

# Frequently Asked Questions

Planning Public Engagement - November 2020



FAQ – November 2020

## **Introduction**

During the public consultation event held in November 2020 a number of questions were submitted to the One Horton Heath team from both those who attended the consultation events and those who couldn't attend but got in touch.

The purpose of this document is to supplement the consultation materials that are available on the One Horton Heath website - <https://www.onehortonheath.co.uk/about/public-engagement>

For ease of reference the FAQ's are split into topics –the development, layout and design, highways, drainage and flood risk.

## **Layout and Design**

**What is planned for the strip of land that runs between Bramley Gardens and Angelica Gardens - will the houses overlooking this area be offered increased security at the boundary of their properties?**

It is proposed that Fair Oak and Horton Heath Footpath 7 which currently runs through this area would be upgraded to provide an attractive pedestrian and cycle link which will connect into the rear of the local centre and primary school. We have been in dialogue with Hampshire Police regarding ensuring the development is 'secured by design' and improvements are likely to include providing a more appropriate surfacing for all year-round use and some form of lighting, although designed consciously so as not to impact the neighbouring residential properties. The design would also be reflective of the currently character and would aim to not deter significantly from the natural well vegetative landscape.

**Will you be taking a sensitive design approach to where the site is adjacent to existing homes like you are doing with Burnetts Lane? Will there be a "buffer" between the new and old?**

The approach that we've taken at Burnetts Lane is the methodology which we'll hope to take across the whole site. At this stage the masterplan is 'outline', which means that we've only really said "this part of the site is new homes" or "local centre" for example. Because we want our design to be entirely bespoke and locally-sensitive, we want to give each edge the time it needs to get right – which means that we need to do it in stages.

Along Burnetts Lane we've spent lots of time talking with established formal bodies like the Parish Council and Borough Councillors and Residents Associations – but we've gone a lot further and actually set up a Local Development Forum which includes local residents directly in our detailed design process. With the houses on Burnetts Lane we've sat down with the residents there and talked them through the specifics of what they'll be seeing out of their windows – not just big empty space, but what types of houses and architecture, what kinds of new trees and planting, walls, fences, footpaths.

**Is secure cycle storage going to be included plans for each new dwelling?**

Yes, all of the homes will include provision to safely store cycles as part of our overall strategy to promote sustainable modes of transport.

## **The Development**

### **Will the retirement living include good sized houses?**

We haven't got any firm ideas about how the retirement houses will work yet, but we'll be refining the brief as we move to the next stages. The 'conventional' houses that we've designed in detail for the First New Homes are hopefully symbolic of the aspirations – they're entirely bespoke to the local need, with slightly larger floor areas over the national standards, room configurations that suit contemporary patterns of living and plenty of dedicated storage space.

### **How will the development take account of local policing needs?**

We've been consulting with Hampshire Police in the detailed design of the First New Homes, and have been looking at the Secured by Design standards. These cover lots of different aspects of new development, and give excellent guidance on designing out crime – everything from making sure we have good natural surveillance from active windows over all public open spaces, good secure boundary treatments, good lighting, even specifying the 'rating' of doors and window locks that will be installed in the new homes.

### **Will the affordable housing be interspersed with the open market housing?**

There'll be a good mix of affordable rented, private rented, open market and even discounted open market homes that will be protected at a percentage rate under the market value. This means that we won't have the 'affordable only areas' that blight modern developments where the residents are separated from the rest of the site's public amenities, and social cohesion and community spirit suffers. The new homes, whatever their tenure, are being laid out to suit placemaking character and long-term management, maintenance and stewardship of the community, rather than trying to maximise short-term gains.

### **Will the wider public be consulted on the proposed sports provision and will these be made available for community use, such as for local sports clubs?**

We have been working with the Parish Council, Sports England and the relevant Officers at Eastleigh Borough Council to refine our formal sports provision. Whilst the final management operations for the sports provision is not yet known we envisage that as many of the facilities as possible will be made available for community use, including those associated with The Primary School outside of school hours.

## **Movement**

### **How are you going to stop Meadowsweet Way being a rat run?**

Meadowsweet Way is already designed as such to avoid this route being a rat run through road widths, bends within the carriageway and formal traffic calming features. The Transport Assessment to be submitted with the planning application will review the key routes and where capacity improvements are required this would be considered so as to keep vehicles on the main carriageways which are more suited to accommodate larger volumes of traffic and keep the traffic flowing on these key routes to avoid the need for vehicles to find alternative routes due to bottlenecks for example.

### **What is the expectation of traffic into Eastleigh via Fair Oak?**

Extensive consultation has already been undertaken with Hampshire County Council highways to determine the scope of assessment required and agree vehicle trips distributions. This information is based on traffic survey

## ONE HORTON HEATH

data obtained as part of the sites previous planning applications, new and up-to-date data and also Census data regarding journeys to work. It is therefore not anticipated that significant volumes of traffic would route into Eastleigh via Fair Oak, with more vehicles likely to travel via Allington Lane and the B3037.

### **What if any footpaths and cycleways will be provided to other local areas and, specifically, to Itchen Valley country park?**

The proposed masterplan demonstrates a comprehensive network of pedestrian and cycle routes through the site which connect with the existing pedestrian and cycle infrastructure. Where possible, the project team are reviewing the opportunities to improve the existing routes, such as Fair Oak and Horton Heath Footpath 7 (which links Burnetts Lane to the proposed local centre) or may provide monetary contributions to Hampshire County Council or Eastleigh Borough council to improve routes which may support wider council projects.

### **With regard to traffic congestion how will we manage the volume of traffic in and around the site?**

The planning application will be subject to a thorough Transport Assessment which will assess the off-site highway impact of the proposals and where necessary review improvement opportunities to increase capacity and also safety. The One Horton Heath development would also be subject to a Travel Plan which aims at reducing the site's traffic impact by encouraging more sustainable modes of traffic. The Travel Plan will form a planning condition or obligation and is therefore enforceable. This will result in regular surveys understanding how people move through the development and measures in place to encourage people to travel via bus, walking or cycling.

### **Where will most people live in the new development will work – how does that impact traffic queues, particularly at peak times?**

The extensive pre-application scoping discussions with Hampshire County Council Highways has reviewed the likely distribution of vehicle trips associated with the proposed development which includes residents who are likely to work outside of the development and also employees who are likely to come to the site for work. The distribution is relatively even across the local area including Eastleigh, Fair Oak, Colden Common, Hedge End, West End and Southampton, although some might travel further afield once onto the motorway network. The Transport Assessment considers the highway impact of the development proposals along these key routes with the assessment undertaken during the peak travel times which is considered a robust approach.

### **Will you be producing a plan that shows how the existing rights of way network is going to be accommodated and enhanced?**

Where the application is for outline planning permission the finer onsite details of existing Public Rights of Way routes would be considered at each Reserved Matters planning applications. However, there has been extensive liaison with Eastleigh Borough Council, Hampshire County Council Development Control Officers and Hampshire County Council Countryside Services teams regarding Public Rights of Way improvements which is still on going. There is a balance between improving facilities and retaining some natural character of certain walks which are less likely to be used by commuters and are more likely to accommodate leisure users, such as dog walkers.

### **Will Fir Tree Lane be widened to accommodate additional vehicular and pedestrian traffic?**

We are reviewing the opportunities to improve the eastern stretch of Fir Tree Lane which would include road widening. To the west of the local centre it is proposed that Fir Tree Lane would be downgraded with vehicle rights removed, to allow this to become an attractive green travel corridor for pedestrians and cyclists. A new

## ONE HORTON HEATH

distributor road is proposed to the south of Fir Tree Lane which would be designed to better accommodate all users including cars, refuse vehicles and buses and still allows an east to west connection through the site.

**Can you identify what plans are proposed for safe cycle routes through the development to reach Fair Oak Village centre and beyond, such as Itchen Valley Country Park, in order to promote healthy living and a cleaner environment?**

Similar to the above, the project team are still working through such plans, although there is a strong desire for this development to be as sustainable as possible which includes accommodating active travel modes as well as public transport. The concept masterplan has been designed to accommodate safe walking and cycling routes which, where possible connect, with existing infrastructure to support access to the wider area.

**What plans are there to reduce traffic through Moorgreen road?**

Due to the construction of the Burnetts Lane/Link Road/Chalcroft Business Park roundabout vehicles will no longer be able to travel south past the Chalcroft Business Park and instead vehicles would travel along the link road and onto Bubb Lane. This therefore removes the perceived 'short cut' along Burnetts Lane and onto Moorgreen Road. The Transport Assessment to be submitted as part of the planning application reviews traffic distribution of the local area which is based on Journey to Work to census data which suggests a small percentage of vehicles associated with the development would traverse Moorgreen Road, meaning at present there are no proposals to reduce traffic through Moorgreen Road which is already equipped with traffic calming features, however, this will be reviewed by Hampshire County Council Highways.

**How many cars are you planning for and how will they be parked within the development? How many cars per household are you calculating? Are you approving street parking? If street parking, surely all the nice visuals will be completely different when factoring in street parking?**

Whilst parking is not a detailed matter for the Outline Planning Application, parking is being considered in more detail for the first residential parcel. The project team are currently working up a bespoke parking strategy which could later be adopted for the whole wider development. The strategy reflects on Eastleigh Borough Council's adopted parking standards, the accommodation schedule and the ambition to create a sustainable development. A high percentage of spaces are therefore proposed as unallocated to a specific unit to enable a more flexible provision and the strategy is also proposing the use of car clubs and provision of electric vehicle charging points.

**Is there any plan to link Bubb Lane/Burnetts Lane/Allington Lane to Bishopstoke/Eastleigh?**

The proposals include the delivery of a link road between Bubb Lane, Burnetts Lane and Allington Lane. The link road is proposed to route to the west of the solar farm and thus further away from the main sections of residential development, the local centre and primary school. The three roundabout access points at Bubb Lane, Burnetts Lane and Allington Lane are currently under construction due to the project team's ambition to deliver infrastructure early. Once onto Allington Lane vehicles can use the existing road network to connect to Bishopstoke and Eastleigh. The route towards Bishopstoke and Eastleigh is being assessed as part of the detailed Transport Assessment and where mitigation is required, we are assessing what can be delivered.

**What is going to happen to the Horton heath end of Fir Tree Lane? Will traffic still be passing through?**

The eastern end of Fir Tree Lane is proposed as a secondary access route into the development. We are currently investigating what improvements could be delivered in this area to accommodate a multitude of users including cars, pedestrians and potentially buses. However, to the west of the proposed local centre it is proposed vehicle rights along Fir Tree Lane would be removed and downgraded to provide an attractive east to west pedestrian

## ONE HORTON HEATH

and cycle route. An alternative road is proposed to the south of Fir Tree Lane to still provide an east to west route which will connect eventually to the existing eastern alignment of Fir Tree Lane.

### **Drainage and flood risk**

**If trees and hedges are cut down this will result in flooding locally**

The strategic removal of trees and hedgerows to facilitate the development will not increase flood risk locally. These contributing factors will be included within the post-development run-off rate calculations. The maximum, worst case post-development run-off rate (1:100-year storm event +40% for climate change), is restricted to mimic a relatively conservative pre-development greenfield run-off rate (1:1 year and 1:2.3 year storm events). This ultimately results in the development run-off never exceeding, and in fact improving upon the existing flooding and drainage situation. So, in short, no, the proposals will not result in flooding locally but will in all likelihood improve many pre-existing issues.