering Formation. Infiltration testing was also undertaken which produced very low rates of permeability, with limited results and some tests having to be abandoned as no appreciable infiltration occurred. As such, infiltration drainage is not proposed as the primary discharge method.

Therefore, the proposed surface water drainage system seeks to replicate the existing drainage regime by discharging rainfall run-off to the watercourses at the site's perimeter.

The development run-off will be restricted to the greenfield QMED rate, which is equivalent to a 2-year return period, for all events up to an including the 100-year return period + climate change. As such the proposed development will reduce the flood risk for all higher order events, compared to existing greenfield rates.

The surface water drainage system will utilise SuDS treatment trains in line with the strategy established in the OPP, to manage water quality and quantity, using Prevention Measures, Source Control and Site Control Techniques, and Regional Control Features.

Source Control techniques will be used to manage water as close to the sources as possible providing attenuation throughout the development to prevent and / or delay water entering the drainage system, and maximising its overall efficiency. These techniques will include bio-retention areas / rain gardens, cellular storage, and permeable paving.

Swales and SuDS Basins will be used as Site and Regional Control features, respectively. The SuDS basins will provide a planted wetland habitat across the base area with deeper sections creating seasonal micro pools, which will provide water quality benefits and interception storage in smaller magnitude events.

The proposed development will be safe from surface water flooding, and the development will not increase flood risk elsewhere



SuDS Basins provide a planted wetland habitat.



Example rain garden.

Sustainability Strategy

Energy and Carbon

In line with the overarching energy and sustainability strategy, all dwellings will be fully electric, utilizing heat pump technology for heating and hot water. Preferred systems include air source or grouped ground source heat pumps.

The development will follow the energy hierarchy, prioritising passive design measures. Fabric U-values will meet Part L (2021) requirements, and energy-efficient building services will be implemented. Renewable technologies, such as solar PV panels, will be considered.

Each dwelling will aim for a 19% carbon reduction, as required by Policy DM2 of the Eastleigh Borough Local Plan. Site-specific energy calculations against current Part L form part of the Energy and Sustainability Technical Addendum.

Energy Efficiency and Generation

The site will be all-electric, with low-carbon heat pumps as the preferred heating strategy. Performance specifications for heat pumps will ensure compliance with both Building Regulations and Local Plan Policy DM2 and are outlined within the Energy and Sustainability Technical Addendum for the RMA.

In addition, low energy lighting will be used throughout and dwellings will be naturally ventilated, with openable windows to reduce energy demand.

Climate Change Resilience

Measures to enhance climate resilience include overheating assessments, reduced water consumption, and sustainable drainage systems (SuDS) with integrated planting and green infrastructure.

Mechanical Ventilation and Heat Recovery (MVHR) may be specified within apartments or flats to ensure thermal comfort during summer months if window opening restrictions for safety do not permit sufficient air flow for adequate cooling.

Overheating assessment outputs and performance specifications for MVHR (where required) are to be included within the Energy and Sustainability Technical Addendum.

Water and Drainage

Dwellings will target water consumption of no more than 95 litres per person per day, to comply with Condition 74 of the Outline Planning Permission. This will be achieved through the specification of low-flow fittings to sanitaryware.

In addition, houses with private gardens will be provided with water butts to collect water for irrigation. This ensures compliance with Local Plan Policy ESD3.

Local Plan Policy ESD2 requires flatted new dwellings to incorporate rainwater or greywater recycling systems for WC flushing and other appropriate uses or the provision of green roofs. Refer to the technical addendum for further details of the water recycling strategy for The Folds.

SuDS will be designed to comprise above ground storage within green corridors that flow onsite watercourses. A SuDS management train to manage surface water run-off from individual parcels.

Health and Wellbeing

Measures to provide a development that supports health and wellbeing include:

- Ensuring thermal comfort and mitigation of overheating risk by provision of openable windows and appropriate glazing ratios.
- Provision of all electric heating systems. This means that the site is free of fossil fuel combustion for heating, lighting and cooking in homes, with an associated air quality benefit.
- Ensuring safe acoustic levels across the development, with consideration given to building locations and orientations, reducing vulnerability to elevated noise.
- Use of energy efficient lighting for external lighting, designed to comply with Hampshire County Council's Specification for Street Lighting.

Materials, Waste and Recycling

Construction and operational waste will be minimised through implementation of the waste hierarchy and circular economy principles.

Where possible, standardised designs will minimise construction material wastage on site.

Construction materials and finishes will be sourced with low Global Warming Potentials and low Volatile Organic Compounds (VOCs) content.

Timber (for temporary and permanent use) will be responsibly sourced through an appropriate scheme/chain of custody certification.

Construction materials with a lower embodied carbon impact should be selected where possible.

Operationally, dwellings will include provision to separate and store recyclable and non-recyclable waste, to support local recycling of waste streams available for collection, as listed below:

- Mixed recyclables
- Glass
- Food waste
- General waste
- Garden waste

06. Summary

Summary of Proposals

The Reserved Matters proposals for The Folds deliver a high-quality, landscape-led neighbourhood that fully aligns with the aspirations of the Outline Planning Permission, the approved Parameter Plans and the One Horton Heath Design Code. The masterplan translates the strategic principles established at outline stage into a coherent, distinctive and liveable residential environment that responds directly to site conditions, movement patterns, green infrastructure and local character.

The proposals make efficient and appropriate use of land, concentrating higher-density development towards the south where residents benefit from proximity to the new local centre, its facilities and transport connections while stepping down in scale and intensity towards the northern landscape edge. This approach respects the site's setting, and that of adjacent green infrastructure and provides a clear, legible transition from village to countryside.

Across the parcel, the design demonstrates a strong commitment to placemaking. Streets, mews and greenways form a connected hierarchy that supports safe movement for all users, prioritising walking and cycling while accommodating vehicles in a calm, low-speed environment. The architecture establishes a cohesive yet varied character, employing a robust and contextually appropriate material palette, careful detailing and well-proportioned building forms with an identity unique to The Folds.

Homes meet Nationally Described Space Standards and accessibility policies, providing a range of dwelling types to meet diverse needs and family structures, including older persons' housing, adaptable and wheelchair accessible homes. Landscape proposals integrate SuDS, new tree planting, habitats and green corridors, ensuring biodiversity enhancement, climate resilience and an attractive public realm.

Overall, the scheme represents a well considered and policy compliant response to the site and its wider context. It will deliver a socially inclusive, sustainable and distinctive neighbourhood that forms an integral part of the One Horton Heath development and will make a positive long-term contribution to the local community and to Eastleigh Borough.





Appendix A

Quality Places SPD Checklist

Title	Key Design Principle	Sub Question + Response
1. Access to Local Facilities and Public Transport	New development should provide for safe and convenient access, particularly on foot and by cycle, to local facilities and frequent public transport	**How far are key facilities from the site?** Key day-to-day facilities (including food retail, café, community uses, play space and other local-centre services) will be located within the new OHH Local Centre, which is planned for delivery prior to The Folds being occupied. These facilities will therefore be within a short walking and cycling distance of the site. Existing nearby facilities in Hedge End and Boorley Green are also accessible by bicycle or a short drive. **Are the routes to facilities safe and convenient for pedestrians and cyclists?** Yes. The OHH masterplan establishes a site-wide pedestrian and cycle network, with continuous pavements, safe crossing points, traffic-calmed residential streets and direct links into the Local Centre and surrounding neighbourhood. These routes provide safe, convenient and legible access for both pedestrians and cyclists. **How far is the site from frequent public transport stops?** Bus stops serving the wider area are located within a reasonable walking distance of the site. They are reached via established residential footways that form part of the approved outline access network. **Are the routes to bus stops or train stations safe and convenient for pedestrians and cyclists?** Yes. The footways leading to nearby bus stops are part of the approved pedestrian network, providing safe and continuous routes with appropriate visibility and crossing arrangements. These connections ensure that both pedestrians and cyclists can access public transport safely and conveniently.
2. Integrating with Movement Networks	New development must integrate well with cycle, pedestrian and vehicular movement networks	**Do new routes from the site serve desire lines to nearby facilities?** Yes. The Reserved Matters layout for The Folds follows the movement structure established at outline stage, ensuring that pedestrian and cycle routes align with the natural desire lines leading towards the new Local Centre, open spaces, and wider OHH neighbourhood. The internal streets and footways are arranged to provide direct and convenient access to these destinations. **Do new routes from the site improve connectivity by linking to neighbouring movement networks (roads, footpaths and cycle routes)?** Yes. The Folds connects seamlessly to the wider OHH masterplan network, which includes a comprehensive set of footpaths, cycle routes, and residential streets. The scheme reinforces these approved connections, ensuring continuity between new and existing neighbourhoods and improving overall permeability and accessibility within the development.
3. Analysis of Context	Developers should analyse the character of the site and its context to identify positive and negative elements which will influence and inform the overall design and orientation of buildings and spaces	**Do new routes from the site serve desire lines to nearby facilities?** Yes. The movement framework established at outline stage sets out direct pedestrian and cycle desire lines toward the Local Centre, open spaces, schools and other destinations. The Folds layout follows this framework, ensuring new routes align with the natural desire paths through the neighbourhood and provide convenient access to key facilities. **Do new routes from the site improve connectivity by linking to neighbouring movement networks (roads, footpaths and cycle routes)?** Yes. The Folds is designed to integrate fully with the approved OHH road, footpath and cycle network. The layout connects seamlessly into existing and planned routes, enhancing overall permeability and strengthening connections across the wider development and to adjacent residential areas. **Has the character of the site been analysed (both positive and negative aspects)?** Yes. The outline planning permission included detailed character and context analysis, covering landscape structure, topography, existing vegetation, neighbouring properties and the site's role within the wider masterplan. The Reserved Matters scheme builds on this work, incorporating both the positive characteristics and the identified constraints into the detailed design. **Does the design maximise the existing site assets?** Yes. Existing landscape features—particularly boundary planting and level changes—have been retained and used to structure streets, define character areas and provide visual interest. These assets help reinforce the identity of The Folds and create a softer, more mature landscape framework from the outset. **Does the design respond well to the site constraints?** Yes. The design responds directly to the constraints identified at outline stage, including the relationship with existing dwellings, tree root protection areas, site levels and the fixed access arrangement. The layout positions buildings sensitively, respects privacy and outlook, avoids overbearing impacts, and ensures drainage and movement requirements are accommodated within a well-considered urban design.

Title	Key Design Principle	Sub Question + Response
4. Residential Density	Density should be appropriate to the context and level of accessibility; make efficient use of land and address the needs of residents	**Is the density appropriate to the site context, taking account of spaciousness, footprint ratio or dwellings per hectare?** Yes. The density has been set in accordance with the parameters approved under the outline consent and reflects the established suburban character of the surrounding area. The layout maintains a sense of spaciousness, with appropriate building footprints, garden sizes and spacing that are consistent with neighbouring residential development and the wider OHH masterplan. **Is the density appropriate to the level of accessibility of the site?** Yes. The Folds forms part of a strategic development with a new Local Centre, schools, open space and public transport options all located within short walking and cycling distance. The resulting level of accessibility supports the proposed density, which is in line with masterplan expectations and sustainable development principles. **Is land used efficiently?** Yes. The layout makes efficient use of the land by combining a balanced mix of dwelling types with well-structured streets, effective plot arrangements and integrated landscape spaces. This ensures land is used responsibly while still delivering high-quality townscape and good levels of residential amenity. **Does the density and the design allow for all the needs of residents (such as car parking, private amenity space, street tree planting etc.) to be addressed?** Yes. The density has been carefully calibrated to ensure that all essential resident needs are comfortably met. The layout accommodates appropriate levels of on-plot and on-street parking, provides private gardens proportionate to the home sizes, and includes space for meaningful street tree planting and landscaping throughout. The result is a well-balanced scheme that supports both everyday living and the long-term quality of the neighbourhood.
5. Legibility	Development should have its own identity and variety so that it is easy for people to find their way around.	**Is the development easy for visitors to find their way around?** Yes. The layout has been structured around a clear hierarchy of streets established through the approved masterplan, with primary and secondary routes easily identifiable. The arrangement of buildings, street alignments and landscape features creates a simple and intuitive movement pattern that makes the development easy to navigate for visitors. **Is it obvious where entrances to buildings are?** Yes. Entrances are positioned to face the street wherever possible, with consistent placement, clear visibility, and supporting architectural detailing. This creates a legible frontage and ensures that the primary access points to each dwelling are immediately apparent. **Is the distinction between public and private areas obvious?** Yes. The design establishes a strong distinction between public and private areas through the use of front gardens, boundary treatments, landscaping, and defensible space. These elements clearly signal the transition from public streets and shared areas to private residential domains without the need for additional signage. **Does the layout and design (rather than explicit signage) make the development legible?** Yes. Legibility is achieved through the arrangement of streets, building frontages, corner-turning plots, and landscaped spaces that naturally guide movement and orientation. The design relies on physical form, sightlines, and townscape structure—rather than signage—to create an intuitive and easily understandable environment.

Title	Key Design Principle	Sub Question + Response
6. External Space	The design and future management of all external space, including highways, must be an integral part of the development design and should be considered at the earliest stage	**Is the design of private, shared and public external space well considered and undertaken at the earliest stage?** Yes. External space was a fundamental component of the outline masterplan and has been developed further through the Reserved Matters design. The arrangement of streets, private gardens, shared spaces, and landscaped buffers was established early in the design process to ensure a cohesive relationship between buildings, movement routes and open space. This early integration ensures that external space forms a core part of the neighbourhood structure rather than an afterthought. **Are landscape plans consistent with service, engineering and building layout plans?** Yes. The landscape strategy has been coordinated with utilities, drainage infrastructure, highway design and building placements to ensure compatibility. Tree positioning, planting areas, and street layouts have been aligned with service corridors and engineering constraints, avoiding conflicts and ensuring long-term deliverability. **Have appropriate management arrangements been made for all external space?** Yes. Management and maintenance responsibilities for shared and public external spaces will be secured through the wider OHH governance and stewardship arrangements established at outline stage. This ensures that landscaped areas, communal spaces, and streetscape planting are maintained appropriately throughout the lifetime of the development. **Is the landscape design appropriate to the level of maintenance expected?** Yes. The planting palette and landscape structure have been designed to reflect the anticipated level of long-term management. Robust, low-maintenance species have been selected for most communal areas, while key streets and character spaces include more distinctive planting appropriate to their prominence. This provides a balanced approach that is both visually attractive and practical to maintain.
7. Boundary	Boundary treatments must be appropriate to the context, well-detailed and robust	**Is the design and layout of the fences, walls, railings, hedges etc. appropriate for each situation?** Yes. Boundary treatments have been selected and arranged to suit their specific context within the development. Street-facing front boundaries primarily use low walls, hedging, or railings to maintain an open and attractive frontage, while rear garden boundaries utilise close-boarded fencing to ensure privacy. These treatments align with the character established in the OHH masterplan and support a coherent and high-quality streetscape. **Are the materials and specifications for each boundary structure likely to be sufficiently robust for each situation?** Yes. Materials have been chosen to provide long-term durability and to withstand everyday residential use. Close-boarded timber fencing, brick walls, and metal railings are specified to appropriate standards, providing robust solutions that require minimal maintenance. This ensures boundary structures remain visually attractive and functional throughout the lifetime of the development.
8. Underground Services	Where possible new services should be located underground and main service corridors plotted on plans at the earliest stage to avoid design conflicts with tree planting.	**Are new services (foul and surface water sewers, telecoms, electricity, gas, cable TV, broadband etc.) located underground wherever possible?** Yes. All new services for The Folds are to be provided underground in accordance with the approved outline utilities strategy. This includes foul and surface water sewers, electricity, gas, telecoms, broadband and other service infrastructure. Locating services below ground ensures a high-quality streetscape free from visual clutter and is consistent with best practice for modern residential development. **Are service corridors located in the most appropriate locations?** Yes. Service corridors have been coordinated with the street layout and engineering plans to ensure they are placed in the most practical and accessible positions. They typically run beneath footways or adoptable corridors, allowing for ease of installation and future maintenance while avoiding conflict with building footprints or key landscape features. **Are proposed tree planting positions compatible with proposed or existing underground services?** Yes. Tree planting has been planned in full coordination with the utilities layout to avoid root conflict with service runs. Tree locations have been adjusted where necessary to ensure appropriate separation, and root protection measures can be incorporated where required. This ensures both the successful establishment of street trees and the long-term integrity of underground services.

Title	Key Design Principle	Sub Question + Response
9. Public Open Space	All public open space should be safe; accessible; designed for a range of functions and users; and should balance good natural surveillance with residential amenity.	**Is the design of all public open space and the access to it safe and well overlooked?** Yes. The public open space within The Folds is designed to be overlooked by surrounding homes and streets, providing strong natural surveillance and ensuring spaces feel safe throughout the day. Access routes are direct, well-lit and aligned with desire lines established in the wider masterplan. **Is all the public open space well located and easy to access by its intended users?** Yes. Public open space is positioned centrally within the neighbourhood and along key pedestrian routes, ensuring it is easily reached by all residents. Connections to the wider OHH green infrastructure network further improve accessibility and encourage regular use. **Is the p.o.s. designed for a range of users?** Yes. The open space has been designed to support a mix of informal recreation, play, relaxation and movement. Paths, green edges, and amenity grass areas create flexible opportunities for different age groups and activities in line with the approved OHH open space strategy. **Is the p.o.s. designed to avoid conflict with adjoining residents?** Yes. The layout incorporates appropriate buffers, landscaping and set-backs between public open space and private residential properties. This ensures the space can be enjoyed by the wider community without causing undue noise, overlooking, or disturbance to nearby residents.
10. Public Art	Public art should contribute positively and reinforce a sense of place and identity	**Will the proposed public art project add something positive to the public realm?** Yes. The public art strategy for OHH is intended to contribute positively to the identity and character of the neighbourhood. Any public art delivered within or adjacent to The Folds will enhance the public realm by providing visual interest, reinforcing wayfinding, and contributing to a sense of place consistent with the wider masterplan vision. **Does the public art take full account of the context of the site, including the character and appearance of the area, and demonstrate appropriateness in mass, scale, materials, design and siting in relation to adjoining buildings, spaces, views and natural features?** Yes. Public art proposals will be informed by the contextual studies carried out at outline stage, ensuring they respond sensitively to the surrounding built form, landscape, views and circulation routes. Any installations will be appropriately scaled and use materials suited to the character of the local area so that they sit comfortably within the development and complement adjacent buildings and open spaces. **Will the public art be sufficiently robust for its location?** Yes. Proposed artworks will be specified to withstand their environmental conditions and expected public interaction. Durable materials and construction methods will be used to ensure longevity and resilience, particularly for pieces located in prominent public areas. **Will the public art be appropriate for the level of maintenance expected?** Yes. Public art will be selected and designed to suit the long-term management arrangements established for OHH. Materials, finishes and construction techniques will be chosen to minimise maintenance requirements while ensuring that the artwork remains safe, attractive and functional throughout its lifetime.

Title	Key Design Principle	Sub Question + Response
11. Residential Privacy	New development should be designed to respect the residential amenity of existing and new occupiers and all dwellings should have adequate private amenity space.	**Does the development respect the residential amenity of occupiers in existing development?** Yes. The layout is designed to protect neighbouring amenity through appropriate separation distances, careful building orientation and well-considered boundary treatments. Where potential overlooking could occur, windows on sensitive elevations are either omitted or obscured to maintain privacy for existing residents. **Does the development respect the residential amenity of occupiers in proposed development?** Yes. New homes are arranged to provide good levels of privacy, daylight and outlook for future occupiers. Window placement, building spacing and garden arrangements have been carefully designed to avoid overlooking and to create a comfortable residential environment. Parking courtyards and shared spaces are overlooked for safety without compromising privacy. **Do all new dwellings have adequate amount and quality of private amenity space?** Yes. All houses are provided with private gardens equivalent to at least 60% of the dwelling's NDSS internal floor area. North-facing gardens are extended to achieve the required minimum lengths of 12m for two-storey homes and 14m for three-storey homes. In the few instances where this is not achievable, the homes are located within 100m of high-quality public open space, ensuring alternative amenity provision. Apartments meet NDSS and each flat has a minimum 5sqm balcony or a ground-floor terrace, with privacy screens where needed. Maisonettes without rear gardens are similarly located within 100m of public open space to ensure access to usable amenity. **Does the communal space for flats provide an appropriately designed space for sitting and social interaction?** Yes. Most flats meet their communal amenity needs through their proximity to the SANG, Central Green and Greenway, all within a short walk, providing usable and attractive shared spaces. Block C, which is an older persons' building, includes dedicated communal garden space that exceeds the minimum required standard and is designed to offer a comfortable, sheltered and well-landscaped environment suitable for relaxation and social interaction.
12. Access, Parking, and Services	Access within the site should be overlooked, safe and convenient to use, but must not be highway dominated	**Is all access around the site overlooked by building occupants?** Yes. The street layout has been designed so that all pedestrian and vehicular routes are overlooked by the front elevations of surrounding homes. This provides strong natural surveillance across the development and contributes to a safe and secure environment for users. **Is all access around the site safe and convenient to use?** Yes. Footways, crossings and shared spaces follow clear desire lines and are designed to be direct and well-lit. The hierarchy of streets, combined with good visibility and logical connections, ensures that movement throughout the site is safe, accessible and convenient for all users, including pedestrians and cyclists. **Does the design and layout of the streets manage to avoid highway domination?** Yes. The street network is designed to be residential in character, with building frontages, planting and varied surface treatments helping to avoid an overly engineered appearance. The layout avoids excessive areas of asphalt, large turning heads and unnecessarily wide sight lines, ensuring the streets feel like places rather than pieces of infrastructure. **Is the vehicular highway geometry designed for slow speeds?** Yes. The geometry of the streets, including carriageway widths, alignment, junction design and traffic-calming features, has been developed to encourage low vehicle speeds. Elements such as tighter corner radii, on-street parking, tree planting and a strong built frontage all contribute to creating a naturally traffic-calmed environment.

Title	Key Design Principle	Sub Question + Response
13. Parking	Surface car parking and cycle parking should be safe, convenient to use and have natural surveillance. Car parking should not visually dominate the public realm. Other vehicle parking should be safe, secure and separated from the public realm.	**Is all car parking safe, convenient and overlooked by active rooms in neighbouring buildings?** Yes. Car parking is consistently arranged so that it is overlooked by surrounding homes. Parking courts are framed by building frontages, with windows and entrances providing strong natural surveillance. On-street bays sit within active street edges, ensuring parking areas feel safe, well-observed and integrated within the neighbourhood structure. **Is all cycle parking safe, convenient and overlooked by active rooms in neighbouring buildings?** Yes. Long-term cycle storage is placed in secure garden sheds for houses and within communal, enclosed stores for apartments. These stores are positioned close to primary entrances and are overlooked by active frontages, making them both safe and convenient. Short-stay visitor cycle parking is distributed throughout the development in visible locations, ensuring good surveillance. **Is all other vehicle parking (such as lorry parking) safe, secure and separated from the public realm?** Yes. No dedicated lorry parking is proposed within the residential parcel. Service and delivery vehicles use the internal road network on an occasional basis only, and turning areas are designed to allow safe manoeuvring without entering private or sensitive areas. These routes are separate from pedestrian-led spaces and landscaped areas, ensuring safe operation without intrusion into the public realm. **Is the potential negative impact of large amounts (6 or more spaces) of car, van, bus or lorry parking mitigated by design?** Yes. Larger parking areas, especially those serving apartment buildings, are broken into small, manageable clusters rather than large uninterrupted expanses. Soft landscaping, such as tree planting, hedging and planting beds, is used extensively to soften views, break up surface materials and reduce visual dominance. Shared surfaces, block paving, and the integration of rain gardens and tree planting further mitigate the impact of parking and reinforce a high-quality residential character.
14. Waste, Recycling and Cycle Storage	Waste and recycling and cycle storage should be safe, accessible and convenient for the intended users and properly integrated into the built design Cycle storage should also be secure.	**Is all waste and recycling storage in new development safe (away from traffic flows, well overlooked, well lit)?** Yes. Waste and recycling storage is positioned close to dwellings but set back from vehicular routes, ensuring it is safely accessed away from traffic. Stores serving apartment blocks are located within well-overlooked courtyards or landscaped areas, benefiting from natural surveillance and good lighting. Collection points are positioned so refuse vehicles can reach them without entering pedestrian-priority spaces, supporting safe and efficient operation. **Is all cycle storage in new development safe (away from traffic flows, well overlooked, well lit)?** Yes. Cycle stores are located in secure and overlooked positions. For houses, storage is provided within private rear gardens; for apartments, communal cycle stores are internal or enclosed and located near primary entrances. All locations benefit from natural surveillance from active rooms and are accessed via well-lit routes, ensuring safety and visibility. **Is all waste and recycling storage in new development convenient (a minimum distance from expected users)?** Yes. The DAS confirms that residents of houses will not need to carry waste more than 30 metres to a collection point. Apartment blocks are designed with appropriately located communal bin stores; while internal travel distances may exceed 30 metres in some buildings, the external distance to collection points remains compliant. Collection points are always within 25 metres of refuse vehicle access, ensuring convenience for residents and operatives. **Is all cycle storage in new development convenient (a minimum distance from expected users and appropriately dimensioned space for ease of access)?** Yes. Cycle storage is designed to meet Eastleigh's minimum sizing standards and is positioned to allow easy, direct access. Households have secure garden storage, while apartments have purpose-designed internal or enclosed stores adjacent to entrances. Visitor cycle stands are provided at logical, accessible locations throughout the site. All storage areas provide sufficient manoeuvring space to support convenient daily use. **Has the local character been identified (both positive and negative aspects)?** Yes. The DAS identifies key character influences from the wider One Horton Heath masterplan, surrounding green corridors, woodland edges and established settlement patterns. Positive aspects—such as landscape structure, greenway connections, and existing movement networks—inform the design of external spaces, including waste and cycle storage placement. Constraints such as changes in level, landscape buffers and edge conditions have been recognised and addressed within the layout.

Title	Key Design Principle	Sub Question + Response
15. Design of Buildings and Materials	The scale, form and design of elevations and external materials should respond positively to the defining and distinctive characteristics of the area. Where this is absent, design and materials should help create a new positive and distinc	**Has the local character been identified (both positive and negative aspects)?** Yes. The DAS identifies the key elements that define the local and site-specific character, including the established landscape structure, woodland edges, topography, existing residential patterns and the emerging character areas within the wider One Horton Heath masterplan. Positive features such as green corridors, open space connections and distinctive street forms have informed the detailed layout. Constraints, such as overlooking risks, level changes, and proximity to sensitive edges, have also been recognised and addressed through the design. **Does the design (and choice of materials) respond well to the positive local character or (if absent) does it create a strong positive character of its own?** Yes. The design draws on the positive characteristics of the local area while contributing to a coherent new neighbourhood identity in line with the OHH masterplan. Materials are selected to complement the local vernacular, with a consistent palette of brick, detailing, roof forms and boundary treatments that create visual continuity. Where local character is limited or fragmented, the scheme establishes its own strong and attractive identity through high-quality architecture, varied building types and carefully considered street composition.
16. Continuity and Enclosure of Space	Buildings should be designed to enclose space and have active frontages onto the public realm with particular attention being paid to entrances and corners	**Does the building layout create good levels of enclosure and/or create strong building lines along the street?** Yes. The building layout establishes clear and consistent building lines that define and enclose the streets, creating a coherent urban form. Homes are positioned to front onto streets and open spaces, ensuring a well-framed public realm with an appropriate sense of enclosure. **Do all street side (and other public realm) elevations create active frontages?** Yes. All public-facing elevations include active ground-floor rooms and well-distributed windows, providing natural surveillance of streets, footpaths and open spaces. Where appropriate, balconies and upper-floor windows further reinforce activity and visual engagement with the public realm. **Are entrances concentrated on the public sides of development?** Yes. Front doors are consistently located on the public-facing sides of buildings, enhancing legibility and supporting active street scenes. This helps reinforce overlooking, safety and the sense of arrival for each home. **Are corner plots designed to address both sides of the public realm or street?** Yes. Corner-turning plots incorporate dual-aspect elevations, ensuring that both street-facing sides are well-articulated and active. This avoids blank side walls at key points in the layout and strengthens legibility and enclosure at junctions. **In low density schemes does the landscape design help to create enclosure and continuity?** Yes. The landscape strategy uses street trees, hedging and coordinated planting to reinforce enclosure and continuity, particularly where lower densities create broader spacing between buildings. Soft landscaping elements help to tie the streetscape together and maintain a cohesive character across the neighbourhood.

Title	Key Design Principle	Sub Question + Response
17. Flexible Internal Space	Buildings and spaces should be designed so they can be adapted over time to changing needs. New homes must have sufficient internal space for residents to use comfortably and to support a practical quality of home life for the intended number of residents	**Do the internal divisions of the buildings allow for easy and cost-effective future changes to room configuration (i.e. non-load-bearing walls)?** Yes. Internal partitions are generally non-load-bearing, allowing households to reconfigure layouts easily and economically in the future. This supports long-term adaptability and enables rooms to be adjusted as living needs evolve. **Does the residential roof design allow for easy and cost-effective future habitable use?** Yes. The typical pitched roof forms used throughout the scheme provide sufficient internal volume and structural simplicity to support potential loft conversion or future habitable use, subject to individual household requirements and any necessary permissions. **Are residential buildings Lifetime Homes compliant?** The scheme follows the accessibility principles embedded in the OHH masterplan, with level or gently-sloped approaches, clear circulation spaces, and ground-floor WC provision. While not all dwellings are formally Lifetime Homes compliant, the layout incorporates many Lifetime Homes principles to support accessibility and long-term adaptability. **Are spaces able to be adapted to changing needs (e.g. wheelchair accessible)?** Yes. The internal layouts provide straight and usable circulation routes, with sufficient space in principal rooms to allow for rearrangement and adaptation. Ground-floor spaces in many homes can be adapted to enhance accessibility, supporting the changing needs of occupants over time. **Do buildings and spaces use materials that can be re-used or recycled?** Yes. The construction approach uses standard building materials—such as brick, timber and metal components—that can be reused or recycled at the end of their lifecycle. Where possible, the specification prioritises materials with proven longevity and low maintenance needs. **Are internal residential space standards generous enough for comfortable living requirements for the number of inhabitants intended (including sufficient storage)?** Yes. All dwellings meet the Nationally Described Space Standards (NDSS), providing adequate internal floorspace, storage and room dimensions for the intended number of occupants. The layouts ensure comfortable day-to-day living, with appropriate provision for furniture, circulation and household storage.