

Design & Access Statement

**Home Farm
Hedge End
Hampshire
SO30 4DF**

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1.0 INTRODUCTION

This Design & Access Statement (DAS) has been prepared to support the application submission for development on land at Home Farm, St John's Road, Hedge End. The proposed development comprises 8 N° semi detached, linked detached and detached, 2 storey dwellings together with the associated access, parking and landscaping. The scheme content comprises a mix of 2 N° 2 bed houses, 4 N° 3 bed houses and 2 N° 4 bed houses. In the preparation of the design proposals due regard and consideration has been given to associated matters regarding the site and included within the following supporting reports:

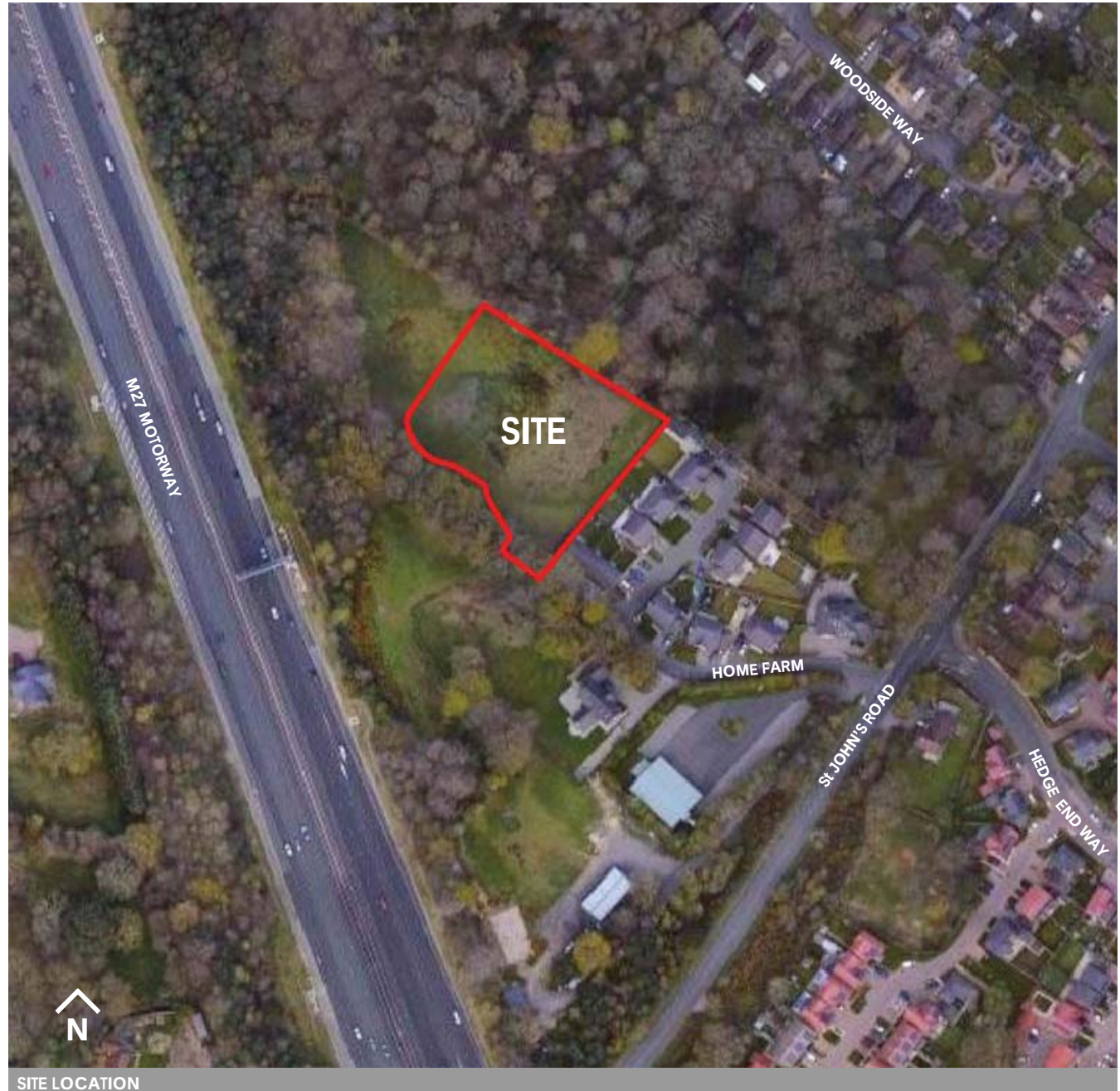
Planning Policy:	Wessex Planning
Highways/ Transport:	Nick Culhane
Trees:	Ecourban Arboricultural
Ecology:	Ecosupport Ltd
Landscape:	Deacon Design
Acoustics:	24Acoustics
Air Quality:	Hawkins Environmental
Drainage:	Aquacallidus
Ground/ Soils:	GCC Ltd

This DAS comprises an analysis of the site and the surrounding area including a contextual study and the constraints and opportunities which arise from those studies. It refers to the Supplementary Planning Guidance published by the borough council in particular:

- Character Area Appraisals SPD 2008
- Quality Places SPD 2011
- Landscape Character Assessment SPD 2011
- Trees & Development SPD 2021
- Residential Parking Standards SPD
- Environmentally Sustainable Development SPD
- Biodiversity SPD

2.0 LOCATION

The land is located on the south- west edge of Hedge End close to the M27 Motorway and approximately 0.7 miles from the centre of the settlement and the local facilities within that centre. The local area is largely a residential suburb with a variety of post war and more recent residential developments.

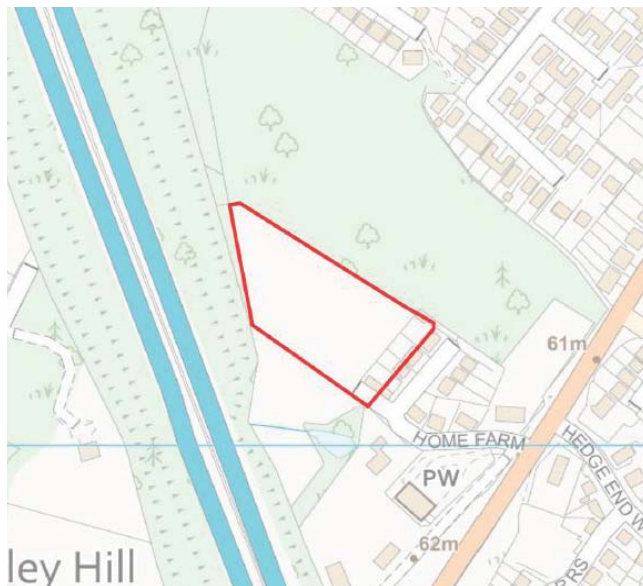


SITE LOCATION

3.0 THE SITE

The site lies on the north side of St Johns Rd and is served off an existing road, Home Farm, which provides access to a recent development of 14 dwellings and a light industrial unit. The sole access to the site is from a shared surface extension of the Home Farm access located in the extreme south west corner of the site close to and below the canopies of some existing mature trees and their root protection areas. This application site is part of a larger parcel identified in Policy HE3 of the Adopted Eastleigh Borough Local Plan 2022 for residential development, although from early studies including acoustics, drainage, trees and highways as well as architectural urban design it became clear that the potential for residential development was limited to the relatively level plateau that is the subject of this application. This will be further explained in the later sections of this DAS.

The site extends to 0.45 hectares (1.12 acres), is broadly rectangular and subject to some significant changes in level from the point of access and around the northern and western edges. The whole area of land allocated for development rises from the point of access along the western boundary to the far north- west corner by over 8m whilst the land along the northern boundary rises by over 11m. These edges are adjacent to blocks of existing woodland forming strong boundaries and a high degree of visual enclosure and which are protected by TPO. Beyond the site along the western edge but at a lower level lies the M27 Motorway.



EXTRACT FROM POLICY HE3 MAP SHOWING ALLOCATED LAND



THE EXISTING SITE



ENTRY TO HOME FARM FROM St JOHN'S ROAD

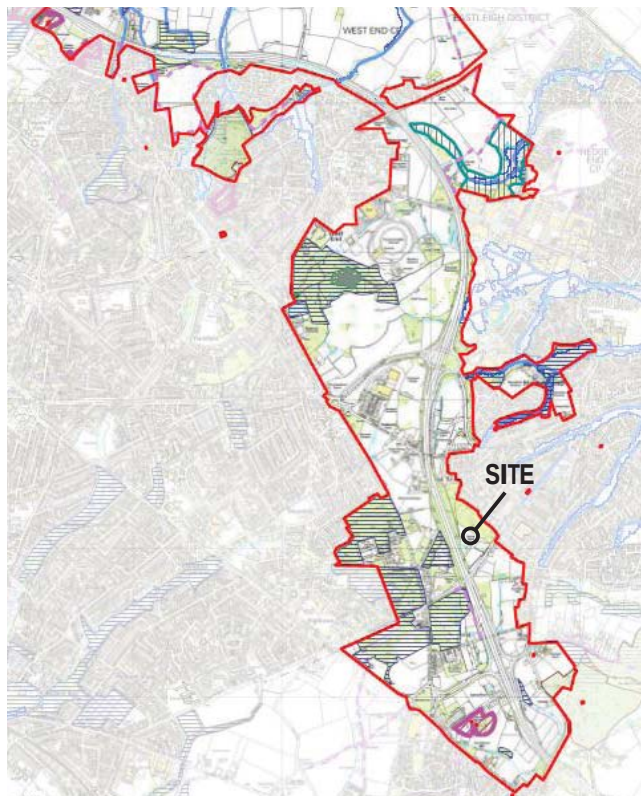


EXISTING HOME FARM DEVELOPMENT FROM SITE

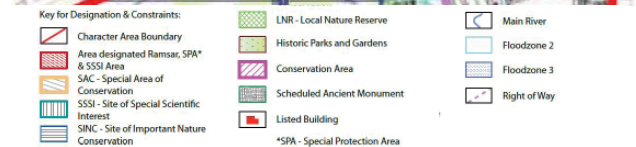
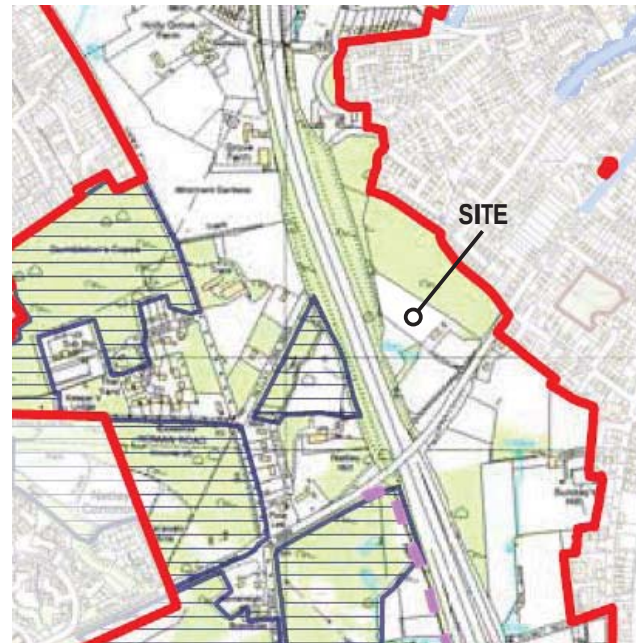
4.0 CHARACTER & CONTEXT OF THE AREA

For the purposes of defining the nature of the site and surrounding area council guidance will be reviewed including The Character Area Appraisals and The Landscape Character Assessment together with a review of the local forms of development. The immediate areas close to and around the site are varied in terms of the character, the buildings and land uses.

The general area falls within the Landscape Character Area: The M27 Corridor and is characterised as having undulating ground dominated by the presence of the motorway and much of the land directly adjacent to that major road comprises heath associated woodland and pasture. The motorway generates a significant amount of noise intrusion into this area. Immediately to the north and east is a block of woodland subject to TPO 139H and 140E and this creates a very strong boundary to the land along those sides.



LANDSCAPE CHARACTER AREA: M27 CORRIDOR



LANDSCAPE CHARACTER AREA MAP EXTRACT



CHARACTER AREAS APPRAISAL MAP EXTRACT

Whilst the land lies reasonably close to the Hedge End settlement it is some distance from any character area defined in the councils Character Area Appraisal SPD 2008. The 2 most relevant are; Character Area HEWEB 28 which covers a large part of the southern area and HEWEB 71 which comprises the 1970/1980's residential developments some distance to the north of the site and separated from it by the intervening block of woodland.

Character Area HEWEB 28 covers a wide area but the part most relevant to the site is the St John's Rd corridor which leads to the site from the centre of the settlement. It is a road which has retained a certain degree of its rural character, being a single carriageway road with a footpath to one side. Low density 2 storey ribbon development runs along the road with early Victorian properties interspersed with later, post war infill, usually fronting the road behind hedges. Character Area HEWEB 71 has little influence or relevance to the site and comprises 1970/1980's post war development laid out in loops and/or multi headed cul-de-sacs. Given the depth of the woodland block there is no visual connection between this existing development and the proposed site.



ST JOHN'S RD - HEWEB 28



HELLYAR RISE - RECENT DEV



WOODSIDE WAY - HEWEB 71



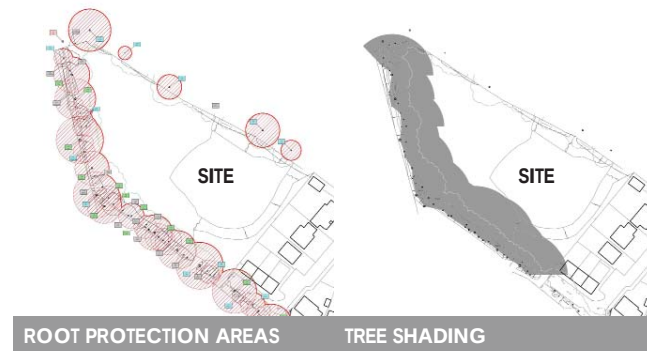
HOME FARM - EXTG DEV

The southern boundary of the land is defined by the existing housing development served off Home Farm which leads to St Johns Road. This residential scheme is laid out in a standard, cul-de-sac arrangement and comprises 14 N° dwellings in a mix of 2, 3, 4 and 5 bed, 2 storey units. The majority of units are detached but there is a short terrace of 3 dwellings in the south west corner, which front onto a shared access/parking area that will provide the access route to the proposed site. Some of the dwellings have their rear gardens facing the allocated land and the consequence of the visual intrusion of the timber close boarded rear fences onto the open land is inevitable and unfortunate. The dwellings are designed in a relatively unified, modern vernacular style with red stock face brick walls with some black horizontal boarded walls, all under plain grey plain tiled roofs.

5.0 OTHER NOTABLE CHARACTERISTICS, CONSTRAINTS & OPPORTUNITIES

A detailed site analysis has been undertaken by a range of consultants including such matters as acoustics, ecology, trees, drainage and ground/soils. All of this information is included within the specialist reports supporting this application and noted in section 1.0. The key constraints and opportunities arising from those reports are itemised below. These include:

- The Council's Trees & Development SPD 2021 stresses the importance of assessing the quality of existing trees and the contribution that they make to the character and appearance of an area as well as the biodiversity value and environmental benefits. It recognizes that trees play a role in the design of streets and spaces. The detailed assessment of this site is contained within the tree report prepared by Ecourban which forms part of the submission and it identifies the importance of the existing mature tree line along the west boundary and around the northern edge of the allocated land shown in Policy HE3. This tree line comprises a number of Category A and B mature and maturing trees, notably oaks with beech, sycamore and chestnut. Given the size of the tree line along the west boundary a shading study undertaken in accordance with guidance in BS5837 has been prepared to guide the design development and is shown on the Constraints and Opportunities Plan



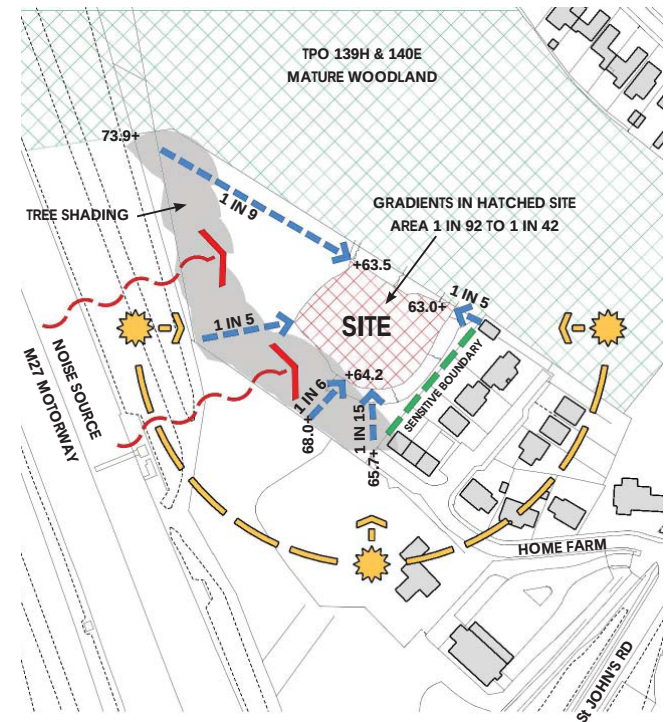
- An ecological appraisal of the land has been undertaken by Ecosupport Ltd and this has identified that the existing tree lines around the boundaries are of moderate to high quality habitat for foraging and commuting bats. The report recommends that a buffer be introduced along those boundaries, and that any development or garden areas be offset several metres from the tree canopies. Other design considerations include the introduction of Swift and Bat bricks into the external wall construction in suitable locations

- An acoustic assessment has been undertaken on the site given the close proximity of the motorway and the description within Policy HE3 for the allocated site that approval would be granted for development that ensured an acceptable noise environment could be achieved through appropriate siting of any development and the provision of noise mitigation measures. The acoustic survey has demonstrated that the road traffic noise from the motorway dominates the ambient noise levels across the site and the report identifies that the form of the land rises from the motorway to the site the lowest sound readings are in the lower, south east part of the site where the topography provides natural screening from the motorway and the noise source. Such is the screening affect of the topography that it has been determined that only minimal mitigation would be required to any dwellings located within the lower part of the site. However the upper part of the site being more open to the motorway is subject to higher noise levels which would likely require significantly greater mitigation, where it may also be very difficult to provide garden areas below the required maximum noise levels.
- A soils and drainage study has been undertaken in order to inform the design proposal. The drainage study states that the site is the head of a natural valley where the clay geology is impermeable and it recommends that in order to create a sustainable system for surface water drainage an area of relatively level ground is required which only naturally occurs in the south east corner of the site. The concept utilises a combination of filtration and natural run off to the north east in a diffused/dispersed release with flow control. Land at the higher level of the site would prove difficult to drain using this method due to the need for relatively level ground which cannot be achieved without the introduction of some significant ground remodelling and associated retaining structures. Further desk top studies have revealed that the site is formed of River Terrace Deposits (sand & gravel) over Wittering Formation (clay, silt & sand) which on the upper part of the site would add a level of engineering complexity and cost for any new development within that area.

The descriptive analysis of the site and surrounding areas that are described within the earlier sections together with the conclusions from the various consultant studies have all been brought together within the contextual diagram below in order to demonstrate the various constraints and opportunities. The key points are:

- To locate any new development in such a position that meets the requirements of the various consultant studies and results in a viable residential scheme.

- To conserve and enhance the existing mature landscape elements and position development in such a manner as to ensure its future vitality and retention.
- To create a development with a degree of variation in type and size of dwelling with a consistency in form and materials to be legible and create a sense of place.
- To create a layout which responds in a positive manner to the key points contained within the borough council's design guide.
- To integrate appropriately with the existing residential properties adjoining the site and to respect their amenity.
- To create an appropriate edge to the development in relation to the existing tree lines and woodland.



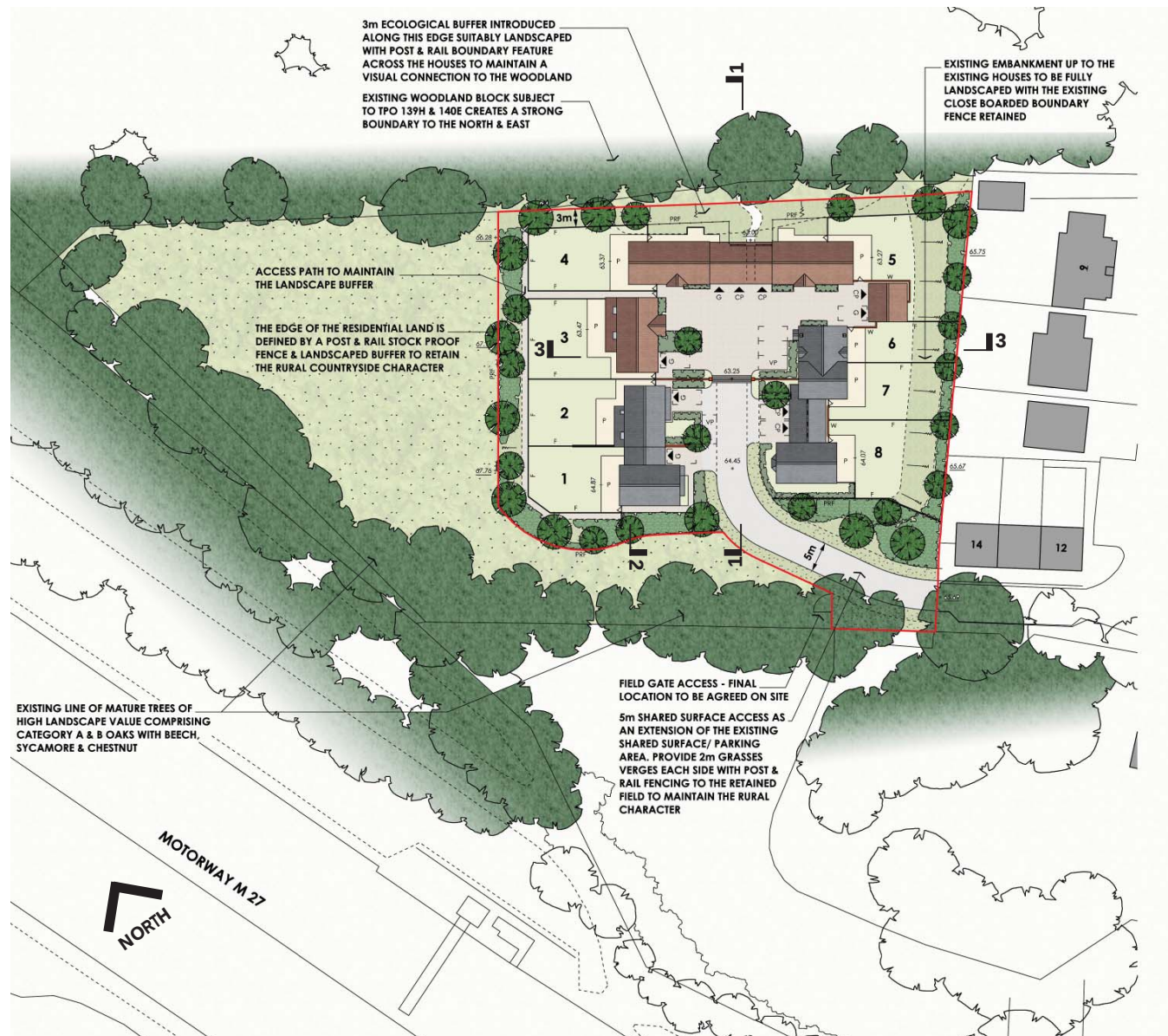
CONSTRAINTS & OPPORTUNITIES

6.0 SITELAYOUT, LANDSCAPE & AMENITY

The proposal shown on the site layout drawing PP1406-101 and reproduced opposite comprises a small scale, development of 8 dwellings in a 2 storey form with a variety in the type and size of units comprising 2 N° 2 bed houses, 4 N° 3 bed houses and 2 N° 4 bed houses. A development of 8 dwellings on the 0.45 hectare site results in a relatively low density of approximately 18 dwellings per hectare which is an amount that makes best use of the available land taking into account the constraints and at the same time integrates with the character of the immediate area. These development principles are key requirements contained in policies within the NPPF and the Borough Council Local Plan. The houses are arranged in the form of a courtyard located within a broadly rectangular part of the site that is relatively level and appropriate for level access in compliance with Building Regulations and supports the infiltration drainage concept for surface water. Development of this part of the site is also supported on the grounds of

- Avoiding impact with the line of mature trees along the west boundary including their root protection areas as well as the foraging/commuting route for bats.
- Limiting noise nuisance from the motorway traffic; and avoiding undue shadowing of the proposed properties and private amenity areas.
- It is also appropriate that the more level ground lies adjacent to the existing development ensuring an opportunity to address this by locating the new properties with their private gardens onto that boundary with the private gardens of the existing houses.

The site entry road is an extension of an existing shared access serving a small part of the existing housing development and that shared surface joins the Home Farm access which comprises a carriageway and footpath leading to St Johns Rd. This expresses a clear hierarchy of the route to and within the scheme as suggested in the Quality Places SPD 2011. On entering the site and moving beyond the root protection areas of the existing trees the existing levels are remodelled for the road to extend down to the relatively level courtyard group. The use of a shared surface with grassed verges maintains the rural character amplified by the introduction of appropriate soft landscaping/hedging/wild flower areas together with rural features such as post and rail fencing. Due to the relatively small number of dwellings and the route classified as a minor access, this allows design features such as a splayed kerb entrance, brick screen walls, a shared surface for vehicles and pedestrians and reduced road widths to be incorporated all of which ensure that a more rural character is created that also emphasises the courtyard design approach



For Sections 1, 2 & 3 See Page 8

PROPOSED SITE PLAN - EXTRACT FROM DRAWING PP1433/ 101

6.0 SITE LAYOUT, LANDSCAPE & AMENITY

- CONTINUED

rather than adopt the more standard, radii entrance, cul-de-sac development approach. Areas of the courtyard are laid to permeable surfacing with intervening areas of soft landscaping and tree planting to a suitable scale which is all established in the landscape strategy by Deacon Design.

A key factor in the layout is how the various parts of the development relate to the existing site and remaining land in terms of topography, landscape and existing buildings. For this reason the submission includes a number of site sections, reproduced opposite, which demonstrate how these relationships have been dealt with. This includes the proper relationship between existing and proposed dwellings and the preservation of amenity as set out in the Councils Quality Places SPD 2011.

The arrangement of the buildings comprise a group of detached, semi detached and linked buildings reinforcing the sense of a courtyard development with a high degree of enclosure with the links between buildings created by garages and car ports. Each group is planned using a traditional wide frontage floor plate which tends to create a more traditional vernacular appearance with the correct balance between the scale of walls and roofs – see section 7.0 for further information. The units on plots 1 and 8 are arranged to be wide frontage facing the access so as to provide a degree of emphasis to the courtyard entrance. Although this part of the site is relatively level there is still a necessity to change levels as the built form approaches the western boundary and this has provided an opportunity to add some additional interest and variety into the built form. The 2 larger 4 bed properties on plots 4 & 5 are wide frontage extending in toward the centre in order to close the courtyard but leaving an essential gap for the drainage flow/infiltration shown on the drainage strategy. This gap is a covered link between the 2 plots and comprises a garage, 2 car spaces and an informal path access to the woodland which has no specific boundary fencing at this point.

The landscape design allows for a generous mix of native species that will reinforce the woodland setting and the M27 corridor planting. In addition to the proposed ecological corridors that wrap around the site the courtyard landscape will be planted with a mix of formal native hedging, ornamental woodland plants and meadow areas. Together this will allow the woodland feel to permeate through the site, helping to support biodiversity and reinforce the sense of place for residents and visitors alike.



For Section Locations See Site Plan Page 7

Due consideration has been given to orientation in order to address the site constraints and opportunities as well as the statement within the Quality Places SPD 2011

Garden lengths are a minimum of 15 metres extended in order to make allowance for the orientation of gardens toward the south-east and north-west. As described within the Quality Places SPD 2011 the 'grain' of an area is the expression of the pattern of development and that development proposals should take this existing pattern into account but not necessarily replicate it. The 'grain' of the existing area around the site is only relevant where the site abuts the existing housing and it is clear that the pattern of the proposal follows and integrates appropriately with its immediate surroundings. A strong, logical layout such as the courtyard form promotes legibility and allows a visitor to orientate themselves. This aspect of legibility is also reinforced by an appropriate and consistent choice for materials and this aspect is discussed in section 7.0.

As referred to in Policy DM2, Environmentally sustainable development, of the Eastleigh Borough Local Plan,

1."The Borough Council requires that:

a. all new residential development (C3 Use Class only) must achieve at the time a Reserved Matters or Full Planning Application is submitted:

- a 19% improvement in predicted carbon emissions, compared with the building regulations standard current at the time, through increased energy efficiency of the building fabric, unless this is superseded by an updated building regulations requirement equivalent to 'zero carbon homes'; and
- a predicted water mains consumption of no more than 110 litres/ person/ day"

The client understands this requirement and the development shall comply in every respect.

7.0 FORM, SCALE & APPEARANCE

All of the proposed accommodation is appropriately sized with 2 bed houses at 80 m² (861 ft²), 3 bed houses at a range of 102.5 m² (1100 ft²) and 138.5 m² (1491 ft²) and 4 bed houses at 157.8 m² (1700 ft²). These sizes ensure that the dwellings are flexible and can accommodate future changes in the occupier lifestyle and are currently spatially arranged to allow easy circulation to all rooms in the house. All of the proposed units meet the requirements within Building Regulation M4(2) Flexible and Adaptable Dwellings and exceeds the Borough Council policy that 85% of units meet this requirement.

The built form is overall 2 storeys in scale, traditional but modern vernacular design, with integral and attached/linked garages and car ports interspersed between the dwellings. The dwellings all have wide frontages similar to those more traditional Victorian properties in the wider area. Roof pitches are generally aligned parallel to the frontage presenting eaves lines onto the road with generally straight gable ends which is again consistent to that found on the older more traditional buildings local to the site. The introduction of gables and bay windows on certain plots are added as features such as the bays on the gable ends of plots 1 and 8 where they face onto the access route and the entrance to the courtyard.

Plots 4 and 5 have expressed upper bays to the front with straight gable roofs to add a degree of variety in roof line and articulation in the facades which also emphasises the entrances and similarly plots 2 and 3 have rear 'wings' extending into the garden with mono pitched roofs. The integral garages to plots 2 and 3 have been arranged to maintain the focus of the front elevation on the overall form rather than just the garage. The level differences have been arranged to ensure that the steps in the built form read correctly between plots 1 and 2, plots 6 and 7 and plots 7 and 8. Overall there is a high degree of variety in the built form which is translated into the roofscape and this is particularly relevant when the scheme proposal is viewed from the higher ground around the northern and western edges.

Buildings within the wider local area display a variety in both style and materials for roofs and walls including red/brown/yellow brick and rendered walls under plain tile and concrete profiled tiled roofs. However the more recent development that adjoins this site has a more restrained palette. The design proposal demonstrates a consistent use of materials for walls and roof in order to strengthen the courtyard group and at the same time introduce a degree of variation. Roofs of groups are a combination of plain tile and slate with all walls to be red/orange multi stock face brickwork. The walls of the gabled bays to plots 4 and 5 have those constructed in plain tile hanging and the external

walls of plots 4 and 5 present more of a modern vernacular 'barn' appearance with the use of black, vertical boarding set to a random pattern over a plinth of brickwork. The upper floor of plot 3 is also boarded to reinforce that part of the courtyard when viewing plots 3, 4 & 5 as a group.

With regard to general details and features the governing principle is to enhance the principal palette of materials used for elevations but in a manner so as not to overplay the overall simple, decorative appearance and to avoid pastiche. These general details and features include:

- Double brick header arches over windows and doors in contrasting solid red brick
- Contrasting red brick sills to windows
- Indented and extended brick feature courses
- Simple half round ridge and bonnet hip tiles to plain tile roofs
- Complimentary ridge tiles to slate roofs
- A restrained variety of window styles comprising casement and cottage styles with some glazing bar features.
- Simple lean to and straight gabled, braced porches.
- Square timber post supports to car port structures sat on low brick plinths.



PLOTS 1 & 2 - FRONT ELEVATIONS



PLOTS 6, 7 & 8 - FRONT ELEVATIONS



PLOTS 4 & 5 - FRONT ELEVATIONS

8.0 PARKING, CYCLES & REFUSE

The general principle is that the development will comply with the statutory requirements for car and cycle parking as set out in the borough council document Residential Parking Standards SPD 2009 with the provision based upon on plot allocation.

All 3 bed and 4 bed dwellings have single garages to a minimum size of 3x6 m with the exception of plot 8 which has a car port. The 2 bed house on plot 6 has 2 hard standing car spaces whilst plot 7 has a car port linked to plot 8. The variety of provision and careful siting ensures that vehicles do not dominate the courtyard or the access approach.

Cycle storage is made available in the garages where applicable or alternatively in secure, locked sheds within rear gardens.

Storage for refuse bins and containers is located within the rear gardens of the properties with suitable access gates to ensure bins are moved to the front for collection. The courtyard is suitably sized to accommodate the refuse vehicle turning as indicated in the highway engineer report.