



FAIRHURSTS DESIGN GROUP



FORMER CROCKERY AND SAMSON'S
GYM (237 CHAMBERLAYNE ROAD AND
5B DERBY ROAD), EASTLEIGH

MAPLE PLACE RESIDENTIAL DEVELOPMENT PROJECT

AUGUST 2023

Architecture | Interiors | Master Planning | Landscape | Client Representation

Client: Project

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Project Team



fairhursts design group

Architect - FDG

Client - Aspect (Eastleigh) Ltd

Landscape Consultant - ACD Environmental

Arboroculturist - CBA Trees

Ecologist - ECOSA Ltd

Transport Consultant - Paul Basham Associates

Civil & structural Engineer - Reuby & Stagg Ltd

Sustainability Consultants - SRE Ltd

Architectural and Heritage Consultants - Cotswold

Engineering consultants - Waterman Group

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Former Crockery and Samson's Gym (237 Chamberlayne Road and 5b Derby Road), Eastleigh

1.0 Introduction

1.1 Executive Summary

- The purpose of this Design & Access Statement is to support the detailed planning application for a new residential scheme within Eastleigh, Hampshire.
- The site formally had 2 properties which were once occupied and used for leisure and retail purposes.
- Both existing buildings have now been demolished under EBC Planning Application PN/20/89301 – Demolition of former Samson's Gym and the Crockery arts and workshop buildings. So the site is currently unused derelict land.

1.2 Project Brief

- Maximise density including approach to building height.
- Use the House Type designs developed by the Council on the One Horton Heath project.
- Incorporate Tenure neutral design and management arrangements
- Adopt fabric first approach to energy efficiency meeting Future Homes Standard 2025 but not through a certified Passiv Haus approach.
- Deliver a domestic heating solution with no reliance on fossil fuels
- Maximise use of LZCT for power and heating
- Dwellings designed to maximum water consumption of 105 litres/person/day
- Where parking is provided, ensure access to EV charging points for occupiers and visitors, at a level and charge/ management approach suited to the site and the locale.
- Protection and sensitive consideration and incorporation of adjacent mature trees (see emerging Trees SPD and guidance)
- Promoting employment, education and skills training opportunities through the development
- All footpaths, roadways and shared surface should be designed and built to adoptable standards including surfacing, drainage and street lighting (where compatible with public realm improvements).
- Install all physical infrastructure for Openreach Full Fibre (FTTP) and Virgin Media FTTP to the premises where available
- All communal areas must be safe and easy to maintain to a high standard of cleanliness and overall appearance.
- All mechanical and electrical services included in the structure must meet the current / known future specifications for safe cleaning and maintenance.

1.2.1 Aspirational Requirements

- Designed water consumption of 90 litres/person/day or less
- Car club space(s) on-site or on-street along Derby Road if required (delivered by EBC) HOUSING

1.2.2 Other Considerations

- Consideration of the character appraisal:
 - Maintain the predominant shallow building setbacks and continuous building frontage in order to retain the sense of enclosure provided by existing development.
 - Minimise the requirement for on-street parking in new development.
 - Maintain the predominant brick wall plot boundaries.
 - Ensure that the materials applied in new development are similar or complementary to those prominent in existing development.
- Appreciation of the iconic design of existing building (Distinctive façade facing the corner), and re-creation rather than retention of design features
- Acknowledge the transition from Victorian terraces and grid structure to lower density houses (at Hardy Rd/ Derby Rd junction).
- Achieve strong roofscape along Chamberlayne Rd
- Maximising opportunities for encouraging sustainable transport modes: including walking and cycling, low and ultra low emission vehicles, car club/ bike hire and public transport.

1.2.3 New - Residential Accommodation

- The residential scheme design(s) will be influenced by the car parking strategy, and Council Officers have identified the following options as potential approaches to parking:
 1. Parking provision in accordance with the Parking Supplementary Planning Document allocated and visitor parking standards (January 2009 as revised)
 2. Parking provision below the standards of allocated parking to discourage car ownership and designed to encourage sustainable travel (including space available to convert to future use for disabled spaces)
 3. No parking provision on site (car-free scheme) to discourage reliance on car ownership (except for space available to convert to future use for disabled spaces in cases where a Part M4(3)(b) Wheelchair accessible unit is provided)
- Initial concept designs should consider all three options allowing these to be assessed and ruled-in or out as deemed appropriate by the Programme Board.

1.2.4 Public Realm - Brief

- Protect existing features of value in the public realm (mature trees etc).
- Enhance landscape and visual amenity of public realm within vicinity of the site.
- Reinforce footpath, cycle path and public transport network.
- Create where possible private patio / garden space.
- provide communal bin store for apartment block.
- Maintain character of local streetscape.

1.3 Project Aims and Objectives

As landowner of the site, the Council's project objectives are:

- To ensure Eastleigh town benefits from any redevelopment, and that disruption to the local community is minimised;
- To deliver a redevelopment scheme which reflects positively on the Council in its developer role and helps build its emerging brand;
- To pilot the application of the Eastleigh Borough Council House types portfolio where possible (demonstrator site);
- To maximise the opportunity for brownfield redevelopment for new housing, and make efficient use of a sustainable, accessible location;
- To showcase and champion high-quality design, including public realm and enhancement of the street scene;
- To contribute positively to creation of a 'gateway' to the Grantham Green area, including maximising use of sustainable travel methods and public transport.
- To support and encourage environmentally beneficial living choices.

The specific objectives to be addressed by the redevelopment are covered below:

- Meet demand for town centre living and sustainable, healthy homes.
- To undertake a good level of community consultation and to ensure the views of the community are incorporated wherever possible.
- Make use of the emerging House and Apartment Types and;
- Explore and make use of innovative construction methods wherever possible including off-site manufacture – with a particular emphasis on minimizing construction time on site
- Support the Council's ambition for a long-term investment portfolio for Council retention.

2.0 Site Location and Context

2.0 Site Location and Context

2.1 Site Location

- The proposed site is located on the corner of Derby Rd and Chamberlayne Rd, Eastleigh, Hampshire SO50 5HX and the footprint of the site is 857 sqm (0.2 acres).
- The site is located outside the Core, Primary and Secondary retail frontages of the town centre.



Site Location Plan

2.2 Site Context

The site is a corner plot which allows for multiple points of access.

- The primary pedestrian access is to the North of the site along Derby Road, with secondary access to the east along Chamberlayne Road and to the west via the service access route.
- The primary vehicular access is via Derby road to the north and from the South along Chamberlayne Road via Cherbourg Road.
- There is no vehicular access into Chamberlayne Road from Derby Road, but the service road to the west does link up to derby road.
- Derby road is on the main bus route with stops very close by.
- There is off street parking along both Derby road and Chamberlayne road.
- The proposed design will look to maintain these primary access points to the site.
- The proposal looks to develop a new enclosed cycle storage, in order to promote the use in sustainable transport



Site Context Plan

2.3 Access to the Site

- Vehicular access to the site is via Chamberlayne Rd or Derby Rd where there is on street parking at limited times.
- There is No vehicular access onto Chamberlayne Rd from Derby Rd.
- A service road does run along the West side of the site. This is to allow vehicular access to nearby residential properties.
- The site is on the Bluestar bus route, as well as walkable to the town centre and Eastleigh train station and bus station
- The site does allow for potential vehicular access from all three surrounding roads.



Plan showing access to site

3.0 Existing Site Photographs

3.0 Existing Site Photographs

3.1 Existing Site Views - Pre-Demolition



Image 1 – Along Derby Road



Image 2 - Along Derby Road



Image 3 – Along Chamberlayne Rd



Image 4 – Along Chamberlayne Rd



Image 5 – West Service Road looking north



Image 6 – West Service Road looking south

3.2 Existing Site Photos - Pre-Demolition



Image 1 – Entrance from West Service Rd



Image 2 - Along West Service Rd



Images 3, 4 & 5 – South of site

3.3 Existing Building Features



3.4 Existing Site Photos - Post-Demolition

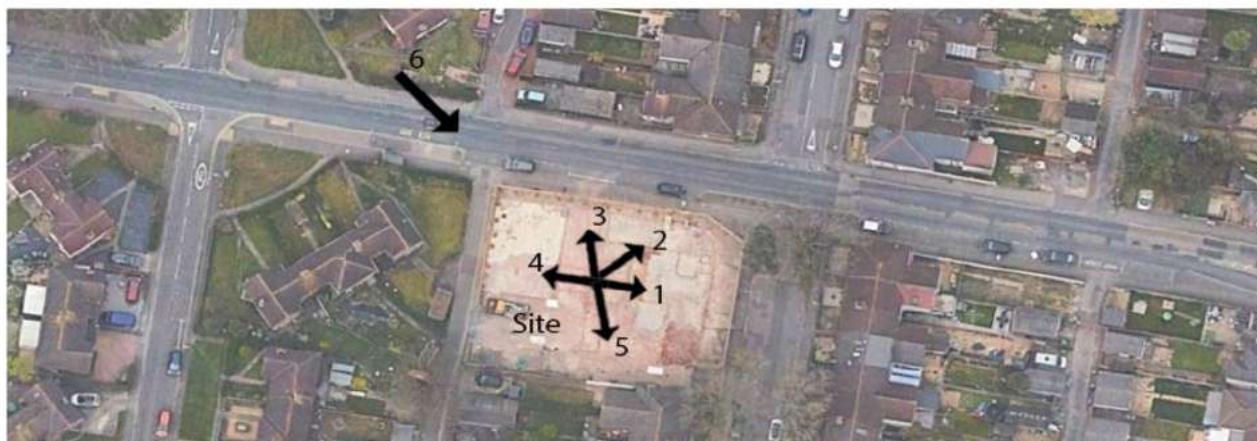


Image Reference Plan



Image 1



Image 2



Image 3



Image 4

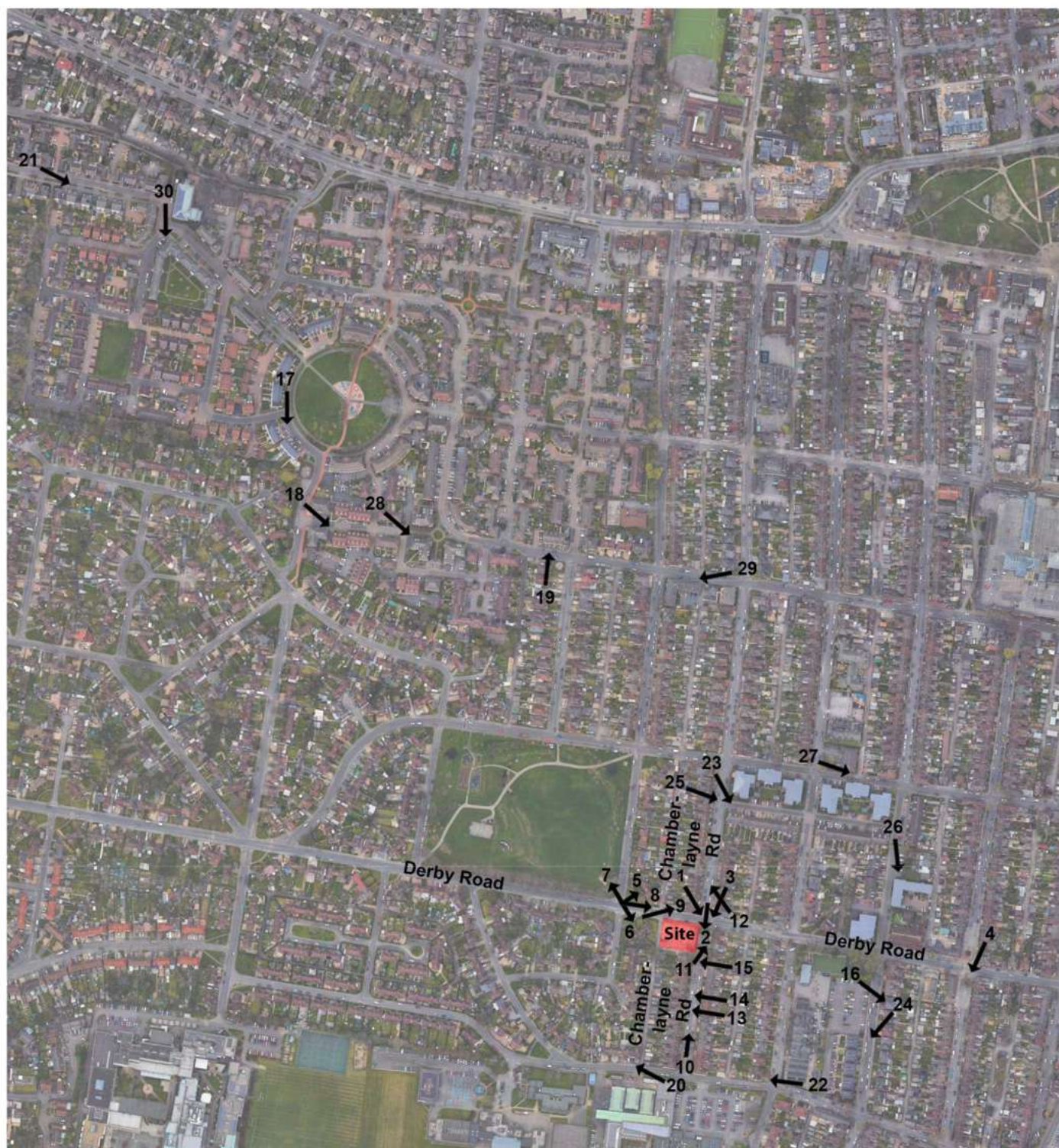


Image 5



Image 6 – Aerial View

3.5 Context of Surrounding Area - Reference Plan



Former Crockery and Samson's Gym (237 Chamberlayne Road and 5b Derby Road), Eastleigh

3.5.1 Context of Surrounding Area - Along Derby Road



3.5.2 Context of Surrounding Area -Along Chamberlayne Road



3.6 Other Styles in the Local Area:

3.6.1 Housing



3.6.2 Apartment Buildings



4.0 Precedents and Materials

4.0 Precedents and Materials

4.1 Materials and Building Elevation Treatments

4.1.1 Two Toned Buildings



Red brick to ground floor with contrasting coloured render to first floor



Red brick to ground floor with contrasting coloured render to first floor



Red brick to ground floor with contrasting yellow brick to first floor



Mix of render and brick facade with panels of timber cladding - hasn't weathered well



Two tone dark brick and render to top floor

Two toned buildings:

There is a precedent in the adjacent housing and apartment block accommodation for darker brick to the ground floor and a lighter tone to the upper storey.

This also helps to provide an interest and contrast to the facade and helps to break up the mass of the structure.

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4.1.2 Yellow Brick Buildings

The client had concerns regarding the use of render for maintenance reasons, so it was decided to go with a yellow tone brick to the upper storeys similar to other houses on Derby Road and a number of other more recent development.



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4.1.3 Grey Slate Roofs

The predominant material for pitched roofing in the immediate area is grey slate or the equivalent synthetic fibre cement alternative. The proposed pitched roofing for the new housing would match this aesthetic.



4.1.4 White Fascias and Soffits with Black Gutters and Down Pipes

White fascias and soffits with black down pipes and gutters is the most commonly found materials in the local area. However, in keeping with our design proposals we are intending to use dark grey soffits and fascias with black rain water goods.



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4.1.5 Feature Banding

The intention is to split the contrasting upper and lower storey brickwork with feature banding in a similar way to many of the local residential properties.



4.1.6 Brick Cill and Head Detailing

There is also precedent for brick cill and head detailing in the local area and this is a detail to be incorporated in both the housing and apartment block proposals



4.2 Precedence and Built Forms

4.2.1 Splayed Corner Windows

The inspiration for the splayed corner feature on the proposed apartment block is derived from the houses located on the adjacent corners. This allows for a feature to be developed that celebrate and emphasises the key corner of the site, but also helps wrap the development around the corner of Chamberlayne road and Derby road.



4.2.2 Bay Windows

There is significant precedent for the use of bay windows within the proposed houses. The use of bay windows to the ground floor also helps to articulate the ground floor and connect the elevation.



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4.2.3 Front Walled Gardens

The opportunity to provide small walled gardens to the frontage of the development along derby Road and Chamberlayne road, not only allows for useful defensible space for the dwellings, but also allows the continuation of the street scape. These small front gardens allow for some private external patios for the apartments and bin storage for the houses of Derby Road.



4.2.4 Continuous Porch Roofs

There is precedent along Chamberlayne Road for continuous pitched porch roofs connecting a number of bay windows. The proposed housing used this device to help tie the building together as a continuous form.



4.2.5 Flat Roof Dormers

The proposed houses have flat dormer windows facing Derby Road. There are plenty of similar precedent solutions in the local vicinity for this form of roof which will break up the roof line and provide light into the top storey.



4.2.6 Flat Roof Apartment Blocks

The proposed apartment element of the scheme has a more contemporary flat roof. Similar to the pitched roof solution for the housing, Flat roofs for the apartment block have many precedents around the surrounding area.



5.0 Design Development

5.0 Design Development Project Time Line

5.1 Preferred Option 2c

- 5.1.1 Initial proposed design option 2c supplied as the planners preferred option.
- 5.1.2 Design supplied with a schedule of urban design comments.
- 5.1.3 Option 2c was developed in line with the urban design comments and put forward for public consultation.
- 5.1.4 Feedback from public consultation received and further options developed as a result.

5.2 Alternative Options Prepared

- 5.2.1 Option 1 - Apartment block with no parking
- 5.2.2 Option 2 - Apartment block and Housing with parking
- 5.2.3 Option 3 - Apartment block and Housing with undercroft parking
- 5.2.4 Option 4 - Apartment block with parking
- 5.2.5 Option 5 - Housing with parking

5.3 Option 3 Selected as Preferred Option to be prepared for planning

- 5.3.1 Planning feedback from Option 3 reviewed

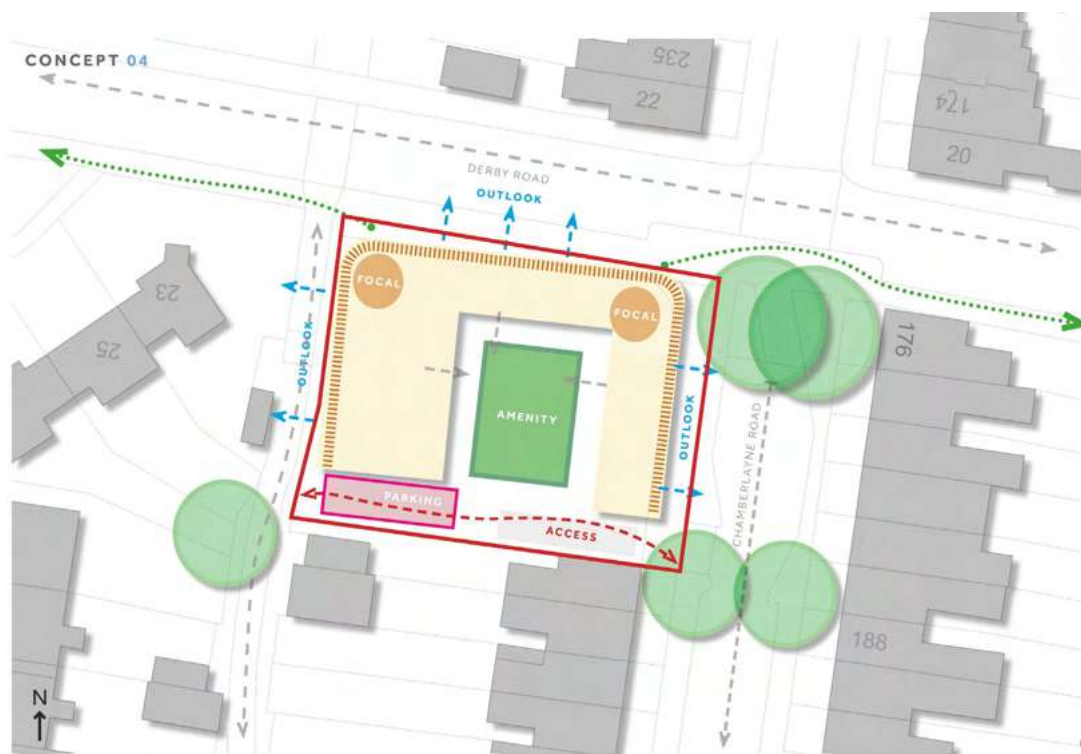
5.4 Redeveloped Option 4a following feedback from planners

5.5 Review of Elevation styles for Option 4a

- 5.5.1 - Traditional
- 5.5.2 - Contemporary
- 5.5.3 - Hybrid

5.1 Preferred Option 2c

5.1.1 The Initial proposed design option 2c shown below was supplied as the planners preferred option.



Option 2c - Site Plan



Option 2c - Floor Plans



Option 2c - 3d View

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5.1.2 Schedule of Urban Design Comments on Option 2c.

Urban Design Comments

Crockery and Sampson's Gym

From: Urban & Landscape Design Team

Urban Design Officer: Aliis Kodis

Date: 10 December 2020

Proposal: Redevelopment of Sampson's gym site to deliver 15-21 Flats

Summary:

- Option 2c is the preferred Option
- A building that creates a strong perimeter block is supported
- No objections to the *principle* of a three-storey, flat roof building that steps down from three to two storeys / single storey at the rear
- Reflect any positive architectural details from the existing buildings in the emerging design
- Need cycle storage for non-standard bicycles and charging for Ebikes in accordance with LTN 1/20 – Cycle Infrastructure Design
- No objections to Car Club only parking in some Options given the site is in a highly sustainable location
- Need to ensure the separation distances between elevations in some Options comply with the *Residential Privacy* standards as set out in the Quality Places SPD

These comments are made in relation to the Feasibility plans received 8 December 2020.

In General

- The building requires a strong frontage to Derby Road and a three-storey form of development along this side that drops to two or single-storey development towards the rear is supported.
- The central stair well requires a pedestrian access to the building from Derby Road as well as the courtyard to provide additional active frontage to this primary elevation. Ensure the stairwell has windows to improve natural surveillance and reduce reliance on artificial light.
- No objections to the lack of parking in some Options given the Swan Centre is a 5-10 minute walk from the site and Eastleigh Rail Station is a 10-15 minute walk
- Ground floor Units in all Options are shown as having access from the street into lounges or bedrooms rather than into the hallway as shown on upper floors, this needs to be rectified
- All Units have a dedicated indoor cycle store which is fully supported, however, in the absence of a lift these are unlikely to be used by residents on the upper floors. At the

Urban Design Comments

Crockery and Sampson's Gym

very least a wheeling ramp will be needed on the stairs, which will result in the stairwell having to be enlarged. Given the increase in the popularity of cycling, especial note should be taken of current best practice as set out in Section 11 of [LTN 1/20 – Cycle infrastructure design](#), which in summary advises:

- One secure cycle parking space per bedroom
- Parking dimensions to accommodate different cycle types – for example, a cargo bike requires a space of 3m in length – see Table 11-2.

The provision of secure cycle storage within the courtyard is therefore also recommended, particularly if this is designed to accommodate a range of standard and non-standard cycles.

- Consider whether internal layouts need to be revised to move bedrooms to quieter locations rather than being sited adjacent to streets. The Ground floor units in particular would benefit from further consideration of internal layout.
- The inclusion of balconies and private external space is fully supported despite the close proximity to Grantham Green. The pandemic has resulted in changes to living habits and the provision of private outdoor space is now crucial to people's health and wellbeing.
- Units should be dual or even triple aspect to aid ventilation and reduce reliance on artificial light. Some Units currently do not have windows on "both sides", such as those above the bin store area.

Option 1b – 15 Units, 15 Parking Spaces

- Can the bin store be easily accessed and bins removed and taken to the collection point when all parking spaces are in use?
- It is recommended that the second-floor apartment above the bin store area is removed to step the building down and create a less oppressive form of development to the properties of Chamberlayne Road, whose gardens abut the rear of the site.
- It is unfortunate that the entire southerly aspect courtyard is relegated to car parking when it could provide an attractive outdoor space for residents and a positive outlook from the Units. Given the importance of private outdoor space, the courtyard could play an important role supporting health and wellbeing.

Option 1c – 17 Units, 15 Parking Spaces

- As Option 1b.

Option 2b – 21 Units, Two Car-Club Spaces

- See comments above regarding the need for dual aspect development and consider whether the separation distance between the southerly one-bed Units adjacent to the Car-Club spaces and the one-bed Units fronting Derby Road is in accordance with the *Quality Places SPD* – see the *Residential Privacy* section, page 32.
- The benefit of this layout is the greater set-back to the Derby Road façade, which:

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5.1.2 Schedule of Urban Design Comments on Option 2c Cont.

Urban Design Comments

Crockery and Sampson's Gym

- Adds additional movement and interest to this elevation and visually breaks up the form and mass of the façade
- Gives greater prominence to the corners
- Provides a larger buffer space between the ground floor Units and the pavement that could accommodate modest garden areas to provide private amenity space and enhance the setting of the building
- Remove the southerly two-bed Unit on the Second Floor to enable the building to step down to the terraces on Chamberlayne Road. It may also be necessary to remove the Second Floor one-bed Unit that extends into the courtyard area to reduce the impact of the development on the amenity of its Chamberlayne Road neighbours.

Option 2c – 18 Units, Two Car-Club Spaces

- As Option 2b.
- From an Urban Design perspective this is the preferred Option for the site as it provides the best interface between the new building and existing development to the south. Nevertheless, the one-bed Units that extend into the courtyard may need to be reduced in number to ensure that an acceptable relationship to the Chamberlayne Road neighbours can be maintained.

Trees, Green Infrastructure and Landscape

The scheme is still at an early stage and soft landscape has not yet been considered. Whilst a rich, landscape setting is not necessarily required on an urban plot the comments above have indicated that opportunities *do* exist for some form of tree and soft landscape planting and this must be considered alongside the building layout to ensure a cohesive scheme is ultimately delivered. This must be picked up at the pre-app stage. Options 2b and 2c are considered to have the best potential for delivering practical GI.

Sustainability

To support the Council's commitment to mitigate climate change:

- Options 2b and 2c are considered to have the best potential for supporting the Council's Corporate objectives as detailed in the Corporate Action Plan, namely, support delivery of the *Environment* aspirations for the Tree Strategy and Biodiversity Strategy and, *Transport* aspirations to support public transport, low emission vehicles, walking and cycling
- Provide minimum parking provision
- Consider installation of photovoltaics
- Introduce *Passivhaus* and *Lifetime Homes* approaches to building design and construction
- Include parking provision for shared car club vehicles on all Options
- Provide charging points for electric vehicles, Ebikes and other forms of micro-mobility

Urban Design Comments

Crockery and Sampson's Gym

- Consider introducing green and blue roofs and walls to reduce hard surfaces and control water at source
- Include additional trees and soft landscape within streetscenes to reduce hard surfaces, slow surface water run-off, provide shade and create habitats / corridors for biodiversity
- Incorporate permeable surfaces and SUDS in accordance with advice from Landscape and Ecology Officers
- Orient buildings to maximise solar gain and provide natural surveillance of surrounding streets and spaces to encourage active travel
- Ensure habitable rooms enjoy dual/triple aspect to maximise solar gain, improve ventilation and maximise overlooking of surrounding streets and spaces

5.1.3 Developed Option 2c

After consideration of the urban design comments received on the original concept, Option 2C was developed further and put forward to public consultation.



5.1.4 Outcome of Public Consultation

The Parlour

Density of development

Size and relationship to other properties

Overshadows and overlooks nearby houses

NO PARKING



5.1.4 Outcome of Public Consultation cont.

These were the bullet points which came back as a result of the feedback.

The Ideal

- Two parking spaces per house
- Discreet solar panels
- Reasonable sized gardens
- Roofline and design matches surrounding houses
- Not overlooked by & don't overlook other houses
- Modern terrace matching originals
- Off road parking
- Small front gardens soften appearance
- A familiar outlook
- Two parking spaces per property
- Rear garden
- Solar panels & modern insulation
- Eco-friendly
- Some accommodation cleverly hidden in roof
- Roof line matches adjoining house
- No houses overlooked
- Harmonious in size, shape, appearance and relationship to surroundings

The feedback provided was considered in conjunction with the applicant as part of the evolution of the scheme with a range of alternative options then being prepared for consideration and engagement with the local planning authority.

5.2 Alternative Options Prepared

The public consultation resulted in a further Option study.



5.2.1 Option 1 -
Apartment block with no parking



5.2.2 Option 2 -
Apartment block and housing with parking



5.2.3 Option 3 -
Apartment block and housing with under-croft parking

5.2.4 Option 4 -
Apartment block with parking



5.2.5 Option 5 -
Housing with parking



5.3 Options 3 Selected as Preferred Option to be developed for Planning



Following feedback from the planners, option 4a was developed further and forms the basis of the final scheme put forward in this planning application. Final tweaks to the proposed design are shown in section 6.0 of this design and access statement.



5.5 Review of Elevation Styles

The style of the development was investigated and put forward to the planners for their thoughts and feedback. We looked at 2 styles, Traditional and Contemporary. A third hybrid solution of combining the two styles was also put forward.

5.5.1 - Elevation Style Option - Traditional



5.5.2 - Elevation Style Option - Contemporary



5.5.3 Elevation Style Option - Hybrid



6.0 Proposed Design

6.0 Proposed Design

6.1 - Design Statement

The current proposed layout is a direct response to the pre-application feedback received on the application. The development will provide 3 terraced housing units along Derby Road, connected to 9-unit apartment block that wraps around from Derby Road to Chamberlayne Road. Option 4a.

The scheme provides 11 parking spaces to the rear, including provision for 1 disabled space, accessed off Derby Road via the western service route. All parking spaces have electric charging points provided and there is a secure cycle store for 10 bikes.

The mix of two and half storey, 3 bed family houses and 6 x 1 bed and 3 x 2 bed apartments provide a range of accommodation which will be a significant contribution to the local social housing stock.

The proposed scheme is we believe a practical compromise, providing a degree of parking acceptable to the local residents, a scheme that the planning authority felt they could support, and a housing mix and return required by Eastleigh Council.

Building Form:

The design and form of the housing units and the apartment block attempts to provide a coordinated and unified overall development, that still reflects the two alternative types of accommodation and differing interior layouts they provide.

A consistent choice of materials, colours, window styles, proportions, banding and building heights attempts to tie the development together and produce a harmonious development that reads as a coordinated design proposal. The use of different building styles and in particular roof profiles, express the two different forms of accommodation and creates variation and variety, which is very much in keeping with the eclectic mix of accommodation in the local vicinity.

The taller splayed feature corner provides a focal point along Derby Road and gives the development a unique sense of place. The splayed corner has precedent in the design of some adjacent houses which are also located on a corner junction with Derby Road.

The houses all have entrances directly off Derby Road and the main front entrance to the Apartment block is off Chamberlayne Road and defined with full height glazing, feature entrance walls and a canopy over the doors. All apartment units on the ground floor have small private patio areas and the units on the upper floors all have external balconies to provide some amount of external amenity space. The balconies are surrounded by protective railings in black, which will reflect in design the railings to the front boundary walls.

External Areas:

The Street-scape along Chamberlayne road and in other local streets is replicated in this design with the frontage of the proposed new development defined with low walls and railings, providing a degree of defensible amenity space along Chamberlayne and Derby Road.

The rear gardens to the houses are also enclosed with higher brick walls and timber access gates that provide some private space for a rear patio area and garden shed.

Bin storage and waste collection for the apartments is provided in a adequately sized bin store off the western service road and the bin storage for the houses is located in the front gardens off Derby road in a purpose designed bin store.

Materials:

The materials selected and the precedent images have been provided in section 4.0

To summarise:

- Two tone building colours with the ground floor in darker brickwork, divided by feature banding to match adjacent housing.
- Lighter tone yellow brick work to upper storeys to reflect yellow/buff brickwork used in other local buildings.
- Brick head and cill details around the windows and doors to match similar details in the local area.
- Grey slate roofing to match predominate local roofing materials.
- Flat roof solution on the apartment block to match similar solutions in the near vicinity.
- Flat dormer roof solution to match other similar solutions and to match the flat roof solution on the apartment block.
- Light Grey facias and black rainwater goods.
- Bay windows and linear connected porch for the houses that match the housing types in Chamberlayne road.

6.2 - Proposed Plans



Proposed floor and roof plans



Proposed site plan

6.3 - Proposed Elevations



North elevation from Derby Road



South elevation from parking area



East elevation from Chamberlayne Road



West elevation from service road

6.4 - 3d Views



7.0 Landscape



Maple Place is situated in the town of Eastleigh. To the east of the site are mature trees of Norway maple, red oak and crab apple which will be retained and protected. Orange brick is used both in the existing raised beds and houses in the local area of Eastleigh.

Shrub planting which is predominantly evergreen is proposed for the front gardens of the proposed dwellings. Shrub species will include *Hypericum*, *Sarcococca* and *Photinia*. Planting has been chosen for colour, texture and visual amenity



Hypericum



Sarcococca



Photinia

Larger feature shrubs will be proposed where space allows for added character and amenity which include *Viburnum plicatum* 'Pink Beauty', *Cornus stolonifera* 'Kelsey'; and along the north side facing Derby Road, *Ligustrum japonicum* will be used in topiary form.



Viburnum 'Pink Beauty'



Cornus 'Kelsey'



Ligustrum japonicum

Former Crockery and Samson's Gym (237 Chamberlayne Road and 5b Derby Road), Eastleigh

Around the parking area, a Portuguese laurel hedge is proposed for attractive evergreen screening and pockets of shrub planting have been included. The parking spaces will be brindle block paving with the main entrance having a rumble strip and coloured tarmac.



Portuguese laurel



Brindle block paving

Fencing and existing trees will protect the privacy of local existing dwellings.

The existing brick raised beds to the east of the site will be repaired and the existing native trees would be underplanted with wild-flower to increase biodiversity.



Maple Place, Eastleigh Landscaping Sketch



HEAD OFFICE
Rushmore Rail Business Centre, Grange Lane,
Maidenhead, SN6 6ES
Tel: 01666 625666

The Old Mill, Fry's Yard, Bridge Street,
Crawley, BN1 1RP
Tel: 01444 425714

Crescent House, Yonge Close,
Farnborough, GU14 6AA
Tel: 02352 026200
email: mail@acdenv.co.uk
www.acdenv.co.uk

scheme: Maple Place, Eastleigh
(Samson's Gym)
client: Aspect (Eastleigh) Ltd
drawing: Landscaping Sketch
date: Feb. 2023
scale: NTS@A3
drawing no: EBC23222_09
drawn: ACG checked: LS

8.0 Arboricultural

8.0 Arboricultural

CBA Trees carried out a BS 5837 compliant tree survey and identified 9 trees (1 poor 'U' grade, 5 low 'C' grade and 3 moderate 'B' grade) on or adjacent to the site. This information has been used to inform the project of arboricultural constraints. The final layout provided has been assessed from an arboricultural perspective.

With the exception of one self-set tree on the site to be removed, the remaining trees are all located off-site and are retained with protection being provided by site hoarding during the construction process, some minor tree works to reduce the canopy will be required to allow for the build within the latest development proposal along with minimal ongoing maintenance of trees along the sites boundary as growth of these trees dictates

There is minimal impact on the rooting zones of the off-site retained trees for both construction of the building and hard landscaping detailed within the proposed plan. Recommendations for construction of the building and hard landscaping along with protection measures to minimize impact on these trees have been detailed within the accompanying arboricultural report.

9.0 Sustainability

9.0 Sustainability Strategy

The sustainability strategy for this residential development involves integrating environmentally friendly practices and creating a sustainable living environment for residents. The following measures will be incorporated into the detail design for this project.

Energy Efficiency:

- We have incorporated energy-efficient design principles, such as passive solar design, insulation, and energy-efficient appliances.
- We will install smart meters to track and manage energy consumption, promoting energy conservation among residents.

Water Conservation:

- We will Implement water-efficient fixtures, such as low-flow toilets, faucets, and showerheads, to minimize water usage.
- We will Promote water-conscious behavior among residents through educational campaigns and individual metering.

Sustainable Materials and Construction:

- We have tried where feasible to opt for sustainable building materials with lower environmental impact, such as recycled or locally sourced materials.
- The building has been designed with longevity in mind to reduce the need for frequent renovations or reconstructions.
- We will promote responsible waste management during construction, emphasizing recycling, salvaging, and minimizing waste generation.

Green Spaces and Biodiversity:

- Even on such a constrained site we have endeavoured to incorporate green spaces and gardens into the development plan to enhance the aesthetic appeal and promote a connection with nature.
- The landscape plan will plant native and drought-resistant vegetation to reduce irrigation needs and support local biodiversity.
- It will also create wildlife-friendly habitats by considering features like birdhouses, bat boxes, and pollinator gardens.

Waste Management:

- The building owners will encourage residents to practice waste reduction, recycling, and composting through education and accessible waste disposal facilities.
- Implement separate waste collection systems for recyclables, organic waste, and non-recyclables.
- Promote the use of sustainable packaging and discourage single-use items within the development.

Transportation and Connectivity:

- The site promotes sustainable transportation and is accessible to the main town centre.
- The proposal provides electric vehicle charging stations to promote the use of electric or hybrid vehicles.

Community Engagement and Education:

- The proposal intends to foster a sense of community and encourage residents to actively participate in sustainable practices.
- The intention is to organize workshops, seminars, and awareness campaigns on sustainable living, energy conservation, and waste management.
- An attempt will be made to provide resources and incentives to residents for adopting sustainable behaviours, such as home energy audits or rebates for sustainable upgrades.

Monitoring and Evaluation:

- The intention is to establish monitoring mechanisms to track and assess the effectiveness of sustainability initiatives.
- To hold regularly evaluate energy and water consumption, waste diversion rates, and resident satisfaction with sustainable practices.
- To use the data collected to identify areas for improvement and adjust the sustainability strategy accordingly.

Solar Power:

- Solar panels are to be installed on the roof to harness solar energy for electricity generation.
- The size and orientation of the solar panels will maximize energy production.
- It is the intention to explore the possibility of shared solar systems or community solar projects to increase accessibility for residents without suitable rooftops.

10.0 Access and Maintenance

Former Crockery and Samson's Gym (237 Chamberlayne Road and 5b Derby Road), Eastleigh

10.0 Access and Maintenance

A Transport Statement was submitted as part of this application and a Stage 1 Road Safety Audit is being undertaken.

Site Accessibility:

The existing site fronts onto Derby Road and the western side of the site takes vehicular access from Derby Road via a service road and the eastern side of the site takes access from Chamberlayne Road. There is a good provision of pedestrian foot ways and crossing points connecting the site to a range of local facilities and there are a good range of designated cycle routes in the vicinity of the site, also providing connections towards local facilities.

In terms of public transport, the closest bus stops to the site are Nutbeem Road bus stops which are located opposite and to the west of the site, accessible within less than a minutes' walk. Services towards Southampton and Fair Oak are as frequent as every 15 minutes Monday to Friday and available every 20-30 minutes at the weekend. Bus services 2 and X4 also provide a connection to The Swan Centre bus stop which is a short walk (3-minutes) from Eastleigh Railway Station.

In addition, Eastleigh Railway Station is located north-east of the development site and is approximately a 14-minute walk or 4-minute cycle. The station offers regular services towards Romsey, Bournemouth, Southampton, Salisbury, London Waterloo and Portsmouth as well as serving other local stations. Moreover, further services can be accessed from Airport Parkway Railway Station located to the south of the site, approximately a 2-minute walk or 30-minute bus journey via service 2 or X4.

The full site accessibility is detailed within the Transport Statement.

Access to Site:

The proposed site will utilise the existing vehicular access to the site from the service road to the west which will provide access to the parking area and rear of the properties. The existing service road is utilised for vehicular access for surrounding properties, and it is deemed that the visibility when accessing and egressing the service road is suitable for this level of development.

The proposed access to the site will only allow vehicles to enter and exit the site to/from Derby Road. Due to the radius at the site access where the southern radii will not be in the form of a traditional bell mouth radii and will curve to the north, vehicles will not be able to head south along the service road, reducing conflict with existing properties.

A foot way will be provided along the eastern side of the service road providing a pedestrian route between Derby Road and the parking area. A pedestrian foot way will also be provided at the eastern side of the parking area, providing access to the block of flats and to the pedestrian infrastructure along Chamberlayne Road.

A RSA 1 will be undertaken as part of the application. The full access arrangements with tracking drawings are detailed within the Transport Statement.

Parking:

The Transport Assessment details the justification for providing 11 car parking spaces for 12 flats/houses on an unallocated basis.

Based upon 2011 census data for car ownership levels in the area, 11 spaces is deemed sufficient for the development. The surrounding roads are permit parking with no further permits being allocated, meaning there is no other provision of parking for residents other than what is provided at the site. In addition, the site is in a highly accessible location, reducing the need to travel by car.

A minimum of 1 disabled space will be available at the site and all spaces will have EV charging points available in line with building regulations.

In line with Eastleigh Borough Council's cycle parking guidance, each unit will have 1 cycle space provided. The flats will have an external cycle store, while the houses will have space within a garden shed.

Former Crockery and Samson's Gym (237 Chamberlayne Road and 5b Derby Road), Eastleigh

Servicing:

Each of the units (houses and apartments) will be serviced from the service road to the west of the site as this is the existing arrangement for properties within the area. The houses will keep bins within their gardens and wheel to the roadside on collection days. A bin store is provided at the entrance to the parking area, large enough for the correct number of bins for the flats and allowing the refuse vehicle within the required 10m carry distance.

Trip Generation:

As detailed in the Transport Statement, the proposed site is expected to generate up to 4 two-way vehicular trips in the AM (08:00-09:00) and PM (17:00-18:00) peak periods. Based upon the existing trip generation of the site (The Crockery and Samsons Gym), the residential development could generate 5 less movements in the AM peak and 13 less movements in the PM peak.

Therefore, as trip generation is minimal it is not expected that the proposed development will have a significant impact on the surrounding highways network.

Adapting to Climate Change:

Ten of the units (3 houses and 7 flats) are being sold with the provision of 1 car parking space, plus two units are being sold without the provision of a parking space. The site is in a highly accessible location with a good provision of pedestrian and cycle routes plus the addition of frequent bus and rail services. This will help to support sustainable travel to and from the site.

Land use:

The site is located within a residential area and is a brownfield site. The site is located in proximity to local facilities, pedestrian and cycle routes and public transport links and maximises sustainable access to these locations.

Public Realm:

It is proposed that the area to the east of the site on Chamberlayne Road and its curtailment with Derby Road, currently noted at 'shrubbery and paving slabs' would be improved to provide an area incorporating better street scenery. The aim is to enhance landscape and visual amenity of public realm within vicinity of the site.

11.0 Secure By Design

11.0 Secure by Design

- During the design process, having security and safety has been discussed throughout with Aspect (Eastleigh) Ltd and subsequently developed within the proposed planning application.
- As part of the planning application, bin and bicycle storage solutions have been provided. The external bin store will be housed in a timber fenced area with a lockable double door to keep the bins secure. The cycle storage has been integrated into the building itself and will have a secure doors with a lockable/ coded access door in order to ensure that bicycles remain secure when stored inside. Bin and cycle storage for the houses will be within their individual boundaries in lockable sheds.
- External lighting has been allowed for in external communal areas.
- The rear car parking area is open and overlooked by residential properties, avoiding the desire to congregate within.
- The secure gate to the south of the development will deter non-residentials from passing through the rear of the development.
- A 1m high boundary wall with gates to the north and east of the development avoids passing pedestrians from easy sight into ground floor windows.

Manchester
55 King Street
Manchester
M2 4LQ
+44 (0) 161 831 7300

Southampton
Manor Park,
Minstead
Southampton
SO43 7FY
+44 (0) 23 8081 7900

Cambridge
CB1 Business Centre
20 Station Road
Cambridge
CB1 2JD
+44 (0) 1223 803868

fdg@fairhursts.com
www.fairhursts.com

Registered
No.2694100 in
England& Wales

Architecture
Interiors
Master Planning
Landscape
Client
Representation

FDG
fairhursts design group