

PLANNING, DESIGN & ACCESS STATEMENT

LAND TO THE REAR OF 87 SWAYTHLING ROAD
SOUTHAMPTON

FEBRUARY 2024

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INTRODUCTION



This Planning, Design and Access Statement (DAS) has been prepared by A2 – Architecture & Development on behalf of Groves Group for the proposal at Land to the rear of 87 Swaythling Road, SO30 3AG:

“Erection of 3 bedroom detached dwelling to replace an existing garage following demolition with associated landscaping”

This proposal seeks to utilise excess existing private amenity space by removing a large existing dilapidated garage structure and providing a new modern family home within an already established suburban setting.

This statement outlines the vision for the proposal by establishing the principals and exploring the concepts that have been considered. The dwelling will be constructed using the highest quality materials and will utilise soft landscaping elements to create an aesthetically pleasing development which is sympathetic to the site and its immediate context.

Relevant national and local policies have been identified and are referred to within section 3.0, along with the objectives and 10 characteristics of the National Design Guide (October 2021). Throughout this document we have established how the principle objectives have informed our design rationale and demonstrate that our scheme meets the requirements of the national and local policies to deliver a sustainable and well-designed scheme, within Eastleigh Borough Council.



Nestled in the southern region of Hampshire, within Southampton, the residential suburb of Swaythling borders the towns of Portswood and Eastleigh. The site is positioned at the rear of 87 Swaythling Road and offers accessibility from Eden Road.

The A27 conveniently connects the site to the M27, providing a direct route to Southampton and Portsmouth, as well as northward along the A3 to London. Additionally, the proximity to Southampton Airport facilitates easy connections to various cities across Europe. As part of the West End borough, the application falls under the jurisdiction of the Eastleigh Borough Council.



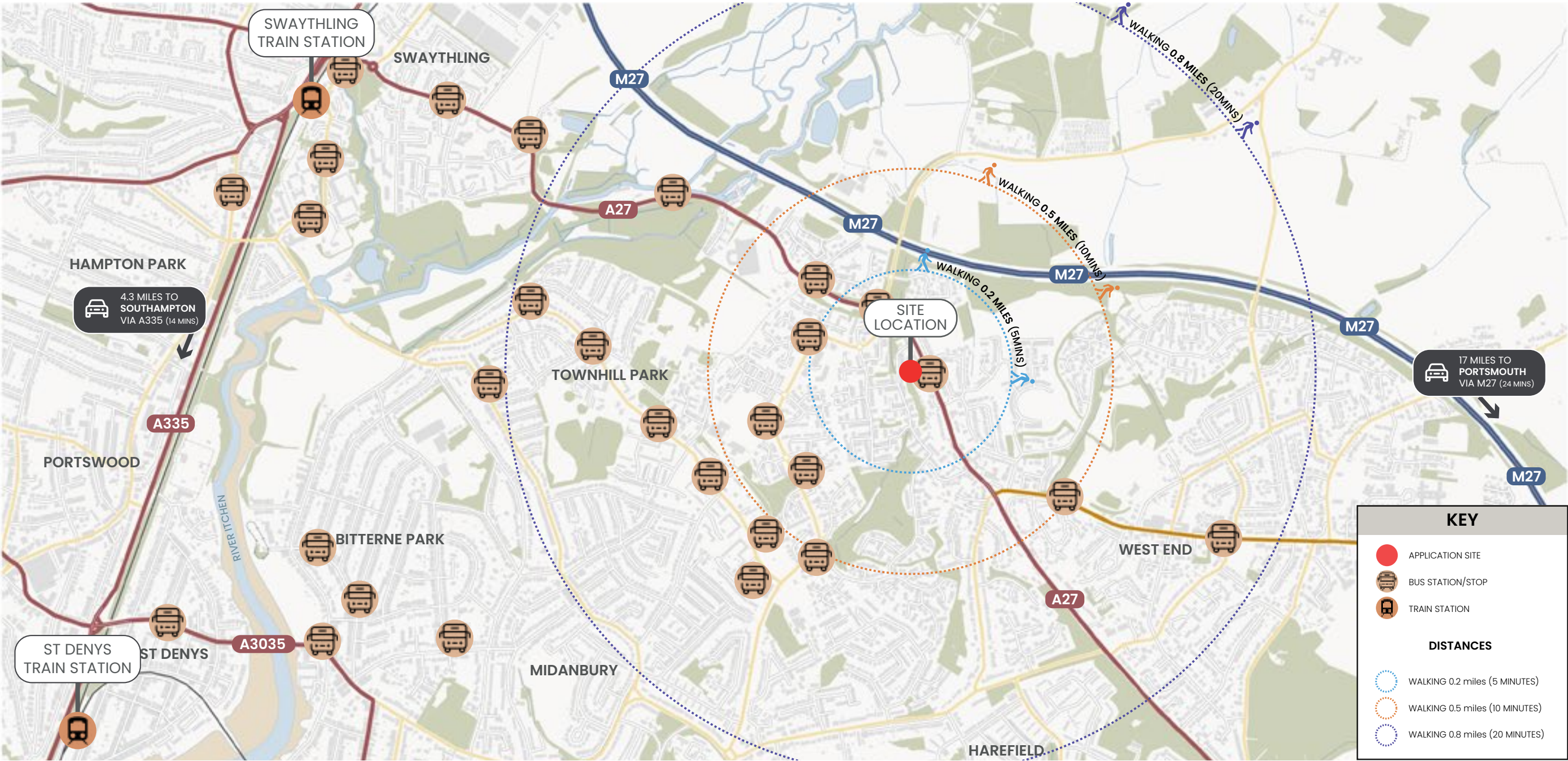
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SITE & CONTEXT



Located at the north-western tip of West End, Southampton, just south of the M27, the site boasts excellent connectivity to local towns and neighbouring cities. Sustainable travel is conveniently facilitated by the nearby Swaythling train station (1.6 miles), offering regular direct train services to surrounding towns. Journeying to Central London is easily accomplished in approximately 2 hours.

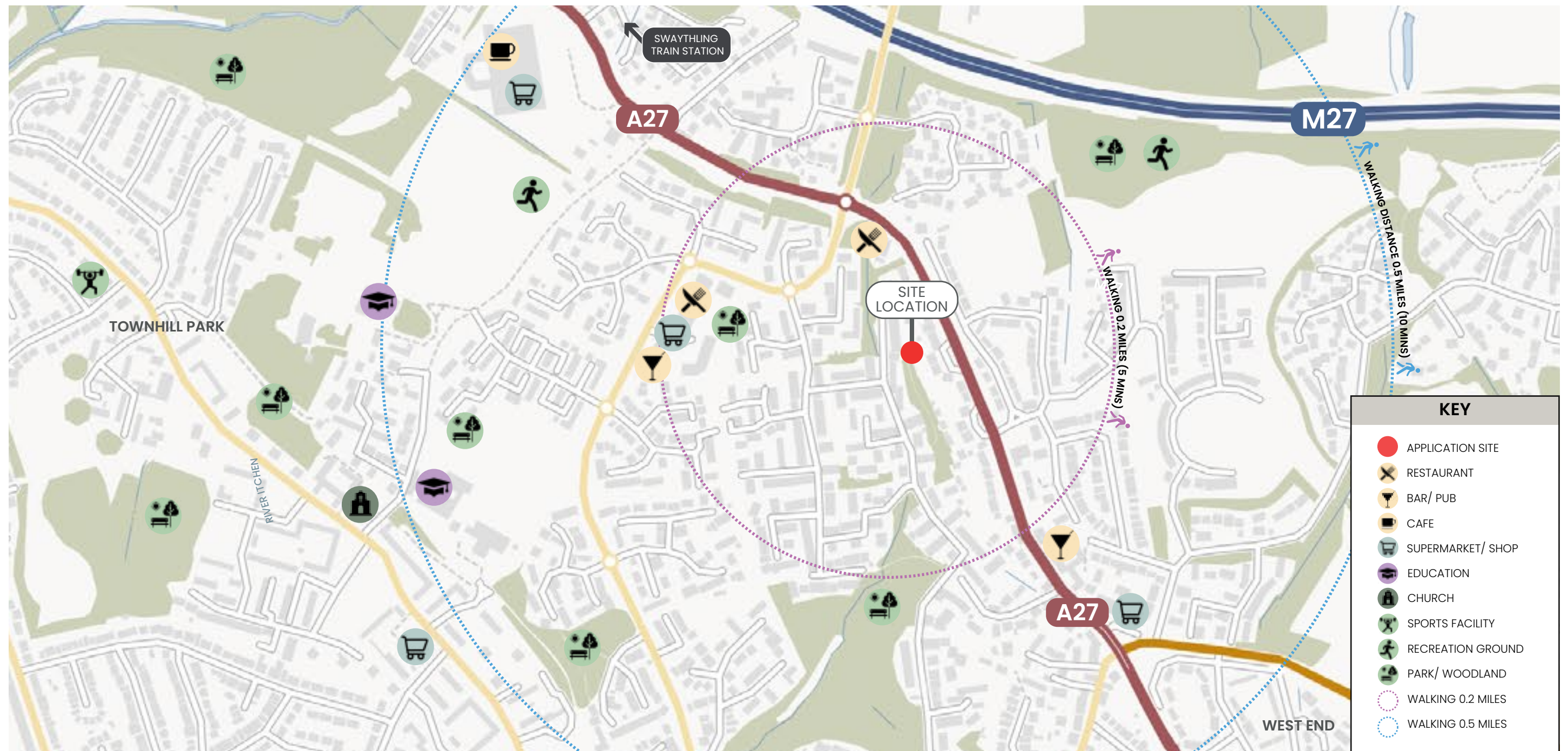
The train stations can be accessed easily by a regular bus service (24) from the stop on Swaythling Road (Barnsland), which is an 3 minute walk along a public access-way from the site. The bus routes also provide direct access to surrounding towns and cities. This has been illustrated in the location map opposite.



2.02 SURROUNDING AMENITIES

The site is near a variety of local amenities and leisure facilities such as pubs, restaurants, supermarkets, equestrian centre and the Ageas Bowl. Local shopping centres are easily accessible from the site. Hedge End Retail Park (2.5 miles east of the site) boasts a variety of retailers. Another popular shopping destination is West Quay, located southwest of the site (4.5 miles) that offers a selection of high street brands and restaurants.

Nearby outdoor spots like Hatch Farm play area, Megan Green, and Itchen Valley Country Park offer various recreational opportunities. From leisure activities to peaceful landscapes, these destinations suit different interests, perfect for families, or visitors of all ages.



The site is on a portion of underutilised land spanning approximately 0.1 acres which is nestled between the gardens of neighbouring properties. The site currently hosts a dilapidated garage that formally belonged to 87 Swaythling Road with a single track access to Eden Road.

The site is contained by close boarded fences, mature vegetation and mature tree screening to the residential dwellings adjacent along Eden Road. The site is not visible from Swaythling Road (A27) and is heavily screened from Eden Road. The existing plots that surround the site to the east are large semi-detached residential dwellings that can be accessed via Swaythling Road. To the west are a mixture of small semi-detached dwellings and large terraces along Eden Road, which feature varied plot sizes and vernacular styles.

EXISTING TREES & ECOLOGY

- The parcel of land has a TPO (No: 91E) across the western boundary.

ACCESS

- The site has an established access point from Eden Road.

TOPOGRAPHY

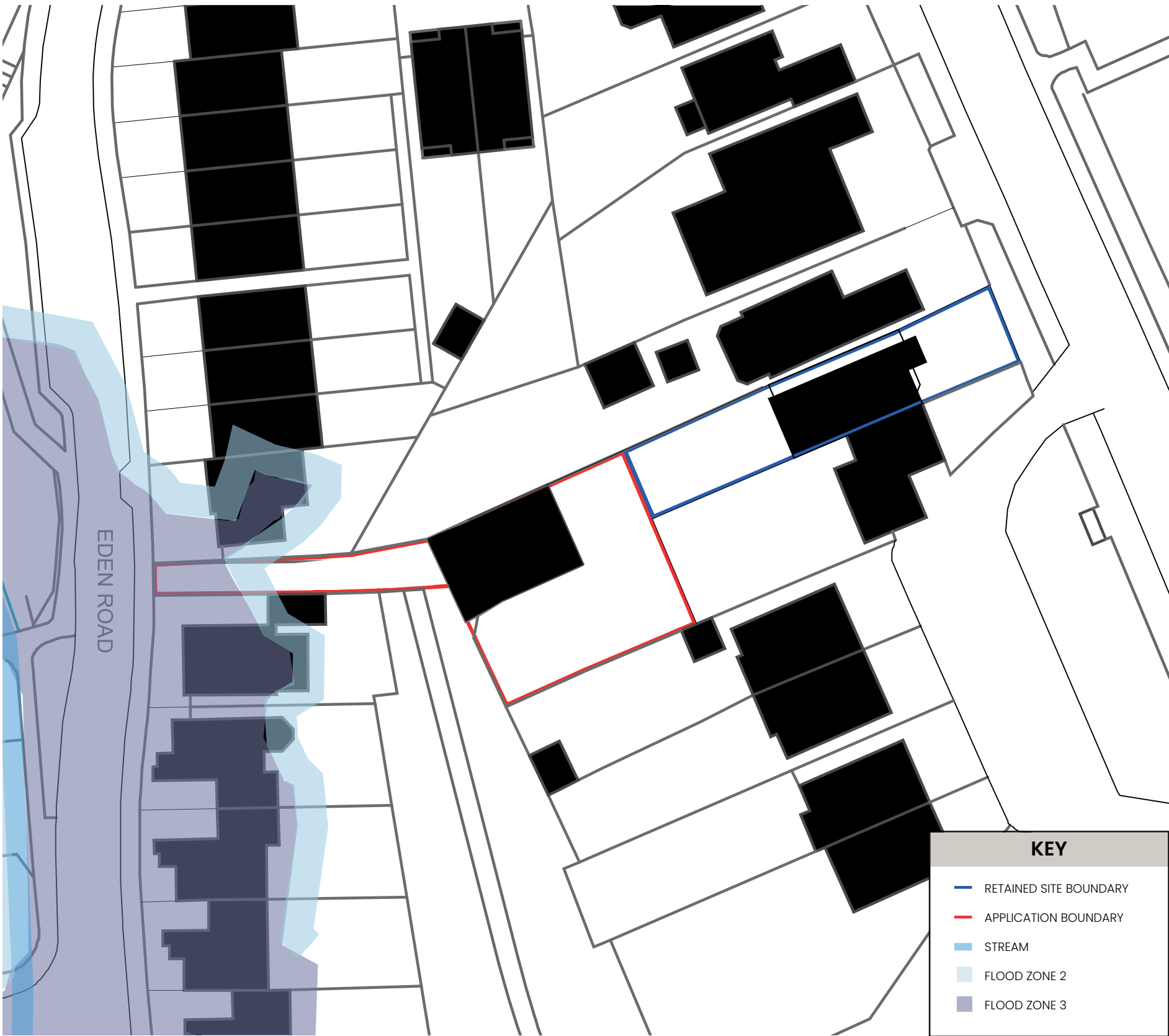
- The site has a gradual and consistent downwards sloping from the west to the eastern boundary.

SERVICES

- All main services are available from Eden Road.

FLOOD

- The current flood maps on the Government website indicates that the majority of the site lies within Flood Zone 1, which is considered to have a low risk of flooding. The entrance of the site does lie within flood zone 3 and has surface water flooding risk.

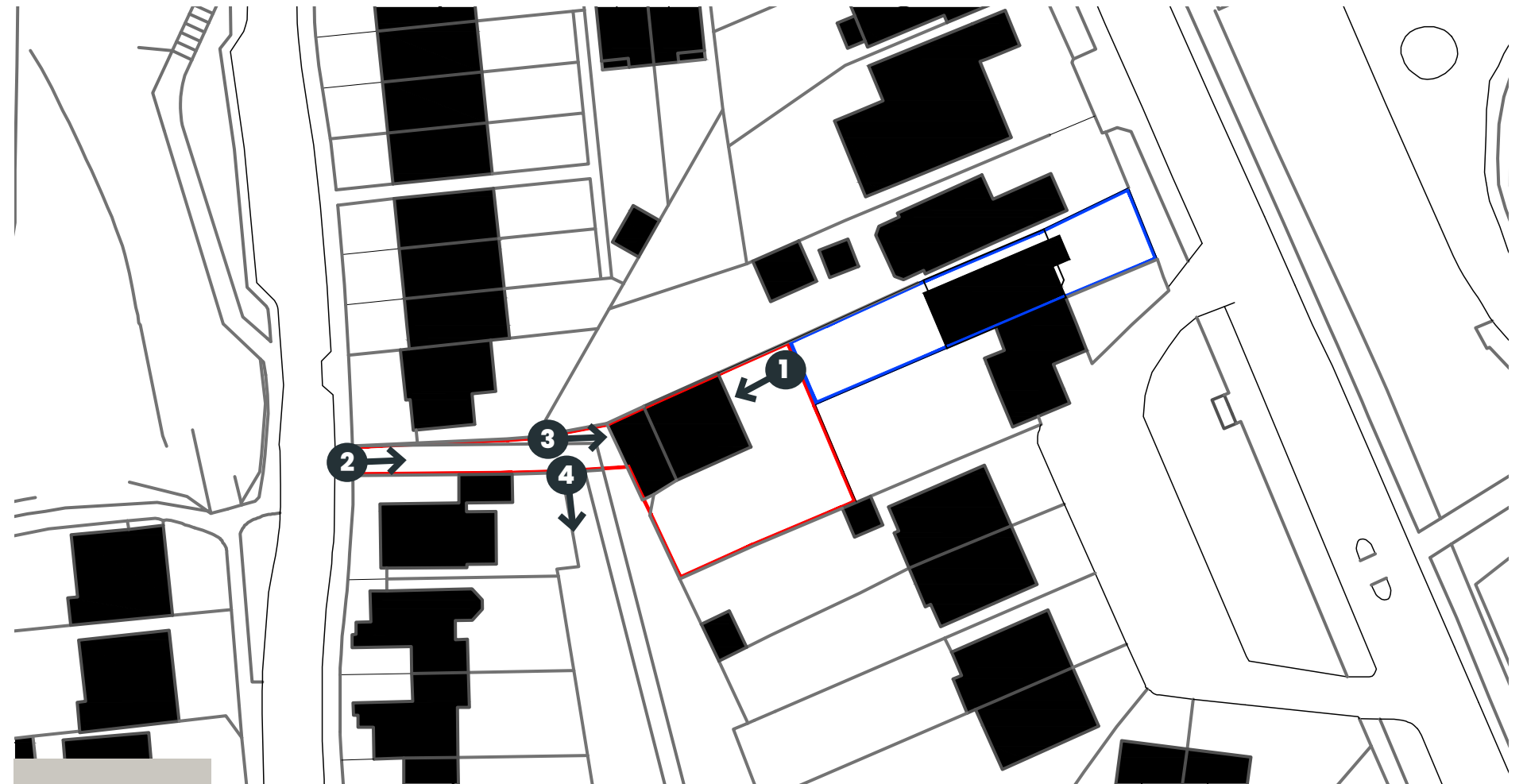


2.04 SITE CONTEXT

The following photographs display the site's relationship with neighbouring buildings and its existing boundary treatment. Accompanying these images is a site key plan pinpointing their locations and directions of view.



VIEW 1 - Rear view of the existing garage from the garden of 87 Swaythling Road



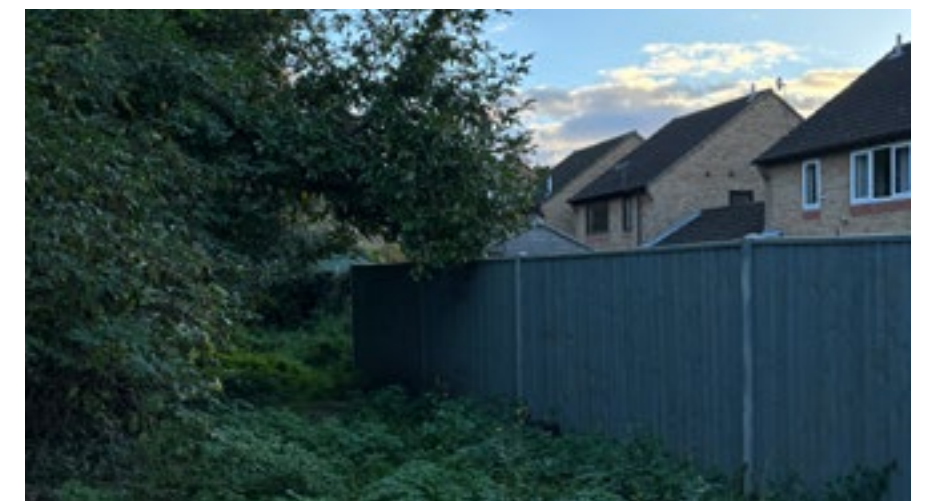
SITE KEY PLAN



VIEW 2 - Access track with established vehicular access from Eden Road



VIEW 3 - Existing garage entrance



VIEW 4 - View of public access-way located to the rear of Eden Road & Swaythling Road running south from site entrance



APPLICATION SITE

2.05 SURROUNDING CONTEXT

In crafting this proposal, we have diligently explored and analysed the surrounding materials and character of the site, aiming to create a design that seamlessly integrates with its context. Our approach has been shaped by a thorough examination of the existing local development, focusing on key character drivers that have significantly influenced our design decisions.

The surrounding area exhibits a range of architectural elements and materials, which serve as essential reference points for our proposal. Key characteristics observed within the local context include:

- Facing Brickwork: Buff, Multi, Redbrick
- Hipped Roofs
- Brown Roof Tiles
- Brick Header & Cill Details
- Timber Beams
- Mock Tudor Boarding
- On plot parking / Driveways



74 Eden Road - 2 Storey 80s Detached Bungalow



88 - 94 Eden Road - 3 Storey 00's Town Houses



39 Eden Road - 2 Storey 80s Detached Houses



65-67 Swaythling Road - 2.5 Storey 70s Semi-detached Houses



18 Hayle Road - 2 Storey 80s Terraced Houses



54 Eden Road - 2 Storey 80s Link Detached Houses

In crafting the design of the proposal, thorough consideration has been given to a comprehensive analysis of the area's character. The area boasts a diverse range of plot sizes, each contributing to its unique fabric.

The inclusion of a grain plan is crucial for conveying the proposed development's spatial relationships within the surrounding context. This visual representation offers an overview of the existing urban grain.

The map distinguishes between built and open spaces, facilitating an assessment of the development's scale, density, and distribution in relation to the neighbouring properties

The site is enveloped by residential properties with a mixture of different size gardens. Establishing a positive relationship with these properties is a key consideration in the design of the proposed scheme. The objective is to ensure that the development seamlessly integrates within the surrounding context, thus respecting the existing character of the area.

Furthermore, examining local land parcels revealed existing examples of local land infill parcels that show a similar build & plot structure and collectively contribute to a seamless alignment with the surrounding architectural vernacular and urban context. For instance:



- The primary building design
- Appropriate separation distances
- Configuration of driveways
- Built forms largely consist of residential dwellings
- Variation in terms of size, scale and character
- Dwelling heights tend to be 2 storey



102-104 Eden Road - Infill Land Development



51A Swaythling Road - Infill Land Development

U.S. **PLANNING POLICY**



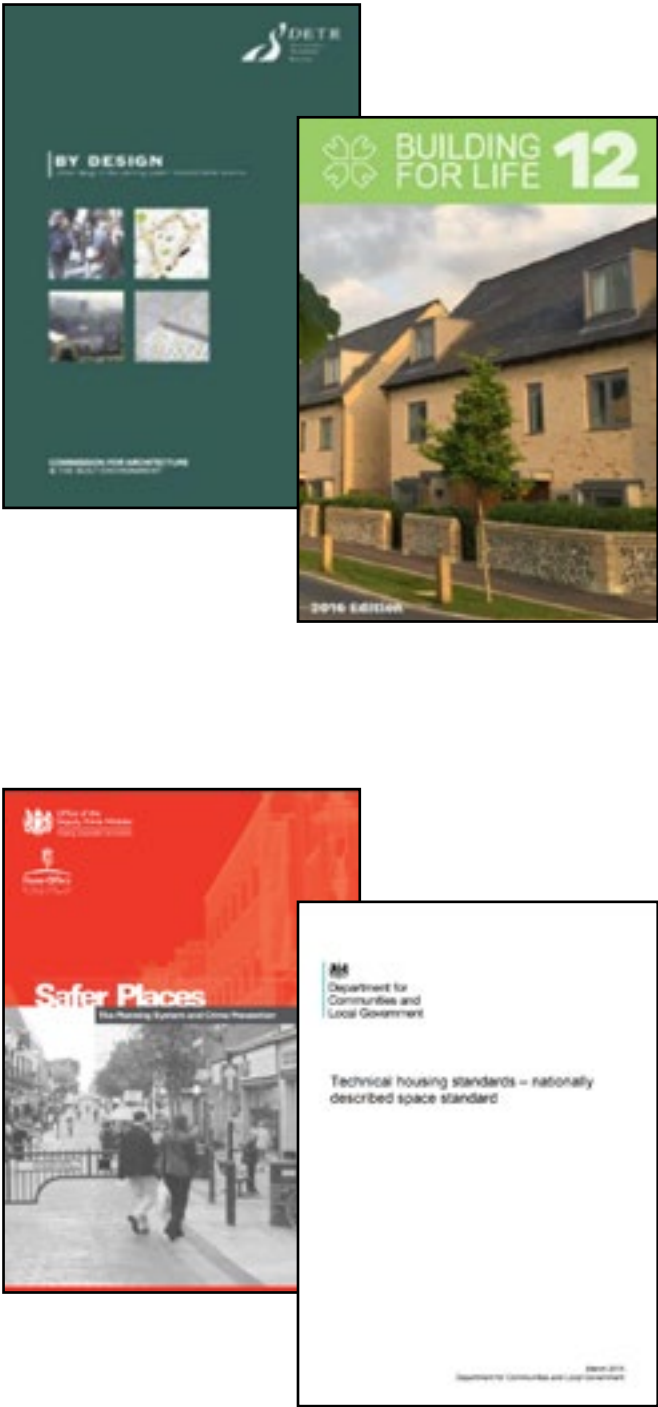
Section 38(6) of the Planning and Compulsory Purchase Act 2004 establishes the framework within which planning applications are assessed, stipulating that decisions should align with the provisions outlined in the statutory Development Plan, unless there are material considerations indicating otherwise. Our proposal has been meticulously crafted in accordance with the guidance provided by various authoritative documents to ensure comprehensive adherence to relevant design principles and planning policies.

Our proposal reflects a thorough consideration of the principles outlined in the adjacent documents, aiming to deliver a development that not only meets regulatory requirements but also enhances the overall quality of life for residents and contributes positively to the surrounding community.



The design guidance documents we have diligently referenced and integrated into our proposal include:

- **National Planning Policy Framework (NPPF) 2023:** Providing overarching guidance on sustainable development, spatial planning, and design principles.
- **Manual for Streets:** Offering guidance on street design, pedestrian-friendly environments, and sustainable transportation networks.
- **System – Towards Better Practice:** Offering insights into urban design principles and best practices for creating vibrant and inclusive communities.
- **Better Places to Live: By Design:** Focusing on creating high-quality, attractive, and accessible environments for residents and visitors alike.
- **Building for Life:** Offering guidance on creating well-designed, sustainable, and inclusive residential developments.
- **Safer Places:** The Planning System & Crime Prevention: Addressing strategies and principles for integrating crime prevention measures into the built environment to enhance safety and security.
- **Secured by Design:** Providing guidelines for designing out crime in buildings, neighbourhoods, and public spaces.
- **Technical Housing Standards:** NDSS (National Design Guide): Offering technical specifications and standards for the design and construction of residential properties to ensure quality and safety.



The NPPF (2023) sets out the Government's planning policies for England and how these should be applied and provides an overarching framework for the production of local Development Plan documents. In this section, we highlight specific planning policies from the NPPF that directly impact our proposal. These policies underscore the considerations and constraints that inform the design and implementation of our scheme, emphasising the importance of adherence to established guidelines. Relevant policy points are **brown** to emphasise its importance to this application.

Section 2 – Achieving Sustainable Development:

Paragraph 8 of the framework establishes a presumption in favour of sustainable development, drawing upon three, interdependent objectives:

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.

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 a well-designed and safe built environment, with assessable services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being;

AN ENVIRONMENTAL OBJECTIVE:

To contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

Section 3 – Plan Making:

Within the National Planning Policy, **Paragraph 15** states: the planning system should be genuinely plan-led. Succinct and up-to-date plans should provide a positive vision for the future of each area; a framework for addressing housing needs and other economic, social and environmental priorities; and a platform for local people to shape their surroundings.

Section 5 – Delivering a sufficient supply of homes:

To support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay. The overall aim should be to meet as much of an area's identified housing need as possible, including with an appropriate mix of housing types for the local community.

Section 8 – Promoting healthy and safe communities:

Planning policies and decisions should aim to achieve healthy, inclusive and safe places and beautiful buildings which:

- a) promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages;
- b) are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of beautiful, well-designed, clear and legible pedestrian and cycle routes, and high quality public space, which encourage the active and continual use of public areas; and
- c) enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.

Section 9 – Promoting Sustainable Travel:

Paragraph 108 requests that transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) the potential impacts of development on transport networks can be addressed;
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;

We hope the above highlights a positive application which will provide the addition of much needing housing into borough of Eastleigh, we look forwards to a positive approval.

- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.**

Section 11 – Making Effective use of land: Paragraph 123 Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that **makes as much use as possible of previously-developed or 'brownfield' land.**

Paragraph 124 Planning policies and decisions should:

- a) encourage multiple benefits from both urban and rural land, including through mixed use schemes and taking opportunities to achieve net environmental gains – such as developments that would enable new habitat creation or improve public access to the countryside;
- b) recognise that some undeveloped land can perform many functions, such as for wildlife, recreation, flood risk mitigation, cooling/shading, carbon storage or food production;

c) gives substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land;

d) promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively (for example converting space above shops, and building on or above service yards, car parks, lock-ups and railway infrastructure).

Paragraph 126 Planning policies and decisions need to reflect changes in the demand for land. They should be informed by regular reviews of both the land allocated for development in plans, and of land availability. Where the local planning authority considers there to be no reasonable prospect of an application coming forward for the use allocated in a plan:

a) it should, as part of plan updates, reallocate the land for a more deliverable use that can help to address identified needs (or, if appropriate, deallocate a site which is undeveloped); and
b) in the interim, prior to updating the plan, applications for alternative uses on the land should be supported, where the proposed use would contribute to meeting an unmet need for development in the area.

Paragraph 128 Planning policies and decisions should support development that makes efficient use of land, taking into account:

a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
b) local market conditions and viability;
c) the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;
d) the desirability of maintaining an area's prevailing character and setting 38 (including residential gardens), or of promoting regeneration and change; and
e) the importance of securing well-designed and beautiful, attractive and healthy places.

Section 12 – Achieving well-designed and beautiful places: This section is broken down into 11 paragraphs of how to achieve high quality, beautiful and sustainable schemes. This can be achieved by following local design codes, structuring of the National Design Guide, place-making – this is thread through to create a woven scheme, that contains layers but understands and respects each request.

Paragraph 135 Planning policies and decisions should ensure that developments:

a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

Paragraph 139 Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes. Conversely, significant weight should be given to:

a) development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or
b) outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

In summary, this proposal for a single dwelling aims to develop an underutilised brownfield parcel of land, harmoniously integrated amidst neighbouring gardens and aligns with the urban settlement's character. This section demonstrates a careful commitment to the guiding principles set forth within the National Planning Policy Framework (NPPF).

Firstly, the emphasis on brownfield land development underscores the project's commitment to sustainable land use practices. By repurposing a previously developed site, the proposal minimises urban sprawl while optimising the efficient use of existing infrastructure. Meticulous attention to urban design and character ensures that the new development seamlessly integrates with its surroundings. The project not only respects the scale and architectural style of neighbouring structures but also enhances the visual and cultural identity of the area, thereby fostering a cohesive urban fabric.

In accordance with the principles of sustainable development, the proposed dwelling prioritises environmental efficiency. Through innovative design features and responsible construction practices, the project seeks to minimise its ecological footprint and offer appropriate landscaping elements, thereby contributing to the creation of a more resilient and ecologically balanced community. As the demand for housing continues to rise, the proposed 3-bed detached dwelling represents a modest yet significant contribution to addressing the housing shortage, thereby enhancing the overall quality of life for residents and fostering social cohesion within the community.

In conclusion, the proposal embodies the overarching principles outlined in the NPPF. By prioritising efficient land use, preserving local identity, and promoting sustainability, it cultivates resilience and inclusivity. In doing so, the proposal lays the foundation for a thriving development that will endure and resonate with future generations.

3.03 NATIONAL DESIGN GUIDE

The National Design Guide (2021) (NDG) is the government's best practice design framework that supports the National Planning Policy Framework (NPPF) and is a material consideration in the determination of planning applications. The NDG overall helps assess quality and achieve beautiful, well-designed, contextually appropriate and enduring development.

The National Design Guide addresses the question of how we recognise well-designed places, by outlining and illustrating the Government's priorities in the form of ten characteristics. The choices made in the design process contribute towards achieving these characteristics and shape the character of the place.

In a well-designed place, an integrated design process brings the ten characteristics together in a mutually supporting way.

They interact to create an overall character of place. The NDG also advises that well-designed places and buildings come about when there is a clearly expressed 'story' for the design concept and how it has evolved into a design proposal. This 'story' will inform and address all ten characteristics that are set out in this Design and Access Statement which accompanies the planning application.

In this Design and Access Statement, we have adopted the design guide principles to influence our design proposal. These design considerations culminate in a drawn conclusion at the end of the document on pages 36-37. In this final section, we describe the merits of the adopted design approach, showcasing how it aligns with the principles set forth in the design guide and contributes to the overall vision for the site's development.

This approach provides a clear narrative that explains the applicant's vision for the site, highlighting the key design influences that have shaped the proposed development.



National Design Guide Characteristics

3.04 LOCAL PLANNING POLICIES

This application has been prepared in accordance with the advice received following previous planning applications submitted and with a comprehensive review of policy and guidance framework on the national and local levels.

Through this application, matters relating to the scale, landscape, appearance, and layout of all the buildings are considered.

PLANNING GUIDANCE / SUPPLEMENTARY PLANNING DOCUMENTS (SPD)

- Eastleigh Borough Local Plan (2016-2036)
- Eastleigh Borough Council Quality Places (Nov 2011)
- Eastleigh Borough Council Residential Parking Standards (Jan 2009)
- Eastleigh Borough Council Character Area Appraisals – Hedge End, West End and Botley (Jan 2008)



Careful consideration has been given to both the existing Core Plan for Eastleigh Borough Council (2016-2036). The policies and guidelines, serves as a foundational reference point for the project, outlining key parameters that inform objectives for A Green Borough, A Healthy Community, and A Prosperous Place.

The Local Plans mission is to support communities and improve lives, ensuring that any development promotes a prosperous local economy ensuring the following; that it grows thriving and healthy communities; that the standard of living for residents increases; that the distinct identity of our towns and villages is protected, that congestion is minimised, and that green space and biodiversity are preserved.

Below are the key policies that have been identified as relevant to this proposal and therefore have been considered in the development and design of the scheme:

- S1: Sustainable development
- S2: Approach to new development
- DM1: General criteria for new development
- DM14: Parking
- DM30: Internal space standards for new residential development

S1: Sustainable Development

The site is outside the urban area boundary, where the policy states developments will be supported where the proposal: (g) seek opportunities to optimise density of new development and redevelopments.

And to requirement (i) maintain local environmental quality, including avoiding damage to, and where possible enhancing, the existing valued urban and rural environments in the Borough and heritage assets

S2: Approach to new development

The proposal assists with Eastleigh’s housing delivery target outlined in the policy.

DM1: General Criteria for New Development

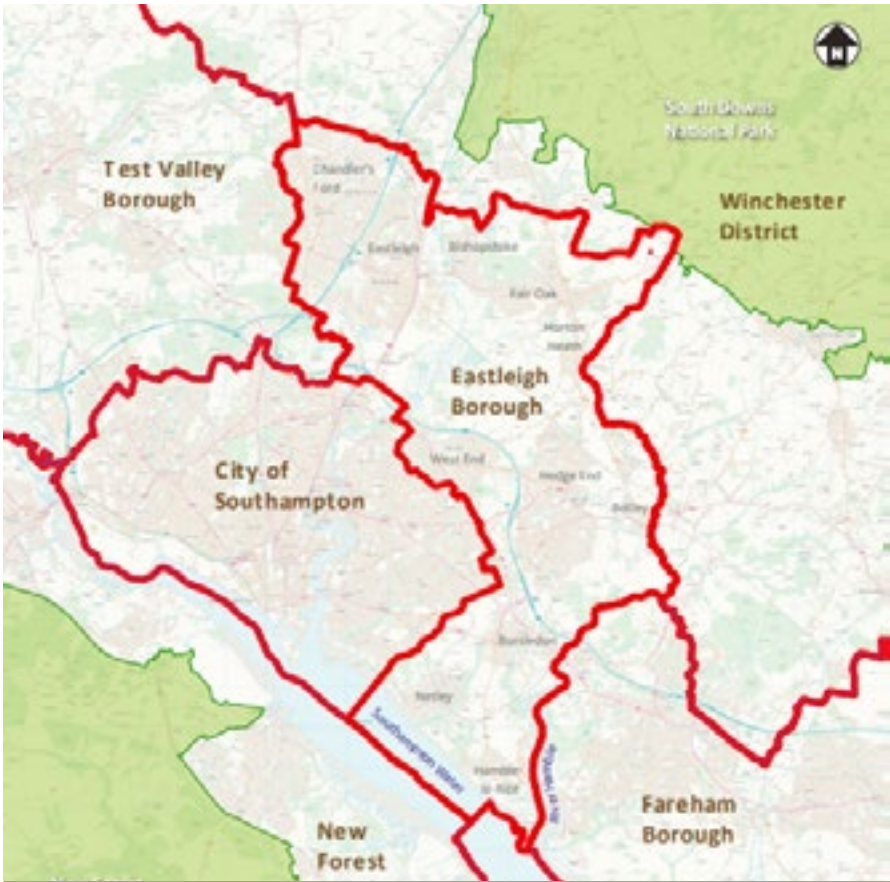
The site makes efficient use of underutilised land as supported in section 1.B. of this policy as well as looks at the broader context of the area with its Victorian style vernacular as encouraged in section 1.C.

DM14 : Parking

This new residential development will provide off-highway parking. The provision takes into account the adopted Eastleigh Borough Council’s Residential Parking Standards SPD which sets out minimum requirements for parking provision.

DM30 : Internal Space Standards for New Residential Development

This policy states that residential development must meet Nationally Described Space Standards which looks at the gross internal floorspace, built-in storage, number of twin/double bedrooms with their minimum room widths and minimum floor to ceiling height for at least 75% of the gross internal area.



Eastleigh Borough Council figure 1 – Council area context

Local Plan Housing Trajectory 1 st April 2016 to 31 st March 2036	
Housing Requirement at 1.4.2016	14,580
Supply:	
Completions 1.4.16 – 31.3.19	2,572
Large Site Commitment at 1.4.2019	6,674
Large Site Resolutions at 1.4.2019	513
Small Site Allowance at 39pa 1.4.2019 to 31.3.2036	663
Windfall Allowance at 116pa 1.4.2019 to 31.3.2036	812
Total Committed Supply	11,234
Shortfall (Supply minus Requirement)	-3,346
Allocated in local plan	732
Overall plan provision (shortfall plus allocated)	-2,614
Total Supply 1.4.2016 to 31.3.2036	11,966

Eastleigh Borough Council extract (p33) – The housing trajectory

This document is designed to provide guidance on the Council's expectations for the design of new development in the borough. The document assists the designer with creating good quality and sustainable places to live in which is broken down into 17 key design principles. On pages 54-55 we have carried out a design review covering all 17 points that summarises how we have implemented these principles into the design proposal.

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.

2. INTEGRATING WITH MOVEMENT NETWORKS

New development must integrate well with cycle, pedestrian and vehicular movement networks.

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.

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.

5. LEGIBILITY

Development should have its own identity and variety so that it is easy for people to find their way around.

6. EXTERNAL SPACE

The design and future management of all external space, including highways, must be an integral part of the development and should be considered at the earliest stage.

7. BOUNDARY

Boundary treatments must be appropriate to the context, well-detailed and robust.

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.

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.

10. PUBLIC ART

Public art should contribute positively and reinforce a sense of place and identity.

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.

12. ACCESS WITHIN THE SITE

Access within the site should be overlooked, safe and convenient to use, but must not be highway dominated.

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.

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.

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.

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.

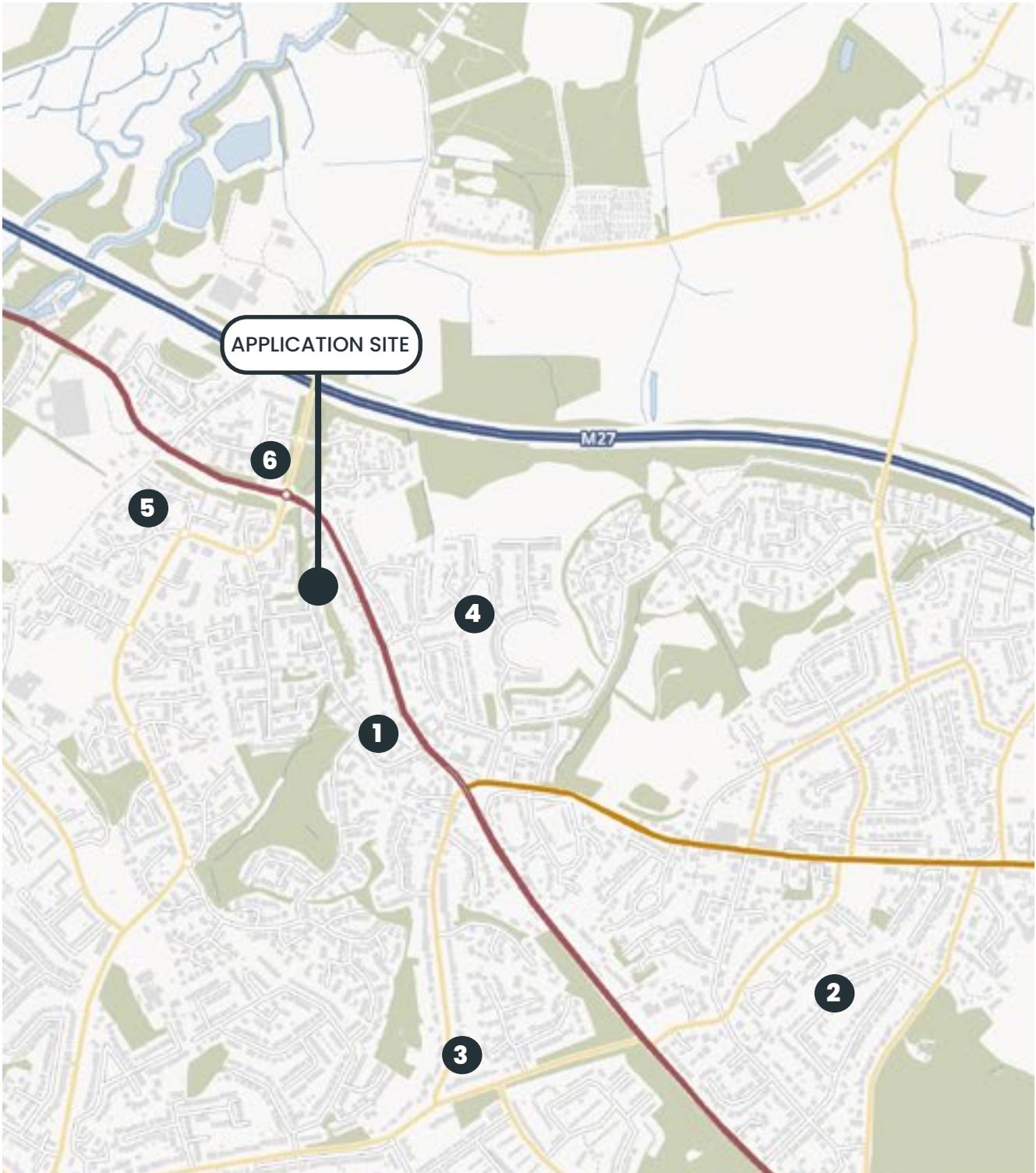
17. FLEXIBLE INTERNAL SPACE

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.



Below are approved and relevant planning applications which are in close proximity to the site. The map shows the context of their proximity to the site location.

	ADDRESS	APPLICATION REFERENCE	DESCRIPTION	DECISION	DATE
1	17 Swaythling Road, Southampton	F/23/95533	Demolition of existing buildings & erection of 4 apartments	Undecided	
2	30 Western Road, West End	F/20/88319	Demolition of existing dwelling to allow for construction of 2no. new dwellings with associated parking and garden space	Granted	13/11/2020
3	285 West End Road, West End	F/20/88246	Erection of 4no. three-bedroom semi-detached dwellings following demolition of existing	Granted	07/05/2021
4	Land on the north side of Barbe Baker Avenue, West End, Southampton	F/15/77718	Construction of 98no. dwellings with access from Barbe Baker Avenue and Barnsland, associated landscaping, parking, new footpath, children's' play area, attenuation pond and diversion of 3no. public rights of way.	Granted	14/06/2017
5	61 Torridge Gardens, West End, Southampton, SO18 3NF	F/24/96706	Proposed new build construction of 1No. semi-detached house and all associated works	Undecided	13/03/2024
6	West End Cottage, Swaythling Road, West End, Southampton, SO18 3HT	F/23/96419	Erection of 1.no 3-bedroom dwelling with associated parking, bin/bike storage & boundary treatments	Undecided	02/02/2024



3.08 PRE APPLICATION FEEDBACK

In December 2022 a pre-application was submitted on this site: Q/22/94698 – Proposed construction of 1.5 storey 3 bed chalet bungalow with associated landscaping, hardscaping and provision of a integrated garage and parking using existing rear plot access. The feedback received is as follows:

Policy & Principle:

The application site lies within the urban edge; therefore, the basic principle of additional residential development is considered acceptable.

Design, scale and massing and impact on the spatial characteristics of the area:

In terms of design, it is noted that the proposals have been influenced by existing dwellings, and their characteristics, within the surrounding vicinity. However, when read within the context of the application site, the proposed dwelling appears excessive with regard to its size and scale, resulting in a bulky and inappropriate form of back-land development.

Space Standards:

The pre-application proposes a two-storey 3no. bedroom dwelling, whereby the NDSS requires between 84m² – 102m². From the submitted plans the proposals would exceed these standards. The 3no. bedrooms also appear to exceed double occupancy standards.

Neighbouring Amenities:

The addition of further residential development within an area characterised by residential is considered to be acceptable. The Council's SPD sets out that there should be a minimum distance of 22m from rear to rear first floor habitable room windows. Concern would be raised with regard to back-to-back distances between the proposed dwelling and retained dwelling (and neighbour no.85 Swaythling Road) as it falls short of the amount specified within the SPD. Further, there is concern with regard to the potential overlooking from the front first floor level windows into the rear first floor windows of no.78 and no.80 Eden Road, due to the close proximity.

Highways:

For a property of this size, there is a requirement of 2no. off-street vehicular parking provisions. The submitted plans show an integral double garage thus being able to provide the necessary parking provisions for the proposed dwelling.

Trees:

There are no significant trees on site, however there are important/ significant trees to the south (behind 74-70 Eden Road). These trees must not be adversely impacted as a result of the proposals.

The proposals would also be assessed against the Trees and Development SPD, which makes clear that development layouts must be designed to ensure that retained trees are able to grow and mature in the space provided.

Further Points:

- Impact on SPA – development is considered to have an impact upon the recreational disturbance and water quality of the European Protected Sites, which would need to be offset, in accordance with the Habitats Regulations.
- Sustainability – Thought should be given to incorporating a wide range of sustainability measures into the proposed development. This may include a fabric first approach, design adapted to maximise light and provide solar shading, PV panels for water heating and power, green roofs, ground source heat pumps, electric vehicle and bicycle charging points, water butts, rain gardens etc.

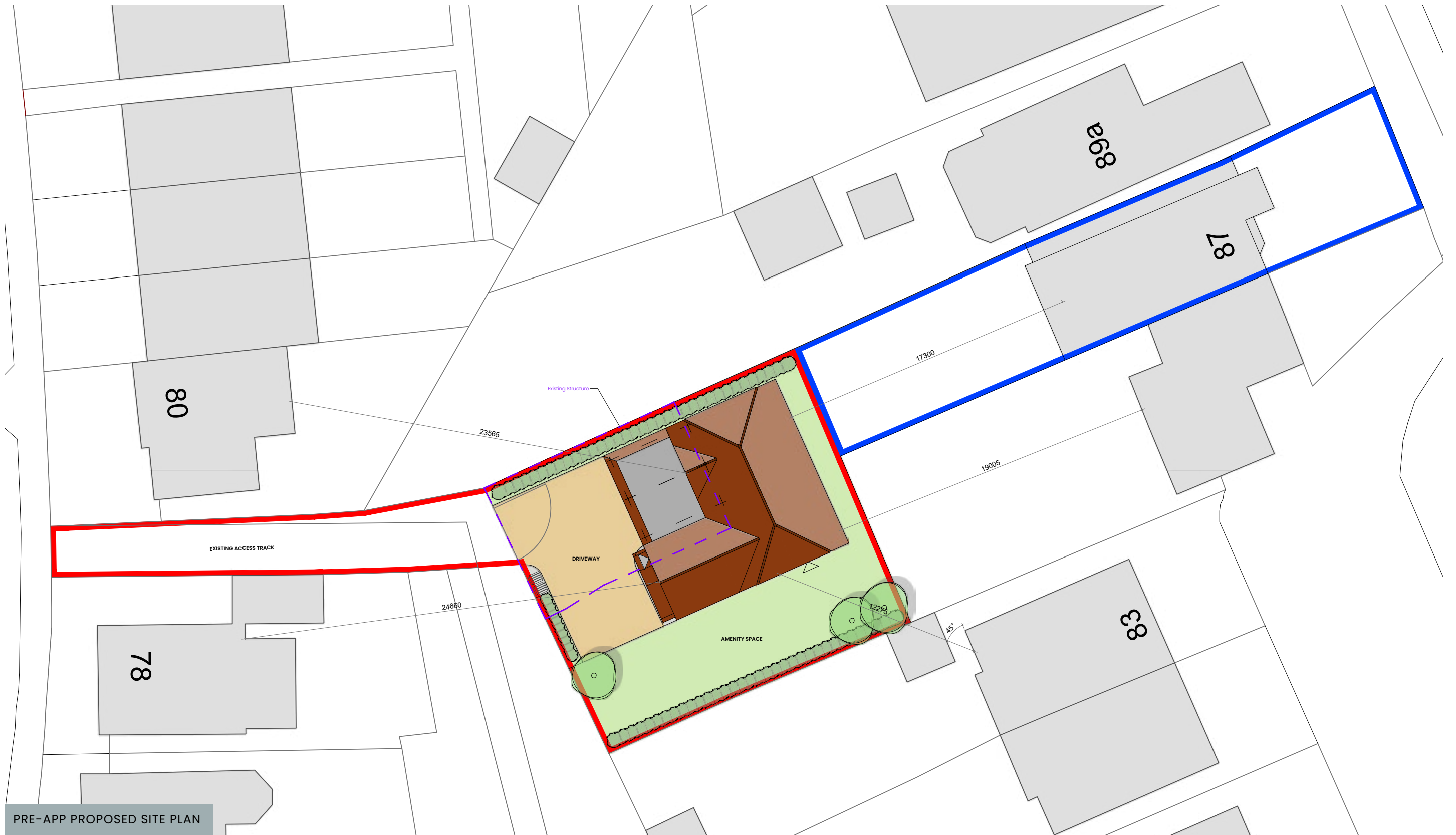
The pre-application process proved to be valuable in understanding what the schemes limitations and benefits are. The feedback provided greatly contributed to creating a scheme that works for both the council and the applicant. The following sections of this document demonstrate how the points raised have been addressed.



FRONT ELEVATION



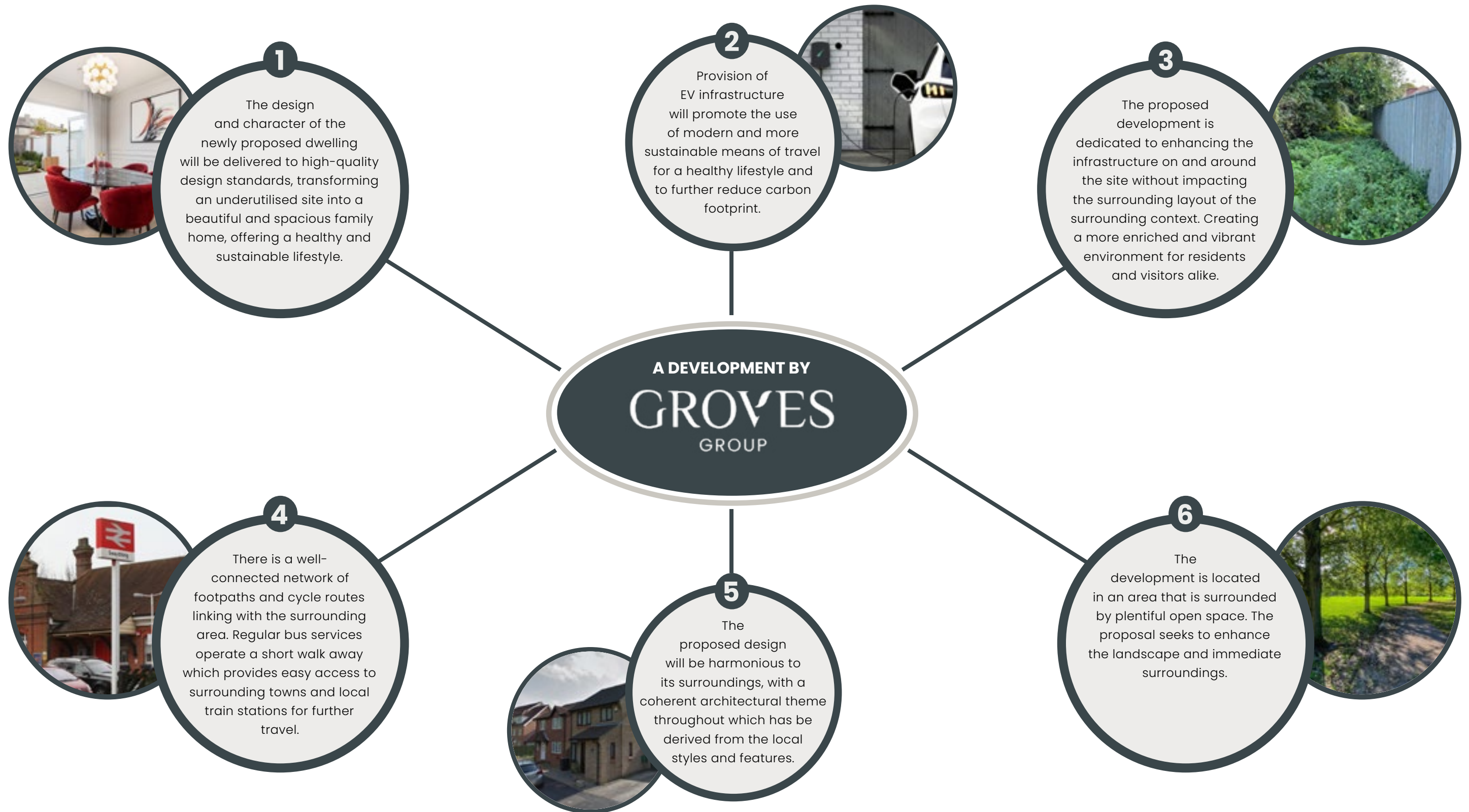
SIDE ELEVATION A



PRE-APP PROPOSED SITE PLAN



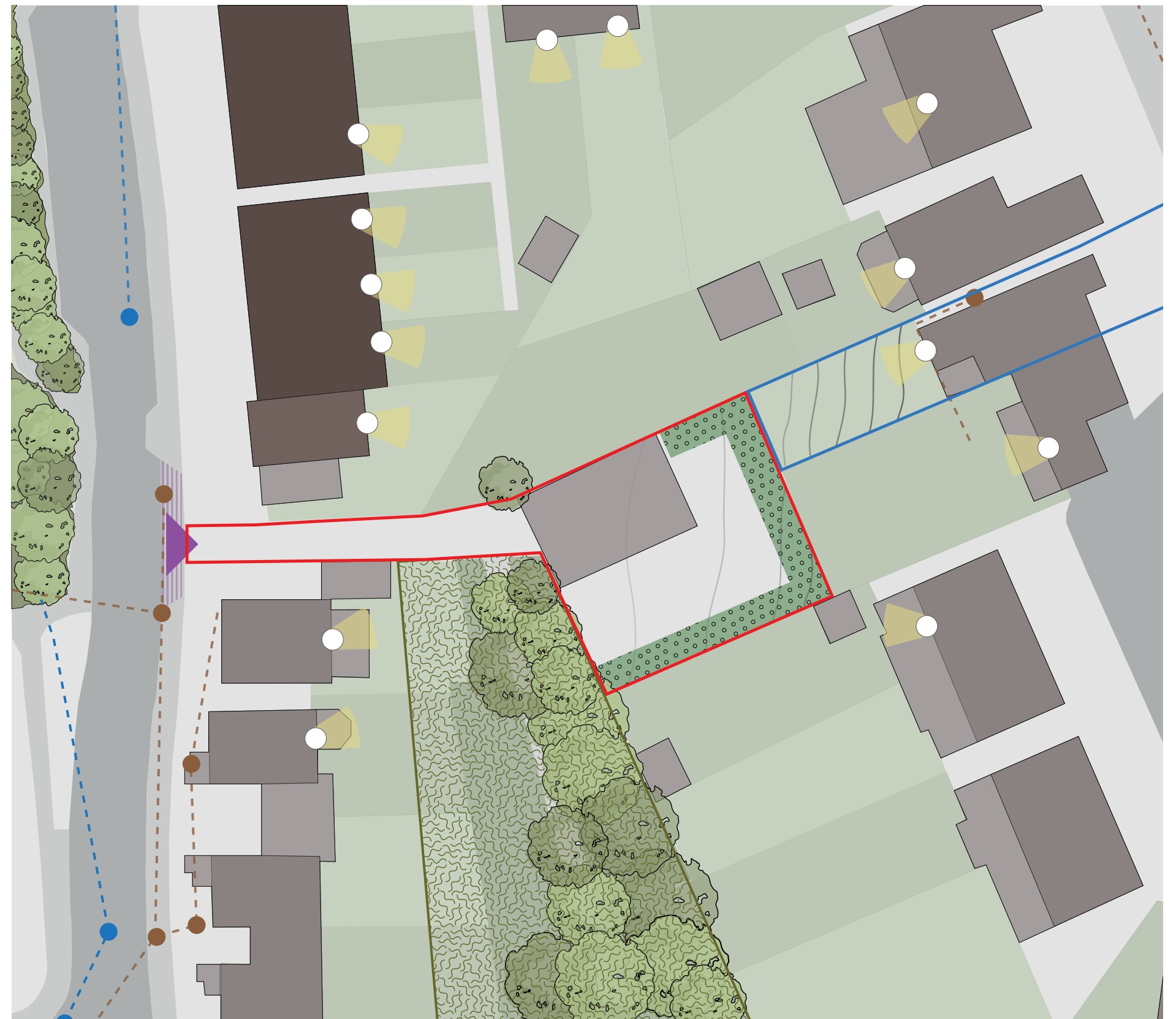
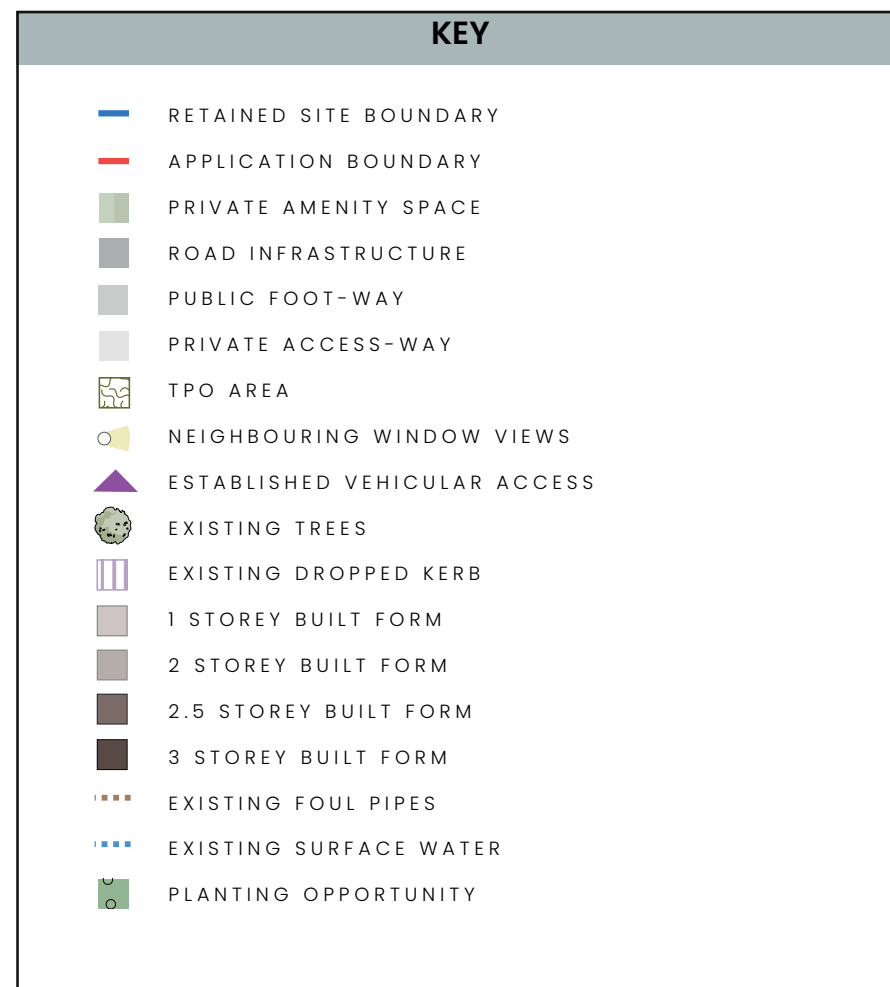
To ensure that our proposals deliver rich and vibrant schemes, we approach the process by following some key design principles to establish the vision. We begin with a review of the site's immediate context to develop and create an understanding of the local area. Having undertaken a thorough analysis we are then able to integrate seven key design principles to our conceptual development stage which underpin the preparation of the masterplan.



4.02 SITE CONSIDERATIONS

Illustrated adjacent is the consideration plan which outlines the constraints and opportunities identified on the site. These findings have played a crucial role in informing the design proposal for the project.

A thorough analysis of the site's physical, environmental, and social characteristics has been essential to create a functional and sustainable design that responds to the site's unique features.



The key objective of the proposal is to create an appropriate, modern family dwelling. The design has been carefully considered to respect its surroundings and to make the most of the plot's unique location. The plot layout and scale of the plan respects the common build form found in and around West End which is further outlined on the following page.

The proposal makes sustainable use of a underutilised parcel of land. Therefore, the proposed scheme has been designed to be in keeping with the build form of the neighbouring dwellings and the local vernacular. This building also has the advantage of mature tree screening from the neighbours along Eden Road.

Proposed is a 3 bed detached home which provides a spacious and practical spaces for a family lifestyle. Generous amenity spaces and family rooms that are appropriate for all stages of life.

PROPOSED SITE FEATURES

- Sufficient parking provision
- Sensitive to the character of the area.
- Retention of existing mature screening
- Additional planting and landscaping enhancements

KEY	
 RETAINED SITE BOUNDARY	 PRIVATE BINS 240L Capacity
 SITE BOUNDARY	 WATER BUTT
 1.8M CLOSE BOARDED FENCE	 RETAINING WALL
 EXISTING TREE CANOPIES	 PROPOSED PLANTING
 MAIN ENTRANCE	 TALL PLANTED SCREENING
 SECONDARY ENTRANCE	 POROUS MATERIAL
 CYCLE STORE	 EXISTING TARMAC CLEANED
 PRIVATE PARKING SPACE	 GREY PAVING SLABS
 ELECTRIC VEHICLE CHARGING	 GRASS



4.04 GRAIN PLAN

The below grain plans showcases a comparison of the existing site within the surrounding context alongside the proposed development and how its spatial relationships will provide a valuable and sensitive addition to the area of Swaythling. This visual representation offers an overview of the project's footprint, showcasing its integration into the existing urban landscape.

Moreover, the existing built form on the site provides a baseline for the location and scale of the proposal. The replacement dwelling, designed to replace the dilapidated garage, ensures that it will not impose on the surrounding area nor result in any harm or overlooking. This consideration underscores our dedication to preserving the existing fabric of the neighbourhood while contributing to its revitalisation and improvement to make efficient use of land.



The images below offer visuals captured from our 3D site model, a tool that has been instrumental in crafting a dwelling that harmonises with the dynamic topography of the site and its surroundings. With a keen sensitivity to the varying levels and contextual elements, our design integrates seamlessly into its environment. Through the 3D model, we gain insights into the roofline's relationship with neighbouring properties, ensuring a cohesive visual alignment. Furthermore, it allows us to visualise how the building occupies space on the site, revealing how space has been optimised and functions harmoniously.



4.06 BUILDING MATERIALS

Following a character assessment of the local area and the vernaculars has resulted in a design that provides modern living spaces whilst still reflecting this local character. The approach for the design was to create a countryside like style structure with modern building techniques and materials.

- 1 DECORATIVE BRICK**
- 2 BROWN PROFILE CONCRETE TILE**
- 3 BROWN MULTI BRICK**
- 4 TIMBER FRAME OVERHANGING PORCH**
- 5 BLACK FENESTRATION**
- 6 HERRINGBONE BRICK DETAIL**
- 7 DECORATIVE BRICK HEADERS AND CILLS**



The proposed elevations aim to create a desirable family home with distinctive character which takes advantage of the unique site constraints whilst being sympathetic to its neighbouring buildings.

The eaves have been lowered to reduce the mass and impact on neighbouring amenity spaces. The introduction of the catslide roof further reduces the impact of the proposal. The catslide roof overhang creates the opportunity for an exposed wooden beam porch detail.

The material palette has been carefully crafted taking into account the character assessment in the area outlined in section 2. We have identified and responded to key local details and design features.

Solider coursed brick headers and cills frame the windows in line with the local vernacular. The introduction of stack bond and herringbone brick features on the principal elevation create additional character and architectural interest.



FRONT ELEVATION



SIDE ELEVATION A



SIDE ELEVATION B



REAR ELEVATION

4.08 STREETSCENES

Illustrated alongside is an existing and a proposed street scene of the proposal highlighting its relation and roof scape to its immediate surroundings. The proposal has been designed to have a sympathetic roof line to respect the relation to the adjacent buildings and not significantly impact the area. The existing houses can be seen screening the proposal from Eden Road.

The inclusion of a grain plan is crucial for conveying the proposed development's spatial relationships within the surrounding context. This visual representation offers a clear overview of the project's footprint, showcasing its integration into the existing suburban landscape.

The map below distinguishes between built and open spaces, facilitating an assessment of the development's scale, density, and distribution in relation to the neighbourhood. Additionally, it visually communicates how the project connects with local infrastructure, demonstrating our commitment to enhancing overall community cohesion.



EXISTING



PROPOSED

Our proposal prioritises sustainability through a comprehensive approach that adheres to the standards set forth in the Part L building regulations and anticipates the requirements of the new Future Homes Standard. To ensure a robust commitment to eco-friendly practices, our innovative proposal incorporates advanced measures.

DOMESTIC WASTE & RECYCLING

The dwelling will have its own domestic and recycle bins that will be kept at the refuse point out of public view. The resident will take the bins to the end of the public access-way for kerbside collection.

FLOODING & SURFACE WATER DRAINAGE STRATEGY

The current Environment Agency flood maps indicate that the site lies within Flood Zone 1, which is considered to have a low risk of flooding. A review of other sources of potential flooding from groundwater and sewers have been carried out and the risk has been assessed as low. The site entrance has a higher risk of flooding but a public access-way provides a safe egress route in the event of high flooding.

In accordance with the National Planning Policy Framework (NPPF), the site is deemed acceptable for residential development in terms of the risk of flooding.

ADAPTABILITY

The new home have been designed to provide opportunity for the occupier to work at home, having sufficient space and facilities. The house is exceeding all national minimum standards and has sufficient circulation and movement routes.

CRIME

The design of the scheme has addressed the principles set out within Secured by Design. This will ensure a residential environment that puts the safety of occupants at the forefront and will in turn, create a high-quality, safe and secure environment for the long term.

ENERGY

- The new house will provide the following specification:
- Air tightness standards to Regulations
 - Insulation to exceed Part L of the Regulations
 - All windows will be double-glazed

NUTRIENT MITIGATION

The site is within the nutrient affected area. As the proposal is for 1 new dwelling, the purchasing of Nitrate credits will be required to mitigate this issue.

PARKING

Adequate allocated parking has been provided on site as well as an EV charging point.

CYCLING

In order to encourage cycling as an alternative mode of transport to journeys by car, there is adequate ancillary for the family to store bicycles.

TRANSPORT

The proposal is within an 5 minutes safe walk to a main bus stop, which has connections to Southampton and Eastleigh. The proposal is also close to Swaythling train station.

SECURITY

- The site has been designed to prevent crime and the fear of crime in accordance with government guidance set out in “Safer Places – the Planning System and Crime Prevention” (Office of the Deputy Prime Minister, April 2004).
- In particular, the development will incorporate the following features:
- A singular vehicular access, therefore no through traffic restricting access to residents and visitors
 - Secured by Design principles are proposed to be adopted across the site, now covered in the Building Regulations

MATERIALS & CONSTRUCTION

- Consideration will be given to the use of local materials and suppliers where viable to reduce the transport distances and to support the local economy. We will attempt to pick materials with high U value efficiencies.. The benefit of these construction methods are:
- High quality and well thought out design
 - Quicker construction time to reduce disturbance and noise
 - Less on-site wastage
- Consideration will be given to the use of local materials and suppliers where viable to reduce transport distances and to support the local economy. Consideration will be given to the following measures:
- Use of ‘A’ rated materials as assessed using the BRE Green Guide to Specification for Buildings wherever possible
 - Use of timber, the source of which is certified by FSC / PEFC or an equivalent approved certification body where practical

50

CONCLUSION

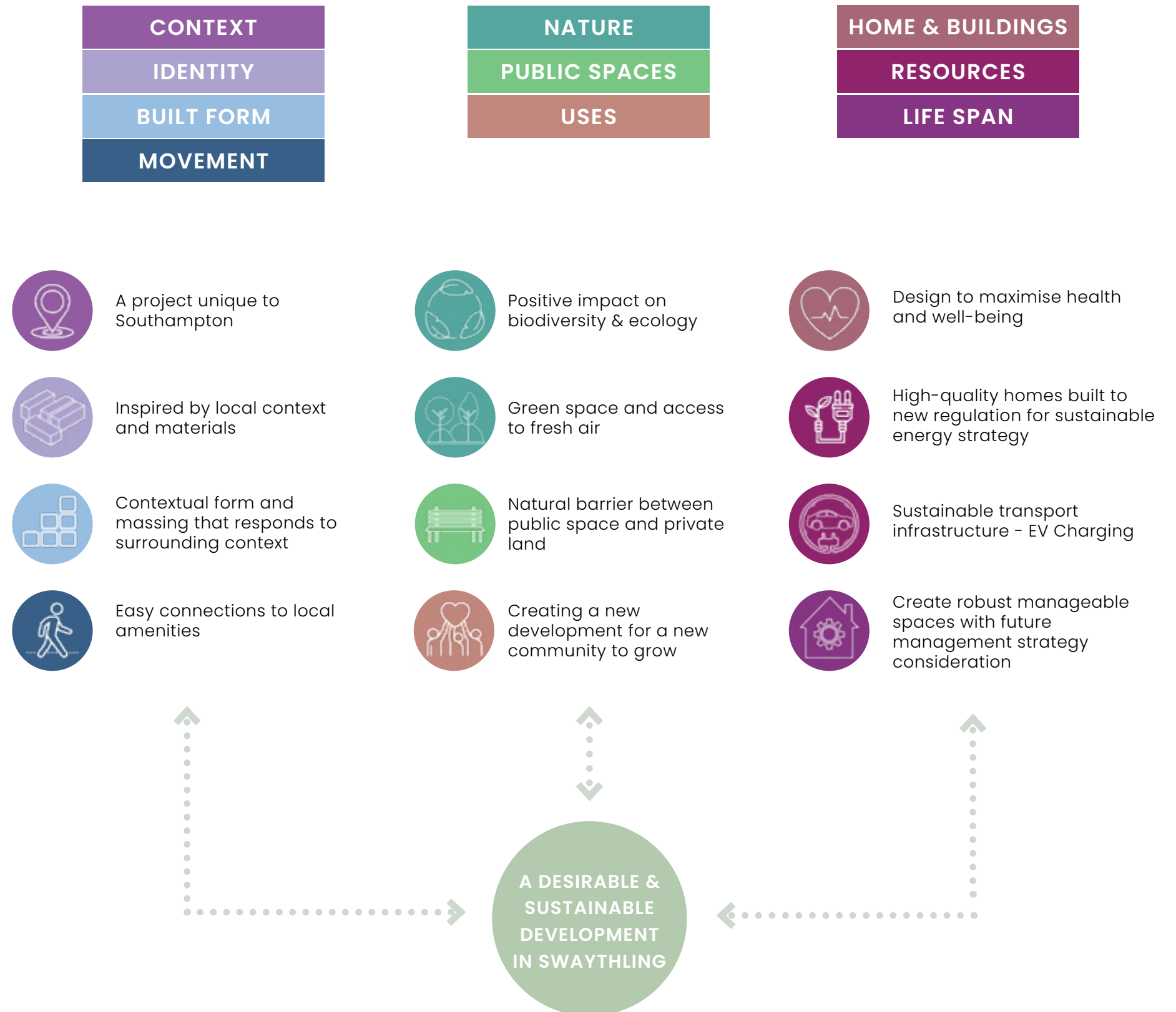


In developing this proposal, we meticulously followed the National Design Guide (NDG) to ensure our scheme aligns with all areas of the framework and its characteristics. The table provided in the following pages illustrates how each section of the NDG correlates with our scheme, accompanied by brief descriptions and locations of relevant sections within the document of how we meet and exceed the guidelines.

Our dedication to the NDG reflects our commitment to functional, sustainable, and aesthetically pleasing environments. Through thorough analysis, we have ensured our scheme embodies the principles of responsible design and urban planning.



National Design Guide Characteristics



CONTEXT

Understand and relate well to the site, its local and wider context. Valuing local heritage, history, and culture.

The earlier sections of this document demonstrate the relationship the site has with its immediate surroundings and its wider context. Our studies of the local area have informed the development of this proposal.

THIS CAN BE FOUND:

SECTIONS: 1.02, 2.01–2.06, 3.07, 4.01–4.09

IDENTITY

Response to local character. Creation of a character and identity which is coherent, identifiable, visually attractive and suited to the local context.

Our understanding of the surrounding context has allowed us to seamlessly integrate the proposal into the urban grain while respecting the neighbouring character and local identity of Swaythling. Material and architectural details have been implemented into the design to reflect and enhance the neighbouring dwellings.

THIS CAN BE FOUND:

SECTIONS: 2.01–2.06, 3.06, 4.03, 4.06–4.09

BUILT FORM

Compact form of development which makes efficient use of land to optimise density. Well-designed places using of the right mix of building types, forms, and scale.

Our analysis of the surrounding context features an existing grain plan and visuals of similar developments that have seamlessly integrated into the community. Subsequently, the proposal section elaborates on the efficient use of land, and scale of the proposal in the proposed grain plan which is further illustrated in the streetscenes.

THIS CAN BE FOUND:

SECTIONS: 2.01–2.06, 4.01–4.09

MOVEMENT

Provision of a well-designed and connected network including public transport, walking, cycling and cars. Safe, direct, and convenient routes accessible to all. A clear hierarchy of streets that are easy to navigate. Well-designed parking that is safe and meets the needs of different users. Access for servicing by refuse collection, deliveries, and removals to be well-integrated.

By comprehensively understanding the existing site and its network of connectivity, we seamlessly integrated our design with the surroundings. The parking's strategic positioning facilitates easy forward parking and movement from the private driveway to the dwelling, offering ample space for vehicles.

THIS CAN BE FOUND:

SECTIONS: 2.01–2.02, 4.03, 4.08–4.09

NATURE

Provision of high quality green spaces with a variety of landscapes and activities including play that are robust and fit for purpose. Enhanced water management and sustainable drainage systems. Biodiversity gains through enhancement of ecosystems. Existing areas of valuable biodiversity to be protected and enhanced. Priority given to rare habitats and species.

The currently underutilised site, lacks usable infrastructure or any benefit to the local area. Our proposal seeks to regenerate the site, offering an attractive and sustainable house accompanied by landscaping dominated by planting and green space suitable for a family.

THIS CAN BE FOUND:

SECTIONS: 4.02–4.03, 4.09

PUBLIC SPACES	USES	HOMES & BUILDINGS	RESOURCES	LIFESPAN
Well-designed, inclusive, and fit for purpose spaces to support an active life for everyone, encouraging people to walk and cycle rather than drive while addressing the needs of those with disabilities. Amenity spaces that feel safe and secure. Public areas that encourage social interaction providing comfort, relaxation, and stimulation for all, helping to combat social isolation and loneliness.	Provision of local services and facilities with an integrated mix of housing tenures and types to suit people at all stages of life. Provision of tenure neutral homes and spaces. Developments should be socially inclusive maximising potential for social integration and removing features that could create actual or perceived barriers.	Provision of well-designed, functional, comfortable, and secure buildings to promote quality of life. Buildings should be energy efficient and encourage sustainable lifestyles. External spaces including parking should be fit for purpose, of a high quality and convenient. Attention should be applied to the way buildings function on a day-to-day basis with regard to waste management, exterior details, and cycle storage.	Provision of a well-designed scheme with considerations to the future for buildings. The process has the understanding of future standards impact and understanding of surrounding constraints; It uses land efficiently so helps adaptation by increasing the ability for CO2 absorption, sustaining natural ecosystems, minimising flood risk and the potential impact of flooding, and reducing overheating and air pollution.	Ensuring places are robust, well-managed and maintained and with clearly defined boundaries between private, public, and shared spaces. Homes should be designed to be flexible and adapt over time to changing lifestyles, needs and the introduction of new technologies. Places should engender a sense of ownership in their occupants by including features that encourage users to care for them.
Regeneration of this underutilised site will provide a new home that encourages sustainable living. Being in close proximity to West End high street, Itchen Valley Country Park will promote walking and cycling. This development will also cause no detrimental impact to the existing highway.	Our proposal maximises potential for the residents integration with the wider local community. The scale of this new build is in line with the demand of the area and aims to satisfy the local needs for housing.	The scheme has been designed with sustainability and liveability at the forefront. Embedding this into the scheme from the beginning has formed a high-quality and well-connected place to live and grow. Amenities and ancillary uses are easily accessible for the residents.	The Sustainability section outlines the principles integrated into this proposal and how strategies are utilised to mitigate environmental impact using energy efficient practises to ensure the design is fit for purpose and adaptable over time. The layout of the dwelling features well designed internal spaces, providing efficient ventilation, thermal massing and solar gain.	Both the proposed dwelling and external spaces have been designed to be flexible and adaptable, all according with Nationally Described Space Standards (NDSS).
THIS CAN BE FOUND:	THIS CAN BE FOUND:	THIS CAN BE FOUND:	THIS CAN BE FOUND:	THIS CAN BE FOUND:
SECTIONS: 2.02	SECTIONS: 2.01–2.06, 3.01–3.08, 4.01–4.08	SECTIONS: 3.04, 3.06, 4.01–4.08	SECTIONS: 4.01–4.08	SECTIONS: 4.01–4.08

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.

The proposed site has direct public footpath link into local towns along the A27. Bursledon provides bus links to neighbouring areas and a wide variety of facilities.

THIS CAN BE FOUND:

SECTIONS: 2.01, 2.02, 4.01, 4.07

2. INTEGRATING WITH MOVEMENT NETWORKS

New development must integrate well with cycle, pedestrian and vehicular movement networks.

The site has an established vehicular and pedestrian connections with links to Bursledon, Southampton and the M27.

THIS CAN BE FOUND:

SECTIONS: 1.02, 2.01, 2.02, 4.01, 4.07

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.

There is an established build form in the area with a mix of characters that have been taken within the proposal as direct inspiration.

THIS CAN BE FOUND:

SECTIONS: 2.04, 2.05, 2.06, 3.07, 3.08, 4.01, 4.02, 4.06, 4.07, 4.08

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.

The proposals density is in keeping with the precedent set by local context.

THIS CAN BE FOUND:

SECTIONS: 2.04, 2.06, 4.02, 4.08

5. LEGIBILITY

Development should have its own identity and variety so that it is easy for people to find their way around.

Single site access and established entrance to the unit provides clarity to the future residents. The material pallet chosen gives the scheme its own architectural identity.

THIS CAN BE FOUND:

SECTIONS: 2.03, 2.04, 3.08, 4.02, 4.03

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.

The amenity spaces take into consideration the different uses will require from storage to family occasions. A wrap around amenity space with large south facing grass spaces.

THIS CAN BE FOUND:

SECTIONS: 4.03

12. ACCESS WITHIN THE SITE

Access within the site should be overlooked, safe and convenient to use, but must not be highway dominated.

Access to the site is from a secondary road and has a lower traffic movements for egress.

THIS CAN BE FOUND:

SECTIONS: 1.02, 2.03, 2.04, 3.08, 4.03, 4.08

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.

The dwelling has 2 allocated parking spaces with EV charging. The parking spaces are highly visibility from within the dwellings allowing for good natural surveillance.

THIS CAN BE FOUND:

SECTIONS: 3.08, 4.01, 4.03, 4.09

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.

A refuse and a recycling bin is allocated to the dwelling and is stored within the private boundaries. The refuse storage point has a direct route to the collection point.

THIS CAN BE FOUND:

SECTIONS: 4.03, 4.09

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.

Following our character assessment of the area the proposals outlined respond positively whilst incorporating positive characteristics of the area.

THIS CAN BE FOUND:

SECTIONS: 2.05, 3.08, 4.01, 4.03, 4.06, 4.07, 4.08

6. EXTERNAL SPACE

The design and future management of all external space, including highways, must be an integral part of the development and should be considered at the earliest stage.

The scheme benefits from a private hard-wearing access enhanced with the existing mature trees and planting. Point 11 provides further detail on the private amenity spaces.

THIS CAN BE FOUND:

SECTIONS: 2.03, 2.04, 3.08, 4.02, 4.03

7. BOUNDARY

Boundary treatments must be appropriate to the context, well-detailed and robust.

The existing site is enclosed with boarded fencing, mature trees and vegetation. However, a new retaining wall with hedgerow will assist with softening the boundaries.

THIS CAN BE FOUND:

SECTIONS: 2.04, 3.08, 4.02, 4.03

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.

All main are services found on Eden Road which will be utilised in this proposal.

THIS CAN BE FOUND:

SECTIONS: 2.03, 4.02

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.

There is no public open space due to the size of this proposal. However, public open spaces are within walking distance from the site that the residents can benefit from.

THIS CAN BE FOUND:

SECTIONS: 2.02

10. PUBLIC ART

Public art should contribute positively and reinforce a sense of place and identity.

The proposal provides a discrete benefit to the street scene whilst still having its own identity.

THIS CAN BE FOUND:

SECTIONS: 4.06, 4.07, 4.08

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.

The proposals active frontage to the public highway is supported with large windows to the front of the dwelling which allows for good natural surveillance.

THIS CAN BE FOUND:

SECTIONS: 2.04, 4.03

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.

The dwellings exceed the national design guidance for space standards as well as being designed to M4(2) standards to allow for flexible lifetime living.

THIS CAN BE FOUND:

SECTIONS: 3.08, 4.09



5.04 CONCLUSION

In conclusion, the proposal outlined in this document presents a unique opportunity to sensitively redevelop a currently unattractive and underutilised site into a beautiful family home.

The design of the proposal enhances the current plot and the immediate surrounding area whilst being sympathetic to its setting and respecting the distinct vernacular and setting of West End.

The proposal meets planning policies and guidance at both local and national level. The project will utilise sustainable construction methods and practices wherever possible to provide a high-quality development in the local area of West End.

We hope the above highlights a positive application which will provide the addition of much needed housing into borough of Eastleigh. We look forward to the feedback and to further work alongside Eastleigh Borough Council to get approval for this proposal.





EASY ACCESS TO

BITTERNE, SWAYTHLING &
HEDGE END

TRAIN STATIONS



CLOSE PROXIMITY TO

**SOUTHAMPTON &
PORTSMOUTH**

CITIES



CREATING

A SPACIOUS 3 BED
DETACHED

FAMILY HOME



EASY ACCESS TO

A27 & M27

ROUTES



ENHANCING UNDERUTILISED
PREVIOUSLY DEVELOPED LAND

BY PROVIDING A

SENSITIVE DESIGN



PROVIDING

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