ONE
HORTON
HEATH

The Holme and The Homestal

Design and Access Statement

November 2025



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Eastleigh Borough Council
One Horton Heath
The Holme & The Homestal

Design and Access Statement

3423-PLB-ZZ-ZZ-PP-A DAS
3423-08-01

Revision History

P01 First Draft	22.10.25
P02 Second Draft	07.11.25
P03 Planning Draft	09.12.25
P04 Planning Draft	11.12.25
P05 Planning Submission	12.12.25

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Template Rev. E

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Please note this document is designed to be printed double-sided on A3 paper.

Architecture PLB

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1.0 Introduction

1.1 Introduction

ArchitecturePLB were appointed by Eastleigh Borough Council to develop designs for The Holme and The Homestal, two adjacent parcels of the One Horton Heath Masterplan. These designs have been developed in parallel with The Folds, an adjacent parcel designed by Reformat. The emerging Design Code groups these three parcels into a single character area called Parkside.

This Design and Access Statement forms part of a Reserved Matters Application for The Holme and The Homestal. A separate application is to be submitted for The Folds.

The design has been developed in collaboration with the whole design and client team, with a comprehensive Pre Application process, including engagement with the LPA and Highways.

The design has been developed with close reference both to the Outline Planning Permission for One Horton Heath (LPA ref no. O/20/89498) consented in October 2025 and the emerging Design Code for Parkside dated August 2025.

1.2 Project Team

Client	Eastleigh Borough Council (One Horton Heath Team)
Project Manager	Stantec
Planning Consultant	Stantec
Architect	ArchitecturePLB
Landscape	Stantec
Transport	Stantec
Civils	Stantec
Ecology	Johns Associates
Nutrient Neutrality	Hilson Moran

1.3 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

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, in other applications it has been named 'Foxwood Road'. This application is currently pending determination.

1.4 Proposals Summary

Submission of Reserved Matters relating to Layout, Scale, Appearance, and Landscaping pursuant to Condition 4 (RM Requirements) of Outline Planning Permission O/20/89498 for the erection of 357 dwellings within Phases 13A and 14 (The Holme and Homestal), with associated public open space, landscaping, and cycle and vehicular parking, to include details relevant to the following Outline Planning Permission conditions:

- Condition 16 (Arb Assessment)
- Condition 25 (Refuse)
- Condition 31 (Higher Access Standards)
- Condition 35 (Built Heritage)
- Condition 45 (Noise Assessments)
- Condition 58 (Flood Mitigation)
- Condition 59 (Foul Drainage)
- Condition 61 (SUDs)
- Condition 64 (EMMP)
- Condition 67 (Landscaping)
- Condition 71 (BNG)
- Condition 76 (Nutrient Neutrality)

Dwelling Mix

Total- 357 (Houses – 193, Apartments – 164)

The Holme – 18 b dwellings

Houses		Apartments	
2Bed	26	1B2P	35
3Bed	35	1B2P Mais GF	1
4Bed	16	2B4P Mais FF	1
		2B3P	17
		2B4P	50
		2B4P FOG	2
Total	**77**	**Total**	**106**

The Homestal – 187 dwellings

Houses		Apartments	
2Bed	46	1B2P	17
3Bed	47	1B2P Mais GF	5
4Bed	23	2B4P Mais FF	5
		2B3P	7
		2B4P	20
		2B4P FOG	4
Total	**116**	**Total**	**58**

1.5 Consultation Process

The proposals have been developed with benefit of the following engagement:

- Regular bi-weekly meetings with the Eastleigh Borough Council (One Horton Heath Team)
- 2 presentations to the One Horton Heath Board
- Comprehensive Pre-Application Process (4 meetings) with
- Eastleigh Borough Council Planning Department
- Pre-Application meeting with Hampshire County Council Highways and LLFA
- Public Consultation Event

A summary of the Pre-Application feedback is included in Section 3.3 and a summary of the Public Consultation feedback in included in Section 3.4. A Statement of Community Involvement has been prepared and submitted as part of the application.

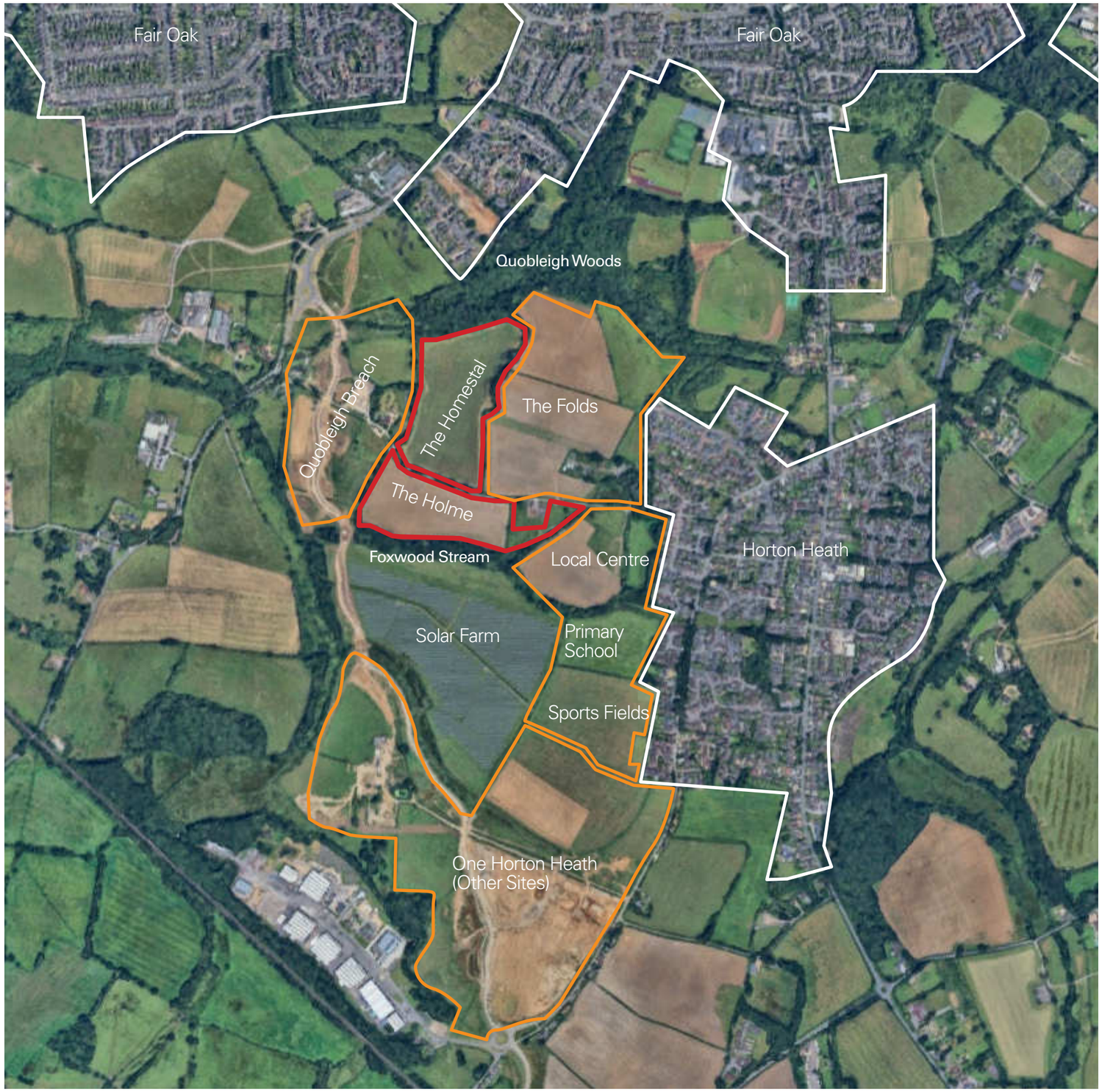
Consultation Meetings/Events	
Design Code Meeting	13.05.25
Pre App 01	18.06.25
OHH Board Presentation 01	23.06.25
Pre App 02	10.07.25
HCC Highways Pre App	31.07.25
Pre App 03	14.08.25
OHH Board Presentation 02	16.09.25
Public Consultation	18.09.25
Pre App 04	25.09.25

2.0 Site

2.1 Site Location

One Horton Heath lies immediately to the west of the existing Horton Heath village and to the south of Fair Oak. The Holme, The Homestal and The Folds lie to the northern end of One Horton Heath and close to the proposed new local centre.

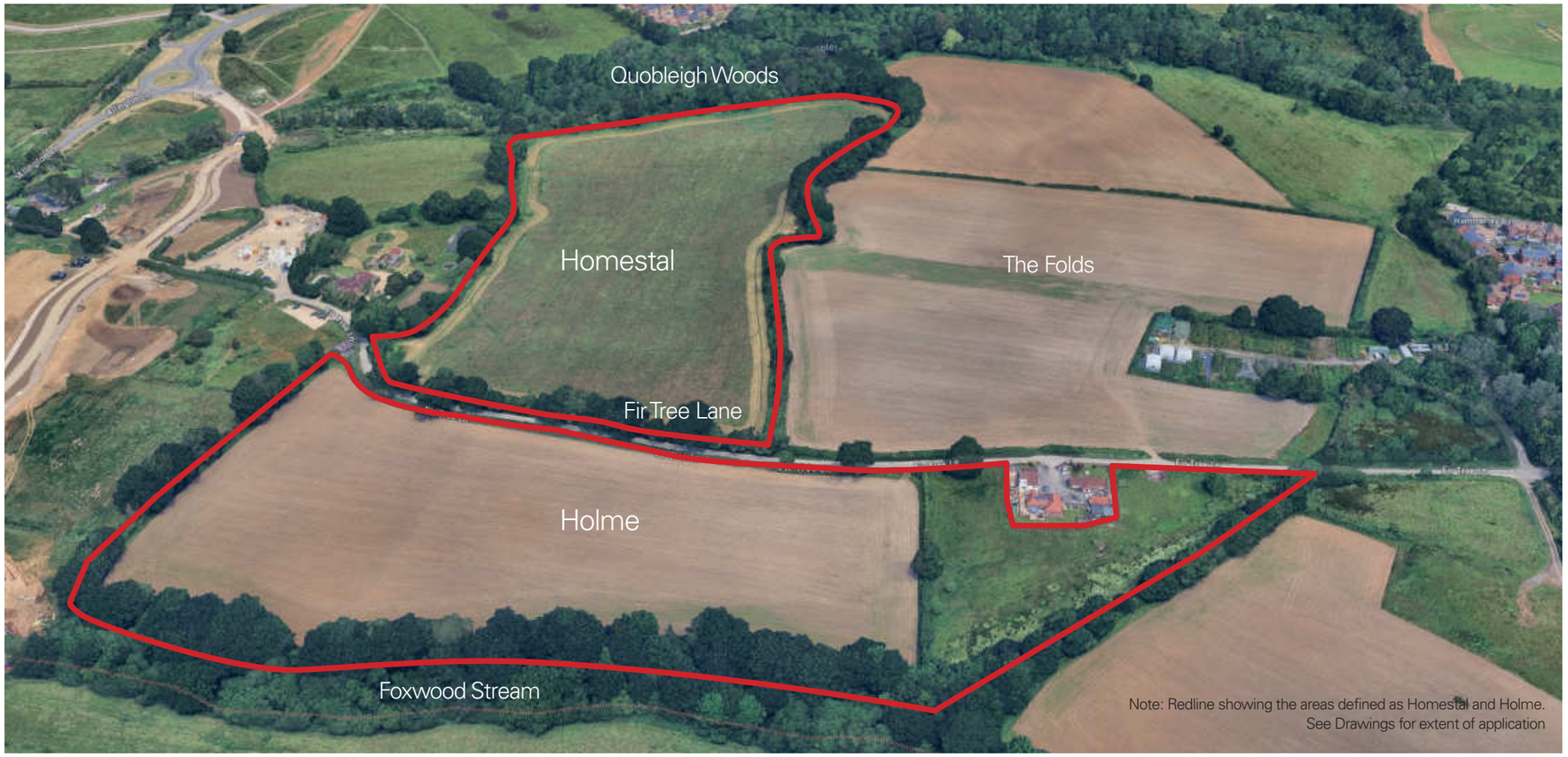
Quobleigh Woods lies immediately to the north and Foxwood Stream to the south. Quobleigh Breach, concurrently being developed for a Reserved Matters Application lies immediately to the west.



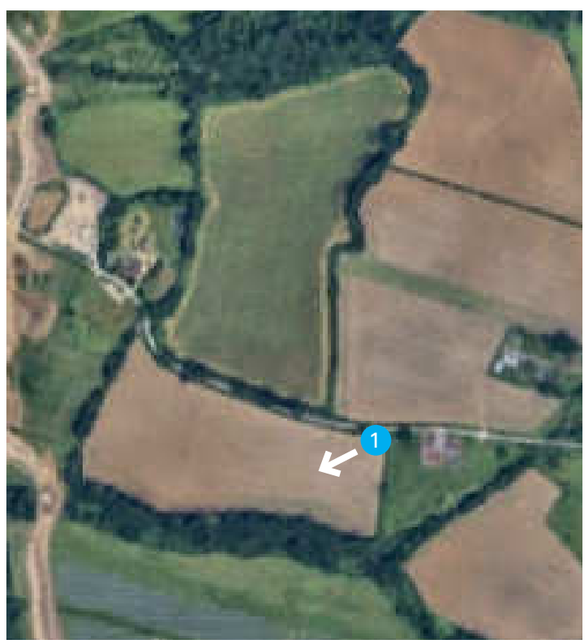
Note: Redline showing the areas defined as Homestal and Holme. See Drawings for extent of application

2.0 Site

2.2 Site Context



Note: Redline showing the areas defined as Homestal and Holme.
See Drawings for extent of application





1 Panoramic view looking towards Foxwood Stream

2.0 Site

2.2 Site Context


1 Fir Tree Lane looking west


2 Fir Tree Lane looking east


3 Existing garage requiring access



4 Homestal site looking north east towards Quobleigh Woods


5 View looking west towards gap in hedge for proposed Greenway





6 Homestal site looking south west towards Fire Tree Lane and Fire Tree Cottage

2.0 Site

2.3 Outline Planning

Outline Planning Permission ('OPP') for One Horton Heath Masterplan was granted (LPA ref no. O/20/89498) in October 2025.

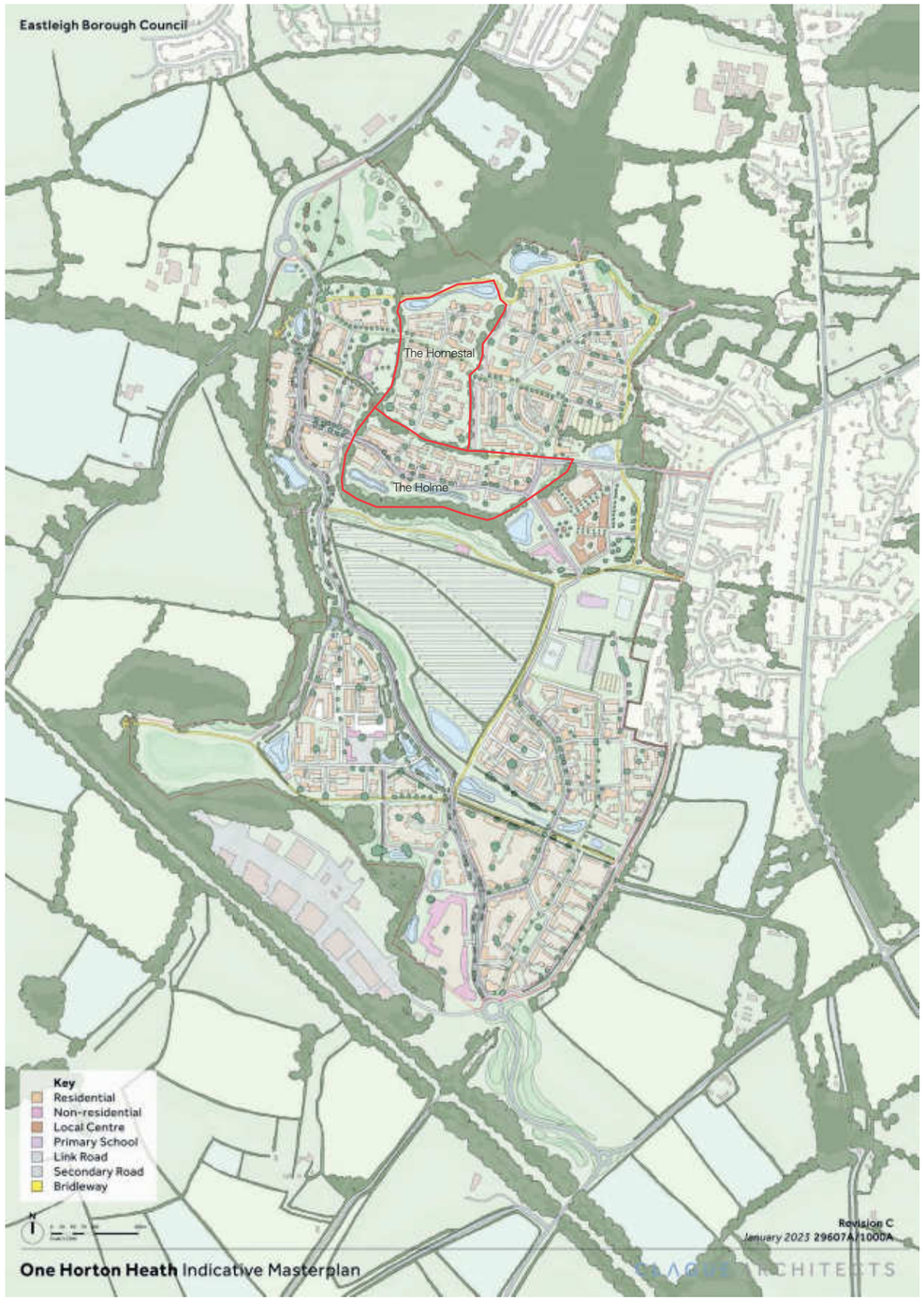
Planning Condition 1 states that:

The development hereby permitted shall be implemented in accordance with the following plans:

- Amended Red Line Plan EAST200403_RLP.01
- Amended Access Parameter Plan EAST 200403_PP 0
- Land Use Parameter Plan EAST 200403_PP 02
- Green Infrastructure Parameter Plan EAST 200403_PP 03
- Amended Building Heights Parameter Plan EAST 200403_ PP 04
- Fir Tree Lane General Arrangement plan 3592A.05 Rev A
- Fir Tree Lane Improvements Plan 3592A.03 Rev B

Planning Condition 6 states that:

Unless otherwise agreed in writing by the Local Planning Authority, all development shall be in broad accordance with the Illustrative Masterplan ref 29607A/1000A Rev C and Indicative Phasing Plan February 2023 ref 30454G/1000A.



Note: Redline showing the areas defined as Homestal and Holme.
See Drawings for extent of application

2.0 Site

2.3 Outline Planning

Access Parameter Plan

The RM proposals comply with the Access Parameter Plan.

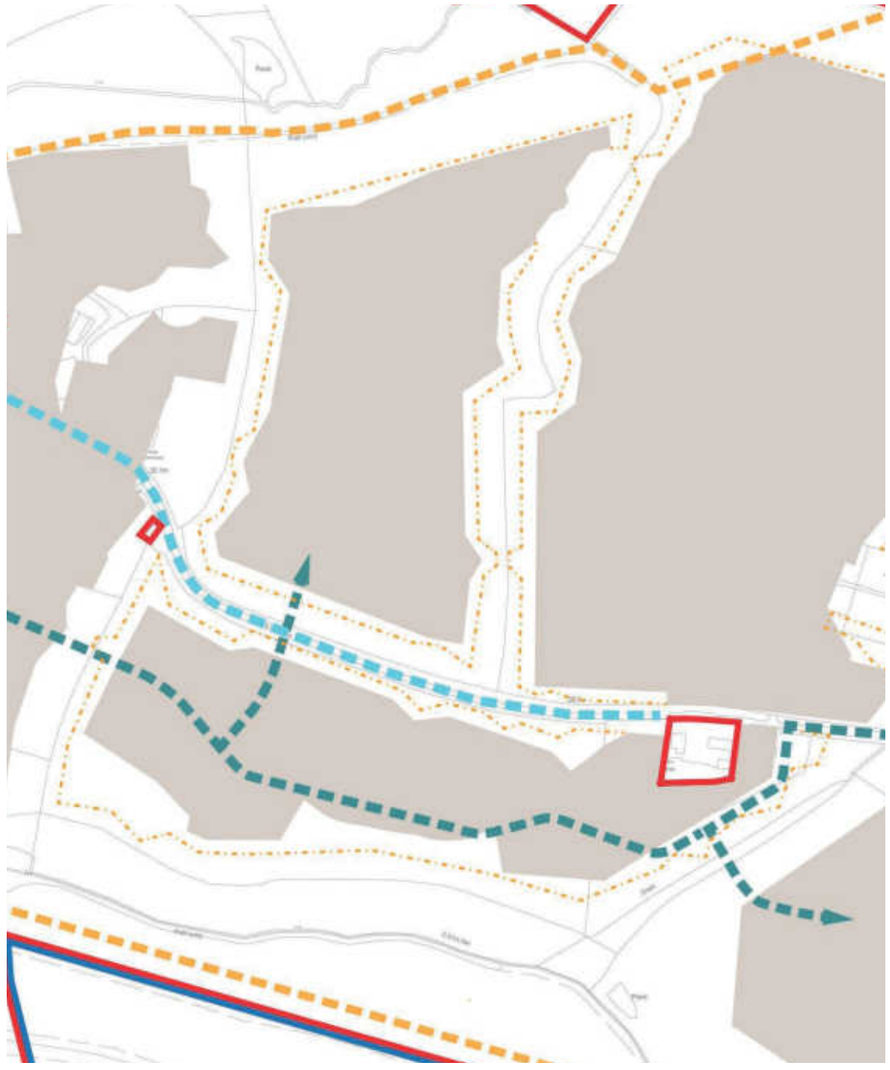
The new SIDS Road (Foxwood Road) runs east west through The Holme connecting Parkside to the existing highways and to the proposed new local centre. Two access roads heading north from Foxwood Road are illustrated on the parameter plan, providing access to The Homestal and The Folds. A second access road connects into the Folds, included on the masterplan but not the parameter plan.

Fir Tree Lane is proposed to be closed to vehicular traffic and become a pedestrian/cycle bridleway. Vehicular access is maintained to the existing Fir Tree Cottage and vehicular access is provided to the existing garage immediately to the north west of The Holme via The Homestal.

Land Use

The RM proposals comply with the Land Use Parameter Plan.

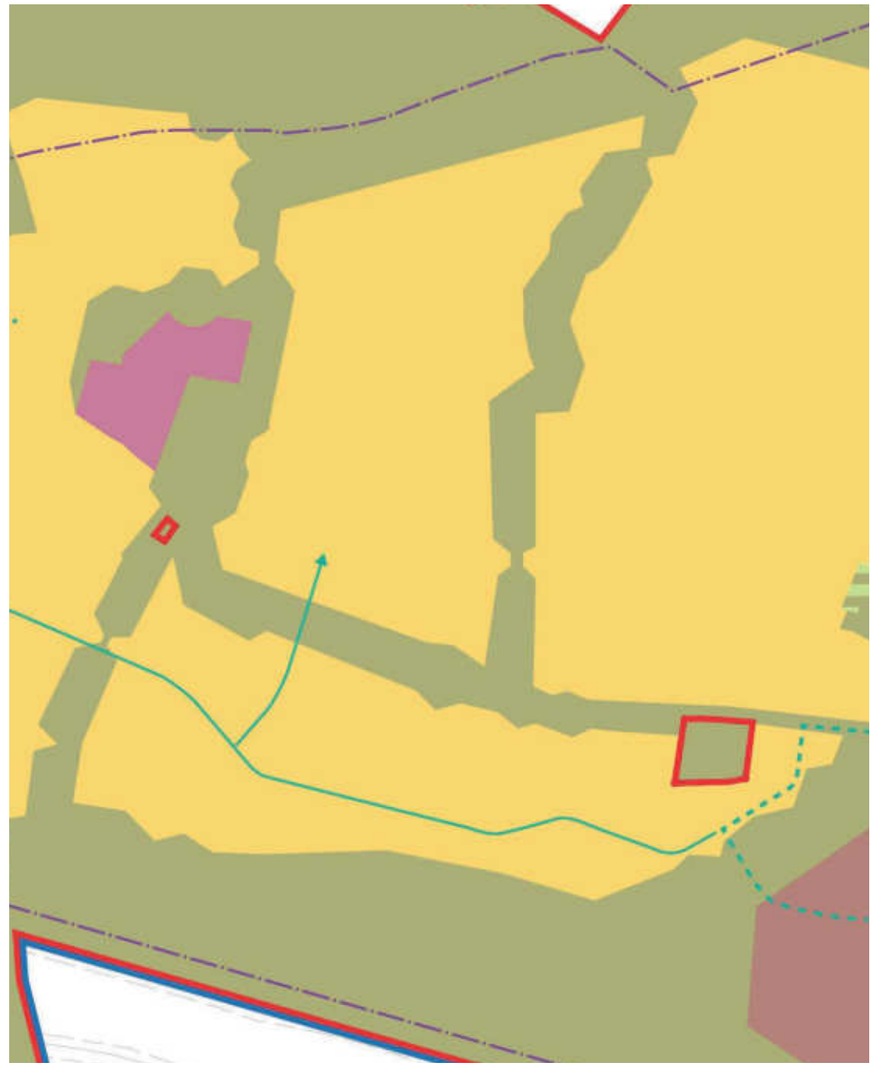
The proposals for Holme and The Homestal comprise Residential (C2-C3) to include secondary and tertiary streets, cycle and footpaths, Open Space, Areas of Play and SuDS features only.



Access

- Site Boundary
- Other land in applicant's control
- Indicative Link Road
- Indicative internal distributor road
- Potential internal distributor route
- Existing PRoW upgraded to bridleway (some subject to diversion)
- Existing vehicular rights restricted (except for access)
- Vehicular, cycle & pedestrian site access
- Cycle & pedestrian site access
- Pedestrian site access
- Area of built development
- Extent of Land Use Area (see Land Use Parameter Plan)

*All features and areas shown to a tolerance of 10m (PRoW routes subject to greater tolerance to accord with any proposed Diversions Orders)



Land Use

- Site Boundary
- Other land in applicant's control
- Indicative Link Road
- Indicative Internal distributor road
- Potential internal distributor routes
- Proposed Bridleway
- Residential (C2 & C3) to include secondary & tertiary streets, cycle & footpaths, Open Space, Areas of Play & SuDS Features
- Mixed Use (C2/C3, E, F.1, F.2 & Sui Generis)
- Employment (E(g), B2 & B8) plus ancillary E(a), E(b) and Sui Generis uses. Any B2 uses will be located at least 20m from any C2/C3 uses
- Residential (C3) and Employment (E(g) (Residential restricted to above ground floor
- Primary school including sports pitches & outside fields (F.1)
- Allotments
- Formal Sports Provision - including parking and maintenance (F.2)
- Open space (including drainage features, cycle & footpaths, retained vegetation & planted areas, vehicle connections, ecological mitigation features, areas of play
- Existing development
- Destination Play Provision

2.3 Outline Planning Permission

Green Infrastructure Parameter Plan

The RM proposals comply with the Green Infrastructure Parameter Plan.

The parameter plan illustrates the area of built development, the existing green infrastructure to be retained including trees and hedgerows, and indicative locations of SuDS features, all features being shown to a tolerance of 10m. The RM proposals have been designed in collaboration with our arboricultural and ecological consultants and are compliant with the green infrastructure parameter plan.

Building Heights Parameter Plan

The RM proposals comply with the Building Heights Parameter Plan.

The parameter plan indicates a maximum height of 4 storeys across the whole of built development area, apart from a small section in the north-west corner of The Homestal, reflecting the sensitivity of the listed Fir Tree Farm building immediately to the west. The RM proposals are a compliant with the building heights parameter plan.



Green Infrastructure

- Site Boundary
- Other land in applicant's control
- Indicative Link Road
- Indicative Internal distributor road
- Potential internal distributor routes
- Area of built development
- Extent of Land Use Area (see Land Use Parameter Plan)
- Relocated Solar Panels
- Indicative location for SuDS features (basins & attentuation ponds
- Retained Water Feature
- Existing watercourses
- Allotments
- Formal Sports Provision
- Informal Open Space
- Existing Woodland to be retained
- Existing trees to be retained
- Existing hedges to be retained
- Existing hedges to be enhanced
- Existing hedges that could be lost
- Potential proposed new hedgerow
- Destination Play Provision



Building Heights

- Site Boundary
- Other land in applicants control
- Up to 2.5 storeys. Max ridge height 9m (from existing ground levels +/- 2m)
- Up to 3 storeys. Max ridge height 12m (from existing ground levels +/- 2m)
- Up to 4 storeys Max ridge height 15m. (from existing ground levels +/- 2m)
- Extent of Land Use Area (see Land Use Parameter Plan)
- Existing ground levels
- Indicative Link road
- Indicative Internal distributor
- Potential internal distributor routes
- Existing Retained Building
- Landmark/wayfinding element. Up to 6 storeys Max ridge height 24m with maximum footprint 500sq.m (from existing ground levels +/- 2m)

2.0 Site

2.3 Outline Planning Permission

Design Code

The RM proposals for The Holme and The Homestal have been developed in line with the OHH Design Code July 2021, consented as part of the Outline Planning, and the revised Design Code Aug 2025, which was consulted on last in August and September 2025.

The proposals have been developed with consideration of the principles of the Design Code under the headings:

Movement

Nature

Public Spaces

Identity

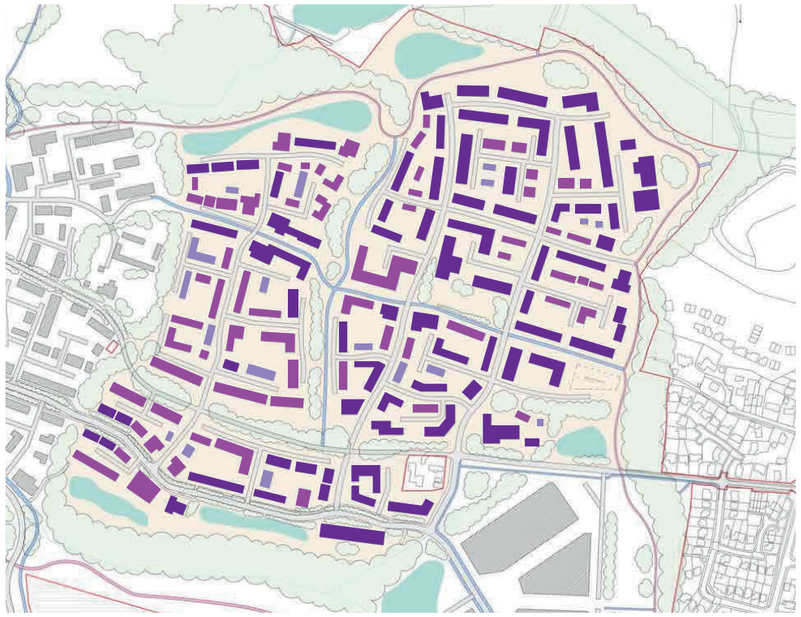
Built Form

Uses

Houses and Buildings

This page includes a few extracts from the Design Code Aug 2025 version that we have used to inform the proposals.







Roof covering


Slate-fibre slate


Plain tile (red/blue)


Large format concrete


Urban / rural brown tile

Elevation - Main


Urban buff multi brick


Yellow brick


Urban / rural red brick


Urban / rural white brick

Elevation - Feature


Black cast effect


Grey casement windows


White casement windows


Black weatherboard boarding

2.0 Site

2.4 Specialist Site Assessments

2.4.1 Topography

A full topographical survey has been undertaken by Encompass Surveys for the whole One Horton Heath site, with additional recent survey updates undertaken for the RM parcel.

The ground slopes down from east to west across The Homestal site with a change of level of approx 7m from SE corner down to NW corner. The ground slopes from north to south across The Holme site down towards the existing watercourse Foxwood Stream, with a change of level of approx 6-7m.

2.4.2 Ground Conditions

Stantec Hydrock Limited (Stantec) was commissioned to carry out site investigations.
A report on the ground conditions, including comments on groundwater has been submitted with this application.



2.0 Site

2.4.3 Trees and Hedges

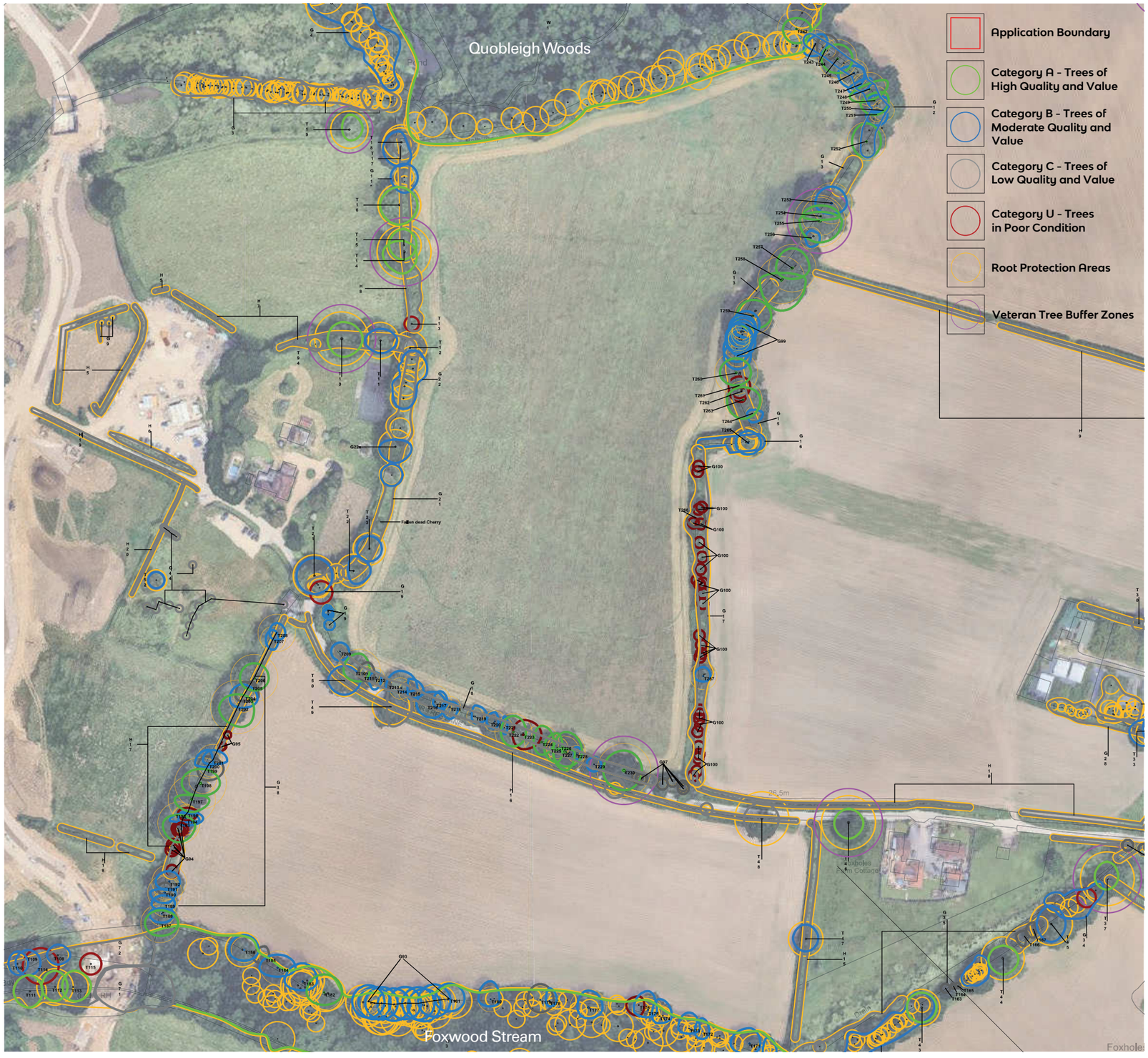
A full arboricultural survey and AIA have been carried out by Tyler Grange and these have been submitted as part of the RM application. The image on this page is the Tree Constraints Plan overlaid onto and aerial photo and the text below is an extract from the report.

The Homestal is bound by dense woodland of Quobleigh Woods to the north which visually and physically separates the Site from the built form of the new residential development to the north-west along Allington Lane. An established hedgerow runs along the entirety of the Site's eastern boundary, separating the two sites from the Folds, and another established hedgerow exists on the western boundary, beyond which is the Quobleigh Breach RM parcel.

The majority of the site tree stock is situated along the field boundaries, with few internal arboricultural features beyond sections of low-quality hedgerow. High (Category A) and moderate (Category B) quality trees and groups are well represented across the site, comprising mature specimens, structured woodland areas, and groups of trees typical of the Horton Heath landscape.

As part of the 2025 survey updated a full veteran tree survey was undertaken. Eight veteran trees were identified located on or adjacent to the site boundaries of The Holme and The Homestal.

The proposals will require the removal of five moderate-quality (Category B) trees and several lower-quality (Category C) trees due to site constraints. All high-quality trees are to be retained. Minor incursions into Root Protection Areas (RPAs) have been identified and appropriately mitigated in accordance with BS5837:2012. The proposals are otherwise located outside designated RPAs and veteran tree buffers, ensuring no significant adverse arboricultural impacts. Accordingly, the development is considered consistent with Policies DM1 and HH1.



2.0 Site

2.4.4 Ecology

An Ecological Impact Assessment and Habitats Regulations Assessment has been carried out by Johns Associates and these have been submitted as part of the RM application.

The following habitat surveys have been undertaken:

Badger Survey

In summary, there is evidence that the site is used by occasional badger traversing the site. No evidence of a main sett, heavy usage of badger (well-worn runs) or snuffle holes were found during the survey.

Dormouse Survey

Hazel dormouse have been confirmed within the southern boundary of Quobleigh Wood and within the line of trees and scrub which extends south from the woodland between The Folds and The Homestal. It can be assumed that dormouse are present within all suitable hedgerows and tree-lines within the site since all are connected with this habitat and to the woodland habitat to the south of the Holme. Dormouse was not recorded within the northern edge of the southern woodland parcel, however this edge habitat was sub-optimal for dormouse.

Reptile Survey

There is a Good Population of breeding slow worm within the southern boundary of Quobleigh Woods. There is a Low Population of slow worm within the northern boundary of The Holme along the southern boundary of Fir Tree Lane. Two common toads were recorded within the northern boundary of The Holme along the southern boundary of Fir Tree Lane. Two common lizards were recorded 196m to the west of the western boundary of The Homestal.

2.4.5 Flood Risk

The existing site drains to the Fair Oak Stream to the north, which is a 'main river' and a tributary of the River Itchen. The southern portion of the site drains to the Foxwood Stream.

The Holme and Homestal 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 from rivers (Fluvial Flood Risk).

The Environment Agency (EA) Surface Water Flood map shows there is no risk of surface water flooding except for a small portion of the western boundary of the Homestal and the South Eastern boundary of The Holme.

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), 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.



Flood Zone Map



Surface Water Map

Note: Redline showing the areas defined as Homestal and Holme.
See Drawings for extent of application

2.4.6 Heritage and Archaeology

A Built Heritage Assessment and an Archaeology Statement have been prepared by Cotswold Archaeology and these have been submitted as part of the RM application.

Built Heritage

The assessment examines the effects of the RM proposals on the significance of Fir Tree Farmhouse, a Grade II Listed Building which lies adjacent to the development site.

Fir Tree Farmhouse was built in the 18th century and comprises a polite good status country house formerly associated with a courtyard farmstead to the south which was demolished in the 20th century. It was historically set within an associated wider field-scape which is agricultural in character, and its immediate setting comprises a spacious enclosed garden.

This physical change in the character of the environs of the farmhouse will alter the understanding and appreciation of the Listed Building as a farmhouse within a rural landscape, and thus some of its historic illustrative interest. The level of effect is found to be less than substantial harm such that its significance is reduced but still appreciable. As per paragraph 215 of the NPPF 2024, the harm found as a result of the proposals to the significance of Fir Tree Farmhouse should be placed in the planning balance against the public benefits of the wider scheme, as set out within the Planning Statement.

Archaeology

The archaeological assessment has determined that there is some potential to encounter artefacts of prehistoric date, especially Mesolithic, based on previously recorded artefacts within the surrounding study area and the presence of localised alluvium deposits within parts of the Site.

Whilst there is a slight potential for the presence of buried archaeological remains within the Site, due to a focus on agriculture from at least the medieval period onwards, such remains are likely to be of little to no significance. Any such remains are likely to reflect evidence of agricultural practices in the form of infilled field boundaries, plough furrows and residual or unstratified artefacts.

Any buried archaeological remains within the Site would be impacted by the proposed ground-works, however they would be unlikely to represent an absolute constraint on development, and no archaeological remains were encountered during the link road evaluation to the west of the Site.

However, as parts of the Site are still in agricultural use, impacts from previous works are likely to be more limited. As such, further archaeological investigation may be required and the scope of such works, which can be secured as a condition to planning permission, will be agreed with the archaeological advisor at Hampshire County Council.

2.4.7 Transport and Access

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.

Opening 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 development parcels of Quobleigh Breach, The Parkside, 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 3.0m 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 site through The 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.

2.0 Site

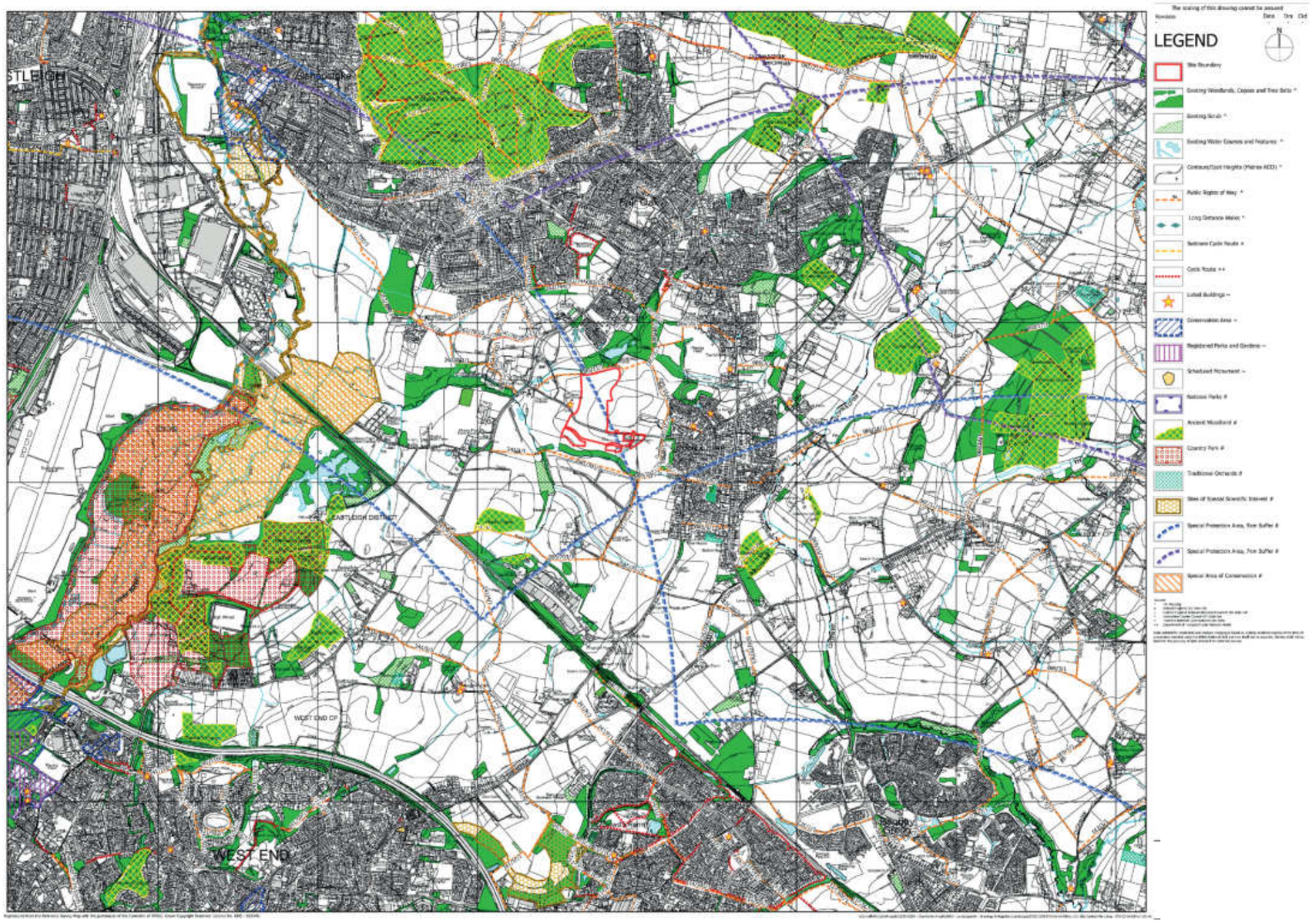
2.4.8 LVIA

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.



2.0 Site

2.4.8 LVIA

Character of the Site Vicinity and Visual Appraisal

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 nearby 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.



LEGEND

N

Site Boundary

Existing Water Courses and Features ^

Contours/Spot Heights (Metres AOD) ^

Public Rights of Way *

Listed Buildings ~

Site Appraisal

Location of Photographic Viewpoints (Site Appraisal Photographs: A-?)

Sources:
^ OS Mapping
~ Historic England National Monument Record GIS Data Set
* Hampshire County Concil GIS Data Set

Aerial Photograph
© 2025 Microsoft Corporation © Maxar © CNES (2025) Distribution Airbus DS

Data collated for constraints and analysis mapping is based on publicly available sources at the time of preparation inserted using the British National Grid and may itself not be accurate. Stantec shall not be liable for the accuracy of data derived from external sources.

Extract from LVIA documents

2.0 Site

2.4.8 LVIA



Site Appraisal Photograph A



Site Appraisal Photograph B



Site Appraisal Photograph C

2.0 Site

2.4.8 LVIA

Approximate Extent of the Site



Site Context Photograph 1: View south from PRoW 085/11/1 Fair Oak and Horton Heath

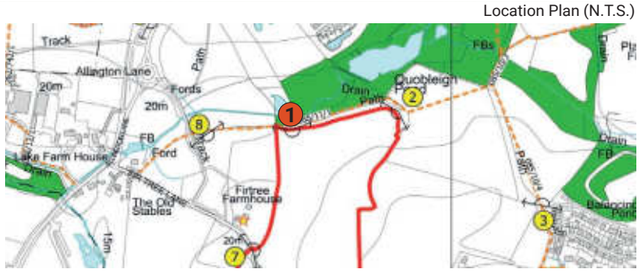
This panorama is not to scale. For contextual information only

90° Horizontal field of view extract



Easting / Longitude:	448681 / -1.308282°	Date Taken:	06/09/2025
Northing / Latitude:	117673 / 50.95643°	Camera:	Canon 6D (Full Frame Sensor)
Elevation:	18.1 (m AOD)	Lens:	50mm fixed lens
Distance to the Site:	0m		
Visualisation Type:	Type 1 Annotated Viewpoint Photograph	Drawn By:	ML
Enlargement Factor:	100%	Checked By:	IK
Projection:	Cylindrical	Approved By:	HG

Location Plan (N.T.S.)



Project Number: STA-ZZ-XX-RP-L-0001
Project Name: One Horton Heath - The Holme and Homestal

Site Context Photographs

View at a comfortable arm's length @A1

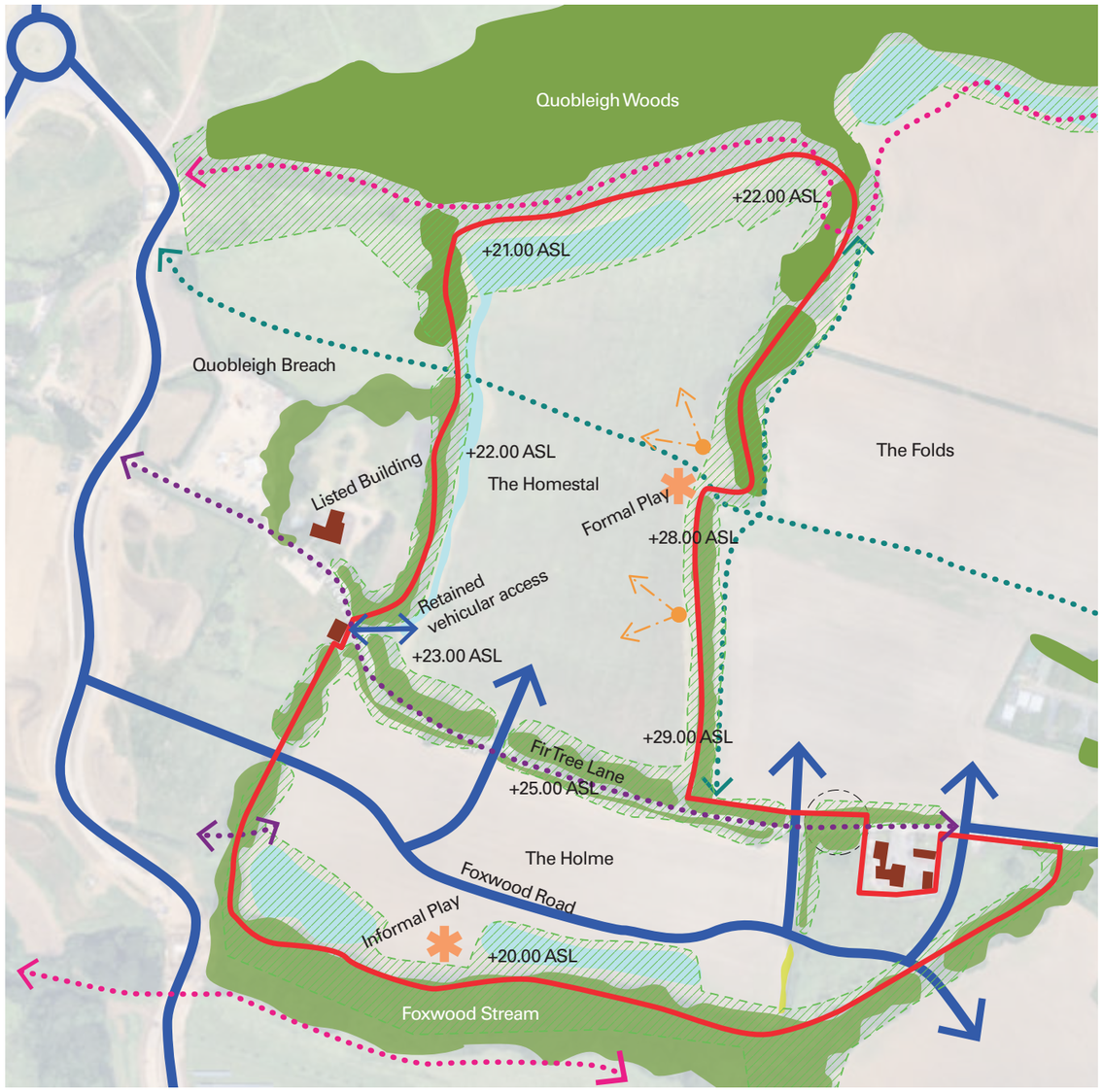
Stantec

2.0 Site

2.5 Site Constraints Overview

- Red Line Boundary
- Swales & SuDs
- Green Infrastructure
- Removed Hedges
- Site Highpoint
- Various Green Buffers
- Existing [Retained] Buildings
- Play Feature [Formal/ Informal]
- Public Right of Way
- Public Route [No Vehicles]
- Pedestrian & Cycle Route
- Main Vehicular Access Routes





Note: Redline showing the areas defined as Homestal and Holme.
See Drawings for extent of application

2.6 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

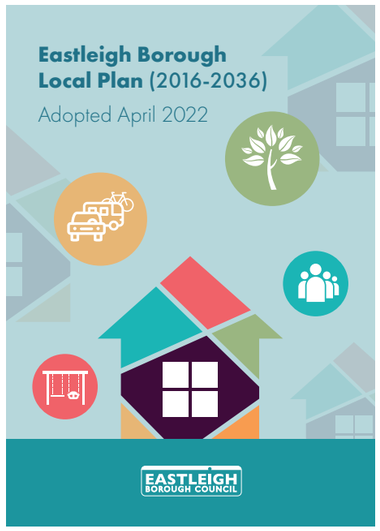
2.6.1 Eastleigh Borough Local Plan

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 RM proposals have been developed in accordance with the following relevant 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 Residential Development
– Policy DM33: Provision of Recreation and Open Space Facilities



2.6.2 National Planning Policy Framework

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:

1. An economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

2. A social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

3. An environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

Chapter 5, Delivering a Sufficient Supply of Homes, requires sites with permission are developed without delay, with the overall aim to address an areas identified housing need.

Chapter 8, Promoting Healthy and Safe Communities, requires planning decisions to aim to achieve healthy, safe and inclusive places which promote social interaction, are safe and accessible, and enable and support healthy lives. Access to networks of high-quality open spaces that deliver benefits for well-being and nature is also encouraged.

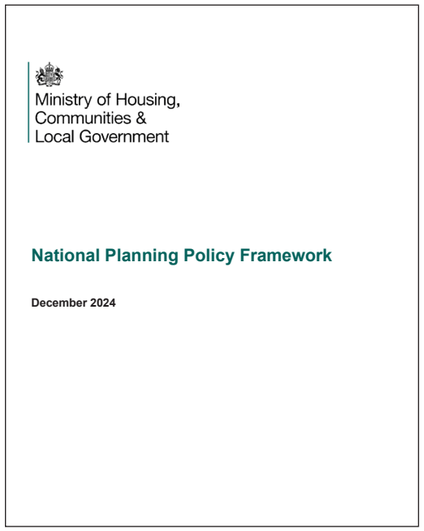
Chapter 9, Promoting Sustainable Transport, highlights how sustainable transport options should be considered at the earliest stages when creating development proposals, ensuring that patterns of movement, streets, parking, and transport considerations are integral to the design of schemes whilst encouraging modes of active travel. Proposals are also required to follow the transport hierarchy set out in Paragraph 117 to create places that are safe, secure, and attractive.

Chapter 11, Making Effective Use of Land, highlights the need to promote an effective use of land to meet housing needs, as well as those of other uses. This includes measures such as the use of appropriate densities, accounting for area-based character assessments, design codes and masterplans to ensure land is used efficiently, whilst also ensuring the density can be balanced with creating beautiful and sustainable places.

Chapter 12, Achieving Well-Designed Places, highlights that achieving well-designed places is a key aspect of sustainable development.

Chapter 14, Meeting the Challenge of Climate Change, Flooding and Coastal Change, highlights the need for the planning statement to support the national transition to Net Zero by 2050 by taking full account of climate impacts, including overheating, water scarcity, and storm and flood risks.

Chapter 15, Conserving and Enhancing the Natural Environment, requires decision-makers to apply the mitigation hierarchy set out in Paragraph 193 when considering the potential impact of developments on biodiversity.


Ministry of Housing,
Communities &
Local Government

National Planning Policy Framework

December 2024

2.6.3 Supplementary Planning Documents

Quality Places SPD 2011

The Quality Spaces SPD provides guidance for those involved in creating new spaces and buildings in Eastleigh. This, in summary, requires that new developments are designed as to meet the practical and everyday needs of residents, visitors and employees. The SPD highlights how this can be achieved through several chapters which detail how aspects of accessibility, layout and massing, site context, residential amenity, and architectural details should be considered and implemented into schemes.

Quality Places SPD (emerging)

This is an emerging SPD aimed at updating and replacing the existing 2011 Quality Places SPD to bring the SPD in line with local and national policy to implement a change in strategy for accommodating denser development within Eastleigh, and to recognise rise of new pressing issues that the design of residential development needs to address, for example the climate and biodiversity emergencies. Further consultation of the emerging Quality Places SPD is likely to begin in December 2025.

Parking Standards SPD (2025)

The Parking Standards SPD sets the expected parking provision for new developments. These new standards allow for a range of parking to come forwards on the basis of site location, local facility provision and access to alternatives modes of public transport. EBC's Parking Standards SPD has informed the development of a bespoke parking strategy that reflects the future vision of the site.



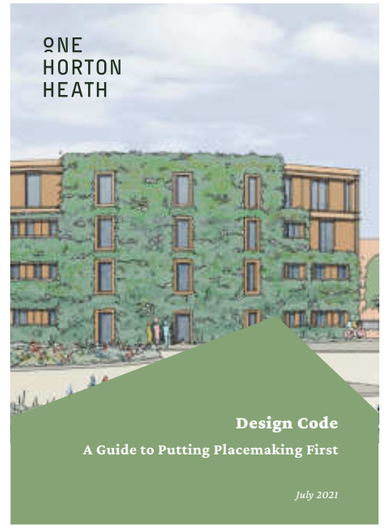


2.6.4 One Horton Heath Design Code

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.





3.0 Design Evolution

3.1 Layout Concept

One of the primary objectives of the masterplan is the creation of a place with easy and everyday connection with nature, as stated within the Design Code:

> One Horton Heath puts natural capital at the heart of the development by integrating existing, and incorporating new, natural features that support quality of place, biodiversity, and water management. Access to nature will be available for all.

The layout structure of The Holme and The Homestal has partly been predetermined by the masterplan, such as the Foxwood Road alignment and location of primary junctions, Fir Tree Lane being designated as a bridleway, the Greenway cycle route running east west through Parkside, and the SuDS features.

The RM proposals include a new north south route from Foxwood Road running up through the centre of The Homestal. This secondary road provides vehicular access to The Homestal, but is conceived as a green spine connecting the Foxwood Stream woodland to the south through to Quobleigh Woods to the north. Both areas of mature, protected woodland are fronted by informal open space, with a landscape partly informed by the wetland planting around SuDS basins. The green spine forms the backbone of the layout structure, helping to create a place that is defined by the existing green infrastructure.

A simple layout of urban parcels, moulded to the existing shape of the land, helps to deliver the requisite density of development whilst retaining views and connection to the green edges on all sides.

Within The Holme, larger apartment buildings are located within the large open space to the south, protecting views down towards the woodland to the south and creating a distinct and clearly legible character along Foxwood Road as it approaches the new Local Centre.



3.0 Design Evolution

3.2 Urban Design Framework

Vehicular Access

Foxwood Road serves as the main vehicular route connecting Parkside through to the new proposed local centre (1). Key junctions are marked with key elevations/buildings to assist with way-finding (2). The secondary road serving The Homestal is proposed as a Green Spine (3), providing access to the tertiary roads (4), parking courts (5) and leading down to Quobleigh Woods (SANG) (6). In order to provide a positive edge to the green infrastructure the boundary is proposed to be free of any vehicular access.

Pedestrian/Cycle access

The car free Greenway (7) runs east west connecting Parkside through to the proposed local centre. Fir Tree Lane will be downgraded to a pedestrian/cycle bridleway (8). A continuous footpath will run round the perimeter of the parcels (9), providing access to properties around the perimeter but also safe and attractive walking/running routes.

Street frontages, edges and corners

Key street frontages will form defined edges to Foxwood Road and to the Green Spine running through The Homestal (10). A more broken edge (11) is proposed where the development meets the green infrastructure, allowing the edge of the built form to respond to the irregular boundary line and provide a more contextual, rural edge to the natural boundary.

Thresholds, **gateways**

The retained mature green boundaries serve to provide natural thresholds between the parcels. The built environment is used to help create distinct and legible gateways that help mark key junctions.



Main vehicular access routes
Fir Tree Lane- Public Route (no vehicles)
Greenway- Pedestrian & Cycle Route
Footpath
Public Right of Way
Emergency/Delivery/Refuse Vehicle route through parking courts
Built development
Parking Courts
Primary street frontages
Secondary street frontages
Key buildings
Key gateways/junctions
Play areas (locations in line with OHH Play Strategy)
SUDS Swales and Basins
Existing Green Infrastructure
Informal Green Space

3.0 Design Evolution

3.3 Pre-Application Process

Formal pre-application discussions have been ongoing with EBC and HCC Officers since June 2025, covering the evolving design development of the scheme.

These pages summarise the design evolution and how this responded to Pre Application feedback.

Pre-Application 1 – 18 June 2025

Consideration of parking strategy, and balancing parking with landscaping
Designing passive surveillance of parking courts.
Potential arrangement of allotments.

- Further design considerations for location of apartments
- Further exploration of parking strategy
- Further development of central green spine and E-W green cycle way
- Accommodating a swale to the western boundary
- Developed street hierarchy and typical street sections



PreApp 01 & Board Presentation

3.0 Design Evolution

3.3 Pre-Application Process

Pre-Application 2 – 10 July 2025

Discussions on proposed layouts and emerging parking standards which would impact that.
Considered that parking allocations could potentially be lower than the levels stated in the SPD, subject to methods to support sustainable travel.

Holme

- Moving flat bocks to book-end southern swales and further away from the existing resident on Fir Tree Lane.
- Replacing the apartments to the East with houses.
- Reducing the number of vehicular access points to Foxwood Lane in the SW parcel
- Changing the shape of the SW swale to accommodate dwellings fronting the green space
- Reducing the scale of the two flat blocks in the centre of the Homestal to match the design code.

Homestal

- Reducing the scale of the two flat blocks in the centre of the Homstal to match the design code.
- Repositioning houses around the play area buffer
- Further development of the shape and size of the swale to the western boundary
- Stronger frontage to northern development boundary



PreApp 02

3.0 Design Evolution

3.3 Pre-Application Process

Pre-Application 3 – 14 August 2025

General Changes

- Shape and scale of swales adjusted to suit existing terrain and layout. Paths around swales adjusted to suit.
- Further consideration for paths between Green Infrastructure, PROW and adjacent sites.
- Relationship with green edges further refined
- Built form and gardens adjacent to existing hedges modified to be at least 5m away from hedges.
- Path removed from 5m buffer where possible

Holme

- Apartment block has been moved from the NE corner of Homestal to the southern side of Foxwood Road following comments from PreApp 2.
- Position of flat block on the East boundary which fronts onto Fir Tree Lane readjusted to accommodate cycle paths and access.
- Further integration of junction with Folds gateway.
- Junction with Homestal road adjusted to offer a green space North of Foxwood Road. Offering views across the green to the woodland and swales (through the green area south of Foxwood Road).

Homestal

- House types fronting the Northern green area adjusted
- Reduction in parking in the NE corner as a result of the apartment block moving.
- Adjustment to alignment of E-W green cycleway after location of access to Quobleigh parcel agreed.
- Loop road removed following specialist consultant review



PreApp 03

3.0 Design Evolution

3.3 Pre-Application Process

Pre-Application 4 – 25 September 2025

General Changes

- Development of character areas
- Developing street elevations
- Developing boundary treatment

Homestal

- Refinement of red-line-boundary
- Central Western block amended to be a courtyard block
- Western edge modified to be less straight
- Refinement of pedestrian paths around the site
- Refinement of parking locations and provisions

- Refinement of parking locations and parking courts
- Refinement of landscape approach

Holme

- Further clarity of greenspaces and extent of tree canopies
- Illustrated the landscape to the South of Foxwood Road
- Presented alternative locations for the Later living- showing other locations were inappropriate
- Rotated South-West apartment blocks in increase green space and views to the green space from Foxwood Road.
- Removed one block from the South-West parcel, south of Foxwood Road
- Reduced [with evidence] the parking provision for the later living block to the South East of Foxwood Road
- Further consideration for paths between Green Infrastructure, PROW and adjacent sites.

- Further clarity of greenspaces and extent of tree canopies
- Illustrated the landscape to the South of Foxwood Road
- Development of landscape strategies in major public areas



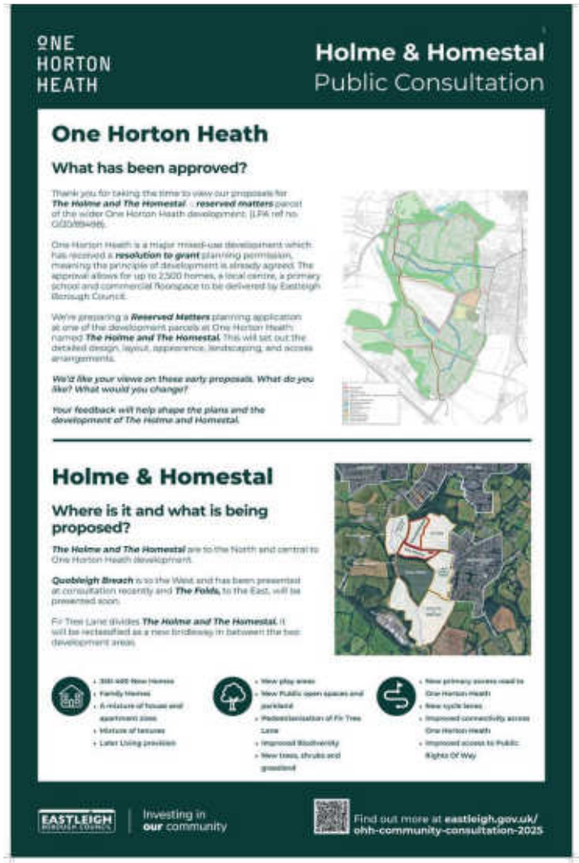
PreApp 03 Evolution

3.0 Design Evolution

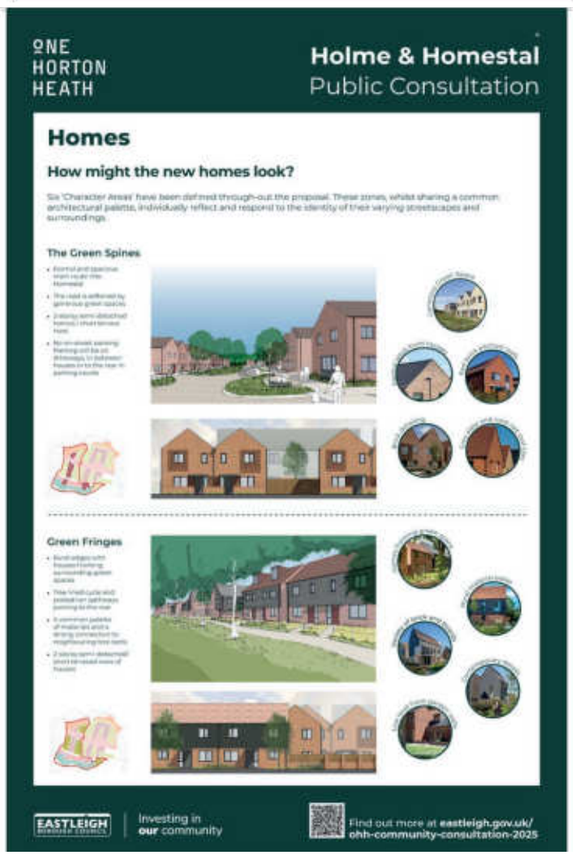
3.4 Public Consultation

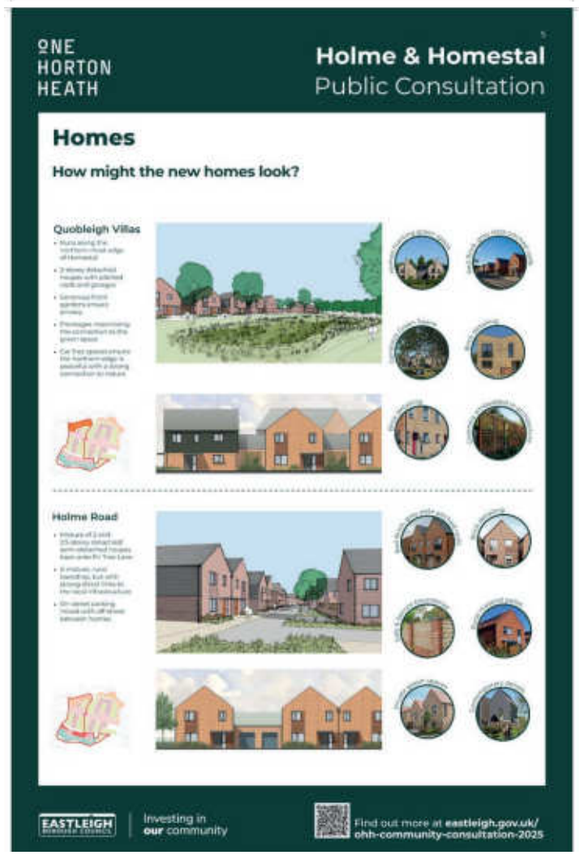
As part of the preparation of the Reserved Matters application for The Holme and The Homestal, a programme of public consultation was undertaken to engage with the local community and key stakeholders. This included both a digital consultation and an in-person exhibition event. The digital consultation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





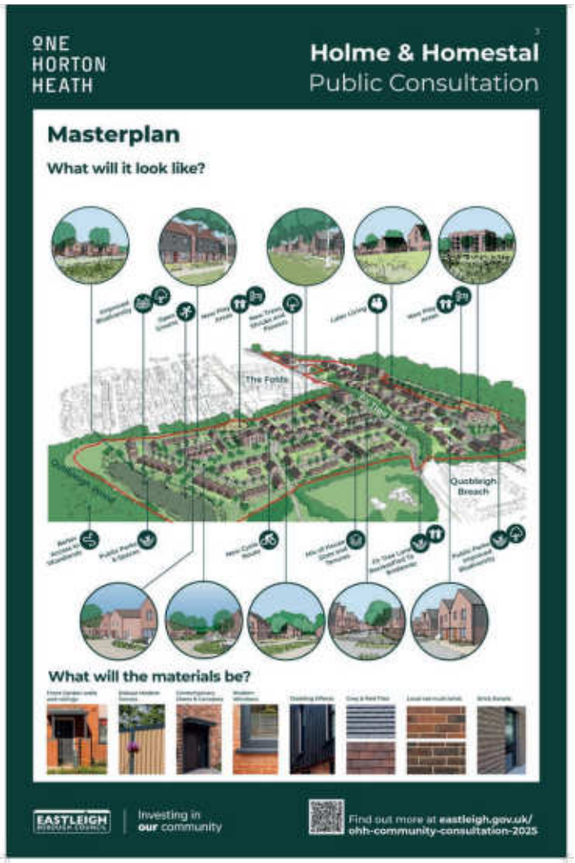




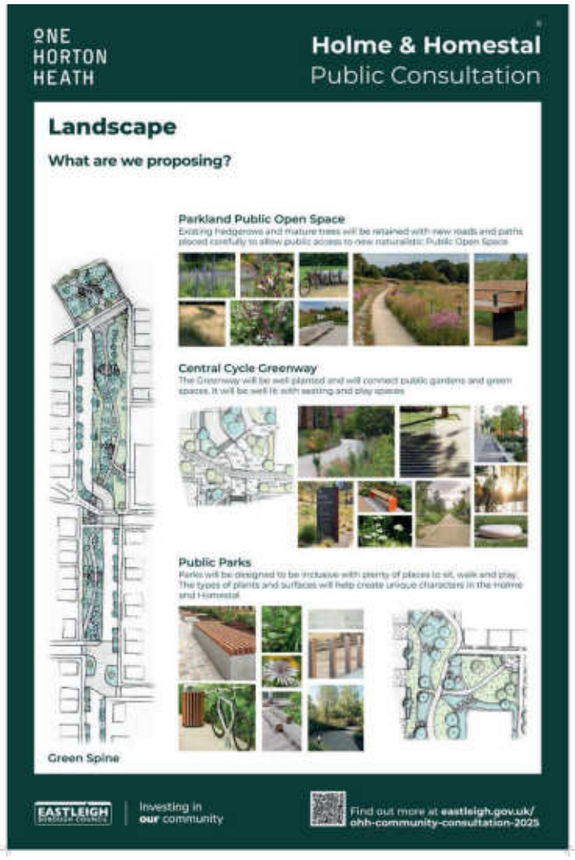


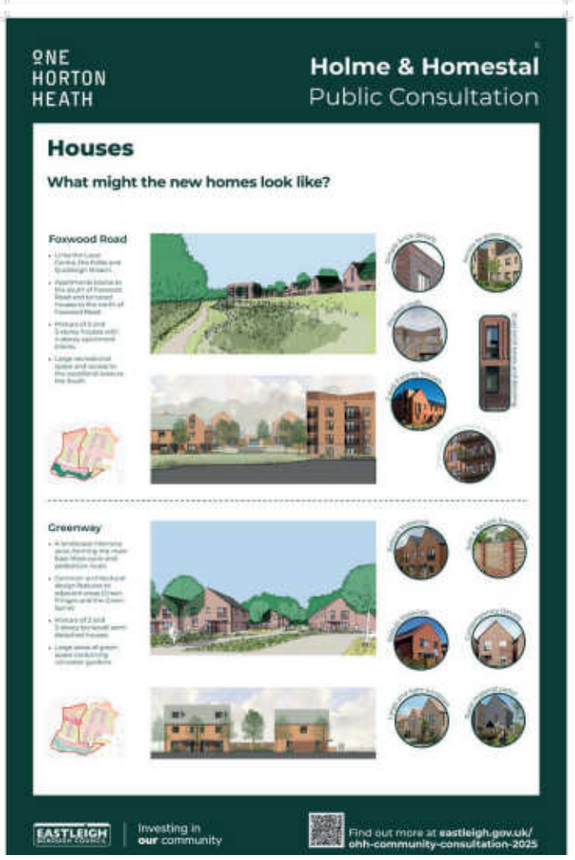
3.0 Design Evolution

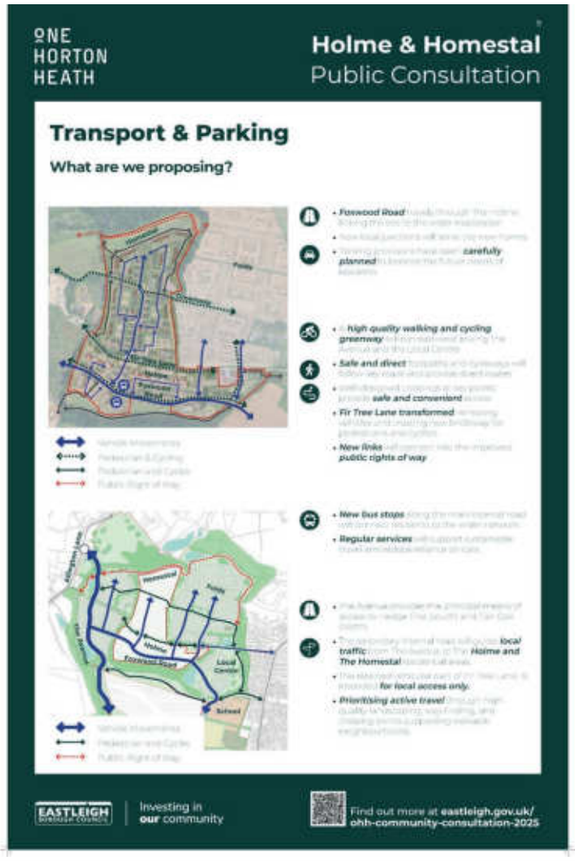
3.4 Public Consultation













4.0 Design Proposals

4.1 Site Layout

1 Foxwood Road
2 Access Road to The Homestal
3 Access Road to The Folds
4 Green Spine
5 Tertiary Roads
6 Greenway cycle/pedestrian route
7 Parking Courts
8 SuDS basins
9 PROW
10 Footpath to perimeter
11 Apartment Block
12 Natural Play Area
13 Type 2 Formal Play Area
14 Access to Local Centre
15 Later Living housing
16 Point of Pedestrianisation of Fir Tree Lane (westwards)

Key to Site Layout

- Site Boundary
- Existing Green Infrastructure
- Public Open
- Private Gardens
- Public Paths
- Parking Areas
- Play Areas
- SuDS basins



4.0 Design Proposals

4.2 House Types Plan



Key to House Types

- House Type B 2B4P
- House Type C 2B4P
- House Type F 3B5P
- House Type JJ 4B6P
- House Type KK 4B6P
- House Type LL 4B7P
- House Type M/N 2B4P/1B2P Maisonette
- House Type NN 3B6P
- House Type O 2B4P
- Apartment Blocks

4.0 Design Proposals

4.3 Access and Connectivity

Access and Movement for vehicles, pedestrians and cyclists has been designed in accordance with the OPA Access Parameter Plan and Illustrative Masterplan. A full Transport Assessment has been submitted as part of the RM application.

Vehicular Routes

Foxwood Lane forms the primary access route running east west through The Holme and is the subject of a separate application. A secondary road runs North providing access into The Homestal. Tertiary roads serve parking courts which also provide a vehicular route for emergency vehicles and waste collection.

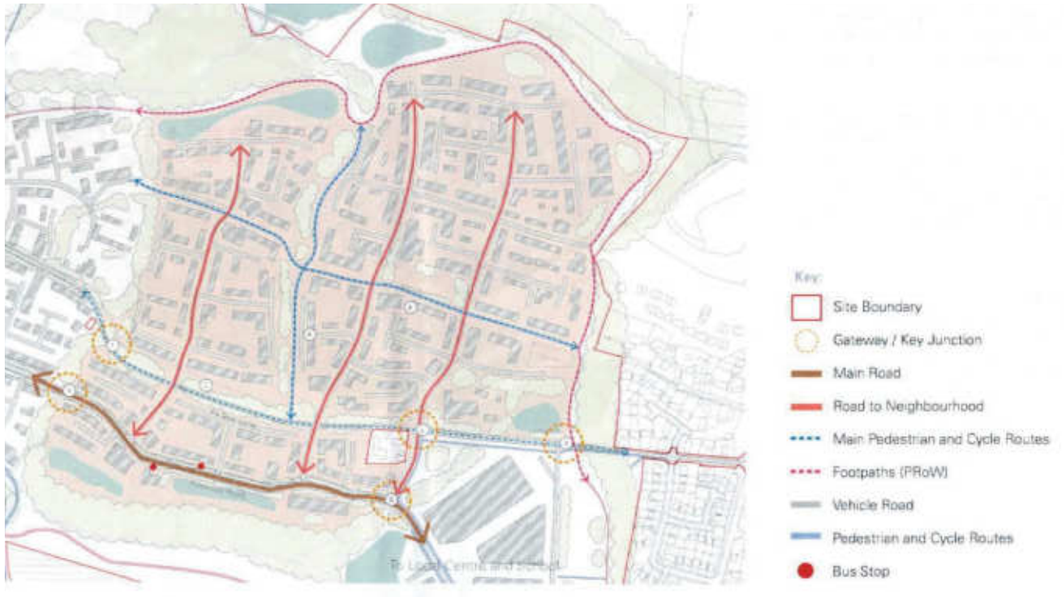
Pedestrian and Cycle routes

A comprehensive network of pedestrian and cycle routes is provided throughout The Holme and The Homestal, connecting into the wider network. Primary pedestrian/cycle routes are provided running along Foxwood Lane and Fir Tree Lane and the Greenway. A Public Right of Way runs along the southern edge of Quobleigh Woods at the northern boundary of The Homestal. Local footpaths create a walking route around the perimeter providing easy access to the existing informal open space.

Key to Access & Movement

- Primary Roads
- Secondary Roads
- Tertiary Roads
- Greenway (Cycle and Pedestrian Only)
- Primary Pedestrian/Cycle Route
- PROW
- Local Pedestrian Routes
- Bus Stop





Extract from Design Code

4.0 Design Proposals

4.4 Building Heights

The building heights range from 2-4 storey in accordance with the OPA Parameter Plan. The housing is generally two storey and apartment blocks are four storey. Three storey housing has been introduced along Foxwood Road which serves to provide a distinct character to this primary route and an increased scale that helps provide a context for the larger apartment blocks.

Key to Building Heights

- 2 Storey
- 3 Storey
- 4 Storey





Extract from Design Code

4.0 Design Proposals

4.5 Prime Frontage and Key Corners

The elevational treatment follows the urban design framework defined within the Design Code. A clear hierarchy of streets and spaces is proposed that helps to create an easily legible and characterful place. Streets are created with principal elevations and corners are marked with specific house types that turn and activate the corner. The layout also provides for principal elevations to the existing green infrastructure, creating a positive, front facing relationship to these green edges which contribute significantly towards the distinct quality of the environment.



Extract from Design Code

Key to Frontages/Corners

Principal Elevation

Corner Elevation



4.0 Design Proposals

4.6 Parking Strategy

The development proposals have carefully considered the future parking needs of the parcels, taking into account the Site's location, its future relationship to the forthcoming highways infrastructure, and the planned development of a new local centre and primary school. It is proposed that a bespoke parking provision is applied to the development parcels which is a reduction to 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, which are to be supplemented by a higher than required level of formal unallocated / visitor spaces.

A total of 99 visitor/unallocated spaces are provided as formal parking spaces spread throughout the development parcels.

As a part of the bespoke parking strategy, there is a specific proposed electric vehicle charging provision. Of the allocated spaces provide per house or apartment, one active electric vehicle charging space will be provided.

A minimum requirement for car club vehicles is 1 car per 100 dwellings. This equates to 4 spaces across The Holme and Homestal.

Appropriate cycle storage will be provided, in line with EBC minimum requirements for long term cycle storage for Houses

For houses, space to store cycles will be provided in the gardens of dwellings. Secure and accessible cycle parking will be located within communal stores within the apartment blocks.

Unit Type	Size	Allocated Space (per dwelling)	Visitor/ Unallocated Space (per dwelling)	Total Formal Spaces
Houses / Flats	1-2 Bed	1	0.2	1.2
	3-4 Bed	2	0.4	2.4
Older Person Housing	1-2 Bed	0.6	0.2	0.8

Proposed Parking Standards

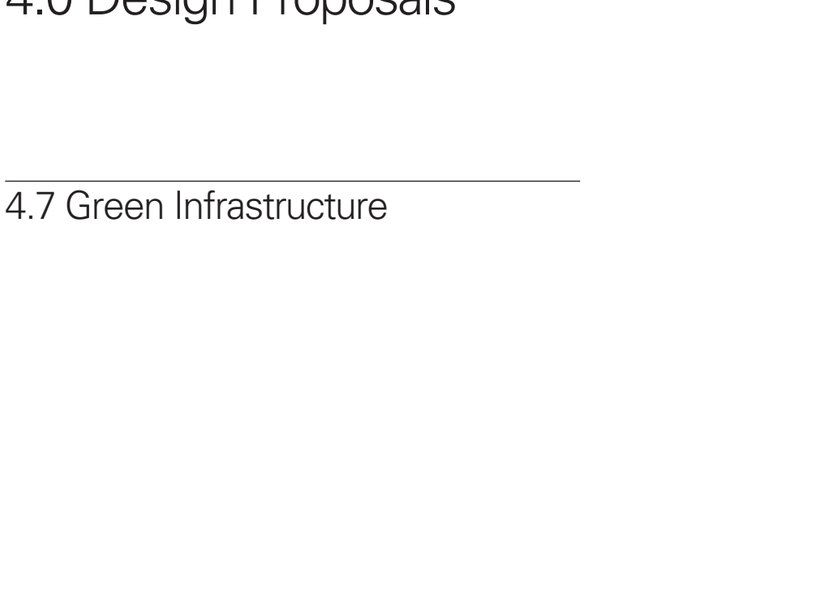
Key to Parking

- On-Plot Parking
- Allocated Parking (Houses)
- Allocated Parking (Apartments)
- Unallocated Parking
- Car Club



4.0 Design Proposals

4.7 Green Infrastructure





Extract from Design Code

4.0 Design Proposals

4.8 Aerial Sketch View



4.0 Design Proposals

4.9 House/Flat Types

Higher Access (M4)

Policy DM29, Dwellings with higher access standards
1. The Borough Council requires that development should meet higher national access standards as set out in Part M of the building regulations for new build residential development (or future equivalent):

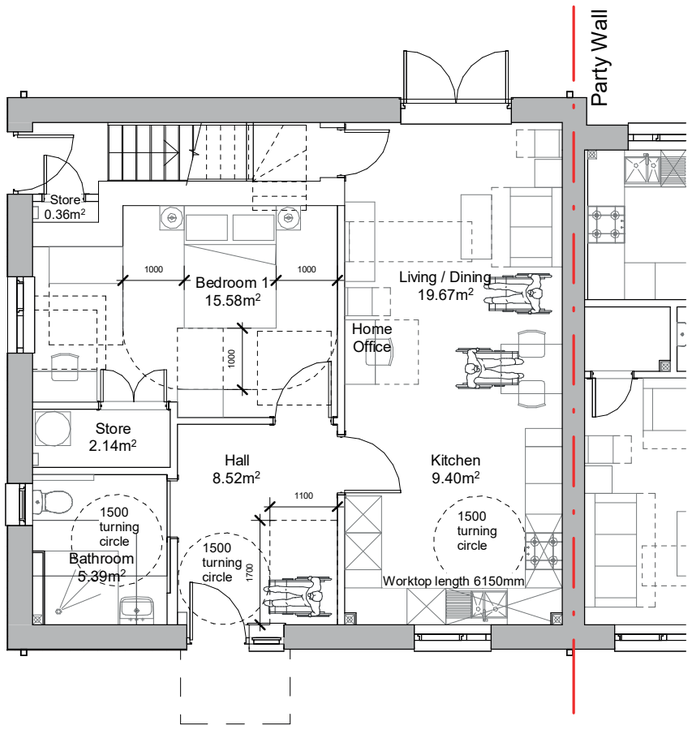
a. 100% of dwellings meet at least Part M4(1) standard (Visitable dwellings); including

b. a target of 80% of dwellings on each site meet Part M4(2) standard (Accessible and adaptable dwellings)
For major new-build development of 40 residential units and above, b. should include:

i. at least 2 dwellings or 7% (if higher number) of all market housing meeting the Part M4(3) (2)(a) standard for wheelchair adaptable dwellings;

ii. at least 1 dwelling or 8% (if higher number) of all affordable housing meeting Part M4(3) (2)(b) standard for wheelchair accessible dwellings; and

2. 100% of all specialist housing for older people and adults with disabilities meet the Part M4(3) standard (Wheelchair user dwellings).





Location of M4(3) dwellings

The RM proposals for The Holme and The Homestal comprise the following provision:

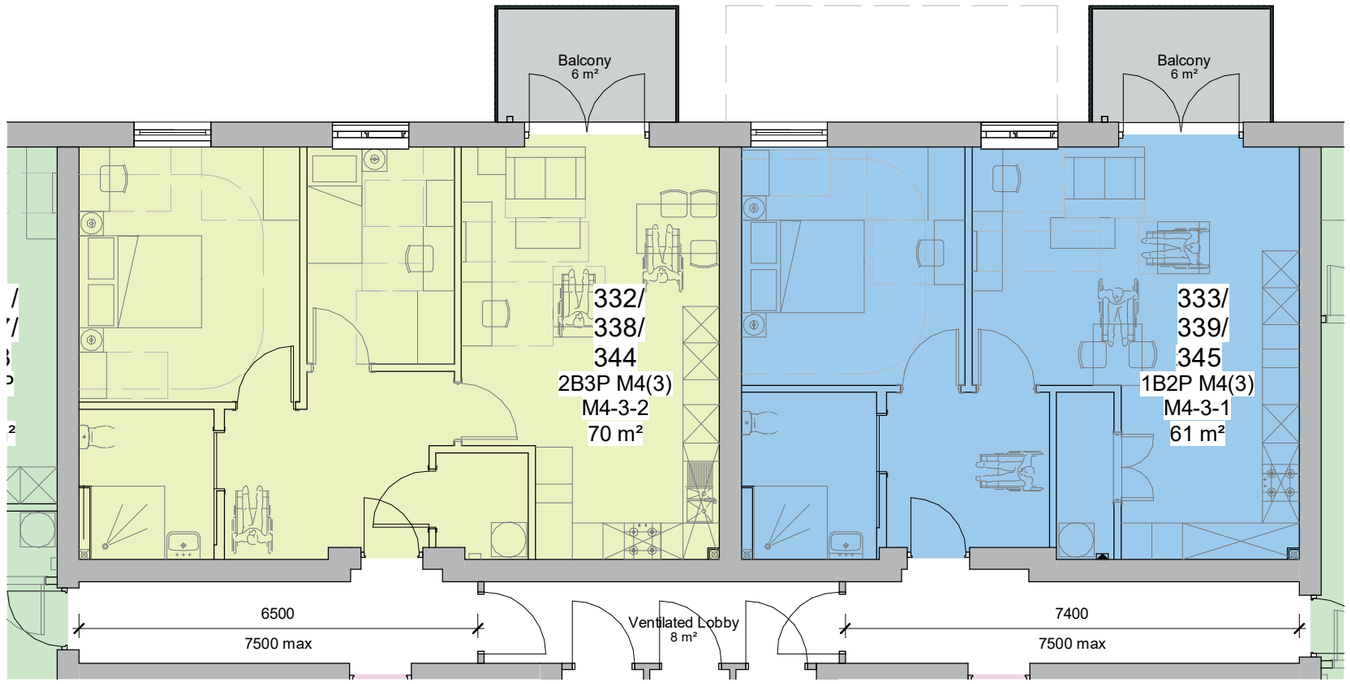
M4(1) = All dwellings to be built to at least M4(1) standards. Those without level thresholds are exclusively the following: Maisonette upper floor apartments and FOGs (12 in total).

M4(2) = 345 dwellings (94% of dwellings)

M4(3) = 13 dwellings (see below)

- 6 no 1B2P M4(3) units on ground floor of each maisonette
- 3 no 1B2P and 4 no 2B3P M4(3) units within Apartment Block 02.

Total M4(3) units = 13
35% of 357 dwellings = 130 dwellings
Target of 7% of 130 affordable dwellings = 9 units



4.0 Design Proposals

4.9 House/Flat Types

Garden Sizes

Design standards for new residential development are detailed in the Eastleigh Borough Local Plan (2016-2036) and the Quality Space Supplementary Planning Document (SPD). The latter document provides guidance on the Council's expectations on for private residential amenity provision in new residential development, namely garden sizes and dimensions.

The Quality Space SPD sets out a minimum provision for garden space of 60% of the Nationally Described Space Standard (NDSS) floor area for houses. There is some flexibility on the 60% of NDSS garden size guidance requirement in the Quality Spaces SPD which advises garden sizes can be reduced when the dwelling is within 100m of a public open space.

Of the 357 houses on the Holme and Homestal 287 (81% of all houses with gardens) meet the expectation for garden sizes. 19% of all houses with gardens are either marginally below, or below the garden sizes standard. That said all dwellings have very good access to open green space.

The Holme and The Homestal are bookended by two large areas of green infrastructure: Quobleigh Woods to the north and Foxholes Wood to the south. Adjacent to these woods, and centrally to Homestal, is a large area of public open space consisting of landscape buffers and SuDs basins.

It must be noted that the Quality Spaces SPD was adopted prior to the publication NPPF and its increased focus on the efficient use, and optimisation, of development land. The Outline Application establishes an expectation for a minimum density of 40 dwellings per hectare across the site, which is at odds with some of the standard of the SPD. It must also be noted that the Quality Spaces SPD is being revisited in the context of the NPPF and PPG and the expectations of the Council will be amended accordingly.

While the application has sought to meet the expectations on garden sizes set out in the Quality Spaces SPD (2011), there are grounds for a reasonable level of departure from this standard. The private amenity space proposed across the development is considered appropriate on that basis.

4.0 Design Proposals

4.10 Character Areas

The RM proposals have been developed with reference to the Quality Places SPD and the emerging OHH Design Code. The following pages illustrate how the urban design principles enshrined within these documents have been drawn on to create six distinct character areas.

The character areas are for the most part defined by their location within the development, whether it is the main street running down the length of The Homestal, or the wide open space to the south of Foxwood Road, or the development on the edges of the site that front onto the existing green infrastructure. The form of the buildings, their materiality and elevational treatment and the landscape design all contribute to defining the character of each area. The character areas have been developed in tandem with RM proposals for The Folds, to ensure a coherent character for Parkside as a whole.

The distinction of one character area to the next is not defined by changes in architectural style, but rather by subtle changes in building form, detailing and material variation. The predominant external material is a local red brick, helping to root the development into it's context and surrounding neighbourhoods. Dark and buff bricks are used.



Key to Character Areas

- Character Area 1: Green Spine
- Character Area 2: Green Fringes
- Character Area 3: Quobleigh Villas
- Character Area 4: Holme Road
- Character Area 5: Foxwood Road
- Character Area 6: Greenway

4.0 Design Proposals

4.10 Character Areas

The distinction of one character area to the next is not defined by changes in architectural style, but rather by subtle changes in building form, detailing and material variation. The predominant external material is locally sourced red brick, helping to root the development into it's context and surrounding neighbourhoods. A contrasting dark and buff brick is used for special building at key junctions/frontages to help create variety. Housing along the central Green Spine have brick façades and slightly steeper pitches than generally to create a more urban street frontage, whilst housing around the perimeter has a metal clad upper floor in reference to a more typical rural housing typology. Larger housing with private garages are located at the northern end creating a positive frontage to the generous green space and woodland beyond.



4.0 Design Proposals

4.10.1 Green Spine

Green Spines run north-south from the SID Road to the SANG spaces surrounding the One Horton Heath. The are the main distributor road within the plots and so will act as the primary vehicular access for residents. The spaces are intended to be formal, giving breathing space to the activity within them, with vehicle movements being countered by generous green spaces. The Green Spines will visually connect to the surrounding existing green infrastructure such as Fir Tree Lane and the northern SANGs.

Key Features:

- 2-storey semi-detached / short terraces of houses.
- Maximum 3 houses in a terrace.
- No frontage parking: parking between semi-detached houses or to the rear in parking courts.
- Parapet gables frame the space creating strong, structured, frontage.
- Generous green space with street trees and pubic amenity is interwoven into street-scape; sometimes as a linear strip, sometimes as pockets of green.
- Dwarf brick walls and planting delineate front gardens providing defensible space separation to the highway.

Precedents- Relevance to the Green Spine:

1. Horsted Park, Proctor & Matthews Architects. Strong, semi-detach gable ends. Brick facade with simple yet characterful detailing.
2. St Chads, Bell Philips Architects. Short terraces fronting a communal green space. Contemporary detailing with deep window reveals and crisp trims.
3. Moor's Nook, Coffey Architects. Brick facade with dwarf walls and planting to delineate front gardens in relation to the street and pavement.
4. South Gardens, Maccreanor Lavington. Planted green space with informal 'door step' play separated from dwellings by a footpath and defensible space.



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Early Sketch View looking north along the Green Spine

4.0 Design Proposals

4.10.1 Green Spine

Anthracite window and door frames



Local red multi brick





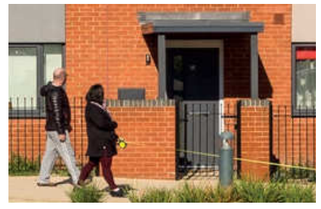
Clipped verge gables to street front elevations (mortared)





Contemporary anthracite entrance canopy & front door with side panel

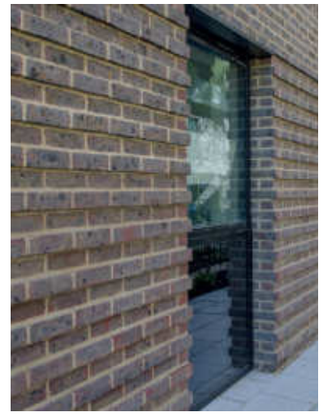
Brick wall to delineate front gardens





Composite timber fence behind parking spaces

Brick detailing- Projecting brick strips



Large format concrete tiles matching window frame , RWP and canopy colour





Green Spine Street Elevation

4.0 Design Proposals

4.10.1 Green Spine



4.10.1 Green Spine





View looking north along the Green Spine

4.0 Design Proposals

4.10.2 Green Fringes

The Green Fringes form the main body of the masterplan and site between the Green Spine and the existing tree belts which frame each parcel. They contain parking courts, apartments and houses which front onto pedestrian priority spaces but are characterised by a more varied form and massing, but a common palette of materials and a strong connection of their neighbouring tree belts.

Key Features:

- 2-storey semi-detached/terraced houses, maximum 4 houses in 1 terrace
- Rural edges to the development, with houses fronting surrounding green spaces
- Eaves generally facing the street fronts with pitches facing key junctions and intersections.
- Tree lined cycle pathways with vehicular access provided to the back of homes in parking courts
- Softer threshold between front door, front garden and public realm
- No roads to the tree belt. Mix of formal (tar maced) paths and porous surfaces forming paths around trees.

Precedents- Relevance to the Green Fringes:

1. The Avenue, Pollard Thomas Edwards- Scale of housing and street-scape components (Green pedestrian walkway with planting and fencing to delineate defensible space around housing)
2. Maria van Bourgondiëlaan, Pauwert Architectuur- Reference to materiality, dormer windows and relationship to green space
3. Andrew Warren Drive, ArchitecturePLB- Housing in a rural setting with reference to scale, materiality and form.





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Early Sketch View looking north along western edge of The Homestal

4.0 Design Proposals

4.10.2 Green Fringes

Red clay roof tiles to east/west facing roofs





Contemporary anthracite entrance canopy & front door with side panel



Anthracite window and door frames



Small profiles to roof. Hanging tile on roof and on elevation- black rainwater goods





Dark metal cladding

Half height brick wall with composite timber panel fence



Grey concrete tiles to north/south facing roofs.
Thin, flush roof profile verges (mortared)



Local red multi brick





Green Fringes Street Elevation

4.0 Design Proposals

4.10.2 Green Fringes



4.10.2 Green Fringes





View looking north along western edge of The Homestal

4.0 Design Proposals

4.10.3 Quobleigh Villas

To the very north edge of Homestal, Quobleigh Villas face north onto the large SUDs basin and adjacent SANG space. Here, larger detached homes front onto a footpath which forms part of the SANG loop. A generous front garden ensures privacy, while estate fencing provide a rural aesthetic. Vehicular access is to the rear, however each house has a connected garage which is set back from the northern elevation to ensure the buildings do not form terraces.

Key Features:

- 2-storey detached houses with pitched roofs separated by flat roof garages with balconies.
- Frontages maximising visibility and relationship to adjacent Swale and SANG
- Tree lined cycle pathways to the front of homes with vehicular access to driveways accessible form the back of properties.
- Car free space ensures the space is peaceful with a strong connection to nature.

Precedents- Relevance to Quobleigh Villas:

1. Quebec Park, ArchitecturePLB- Reference for scale and proportions of detached housing and materiality- large detached housing with a SANG frontage.
2. Lovedon Fields, John Pardey Architects- 2 storey detached homes with single storey garages between and strong relationship to green space
3. Lovedon Fields, John Pardey Architect- Gable ended housing overlooking publicly accessible green space.



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Early Sketch View looking towards villas facing Quobleigh Woods

4.0 Design Proposals

4.10.3 Quobleigh Villas

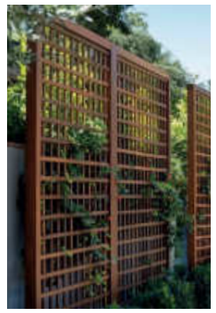
Concrete roof tiles



Anthracite window and door frames



Trellis to blank face of garages



Red clay roof tiles to east/west facing roofs





Dark metal cladding

Brick detailing (contrasting brick strips) around front doors, widow features and garages





Local red multi brick



Thin, flush roof profile





Quobleigh Villas Street Elevation

4.0 Design Proposals

4.10.3 Quobleigh Villas



4.0 Design Proposals

4.10.3 Quobleigh Villas





Quobleigh Villas overlooking the SuDS basin

4.0 Design Proposals

4.10.4 Holme Road

Holme Road runs adjacent to he existing Fir Tree Lane, which is now proposed to be down graded to a bridal way. Here, the streets predominantly run east-west, linking to either a Green Spine Road, or Foxwood Road.

Large semi-detached houses back onto Fir Tree Lane, allowing them a mature, rural backdrop, but with strong direct links to the local infrastructure. Parking is a mixture of off-street, between homes, or in short runs against gable ends, interspersed with trees and planting.

Key Features:

- Mixture of 2 and 2.5-storey detached/semi-detached/ terraced houses.
- On-street parking mixed with off-street between homes.

Precedents - Relevance to Holme Road:

1. Kings Barton, JTP- Gable ended, 2 storey housing with drives between and a more open, planted frontage.
2. Mulberry Park, HTA Design- Streetscape for tertiary roads, scale and density of housing. Houses with drives and garages and planting to front of homes.
3. Grover Close, Henley Halebrown- 2.5 storey houses continue the regular eaves line, with dormers in the roofscape providing articulation and the additional accommodation.



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Early Sketch View looking west along Holme Road

4.0 Design Proposals

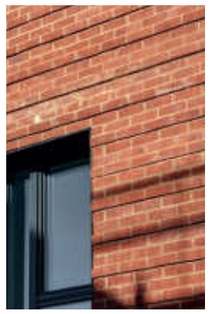
4.10.4 Holme Road

Concrete roof tiles



Anthracite window and door frames





Brick detailing around windows and to key features / corners



Contemporary anthracite entrance canopy & front door with side panel



Local red multi brick







Dormers, where relevant, crisply detailed with grey/anthracite flat cladding panels

Half height brick wall with composite timber panel fence, where relevant





Holme Road Street Elevation

4.0 Design Proposals

4.10.4 Holme Road



4.10.4 Holme Road





View looking west along Holme Road

4.0 Design Proposals

4.10.5 Foxwood Road

Encompassing the SID road, the southern SUDs basins and the existing Fox Wood, Foxwood Road holds the southern edge of the northern parcels, creating a link to the Local Centre, the Folds and Quobleigh Breach. As such, the space is characterised by apartments, acting as 'pavilion' apartment blocks with a back drop of large mature trees to the south, with a strong edge created by terraced houses to the north.

The apartment block frame the southern play space and linear SUDs basin, around which is part of the sites circular walk. The houses are a mix of 2 and 3 storey units, with the taller blocks used strategically to mark corners and to allow for a transition in massing from the 4 storey apartments, to the 2 storey housing to the north.

Key Features:

- 4-storey apartment blocks set back within large areas of open green space.
- Mixture of 2 and 3-storey terraced/semi-detached houses to line Foxhill Road. 3 storey elements to step the scale up around the 4-storey apartment blocks.
- Large areas of green space containing SUDs basins with a backdrop of Fox Wood.
- SIDs road providing activity with bus-stops and access routes into other parcels.

Precedents - Relevance to Foxwood Road:

1. Quebec Park, ArchitecturePLB- 3 storey houses used to end terraces and turn corners.
2. De Laakse Tuinen, Zecc Architecten- 2 storey terraces transitioning to 3 storeys at key junctions. Generous front gardens to ensure privacy to footpath. Grass verge to highway.
3. Goldbeck UK, ArchitecturePLB- Stand alone 4 storey apartment blocks act as 'pavilions' bookending SUDs basins.





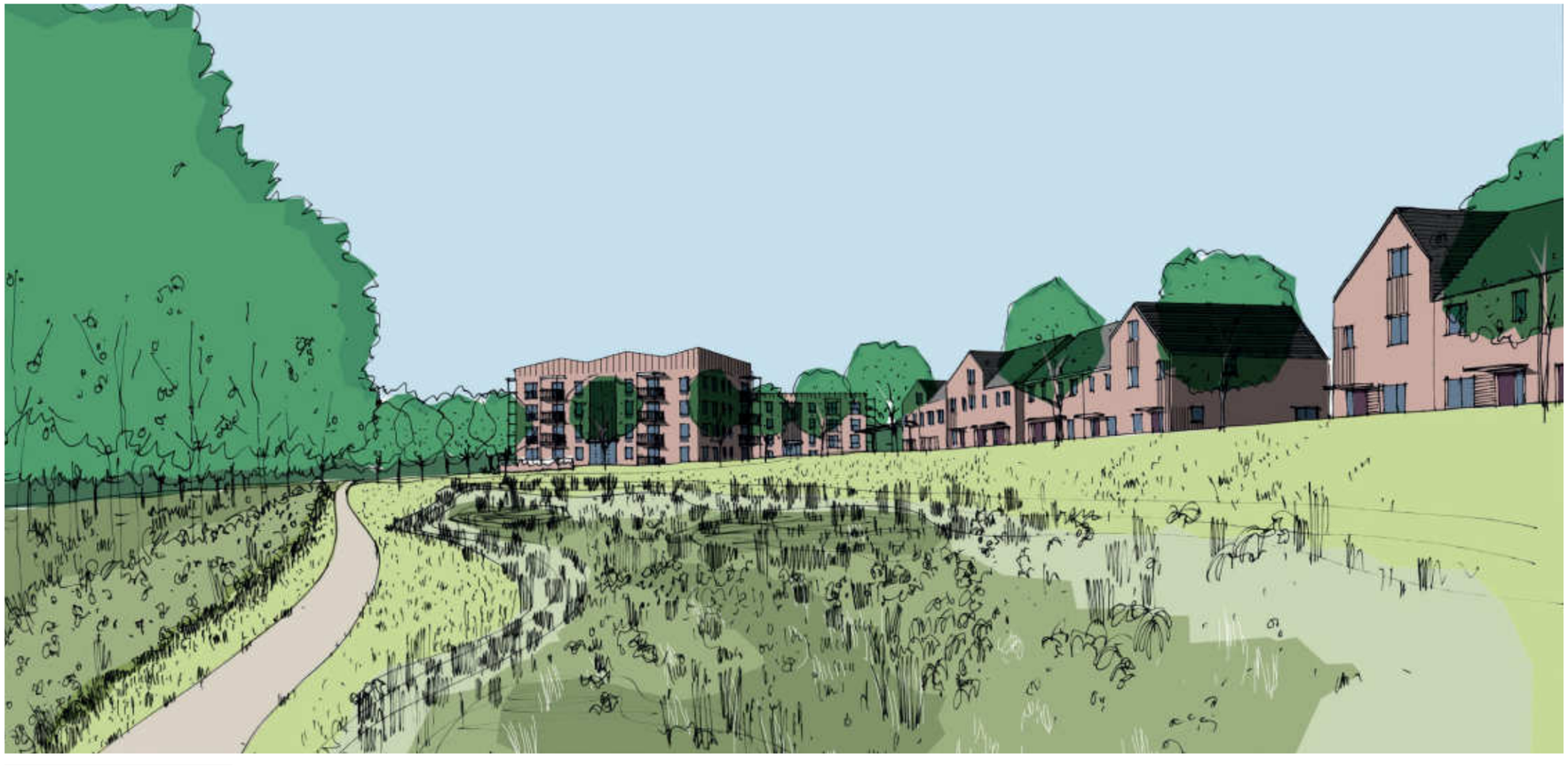
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Early Sketch View looking west along Foxwood Road

4.0 Design Proposals

4.10.5 Foxwood Road

Concrete roof tiles



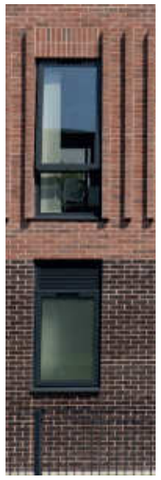


Anthracite window and door frames

Contemporary anthracite entrance canopy & front door with side panel



Dual brick tones - Local red and dark bricks



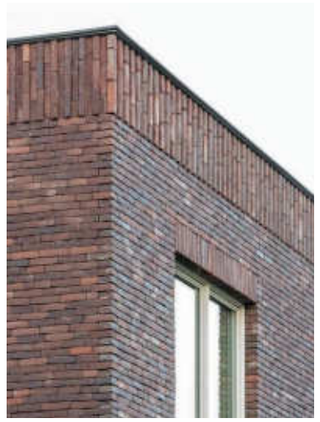






Stacked protruding balconies- anthracite to match window and door frames

Brick Parapet Detailing





Shallow pitched roof profile



Foxwood Road Street Elevation

4.0 Design Proposals

4.10.5 Foxwood Road



4.10.5 Foxwood Road





View looking west along Foxwood Road

4.0 Design Proposals

4.10.6 Greenway

The Green-way cuts through 2 character areas (Green-spine and Green Fringes) so borrows many common design features.

The character is landscape driven as it forms the main East-West route for cyclists in One Horton Heath that approach the site from the North.

Architecturally, the material palate is the same as the Green Fringes but captures some of the strategic corner-marking houses on the Green Spine.

Key Features:

- Landscape intensive section with E-W cycle path.
- Mixture of 2 and 3-storey terraced/semi-detached houses
- Corner-turning houses at junctions with roads and character areas
- Large areas of green space containing rainwater gardens

Precedents

1. Kings Barton, JTP- Gable ended, 2 storey housing with drives between and a more open, planted frontage.
2. St Chads, Bell Philips Architects. Short terraces fronting a communal green space. Contemporary detailing with deep window reveals and crisp trims. Intensive landscaped area in front of houses
3. Andrew Warren Drive, ArchitecturePLB- Housing in a rural setting with reference to scale, materiality and form.



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Early Sketch View looking west along the Greenway

4.0 Design Proposals

4.10.6 Greenway

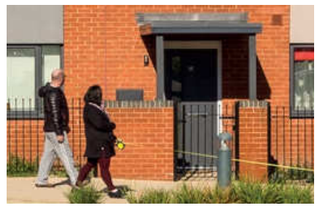
Anthracite window and door frames





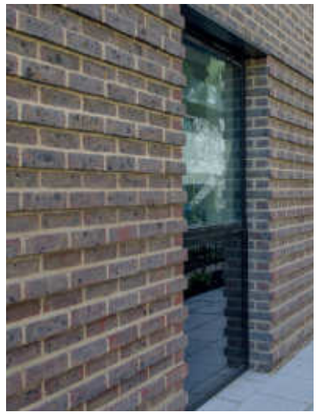
Contemporary anthracite entrance canopy & front door with side panel

Brick wall to delineate front gardens





Brick detailing- Projecting brick strips



Large format concrete tiles matching window frame , RWP and canopy colour



Clipped verge gables to street front elevations (mortared)



Local red multi brick



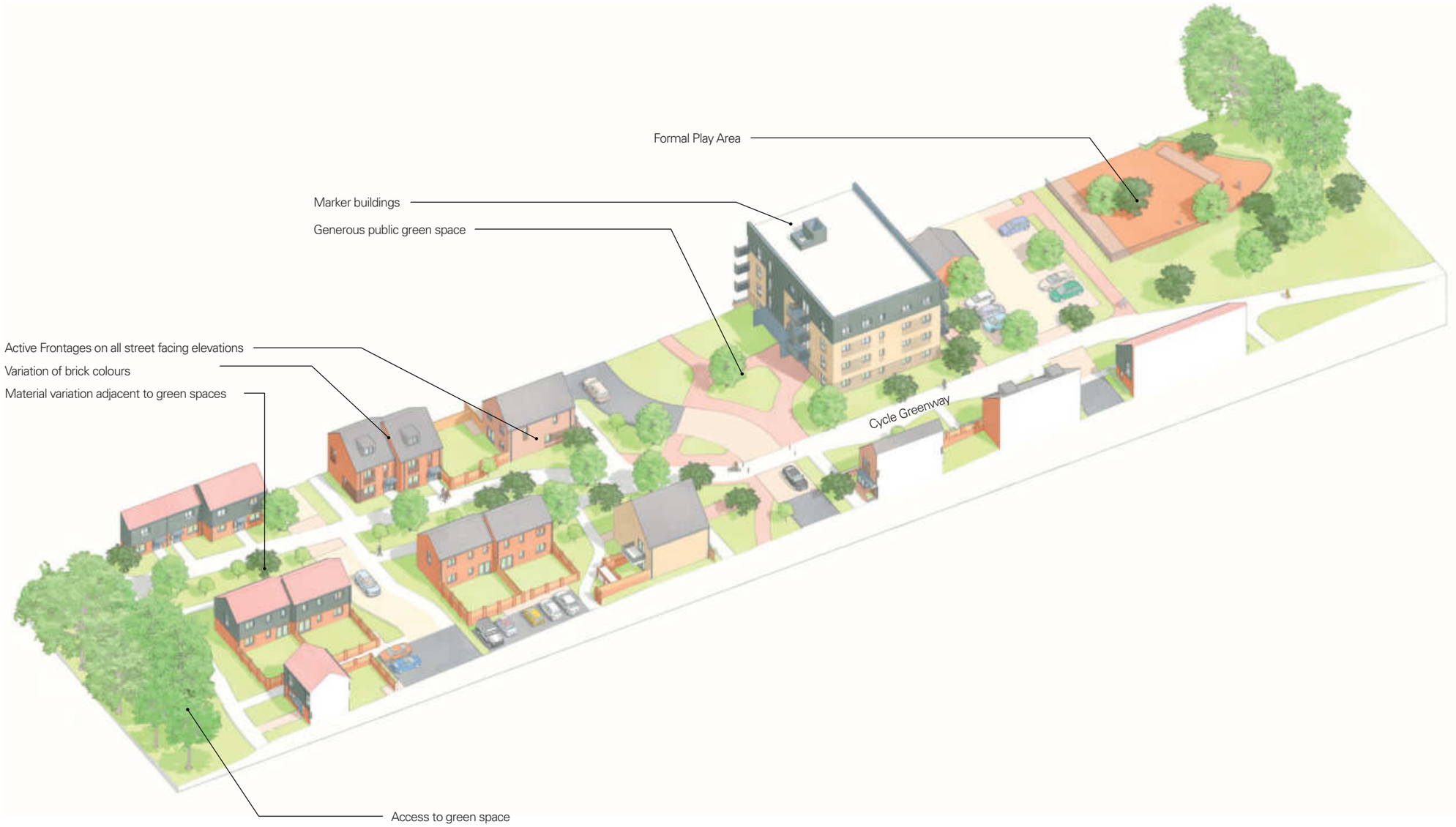




Greenway Street Elevation

4.0 Design Proposals

4.10.6 Greenway



4.10.6 Greenway





View looking west along the Greenway

4.0 Design Proposals

4.11 Parking Courts



Typical Parking Court Layout





Key Characteristics

1. Street fronting walls in brick and timber
2. Variety of surface treatments
3. Central green areas
4. Through route (No dead-end)
5. Views into the courts have sections of landscape and/or trees which terminate the views
6. Houses without on-plot parking have rear access gates to gardens
7. Mini-terraces have collection zones for bins
8. Bins and bikes are stored in the rear gardens. Set down location for bins provided

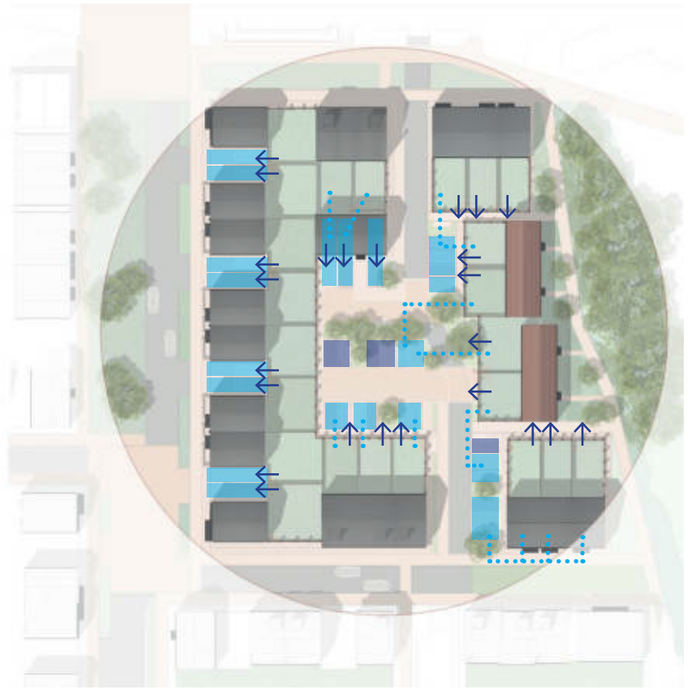
4.0 Design Proposals

4.11 Parking Courts



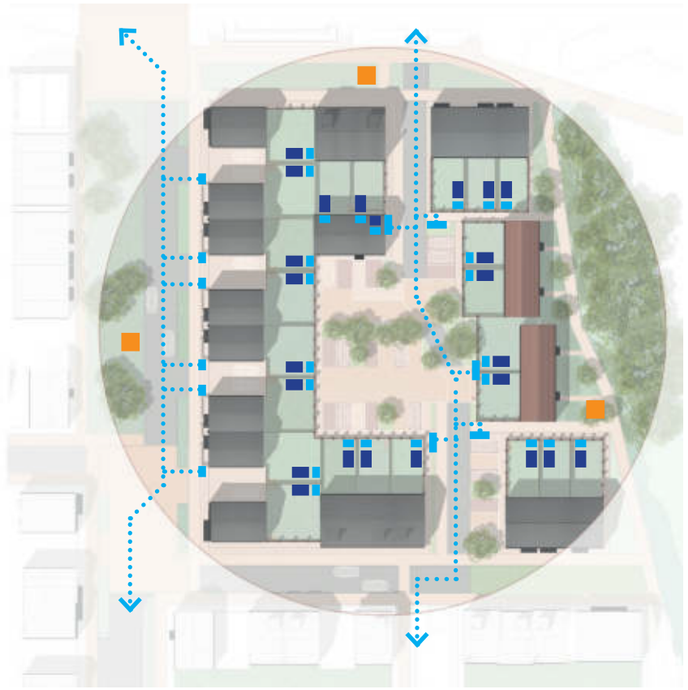
Typical Parking Court Layout

- Half Brick. Half Timber with Brick
- Closed Board Fence



Servicing Strategy: Access & Parking

- Path to Parking
- Access to Rear
- Unassigned Parking
- Assigned Parking



Servicing Strategy: Bins & Bikes

- Servicing Route
- Bin Storage/ Collection
- Bike Storage
- Visitor Bikes

4.12 Quality Places SPD Design Compliance Statement

Key Design Principles

Quality Places SBD Adopted 2011		Design 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.*see: Site Accessibility: Local facilities and public transport*	New Local Centre planned as part of the OHH masterplan OPA, connected to the whole of OHH via pedestrian and cycle routes and local bus route. The RM proposals have been developed in line with the access and movement infrastructure established as part of the consented OPA.
2. Integrating with Movement Networks	New development must integrate well with cycle, pedestrian and vehicular movement networks*see: Site Accessibility: Integrating with movement networks*	Integration with existing movement networks is part of the consented OHH Masterplan OPA. The RM proposals follow the access principles established in the masterplan.
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.*see: Site Context: all sections*	The context for this RM application was comprehensively analysed as part of the consented OHH Masterplan OPA, as recorded within the Design Code. The RM proposals have been developed with reference to this context analysis, augmented with additional surveys undertaken to support this application.
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*see: Layout: Residential Density*	The Project Overview (Objective OR1) within the OHH masterplan states that the development should 'achieve a miniumum of 40 dwellings per gross developable hectare averaging across the site'. This is to be treated as a guide, not a target. For The Holme and The Homestal 357 dwellinsg are proposed on a site iof 7.62 ha GDA. This gives a density of 48.5 dpH averaged out across the parcel.
5. Legibility	Development should have its own identity and variety so that it is easy for people to find their way around.*see: Layout: Permeability, Legibility and Street hierarchy*	The RM proposals have been designed with a clearly legible hierarchy of primary, secondary, tertiary roads and parking courts (refer to access and movement diagram). Cycle and pedestrian paths are clearly defined and connect all parcels to the existing highways infrastructure and the proposed new local centre. Key corners have been articulated with house types and material variations that create easily identifiable landmarks that assit with wayfinding. Physical and visual connections to the green edges and areas of retained woodland to the north and south help to create a place with it's own identity, contained and framed by the existing natural surroundings.

4.12 Design Compliance Statement

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.*see: External Space: all sections*	The RM proposals have been developed with reference to the Design Code which clearly sets out the intended quality of the external realm. The RM proposals have been developed in close collaboration with the landscape consultant and the layout and detail of the external realm has been designed to clearly define private, shared and public external space (refer to landscape dwgs). The designs have been developed in collaboration with EBC to ensure that proposed landscaping meets their expectation in terms of ongoing maintenance.
7. Boundary	Boundary treatments must be appropriate to the context, well-detailed and robust.*see: External Space: Boundary Structures*	Boundary treatments have been designed to suit their location and function and in accordance with the Design Code. Back gardens facing onto parking courts are enclosed with 800mm high brick walls with timber fencing above up to 1.8m high. A minimum 1.2m defensible space is provided at the front of all houses and this is enclosed by a low brick wall where fronting onto primary or secondary streets, low metal railings and defensible planting where fronting onto onto green edges and defensible planting only where fronting tertiary streets (refer to Boundary treatments dwg).
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.*see: External Space: underground services*	The RM landscape layout has been designed in co-ordination with the servicing strategy to avoid conflict between underground services and tree planting.
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.*see: External Space: Public Open Space*	The layout includes a formal and natural play area in line with the OHH Play Strategy, both are well overlooked by nearby apartment buildings. The boundaries of the site provide a continuous ribbon of informal public open space by virtue of the green edges, a footpath runs around the perimeter and houses overlook all green edges. The existing Quobleigh and Foxwood woodland to the north and south of the site (both designated Alternative Natural Recreational Greenspaces) are provided with pedestrian and footpath connections.
10. Public Art	Public art should contribute positively and reinforce a sense of place and identity.*see: External Space: Public Art*	The public art strategy follows the Vision for Public Art at One Horton Heath (2025), celebrating creativity, local identity, and connection to place. Public art will be carefully integrated into key landscape spaces, enhancing the character, legibility, and experience of the development.

4.12 Quality Places SPD Design Compliance Statement

11. Residential Amenity	New development should be designed to respect the residential amenity of existing and new occupiers and all dwellings should have adequate private amenity space.*see: Residential Amenity: all sections*	All houses are provided with a rear private garden which are sized at 60% of NDSS for each unit in accordance woth the OHH brief. Apartments are provided with a private balcony (1.85 x 2.9m) or ground floor terrace of 5m2, irrespective of the unit size. The apartments are a mix of 1 and 2 bed flats and this provision therefore exceeds the 3m2 per unit or 2m2 per bedroom stated within the Quality Places SPD. The requirememnt for 12m min length where gardens face north is not met, but the site is well served by informal open green space. The layout meets the minimum 20m distance between upper level habitable rooms, apart from one instance where this is reduced to 19m.
12. Access within the Site	Access within the site should be overlooked, safe and convenient to use, but must not be highway dominated*see: Access, Parking and Services: Access around the Site*	All access within the ste is overlooked, safe and convenient to use. The layout has been designed to minimise the need for hammerheads, eg; parking courts have been designed as through routes for refuse, delivery and emergency vehicles, therefore avoiding the need to turn within the court. Opportunities have been taken to 'green' streets where possible, eg the main central north south access through The Homestal is designed as a green spine ith no on street parking and generous planted zones serving to provide informal landscaped social spaces and a physical and visual link to the existing Quobleigh Woods.
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.*see: Access, Parking and Services: Parking MixCycle Parking and Storage*	The RM proposals have been developed to meet EBC's parking standards without dominating the public realm. Parking is generally provided either as in curtilage parking or within parking courts, street parking has been reduced to a minimum. Parking courts are overlooked by FOGs (Flats Over Garages) or dwelling units at entrance to courts and parking is divided up with tree planting. Cycle parking has been provided in accordance with EBC parking standards (refer to parking strategy and transport statement).
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.*see: Access, Parking and Services: Cycle Parking and Storage Refuse and Recycling*	Waste and recycling bins are stored in rear/side gardens of the houses and within dedicated external communal bin stores within parking courts for the apartments. Step free access is provided to the collection point (max 30m from dwelling entrance/gate). Refer to waste strategy. For houses secure cycle storage is provided within gardens and for the apartments within dedicated cycle stores within the building. Visitor parking is provided by Sheffield hoops located around the site, overlooked by neighbouring apartments/dwellings.

4.12 Design Compliance Statement

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 distinctive character.*see: Site Context: Character Architectural Detail: all sections*	The RM proposals have been developed in line with the OHH Design Code and with reference to the characteristcs of the area. Refer to Character Area pages.
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.*see: Layout:Permeability, Legibility and Street Hierarchy Public/private DistinctionMassing*	The proposals have been designed to create active street frontages. All residential units are oriented such that principal entrances either front directly onto public streets or establish active frontages along perimeter pedestrian routes adjacent to landscaped green edges. House types at corners are designed to activate the corner, providing windows on both elevations.
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*see: Internal Space: all sections*	The house type templates for this application have been developed by Eastleigh Borough Council in accordance with the Nationally Described Space Standards. Certain minor adaptations have been made with respect to fenestration, such as the addition of bay windows or adjustment of window sizes. The SPD recommends the application of Lifetimes Homes Standards where possible but this is no longer a mandatory government requirement and has not been briefed for One Horton Heath. The focus has shifted to the accessibility standards enshrined with AD(M) of the Bldg Regs. For The Home and Homestal, only flats-over-garages and the upper-floor of the maisonettes are M4(1). All other dwellings are either M4(2) or M4(3).

4.0 Design Proposals

4.13 Schedule of Accommodation

The Holme		
Totals		**01.12.2025**
Flats		
1B2P Flat	(inc 15 Later Living)	35
1B2P Mais GF		1
2B4P Mais FF		1
2B3P Flat	(inc 7 Later Living)	17
2B4P Flat	(inc 14 Later Living)	50
2B4P FOG		2
		106
Houses		
2Bed		26
3Bed		35
4Bed		16

The Homestal	
Totals	**01.12.2025**
Flats	
1B2P Flat	17
1B2P Mais GF	5
2B4P Mais FF	5
2B3P Flat	7
2B4P Flat	20
2B4P FOG	4
	58
Houses	
2Bed	46
3Bed	47
4Bed	23

Flats	164
Houses	193
GRAND TOTAL	**357**

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4.0 Design Proposals

4.3.1 Green Spine

PLANTING CHARACTERISTIC

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



















Location Plan

Planting areas within the Green Spine Character Area

Stantec

4.0 Design Proposals

4.3.2 Green Fringes

NATURALISTIC

SOFTENING

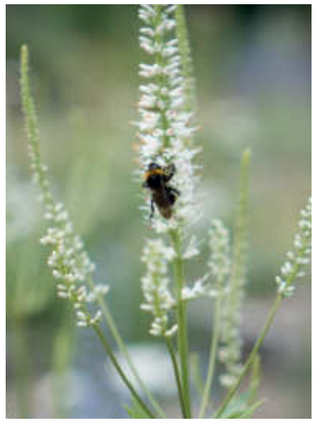
INTEGRATING

- 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

















Location Plan



Planting areas within the Green Fringes Character Area

4.0 Design Proposals

4.3.3 Quobleigh Villas

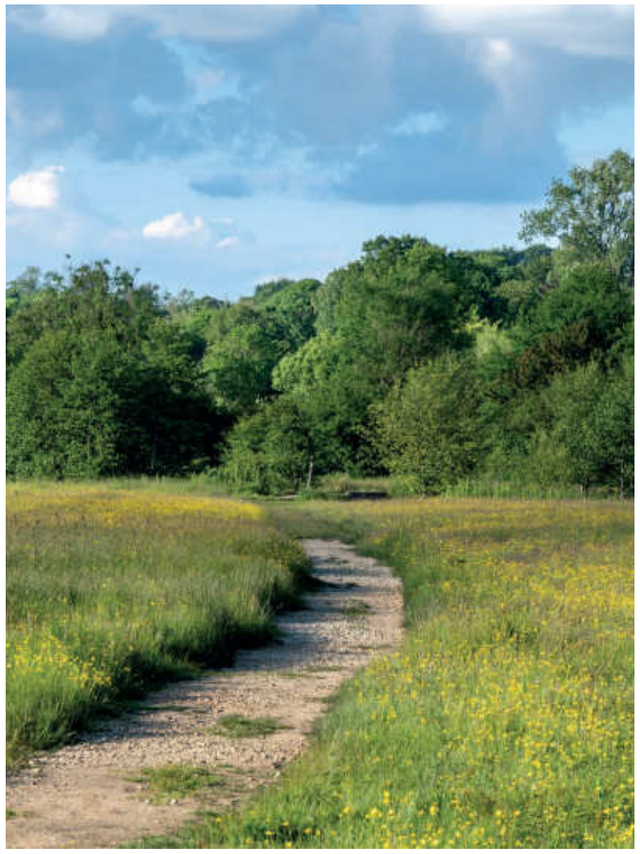
NATIVE-INSPIRED

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

















Planting areas within the Quobleigh Villas Character Area



Location Plan

Stantec

4.0 Design Proposals

4.3.4 Holme Road

VERDANT

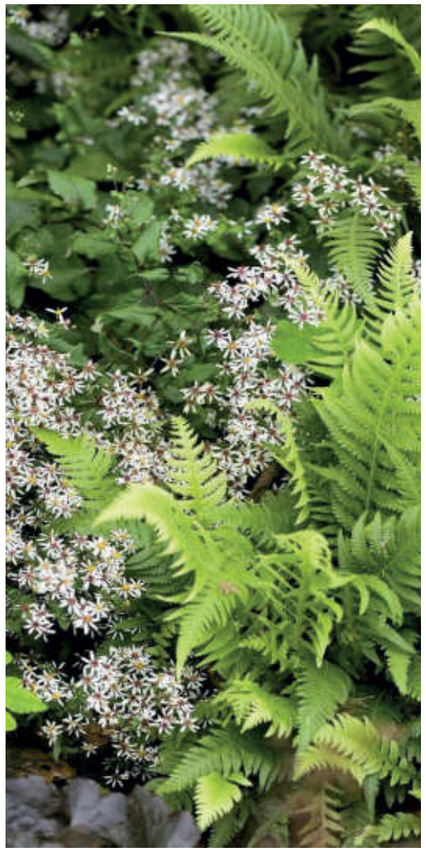
SHADE

LUSH

- The Holme will embrace the wooded nature of the site boundaries and encourage bringing native and native-inspired trees inside of the development. It will have its own character that defines itself from The Folds and The Homestal

- Multi-stem and specimen trees will compliment the existing trees nearby

- Evergreen, semi-shade loving shrubs will be the backbone to groundcover shade planting that will focus on texture and form. Native species will be dispersed within the mix

















Planting areas within the Holme Road Character Area



Location Plan

4.0 Design Proposals

4.3.5 Foxwood Road

WOODLAND

DAMP MEADOW

WOODED OASIS

- Native trees will be introduced into the new landscape as inspired by the southern boundary. These will be complimented with damp-loving varieties that can blend the landscape with the SuDS basins

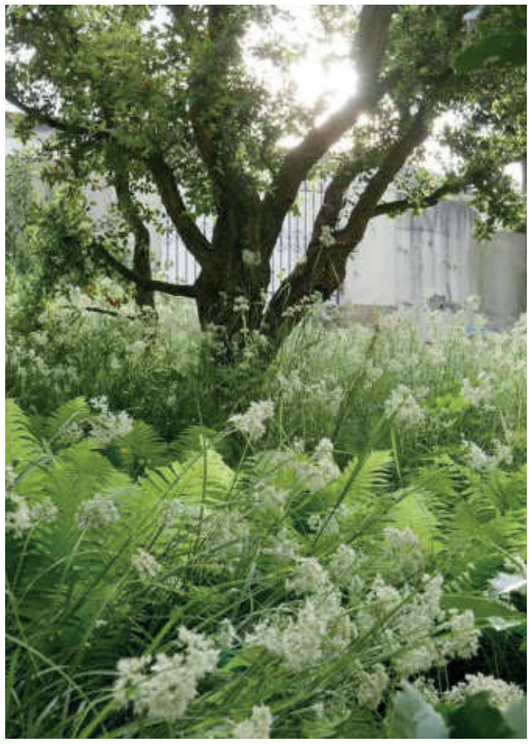
- Copses of slender and multi-stem trees will be underplanted with native woodland and shade loving plants

- This southern area will blur the boundary between where the existing woodland ends and the development begins



















Location Plan

Stantec

4.0 Design Proposals

4.3.6 Greenway

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

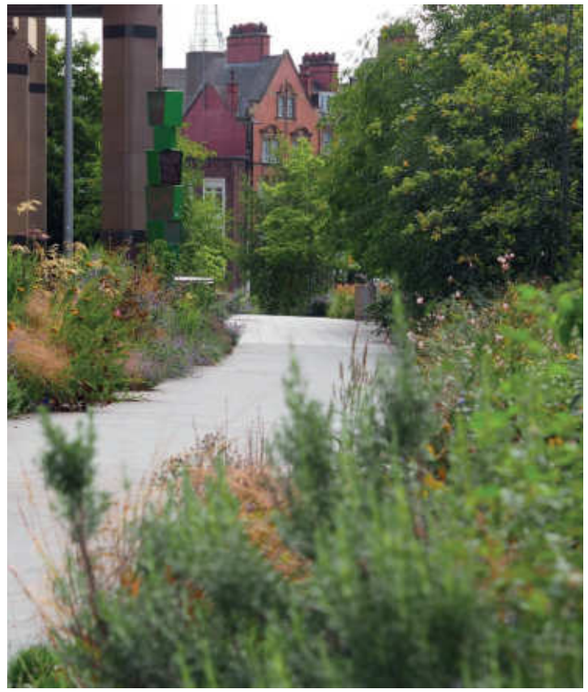
- Generously sized rain gardens will be a prominant and dynamic feature along the green corridor and will add seasonal highlights through a vast array of shrubs, perennials and bulbs

















Location Plan

5.0 Landscape Proposals

5.1 Landscape Masterplan

The Holme & Homestal landscape masterplan establishes a connected network of generous green spaces that support recreation, wellbeing, and biodiversity. The landscape has been designed to integrate seamlessly with the surrounding environment, ensuring that open spaces are both functional and characterful, while reinforcing a clear ownership gradient between public, communal, and private realms.

Sustainable travel routes have been carefully considered, with the Cycle Greenway and Fir Tree Lane forming key east–west connections that link neighbourhoods and open spaces. Public open space surrounds the development, providing a rich sequence of accessible paths, mown routes, and seating areas that invite daily use and social interaction.

A variety of landscape typologies define the character of Holme & Homestal — from the productive and community-focused Orchard to the ecologically rich Rain Garden Courtyard and North Basin (B), which manage surface water naturally while enhancing habitat diversity. The Apartment Courtyard and Level 2 Play Area provide shared amenity spaces for residents, balancing play, planting, and relaxation within a well-structured landscape framework.

Together, these spaces create a cohesive, walkable, and resilient landscape that celebrates nature, supports active lifestyles, and strengthens the identity of Holme & Homestal as a distinctive and sustainable neighbourhood.



Landscape Masterplan



Informal Orchard



North Basin (B)



Rain Garden Courtyard



Apartment Courtyard



Cycle Greenway



Level 2 Play Area



Green Spine



Fir Tree Lane Linear Park



Level 3 Play Area

5.0 Landscape Proposals

5.1 North Basin (B)

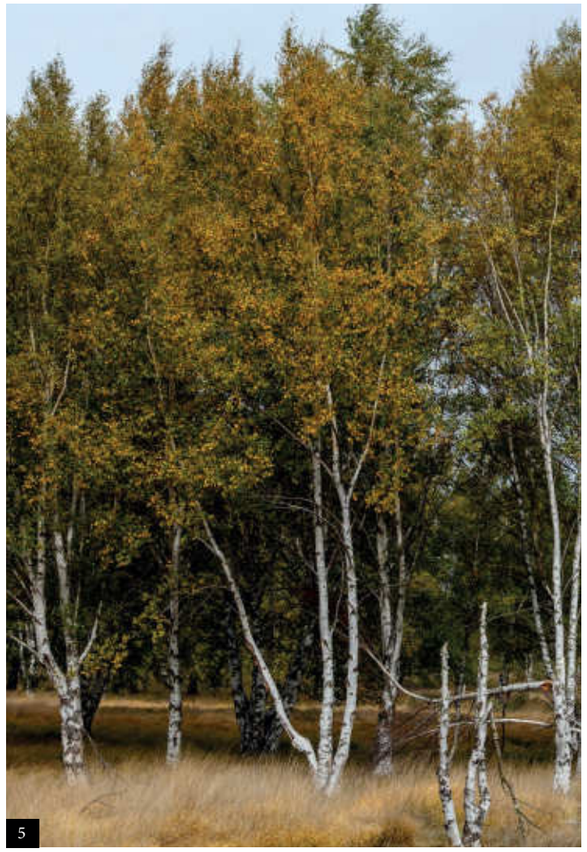
The North Basin (B) forms a peaceful, natural edge to the development, adjoining Quobleigh Woods and providing a subtle transition between the built environment and the surrounding landscape. Centred around an attenuation basin, the area combines naturalistic planting with a network of 2–3 m crushed stone paths and mown grass routes, creating an informal and walkable green space.

An informal orchard and meadow areas enrich the setting with seasonal interest, encouraging biodiversity and opportunities for quiet foraging. Native woodland planting strengthens the visual and ecological link to Quobleigh Woods, while swales contribute to surface water management in a soft and natural way.

Seating areas are carefully placed to allow residents and visitors to pause and enjoy the tranquillity of this landscape — a place to observe nature, listen to wildlife, and experience the gentle shift from structured gardens to a wilder, more reflective environment.


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1. Attenuation basin with naturalistic and softening planting
2. 2/3m Crushed Stone Path
3. Informal Orchard
4. Meadow
5. Native woodland planting
6. SWALE
7. Mown paths
8. Seating Areas


Location Plan


Concept Sketch (Showing earlier housig layout)


2



Proposed Landscape Plan

5.0 Landscape Proposals

5. 2 The Green Spine

The Green Spine is a linear park that weaves through the heart of the neighbourhood, connecting key routes of movement with the wider network of public open spaces. Designed as both a corridor for travel and a place to linger, it provides a diverse and richly planted environment that evolves with the seasons, offering changing textures, colour, and sensory interest throughout the year.

A network of rain gardens and rain garden trees forms the ecological backbone of the space, managing surface water sustainably while supporting biodiversity. Seating areas, natural stone features, and boulders introduce moments for informal play and rest, encouraging residents to pause, interact, and enjoy the landscape along their journey.

While the route naturally implies movement, the Green Spine's carefully layered planting and thoughtful detailing transform it into an important natural amenity — a place that balances ecology, recreation, and everyday connection to nature.











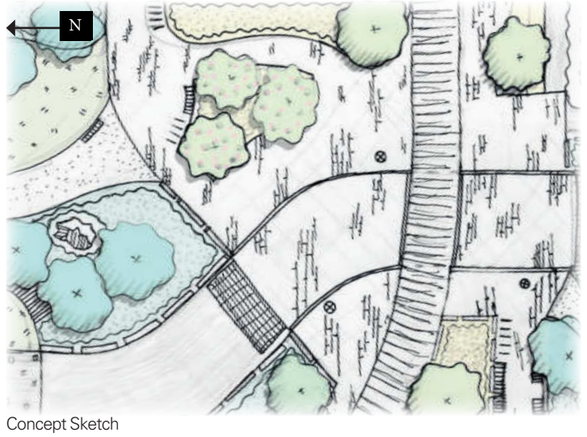




Location Plan



Concept Sketch



Concept Sketch



Proposed Landscape Plan

Key

Hard Landscape

Surfaces

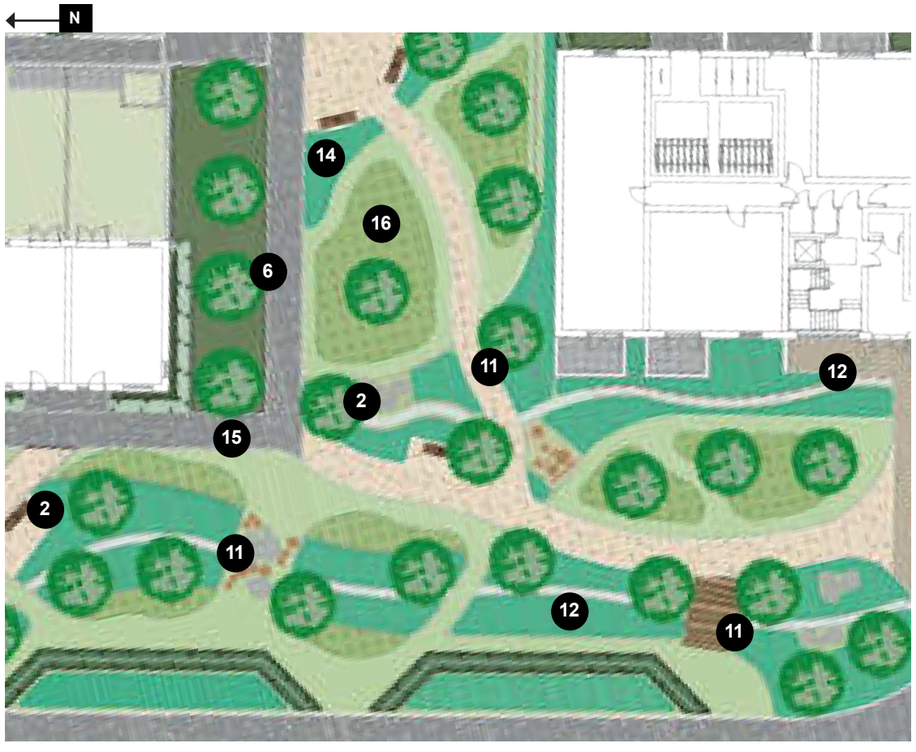
1. Main path
2. Accessible seating area surface
3. Cycleway
4. Crossing surface
5. Tarmac
6. Rain garden feature

Boundary Treatment
7. Low Wall
8. Cobble Ramp

Street Furniture
9. Seating
10. Cycle Storage
11. Rain garden feature

Soft Landscape

12. Planting: Rain Garden
13. Planting: Cycleway
14. Planting: Ornamental
15. Informal Grassland: Mown
16. Informal Grassland: Meadow



Proposed Landscape Plan Extract A



Proposed Landscape Plan Extract B

5.0 Landscape Proposals

5. 3 Cycle 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. Greenway Gateway Plaza
4. Incidental dwelling area and bench along Greenway
5. Tarmac surface and curving planter edge
6. Small-unit block paving
7. Raingarden bed
8. Cycle Stands
9. Rain-garden Trees
10. Crushed Stone Surface
11. Enhanced Block Paving Crossing


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Location Plan



Landscape Proposal


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5.0 Landscape Proposals

5. 4 Level 2 Play Space

The Level 2 play space at Homestal celebrates Eastleigh's strong transport heritage through a themed design inspired by both the railway and aviation industries that shaped the town's identity. Reflecting the opening of the London & South Western Railway Carriage and Wagon Works in 1881 and the nearby former Southampton Aerodrome where the Spitfire was developed, the play area combines elements of movement, engineering, and exploration.

Key features include a climbing aeroplane and airport tower play structures, encouraging active and imaginative play, alongside a small aeroplane for younger children. A railway platform, steam engine, and carriage-themed seating extend the narrative, linking the Site's landscape play elements with Eastleigh's rich railway past. The runway-inspired rubber surfacing adds a playful visual layer connecting the two transport themes.

Supporting amenities include benches, bins, an entrance gate, dog-proof fencing, hedging, and an amenity lawn, creating a welcoming, safe, and family-friendly environment that celebrates Eastleigh's historic spirit of innovation and travel.



Location Plan


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1. Historic reference of Spit-fire development
2. Historic reference of LSWR large carriage and wagon works
3. Concept sketch of Level 2 Play Area
4. Climbing airplane play equipment
5. Airport tower play equipment
6. Small airplane imaginative play equipment
7. Railway platform imaginative play
8. Steam Engine play equipment
9. Carriage imaginative play and seating
10. Railway track landscape play
11. Runway rubber play surface
12. Bench & bin
13. Entrance Gate
14. Dog-proof fence
15. Hedge
16. Amenity Lawn



Landscape Proposal

5.0 Landscape Proposals

5. 5 South Basin & Level 3 Play Space

The central greenspace between the parking courts creates a shared, community-focused environment at the heart of the development. This enclosed green area provides a calm and sociable setting for residents, with a main path linking the two apartment blocks and encouraging interaction and movement through the space.

Framed by planting and overlooked by nearby homes, the greenspace offers both privacy and connection — a green courtyard that fosters a sense of belonging and everyday use within the residential setting.

Set on a gentle slope, the South Basin & Level 3 Play Space forms a green, rural edge to The Holme, gradually transitioning towards the proposed Allotments and Nature Reserve Green (ANRG). This landscape is defined by its open character and naturalistic structure, creating a space that feels both playful and connected to the wider countryside.

The Level 3 play space makes use of the landform, with woven willow structures, climbing features, and wildlife or games boards encouraging imaginative and exploratory play. These elements are complemented by "play on the way" features integrated into paths and slopes, supporting a more informal and inclusive play experience.

A network of long, meandering footpaths offers a peaceful walking route away from the main road, framed by a mix of native and ornamental planting, meadow grassland, and mown paths. Tree planting — including canopy, feature, and street trees — provides structure, shade, and seasonal variety, reinforcing the space's natural and welcoming character.

Together, these features establish a dynamic and nature-rich landscape where play, ecology, and movement are seamlessly intertwined.



Location Plan


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Landscape Concept Sketch for SW basin.


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Key

Hard Landscape

Surfaces

1. 2m main path
2. Crushed stone
3. Play bark
4. Tarmac

Street Furniture

5. Seating
6. Picnic Table
7. Cycle Storage

Play

8. Woven willow structures
9. Climbing feature
10. Wildlife or games boards
11. Site won "Play on the way" Features

Soft Landscape

12. Tree: Canopy
13. Tree: Feature/ Specimen
14. Tree: Street
15. Planting: Native
16. Planting: Ornamental
17. Informal Grassland: Meadow
18. Informal Grassland: Mown Paths



Location Plan

Landscape Proposal

5.0 Landscape Proposals

Section Features

1. Proposed ANRG and existing woodland

2. 2/3m Path

3. Play ‘mounds’ established using cut from basins. Creates a loose enclosure to play space

4. Live willow play structures

5. Flat seating area cut into hill
with climbing feature at back

6. Bus Stop and adjacent SID Road

7. Habitat pile

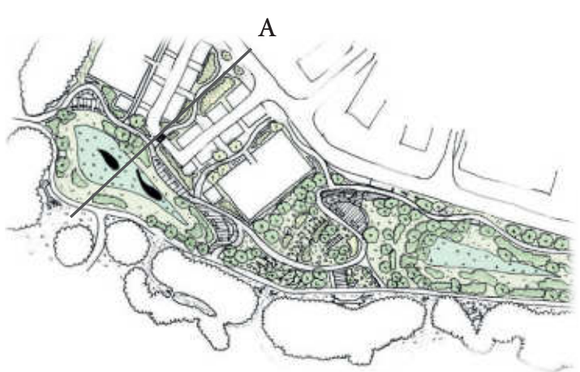




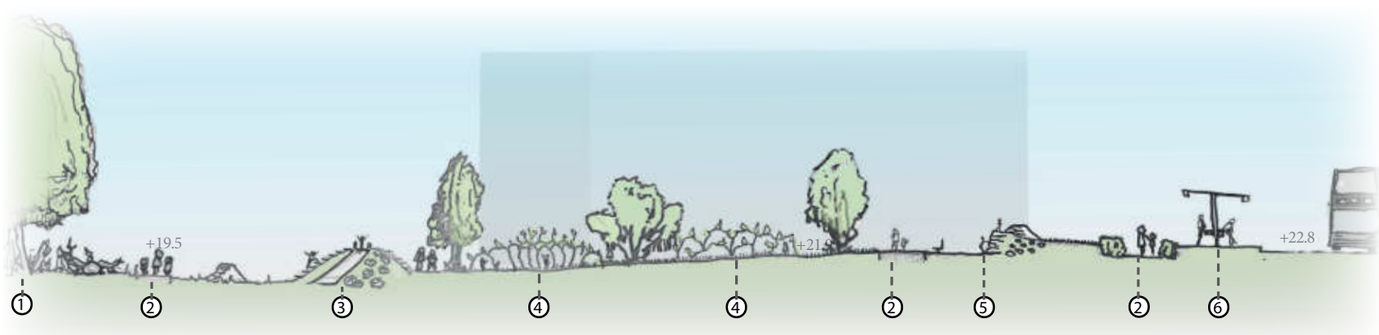




Landscape Section A Extract



Key Plan



Landscape Section A

Section Features

1. Existing woodland

2. 2/3m Path

3. Mound on lower edge of basin with informal mown grass path on top

4. Over deepened area, permanently inundated

5. Open Space surface with post and rail fence on basin edge

6. Shared surface crossing with cobble ramp either side

7. Raised area of grassland

8. Central space seating area

9. SID Road

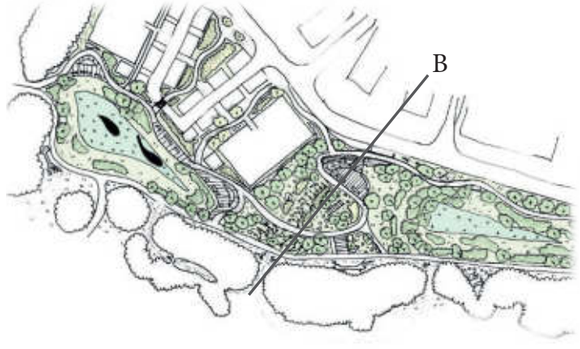




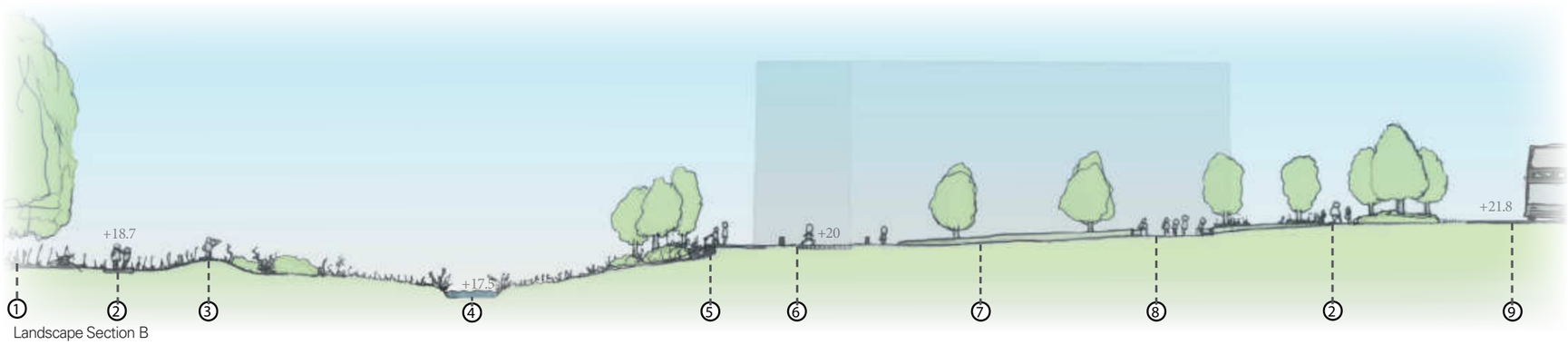




Landscape Section B Extract



Key Plan



Landscape Section B

5.0 Landscape Proposals

5. 6 Fir Tree Lane Linear Park

Fir Tree Lane Linear Park reimagines the existing lane as a recreational green corridor for people and nature. The design transforms the current tarmac route into a softer, nature-focused linear park, reducing the hard surface while retaining a 3 m-wide shared path for pedestrians, cyclists, and horse riders. The space will be framed by existing woodland, enhanced with flowering meadows, SuDS features, and amenity lawns that encourage outdoor activity and biodiversity. A series of 'play on the way' elements—such as log stumps, stepping stones, and hammock or swing play—invite informal play and exploration. Benches, a trim trail, and outdoor gym equipment provide places for rest and recreation, making Fir Tree Lane a welcoming route that blends active travel, play, and contact with nature.

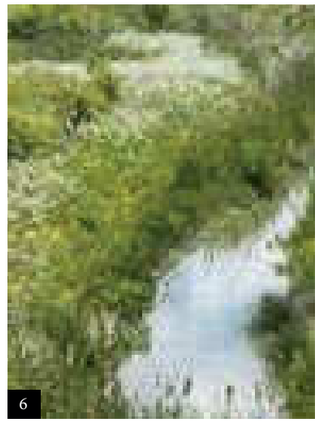

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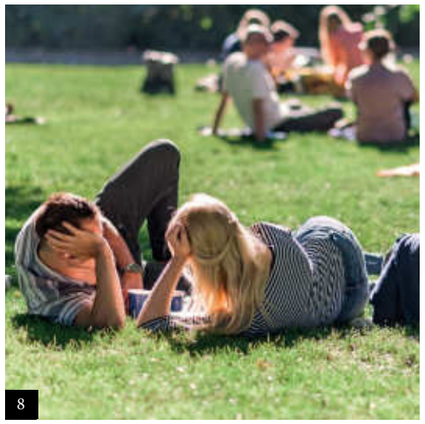

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Location Plan


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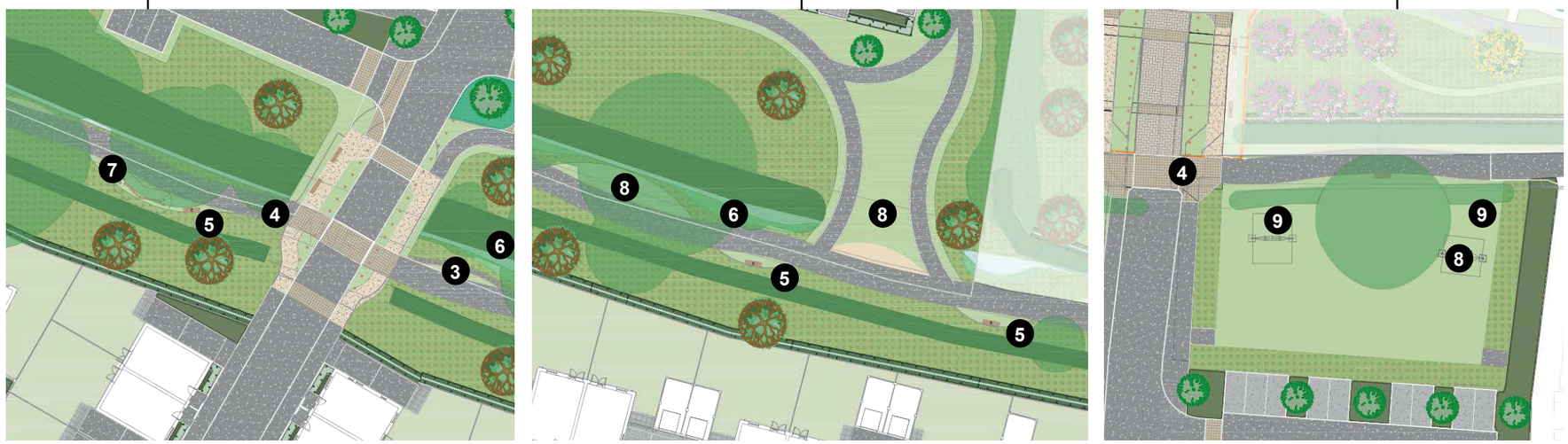

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Landscape Proposal

1. Existing Fir Tree Lane
2. Concept illustration of proposed Fir Tree Lane with flowering meadow
3. Stepping Stone Play On The Way Feature
4. Shared cycle lane
5. Bench along the park
6. SUDS pond and ditch
7. Log stumps Play On The Way Feature
8. Amenity Lawn
9. Hammock Play/ Swing Play at village green
10. Trim Trail /Outdoor gym feature



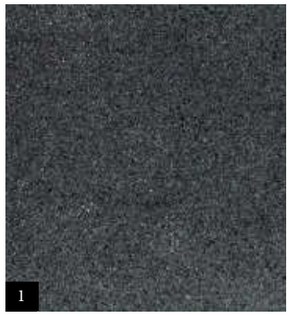
Landscape Proposal Extract

5.0 Landscape Proposals

5. 7 Hardscape & Furniture Palette

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

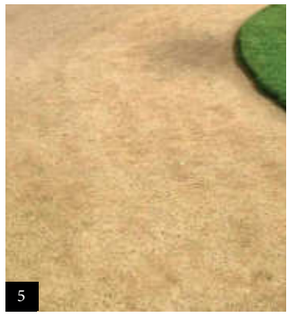
1. ROAD, PARKING, FOOTPATH, GREENWAY- Black Tarmac
2. ENHANCED ROAD AREAS- Multi-size, lightly weathered block paving system, resembling natural stone setts (Marshalls' Tegula Traditional Colour, or Charcon Woburn or similar approved)
3. GREENWAY INCIDENTAL SPACE- Small square unit lightly weathered block paving system, resembling natural stone setts (Marshalls' Tegula, or Charcon Woburn or similar approved)
4. GREENWAY EDGE- Conservation exposed aggregate kerb laid flush as a channel block.
5. 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)
6. LEVEL 2 PLAY AREA- Play Bark
7. LEVEL 2 PLAY AREA- Wet Pour Rubber Surfaces
8. URBAN BACKREST BENCH- Woodscape's Stratford Backrest Seat, equal or approved
9. COUNTRYSIDE BACKLESS BENCH- Woodscape's Type 2 Backless Bench, equal or approved
10. LITTER BIN- Woodscape's LBS 112 / 220 Square Lockable Litter Bin, equal or approved
11. PICNIC TABLE- Woodscape's Standard Picnic Set
12. BOLLARDS- Woodscape's Fixed Hardwood Timber Bollards Square shape, 100mm and 200mm flat groove, 500 and 1000mm height, white band. equal or approved.
13. SHEFFIELD CYCLE STAND- Broxap's Sheffield Cycle Stand, galvanised steel. Equal or approved


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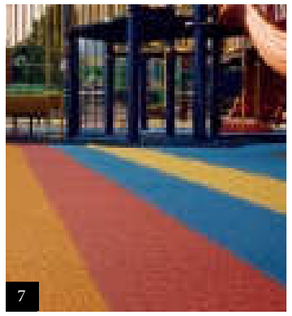

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5.0 Landscape Proposals

5.8 Softscape Palette

The softscape strategy creates distinct yet connected character areas, enhancing biodiversity, resilience, and year-round interest.

Green Spine

– Formal, Contemporary, Bold

Avenues of single-species trees and clipped evergreen hedges form a strong structure. Feature trees aid wayfinding, while climate-conscious perennials and shrubs add texture and seasonal colour.







Green Fringes

– Naturalistic, Softening, Integrating

A mix of native street trees, hedgerows, and soft perennial planting creates a natural transition to surrounding landscapes, complementing architectural materials.







Quobleigh Villas

– Native-Inspired, Meadows, Countryside Edge

Native trees and damp-tolerant feature species blend with existing vegetation. Meadows and marginal planting support wildlife and reflect the area's natural character.







Holme Road

– Verdant, Shade, Lush

Native and multi-stem trees enhance the wooded setting. Shade-tolerant shrubs and textured groundcover create a rich, layered, and green environment.







Foxwood Road

– Woodland, Damp Meadow, Wooded Oasis

Native and damp-loving trees form woodland copses underplanted with shade-tolerant species, softening boundaries with the existing woodland.







Greenway

– Woodland Native, Rain Gardens, Structural, Dynamic

Mini-avenues and multi-stem trees line a vibrant green corridor. Rain gardens provide sustainable drainage with bold, seasonal planting of shrubs, perennials, and bulbs.







5.0 Landscape Proposals

5.9 Trees in Public Open Space

Trees in Public Open Space within Holme & Homestal are arranged in six typologies — Parkland, Greenway, Orchard, Rain Garden, Wetland, and Play Area — each reinforcing the landscape character and sense of place. Tree species are selected to respond to local conditions and the intended user experience, creating seasonal variety, texture, and ecological value.

Parkland and Greenway trees define key movement routes and open spaces, while Orchard planting brings a more intimate, community-focused quality. Rain Garden and Wetland trees enhance sustainable drainage and biodiversity, and Play Area trees provide shade, scale, and a natural backdrop to informal recreation.

The diagram on this page illustrates the distribution of these typologies, with examples of tree species shown on the following page. Together, they establish a coherent, diverse, and resilient treescape that shapes the identity and character of Holme & Homestal.



Parkland


Acer campestre


Tilia cordata


Fagus sylvatica 'Asplenifolia'


Pinus sylvestris


Prunus padus


Carpinus betulus

greenway


Acer platanoides 'Fairview'


Liquidambar styraciflua 'Slender Silhouette'

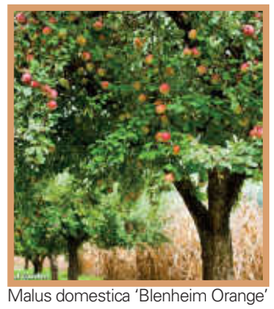

Prunus 'Umineko'


Zelkova serrata 'Green Vase'

Orchard


Malus domestica 'Bramley'


Malus domestica 'Discovery'


Malus domestica 'Blenheim Orange'


Malus domestica 'Lord Lambourne'

Rain Garden


Betula pubescens


Acer tataricum ginnala


Betula pendula 'Obelisk'

Wetland


Betula pendula 'Dalecarlica'


Alnus glutinosa 'Imperialis'


Taxodium distichum

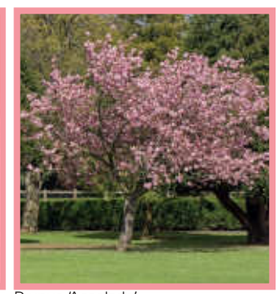

Salix alba 'Liempde'


Betula nigra


Betula pubescens

Play AREA


Malus 'Evereste'


Prunus 'Accolade'


Prunus 'Pandora'

5.0 Landscape Proposals

5.10 Trees in Residential Areas

Trees in Residential Areas within the Holme & Homestal 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


Corylus colurna


Tilia 'Harvest Gold'


Acer platanoides 'Pacific Sunset'


Magnolia kobus


Malus baccata 'Street Parade'


Gleditsia triacanthos 'Inermis'

Mews & Parking Trees


Acer platanoides 'Pacific Sunset'


Ilex castaneifolia


Carpinus betulus 'Streetwise'


Fagus sylvatica 'Purpurea'


Parrotia persica 'Vanessa'


Liquidambar 'Worplesdon'

Garden Trees


Acer platanoides ' Columnare'


Carpinus betulus 'Frans Fontaine'


Hippophae salicifolia 'Streetwise'


Betula ermanii


Ilex castaneifolia


Amelanchier lamarckii

5.0 Landscape Proposals

5.11 Boundaries 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

2. Fencing: Railings
Metal railings 0.9m high to front gardens. Gates to match.

Boundaries- Walling

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

4. Walling: Half height brick wall & composite fences
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.


1


2


3


4

5.0 Landscape Proposals

5. 12 Public Art

The public art strategy follows the Vision for Public Art at One Horton Heath (2025), celebrating creativity, local identity, and connection to place. Public art will be carefully integrated into key landscape spaces, enhancing the character, legibility, and experience of the development.

Artworks will be located within public open spaces, gardens, and gateway areas, contributing to a sense of arrival and belonging. Opportunities will also be explored to integrate art with wayfinding, creating a cohesive visual language across the Site.

A key public art opportunity is identified within the Level 3 play space, where natural land art or sculptural imaginative play elements can combine artistic expression with play value, fostering curiosity and interaction. Another opportunity is proposed at the Foxwood Road bus shelter, where art can enrich the streetscape and provide a distinctive, community-focused feature.

Together, these interventions will help embed art into everyday life at One Horton Heath, supporting its vision of a vibrant, creative, and connected community.

1. Public Open Space Public Arts
2. Level 3 Play Public Arts
3. Bus Shelter Public Art





Vision for Public Art at One Horton Heath (2025)



Suggested Locations for Public Open Space Public Arts



Proposed Location for Level 3 Play Public Arts



Proposed Location for Bus Shelter Public Art

6.0 Technical Summaries

6.1 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.

Pedestrian and Cycle Access

Pedestrian and cycle accessibility is prioritised within the design of OHH with the provision of high-quality walking and cycling routes throughout the site. This will provide active travel interconnectivity through the different parcels and to key on-site amenities such as the local centre and the school.

The proposed greenway routes across The Homestal between The Folds and Quobleigh Breach residential parcels. This will form an attractive active travel connection through the centre of these parcels. The greenway will consist of a shared foot/ cycleway and a separate footway segregated by greenery and landscaping corridor.

Along primary and secondary streets, footways are generally provided along both sides, whilst in the mews street and parking court areas will provide shared areas. At key junctions with main active travel routes pedestrians and cyclists will be prioritised over vehicles. At these crossing points, visibility has been designed in accordance with LTN 1/20 Cycle Infrastructure Design for cycle design speed of 20kmh.

On-site pedestrian and cycle networks will be integrated with the local area through maintaining and improving existing Public Rights of Way (PRoW).

The Holme Access

The Holme is situated in the northern section of the wider OHH development and will be accessed by the SID Road which runs through the parcel.

Within The Holme, the SID Road functions as the primary street, creating junctions with three connecting primary streets that extend northwards into the adjacent development parcels of The Homestal and The Folds.

Access to residential dwellings within The Holme are provided via several smaller junctions directly off the SID Road which provides access to small pockets of residential dwellings in the form of tertiary streets and courtyard parking.

The proposed masterplan results in there being two vehicle access roads needing to cross the proposed Fir Tree Lane bridleway. Pedestrians and cyclists travelling east-west will have priority at these crossing points where there will be raised tables to provide for a continual level for active travel. The raised crossing points and vehicle give way markings will provide traffic calming benefits, slowing vehicle speeds entering the respective residential developments plots.

The Homestal Access

Located to the north of The Holme and Fir Tree Lane, the western access road along The SID Road will provide access through to The Homestal development parcel and will serve all proposed homes.

Within The Homestal, the vehicle access road will consist of a primary street which will turn into a secondary and tertiary streets once within the parcel. A secondary street will form a central north – south street through middle of the parcel off which tertiary streets will be accessed from.

Along the central secondary street there will be traffic calming measures implemented at key nodes. This will provide speed reduction features including raised tabled junctions and horizontal deflection and integrate pedestrian and cycle priority at specific crossings.

Where the proposed greenway crosses the proposed internal road network, pedestrians and cyclists are prioritised over vehicles.

Public Transport Accessibility

The wider Horton Heath area is currently served by existing Bluestar and Xelabus bus routes, providing connections to Eastleigh, Hedge End, and Southampton.

As part of the OHH development, a new bus service is proposed to run along the SID Road, passing through The Holme and linking to the future local centre and primary school. This will significantly enhance public transport accessibility across the development, connecting residential parcels to key community facilities and the wider area.

The proposed bus route will remain on the primary SID Road and will not enter individual residential parcels, ensuring an efficient and reliable service. Future bus stops will be strategically located along the SID Road within The Holme, placing all dwellings in this parcel, and the majority within The Homestal, within a short and convenient walking distance.

6.0 Technical Summaries

6.2 Car Parking, EV Charging and Cycle Parking 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.

Car Parking

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

Unit Type	Size	Allocated Space (per dwelling)	Visitor/ Unallocated Space (per dwelling) Visitor Unallocated Space (per dwelling)	Total Formal Spaces
Houses/Flats	1-2 bed	1	0.2	1.2
	3-4 bed	2	0.4	2.4

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 at the capacity of the table above.

Electric Vehicle Charging

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 Holme and Homestal 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 four 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 Parking

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 693 cycles will be provided across the parcels with 327 in The Holme and 366 in The Homestal.

6.3 Servicing and Delivery Strategy

Waste Collection

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

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 Holme, the refuse vehicle will route along the SID Road and enter each minor access to serve that individual pocket of dwellings. For The Homestal, refuse collection will predominantly take place at the rear of the buildings using the tertiary streets which run parallel to the central north-south street.

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.

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.

6.0 Technical Summaries

6.4 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 Holme and Homestal parcels are split into sub-catchments ensuring flows are managed ensuring serface water is well managed.

The strategy is ifnromed by Geotechnical Investigations and 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 Swales and SuDS treatment trains as regional control features in line with the strategy established in the Outline Planning Application to manage water quality and quantity, using Prevention Measures, Source Control and Site Control Techniques, and Regional Control Features.

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

6.5 Ecological Mitigation/BNG

Ecology

Ecological surveys have been undertaken by Johns Associates to support the Outline Planning Permission and subsequent Reserved Matters Applications 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 measure 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 off set through enhancements to the large green infrastructure network onsite 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.

6.6 Trees

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.

Only minimal removals of low-quality trees are proposed. Locations of trees to be removed are at access points accross Fir Tree Lane.

There are no impacts on trees with preservation orders.

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

6.7 Heritage and Conservation

A Built Heritage Assessment and an Archaeology Statement have been prepared by Cotswold Archaeology and these have been submitted as part of the RM application.

Fir Tree Farmhouse, a Grade II Listed Building which lies adjacent to the development site.

The character of the environs of the farmhouse will alter the understanding and appreciation of the Listed Building as a farmhouse within a rural landscape.

The level of effect is found to be less than substantial harm such that its significance is reduced but still appreciable. As per paragraph 215 of the NPPF 2024, the harm found as a result of the proposals to the significance of Fir Tree Farmhouse should be placed in the planning balance against the public benefits of the wider scheme, as set out within the Planning Statement.

6.0 Technical Summaries

6.8 Energy, Sustainability & Overheating

Energy & 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.

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

Climate Change Resilience & Overheating

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 to ensure thermal comfort during summer months where required.

Overheating assessment outputs and performance specifications are included within the Energy and Sustainability Technical Addendum.

6.10 Noise / Acoustics

A Noise Impact Assessment Report has been prepared by Stantec and is submitted a part of the RM application.

The NIA considers the potential noise and vibration impacts associated with the Proposed Development at existing and proposed sensitive receptors, in accordance with current policy and guidance as raised in the draft planning condition.

Environmental sound survey works have been carried out in order to establish the existing acoustic environment in the vicinity of the Site, during the daytime and night-time periods, in accordance with current guidance. Construction noise was present during the weekdays between 0830 and 1730 therefore affected periods have been excluded from the assessment. Road traffic noise from Allington Lane and Burnetts Lane was dominant for the majority of the daytime and night-time periods across the Site, in the absence of construction noise. Occasional distant aircraft noise and birdsong was also noted during the survey.

This assessment demonstrates that significant noise impacts during the demolition and construction phase are unlikely to occur, providing the identified noise impact thresholds are not exceeded. Vibration is not expected to be perceptible at the nearest receptor depending on the construction method and ground conditions, and in any case the levels are unlikely to exceed the threshold for complaint.

This assessment demonstrates that, with the implementation of 1.8m high close boarded fencing around the perimeter of private gardens, noise levels will achieve the levels recommended by BS8233 and WHO guidance. Furthermore, the assessment indicates that there are no mitigation requirements for any proposed apartment balconies.

With the inclusion of a suitable glazing and ventilation scheme, which accords with the example configurations and sound insulation values provided in the assessment, appropriate internal ambient noise levels will be achieved, which achieves BS8233 and WHO guidance.

The daytime and night-time plant noise rating limits provided in this assessment will ensure a low impact, in accordance with BS4142, depending on context. These limits should be adopted during plant selections for the building, which should also by a suitably qualified acoustician during the selection process.

The assessment indicates that, during overheating conditions, windows on façades closest to off-site noise sources, cannot be relied upon for a primary for of overheating mitigation so that the internal ADO criteria are not exceeded.

Providing a suitable noise mitigation scheme is implemented as detailed in the report, it is considered that the Proposed Development is acceptable on acoustics grounds.

Sunley House, 46 Jewry Street,
Winchester, SO23 8RY
www.architectureplb.com

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PLB