

PLANNING, DESIGN & ACCESS STATEMENT

LAND TO THE SOUTH OF PEEWIT HILL
BURSLEDON

FEBRUARY 2024

1.0 INTRODUCTION

1.01	Statement	4
1.02	Site Location	5

2.0 SITE AND CONTEXT

2.01	Site Connectivity	7
2.02	Surrounding Amenities	8
2.03	Site Description	9
2.04	Site Context	10-11
2.05	Surrounding Context	12
2.06	Surrounding Built Form	13

3.0 PLANNING POLICY

3.01	Planning Introduction	15
3.02	National Planning Policy Framework	16-17
3.03	National Design Guide	18
3.04	Local Planning Policies	18
3.05	Local Planning Policy Review	19
3.06	Quality Places SPD	20
3.07	Nearby Planning Applications	21
3.08	Pre-Application Feedback	22

4.0 THE PROPOSAL

4.01	Design Principles	24
4.02	Considerations	25
4.03	Proposed Layout	26
4.04	Grain Plan	27
4.05	Building Materials	28
4.06	Proposed Elevations	29
4.07	Streetscenes	30
4.08	Sustainability	31

5.0 CONCLUSION

5.01	National Design Guide	33
5.02	National Design Guide Review	34-35
5.03	Quality Places SPD Review	36-37
5.04	Conclusion	38
5.05	Benefits	39



APPLICANT:
GROVES GROUP
Elan House, 5a Little Park Farm Road
Segensworth
Hampshire
PO15 5SJ
T: +44 (0) 1489 290 035
W: www.grovesgroup.co.uk



ARCHITECTURAL DESIGNERS:
A2 - ARCHITECTURE & DEVELOPMENT
Elan House, 5a Little Park Farm Road
Segensworth
Hampshire
PO15 5SJ
T: +44 (0) 1489 290 035
W: www.a2ad.co.uk

Issue Date	FEB 2024
Document Status	-
Revision	
Author	JM
Checked By	JG





INTRODUCTION



1.01 STATEMENT

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 South of Peewit Hill, Bursledon, SO31 8BL:

“Erection of 2 semi-detached 3-bed dwellings, with associated access, parking and landscaping”

This proposal seeks to transform an underutilised parcel of land to provide two modern homes for families.

This statement outlines the vision for the proposal and establishes the concepts and principles that have been considered in the design process. The dwellings will be constructed using the highest quality materials and soft landscaping to create an aesthetically pleasing vernacular which is sympathetic to the site and its immediate context.

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



Bursledon Windmill

The site is located along Peewit Hill. It is East of West End Road (A27) within a rural area 0.9km North of Bursledon, and 2km to the East of Hedge End, which falls under the jurisdiction of Eastleigh Borough Council.

Located to the south of the site are the villages of Netley and Hamble-le-Rice. Both offering picturesque beaches, and a range of recreational spaces. To the west is the port city of Southampton, which offers a wide range of shopping amenities, entertainment and heritage sites.



20

SITE & CONTEXT



Nestled between the A27 and the M27, the site is well connected with routes to local towns and neighbouring cities, with further connections to London via the M27/M3. Sustainable travel is easily achieved utilising the local train stations Bursledon (1.5 miles), Sholing (2.5 miles) and Hamble (2.1 miles) which all provide regular direct trains services to surrounding towns. Central London can be travelled to in approximately 2 hours.

The stations can be accessed easily by a regular bus service (501) from the stop at Providence Hill, which is an 9 minute walk along a PROW from the site. The bus routes provide direct access to surrounding towns and cities. This has been illustrated in the location map opposite.

KEY

APPLICATION SITE

BUS STATION/STOP

TRAIN STATION

PROW

DISTANCES

WALKING 800m (10 MINUTES)

WALKING 1km (15 MINUTES)

WALKING 1.2km (20 MINUTES)

SITE & CONTEXT | PEEWIT HILL, BURSLEDON

7

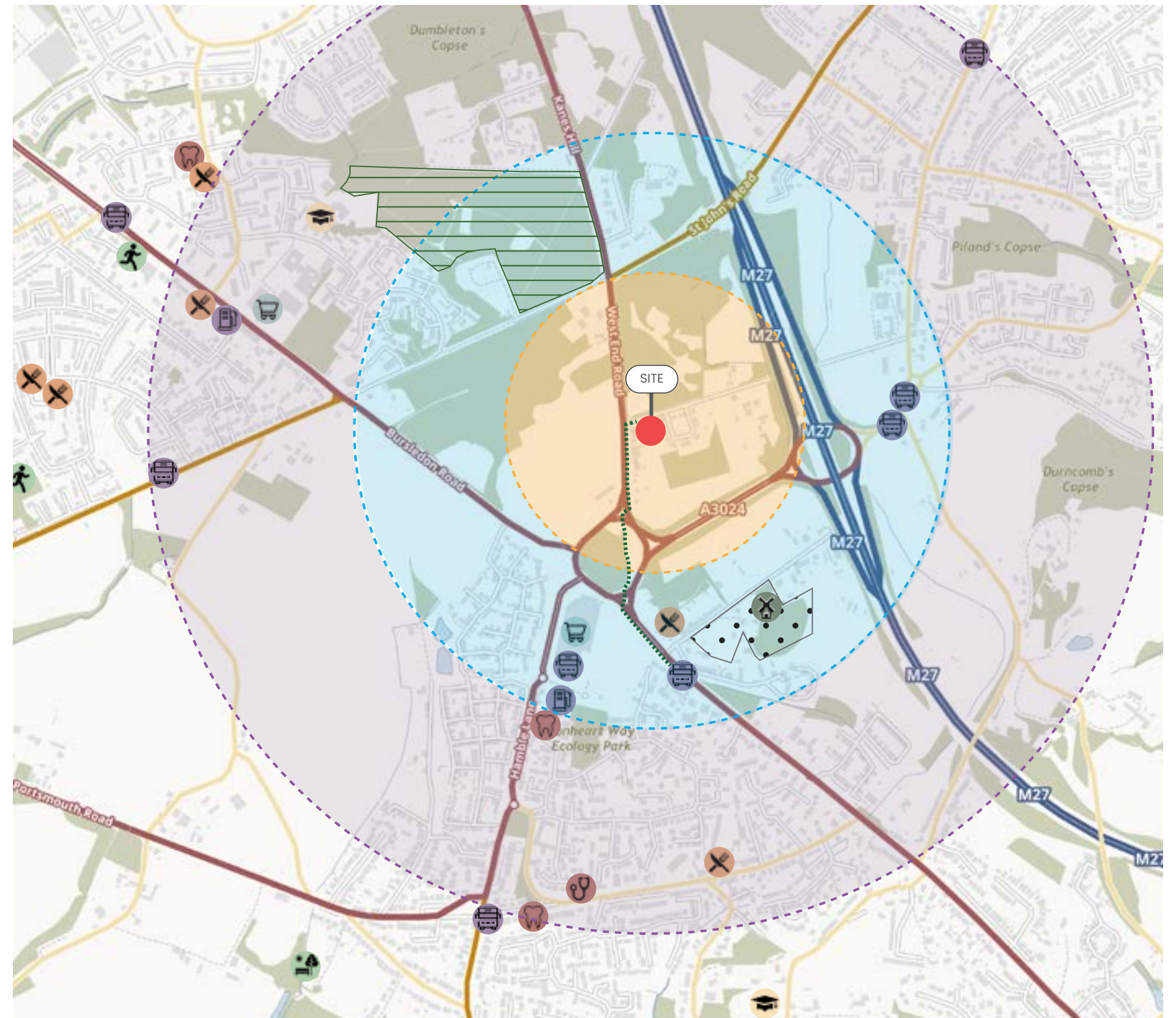
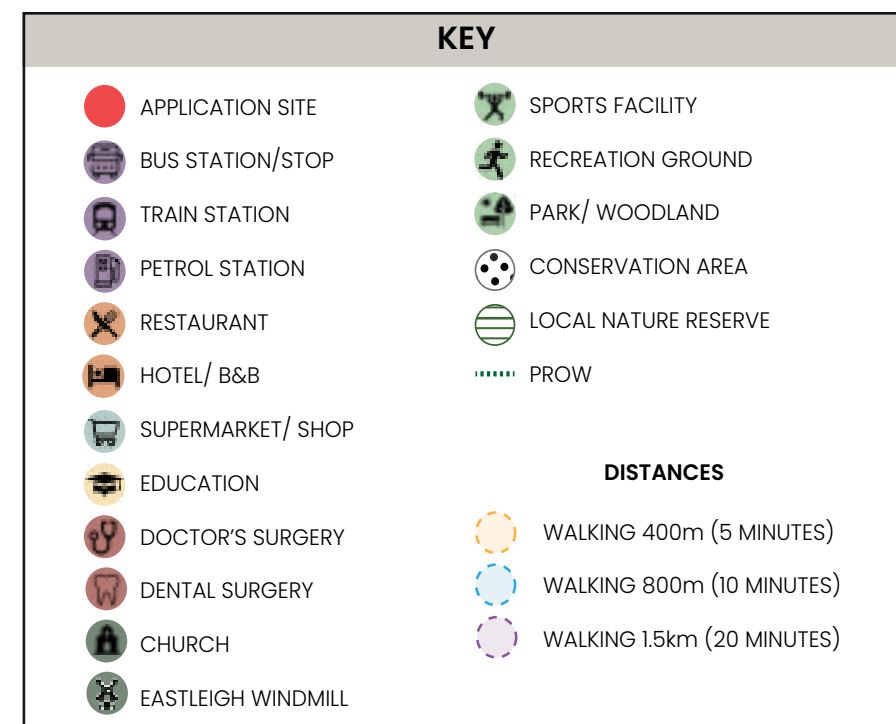
2.02 SURROUNDING AMENITIES

The site is near a variety of local amenities and leisure facilities such as a farm shop, pubs, a small theatre, a camping site, equestrian centre and nurseries.

Local shopping centres are easily accessible from the site. Hedge End Retail Park (2 miles east of the site) boasts a variety of national retailers. Another popular shopping destination is Whiteley, located southeast of the site (4.7 miles) that offers out-of-town shopping with a selection of high street brands and restaurants. Additionally, Bursledon offers a large supermarket and petrol station on the Windhover Roundabout.

The site is approximately 0.5 miles to the north-west of Bursledon Windmill Conservation Area, offering scenic routes through a nature trail around the Grade 2 listed windmill heritage attraction, which sits adjacent to the ruins of the Granary.

Located half a mile from the site is the Netley Common Nature Reserve which provides recreational uses within walking distance. Another popular destination just 1.6 miles east from the site is River Hamble Country Park offering play parks, cafe, and scenic walks along the river with the opportunity for watersports activities also.



The site is on a portion of underutilised land at Peewit Hill, the parcel is approximately 0.12 acres which is nestled between the gardens of neighbouring properties. Currently the site is overgrown with a large Oak tree in the northern corner and is contained by close boarded fences, mature vegetation and a mature tree screening to Peewit Hill. The site is not visible from West End Road (A27).

The plots to the western boundary of the site are occupied by residential dwellings and a care home. Surrounding the site to the east are large semi-detached residential dwellings that can be accessed via Peewit Hill. These dwellings feature varied plot sizes, with similar vernacular styles.

EXISTING TREES & ECOLOGY

- The parcel of land has vegetation and trees to the north. There is a TPO on the existing Oak tree on site.

UTILITIES

- All main services are available from the road.

ACCESS

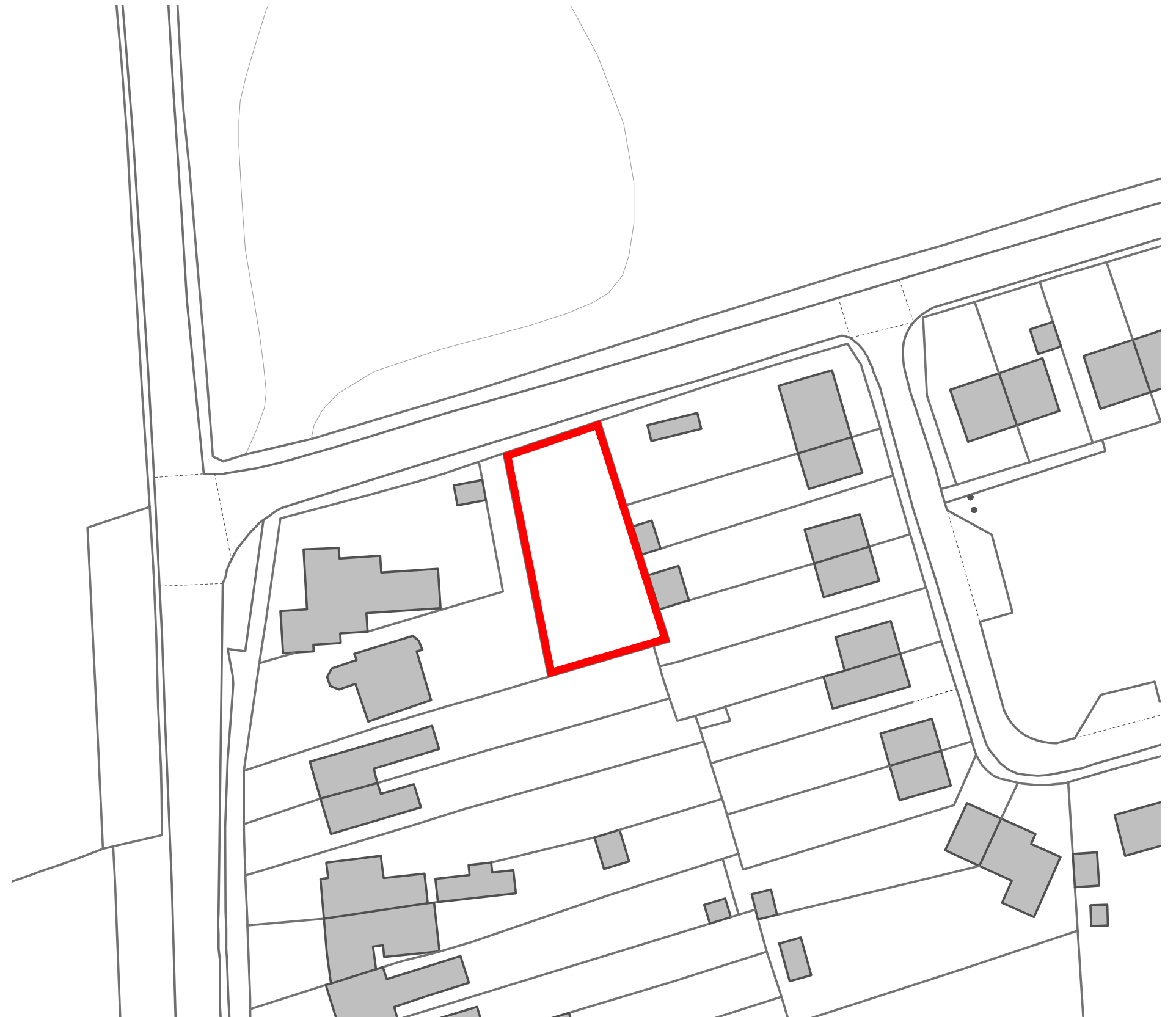
- The site has an established access point from Peewit Hill which links to West End Road (A27).

TOPOGRAPHY

- The site has a gentle incline from the east end of Peewit Hill up to the A27.

FLOOD RISK

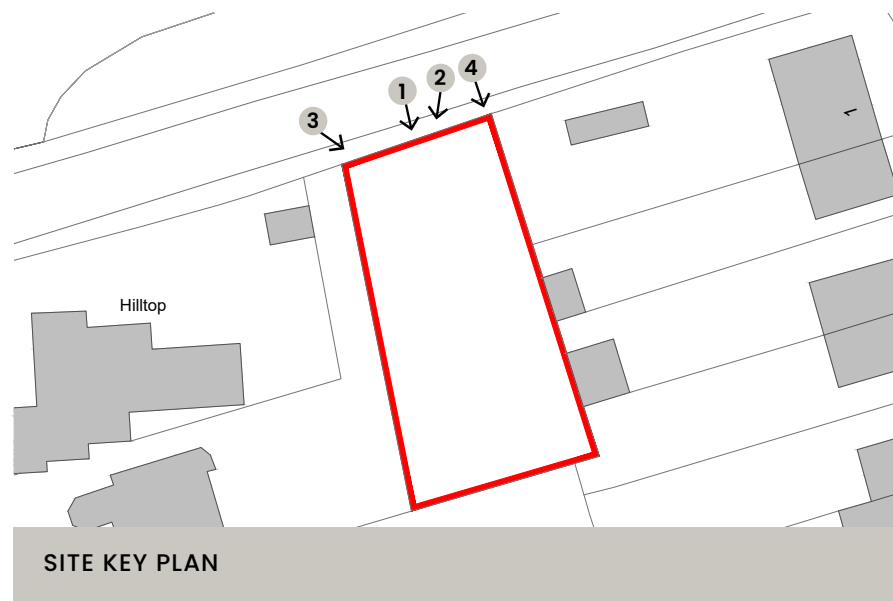
- The site is categorised in Flood Zone 1, indicating a low risk of flooding. Further research into other sources of potential flooding from groundwater and sewers have been carried out and the risk has been assessed as very low.



2.04 SITE CONTEXT

Alongside are photographs of the site showing its relation to the surrounding context and boundaries. A context map accompanies the images below illustrating the image locations.

These photos showcase the context of the existing site and the boundaries adjoining to neighbouring properties that have been considered within the design development for this proposal.



VIEW 1 - Entrance to the site from Peewit Hill



VIEW 2 - Entrance to the site from Peewit Hill



VIEW 3 - TPO Oak tree located at the site entrance



VIEW 4 - Boundary and Entrance to neighbouring plot



APPLICATION SITE

This proposal is meticulously crafted to seamlessly integrate with its surroundings. Through a thorough analysis of the existing local development, we have identified key character drivers that serve as the foundation for our design decisions in this proposal.

MATERIAL & CHARACTERISTICS

- Facing Brickwork (Red & Multi)
- Hipped Roofs
- Varied Roof Pitches / Tile Finishes
- Bay Windows
- Header & Cill Details
- Roof Lights

The architectural composition within the surrounding context exhibits a noteworthy diversity in plot sizes. This variation becomes particularly apparent when examining the nearby land parcels. The examples alongside indicate a cohesive and comparable build structure, with specific emphasis on elements like main building rear extensions/conservatories and driveways. This consistent architectural language contributes to the overall coherence of the neighbourhood's built environment, creating a harmonious and visually unified community landscape

BUILT FORM

- Built forms largely consist of residential dwellings
- Variation in terms of size, scale and character
- Dwelling heights tend to be 2 storey with some 1.5 bungalows
- Main hipped structure with smaller ancillary gables extending from main structure



17-18 PEEWIT HILL – 2 STOREY 80s SEMI-DETACHED HOUSES



Entrance of Peewit Hill – 2 Storey Care Home



3-4 Peewit Hill – 2 storey semi-detached 80s style houses



West End Road – Common built form



West End Road – Common rear built forms with rear extensions and conservatories



West End Road – Driveways with hedgerows

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 integrates seamlessly with the surrounding context respecting the existing character of the area.

Furthermore, examining local land parcels revealed existing examples of semi-detached homes that show a similar build and plot structure. Appropriate separation distances and consistency in terms of size, scale and character are some aspects that have been identified which collectively contribute to a seamless alignment with the surrounding architectural vernacular and urban context.



Peewit Hill - Semi-Detached Dwellings



Peewit Hill - Semi-Detached Dwellings on smaller plots

U.S. **PLANNING POLICY**

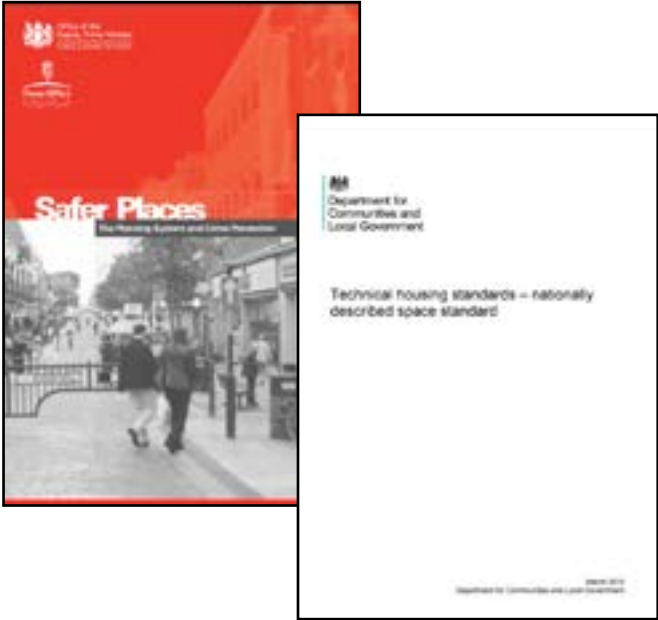


Section 38(6) of the Planning and Compulsory Purchase Act 2004 establishes the framework within which planning applications are assessed, stipulating that decisions should align with the provisions outlined in the statutory Development Plan, unless there are material considerations indicating otherwise. 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;
- c) **opportunities to promote walking, cycling and public transport use are identified and pursued;**
- 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) give 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 two semi-detached dwellings aims to develop an underutilised brownfield parcel of land, harmoniously integrate amidst neighbouring residential parcels and align 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, emphasis on brownfield land development underscores the project’s commitment to sustainable land use practices, while 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 identity of the local area.

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 semi-detached dwellings represent 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.

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 34-35. 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

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
- S6: Protection of settlement gaps
- 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.

S6: Protection of settlement gaps

Despite being an urban settlement, Policy S6 defines the sites location in the settlement gap between (g) Hedge End & Bursledon. However this proposal does not undermine the physical extent or separation of settlements (a) and will not have an urbanising effect that is detrimental to (b) the countryside character (i) or the separate identity of the adjoining settlements (ii) as outlined in Chapter 4.

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 2 - Settlement Gap

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. The guidance is broken down into 17 key design principles. Further a review has been carried out on the SPD in relation to this proposal, this can be seen later on in the document on pages 36-37.

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.

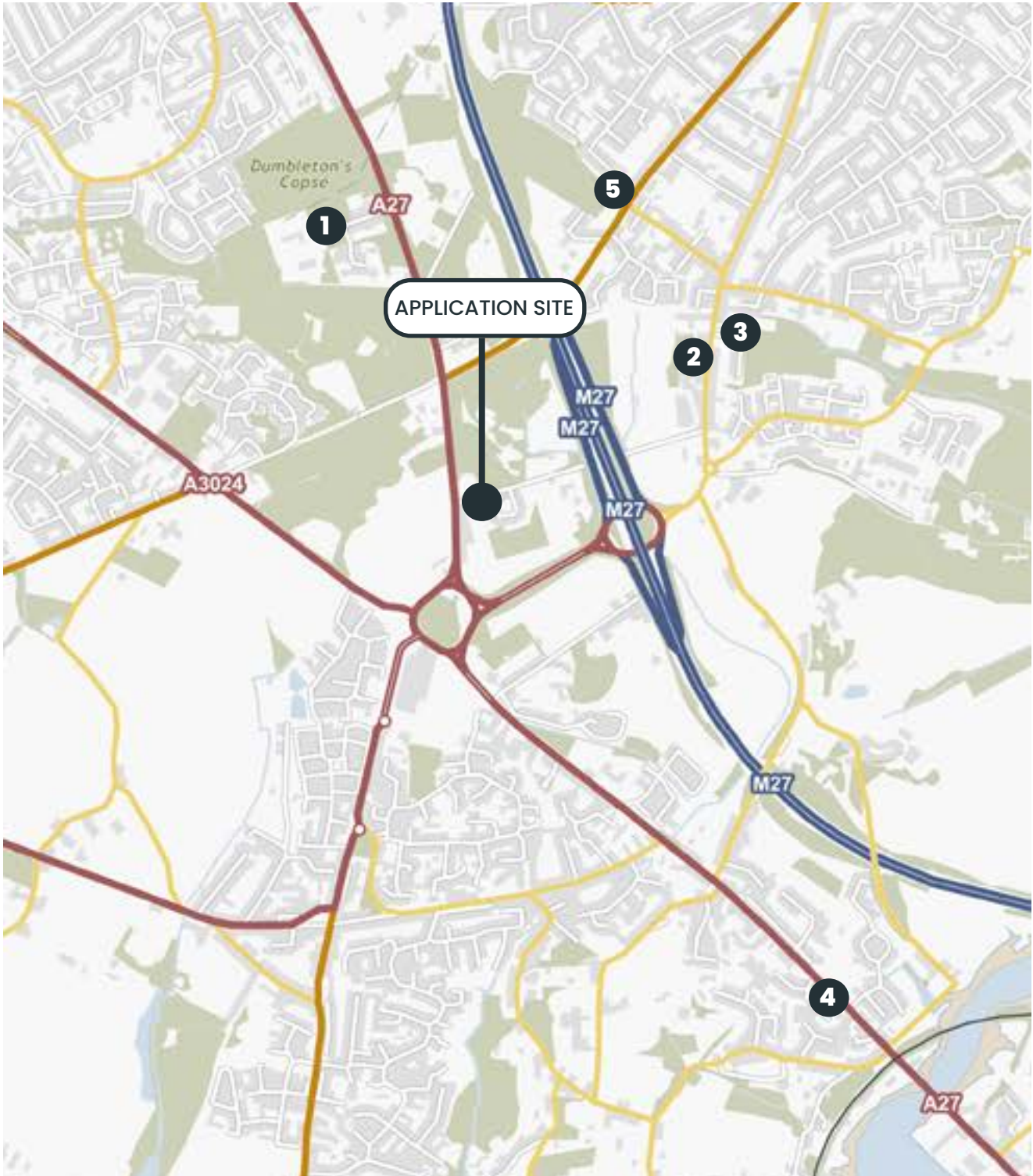
17. FLEXIBLE INTERNAL SPACE

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 adjacent shows context of their proximity.

	ADDRESS	APPLICATION REFERENCE	DESCRIPTION	DECISION	DATE
1	RAGGED END VIEW, PINWOOD PARK, SOUTHAMPTON, SO19 6AL	O/17/80373	Construction of 6no. detached dwellings with associated amenity space, parking and access from Dumbleton Copse (matters for consideration: access only)	APPROVED	10/01/2019
2	SITE OF 82, BURSLEDON ROAD, HEDGE END	F/20/87946	Residential development consisting of the demolition of existing dwelling and garages and the erection of 2no. detached four bedroom dwellings and 2no. linked detached three bedroom dwellings with garages and car parking along with new access onto Bursledon Road	APPROVED	22/10/2020
3	CONSTRUCTION OF 1NO. FOUR BEDROOM DETACHED TWO STOREY HOUSE AND DETACHED DOUBLE GARAGE	F/18/84552	Construction of 1no. four bedroom detached two storey house and detached double garage	APPROVED	15/02/2019
4	OAK LODGE, BRIDGE ROAD, BURSLEDON	F/20/87926	Construction of 6no. five bed dwellings, conversion of existing outbuilding to 1no. 3 bed dwelling and the refurbishment of existing dwelling at Oak Lodge with associated garages / car parking, new access from Bridge Road, landscaping and associated works	APPROVED	11/02/2021
5	LAND TO THE SOUTH OF NETLEY HILL FARM, ST JOHN'S ROAD, HEDGE END, SOUTHAMPTON, SO30 4DG	F/21/91590	Construction of detached three bedroom chalet bungalow and integral garage, with parking, amenity space and landscaping and access from St John's Road	APPROVED	21/01/2022



3.08 PRE-APPLICATION FEEDBACK

In 2021 a pre-application was submitted on this site: Q/21/91707 - Development consisting of 2no. three-bedroom semi detached dwellings and 2no. two-bedroom semi-detached dwellings (a two-storey house and coach house over car port).

The feedback received is as follows:

Form, Scale and Design:

The size of the site would not accommodate the number of dwellings proposed comfortably. The resultant plot size for No. 1 Peewit Hill would also be reduced, uncharacteristic of the surrounding development. The design such as the incorporation of hipped roof-lines and bay windows would be in keeping with the mixed character and style of that evident in the locality.

Access and Highway Issues:

Vehicular Access is proposed from Peewit Hill however the parking and turning areas look quite tight.

Street Scene & Area Character:

The proposal would fill a gap this side of Peewit Hill. The built form for Plot 3-4 would be set quite far back from the existing building line, which would be slightly at odds with the existing pattern of residential development. Bringing the units forward, in line with Plots 1-2 would however reduce the accessibility and spaciousness of the site.

Amenity:

The external amenity space to the rear would need to meet the minimum provision as set out in the Quality Places SPD. The incorporation of soft landscaping may help to soften the provision any allocated parking spaces.

Other Issues:

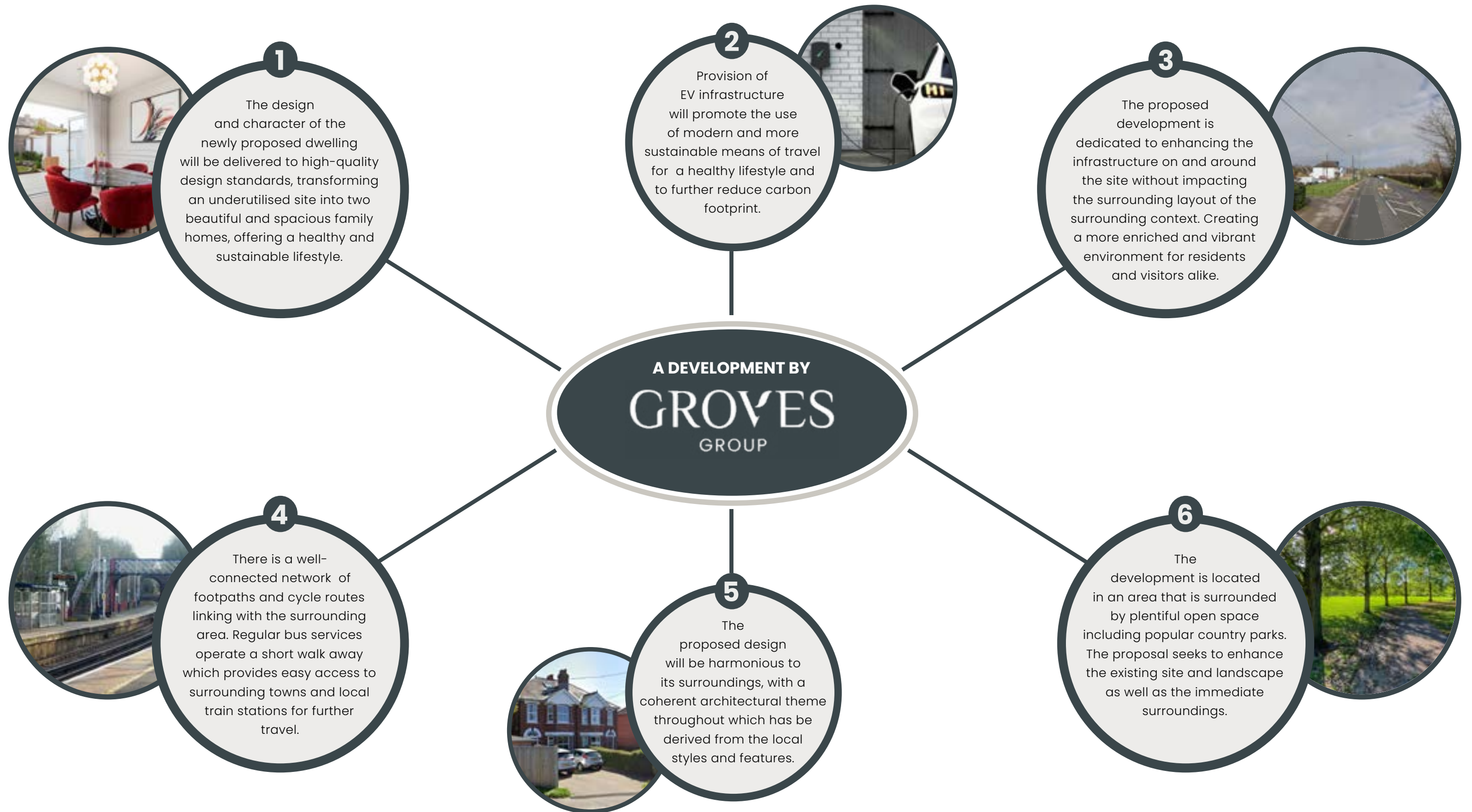
- Sustainable Drainage - New housing development must incorporate sustainable drainage.
- Sustainability - Thoughts into maximising light and solar shading, PV panels etc.
- Bin & Cycle Storage - Secure bin & bike storage must be shown in full planning submission.

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.





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.



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.

KEY

SITE BOUNDARY

PROPOSED SITE ENTRANCE

PEEWIT HILL

EXISTING GREEN SPACE ON SITE

EXISTING RESIDENTIAL BUILDINGS

EXISTING TREES

EXISTING TPO TREE

1 STOREY RESIDENTIAL

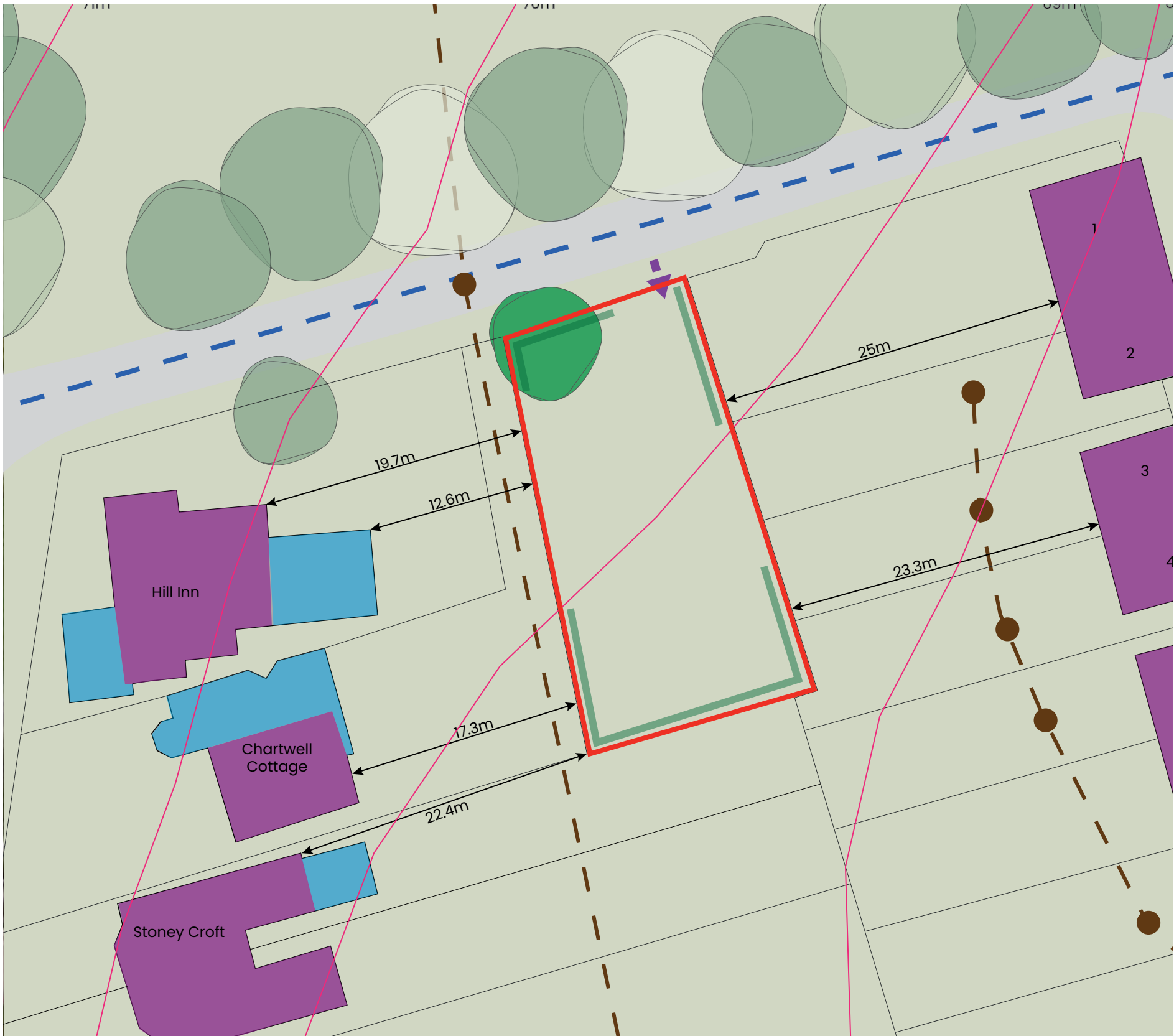
2 STOREY RESIDENTIAL

EXISTING WATER PIPE

EXISTING SEWAGE PIPE

TOPOGRAPHICAL LINES

OPPORTUNITY FOR PLANTING



4.03

PROPOSED LAYOUT

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 and idyllic location.

The plot layout and scale of the plan respects the common build form found in and around Bursledon which was outlined in Section 2.06.

The proposal makes sustainable use of a neglected parcel of land. This conscious choice will provide a benefit to the street scene. 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 at the front of the site.

Proposed is two 3 bed semi-detached Victorian style homes 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



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 Bursledon. This visual representation offers an overview of the project's footprint, showcasing its integration into the existing urban landscape.

Moreover, the existing grain of the local area provides a baseline for the location and scale of the proposal. The dwellings are designed to make efficient use of land, while seamlessly integrating into the urban landscape ensuring that it will not impose on the character of 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 delivering future development.

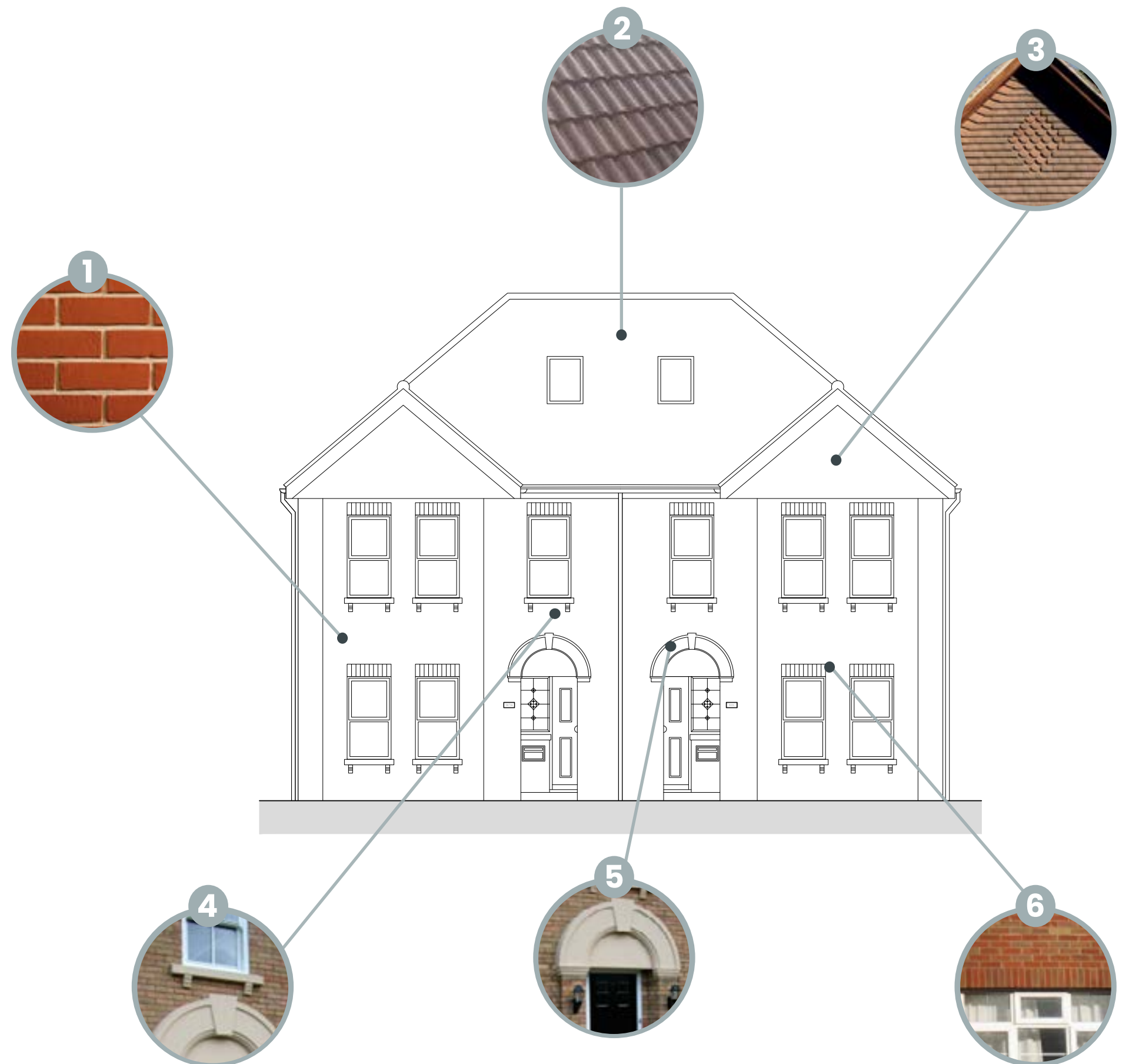


4.05 BUILDING MATERIALS

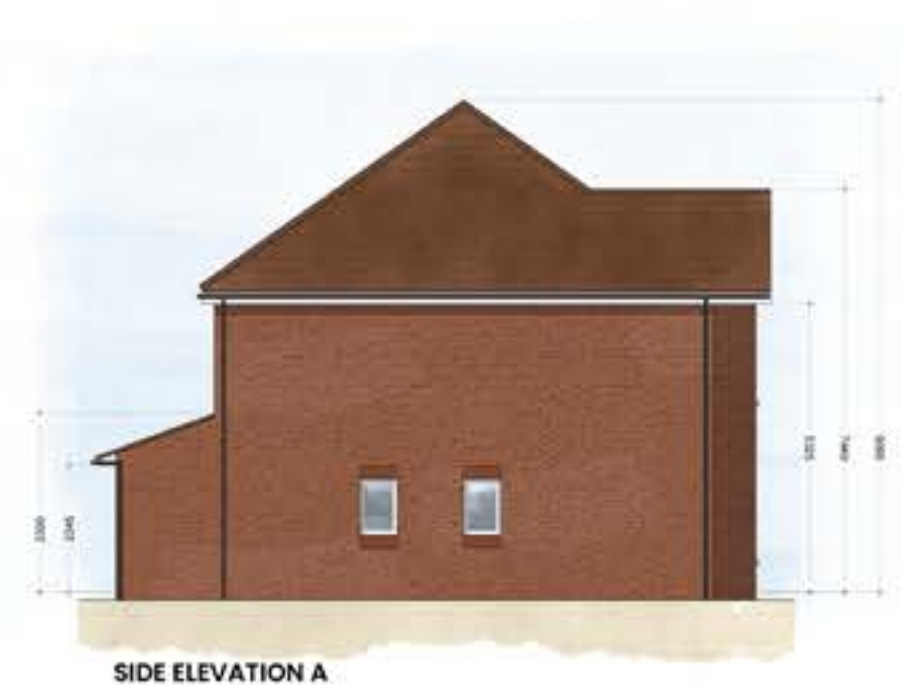
Following a character assessment of the local area and the vernaculars has resulted in a design that provides modern living spaces whilst still reflecting this local character. The approach for the design was to create a Victorian style structure with modern building techniques and materials.

The proposal's materials have been carefully considered following a study of the local area. The materials aim to reflect the traditional style. A palette of these materials used can be seen below:

- 1 RED BRICK**
- 2 BROWN PROFILE CONCRETE TILES**
- 3 TILE HANGING**
- 4 STONE CILLS**
- 5 PORCH DETAIL**
- 6 SOLDIER BRICK HEADER**



The proposed build form aims to respect the modesty of the existing site in relation to its neighbours by creating a traditional Victorian style structure frequently seen in the area. It also presents some key features that are prominent on neighbouring buildings and as part of the local design, this includes stone cills and soldier brick headers.



Illustrated below is the 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 tree can be seen screening the proposal from Peewit Hill. An existing and proposed street scene can be found in the drawing pack.



DOMESTIC WASTE & RECYCLING

Each dwelling will have its own refuse and recyclable waste bins that will be kept within their own demises. A refuse collection point for refuse and recyclable waste can be found at the site entrance for easy access on collection day for the refuse truck.

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.

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 has been designed to provide the 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 2 dwellings and 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

The proposal hopes to be constructed using a prefabricated construction method; Either a timber frame or a Structurally Insulated Panel (SIP) system. 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

5. 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.



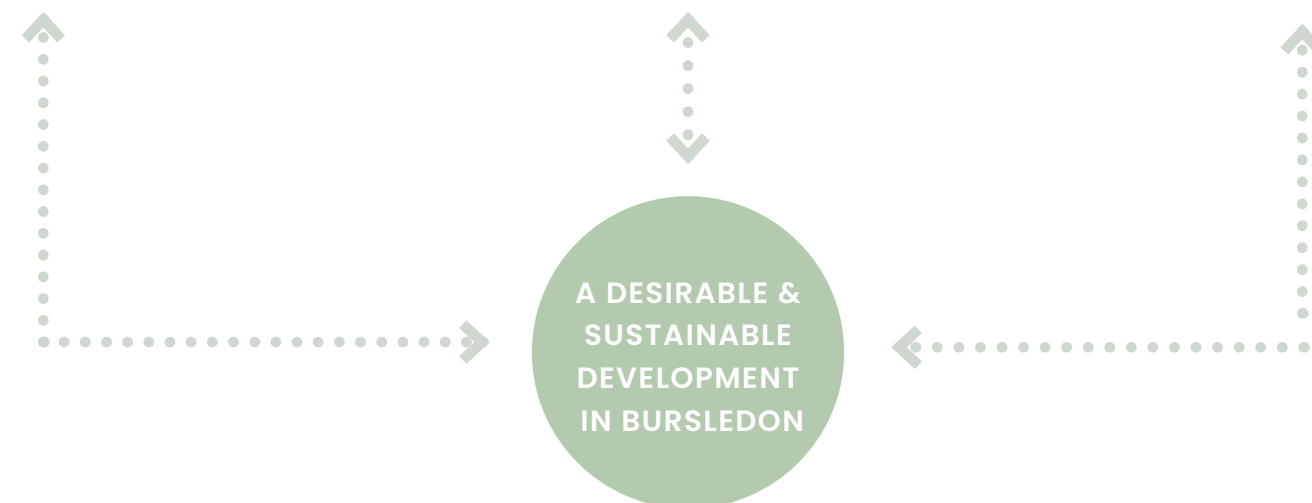
National Design Guide Characteristics

CONTEXT
IDENTITY
BUILT FORM
MOVEMENT

NATURE
PUBLIC SPACES
USES

HOME & BUILDINGS
RESOURCES
LIFE SPAN

- | | | |
|---|---|--|
|  <p>A project unique to Bursledon</p> |  <p>Positive impact on biodiversity & ecology</p> |  <p>Design to maximise health and well-being</p> |
|  <p>Inspired by local context and materials</p> |  <p>Green space and access to fresh air</p> |  <p>High-quality homes built to new regulation for sustainable energy strategy</p> |
|  <p>Contextual form and massing that responds to surrounding context</p> |  <p>Natural barrier between public space and private land</p> |  <p>Sustainable transport infrastructure - EV Charging</p> |
|  <p>Easy connections to local amenities</p> |  <p>Creating a new development for a new community to grow</p> |  <p>Create robust manageable spaces with future management strategy consideration</p> |



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, 4.01–4.08

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 Bursledon. 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. Provision of destinations where people will meet and come together as a community strengthening local character.

Our analysis of the surrounding context features an existing grain plan and visuals of developments that are of similar size and relevant features. 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, 4.01–4.08

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 movement from the private driveway to the dwellings, 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 two attractive and sustainable homes accompanied by landscaping suitable for families.

THIS CAN BE FOUND:

SECTIONS: 4.02–4.03, 4.09

PUBLIC SPACES

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.

Regeneration of this underutilised site will provide a new home that encourages sustainable living. Being in close proximity to Netley Common Nature Reserve, Itchen Valley Country Park, and Hamble Country Park will promote walking and cycling as well as the opportunity for water-sports activities on the River Hamble.

THIS CAN BE FOUND:

SECTIONS: 2.02

USES

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.

Our proposal maximises potential for the residents integration with the wider local community.

THIS CAN BE FOUND:

SECTIONS: 2.01–2.06, 3.01–3.08, 4.01–4.08

HOMES & BUILDINGS

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.

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.

THIS CAN BE FOUND:

SECTIONS: 3.04, 3.06, 4.01–4.08

RESOURCES

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.

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 dwellings feature well designed internal spaces, providing efficient ventilation, thermal massing and solar gain.

THIS CAN BE FOUND:

SECTIONS: 4.01–4.08

LIFESPAN

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.

Boundaries are already defined, however, both the proposed dwellings and external spaces have been designed to be flexible and adaptable, all according with Nationally Described Space Standards (NDSS).

THIS CAN BE FOUND:

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 Bursledon to the south along the A27. Bursledon provides bus links to neighbouring areas and a wide variety of facilities.

THIS CAN BE FOUND:

SECTIONS: 1.02, 2.01, 2.02, 2.03, 4.01, 4.08

2. INTEGRATING WITH MOVEMENT NETWORKS

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

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

THIS CAN BE FOUND:

SECTIONS: 2.01, 2.02, 2.03, 4.01,

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 varying details dependant on the period of the houses.

THIS CAN BE FOUND:

SECTIONS: 2.04, 2.05, 2.06, 3.08, 4.01, 4.02, 4.05

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 proposal is in keeping with the precedent set by local context.

THIS CAN BE FOUND:

SECTIONS: 2.05, 3.08, 4.01, 4.03, 4.05, 4.06, 4.07

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, established entrances and allocated parking to each unit provides clarity to the future residents.

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.

THIS CAN BE FOUND:

SECTIONS: 3.08, 4.03, 4.08

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: 2.03, 2.04, 3.08, 4.02, 4.03

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 dwellings have 2 allocated parking spaces each with EV charging. The parking spaces are visible from within the dwellings allowing for natural surveillance.

THIS CAN BE FOUND:

SECTIONS: 3.08, 4.01, 4.03, 4.08

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 stored and allocated to each dwelling. There is a communal bin collection point near the site entrance which is dragging distance compliant.

THIS CAN BE FOUND:

SECTIONS: 3.8, 4.03, 4.08

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.

Section 4 of this document demonstrates the design evolution and investigation to create a proposal that works cohesively within its setting.

THIS CAN BE FOUND:

SECTIONS: 2.05, 3.08, 4.01, 4.03, 4.04, 4.05, 4.06, 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 joint access enhanced with planting and an existing Oak tree. Point 11 provides further detail on the private amenity spaces.

THIS CAN BE FOUND:

SECTIONS: 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 on 3 boundaries. However, there is the addition of new hedgerows and trees that will assist with softening the boundaries.

THIS CAN BE FOUND:

SECTIONS: 2.04, 3.08, 4.02, 4.03, 4.07

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 Peewit Hill which will be utilised in this proposal.

THIS CAN BE FOUND:

SECTIONS: 2.03, 4.02, 4.08

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 and parameters of this proposal. However, a nature reserve is within walking distance from the site.

THIS CAN BE FOUND:

SECTIONS: 2.02, 4.01

10. PUBLIC ART

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

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

THIS CAN BE FOUND:

SECTIONS: 4.07

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 bay windows to the front of the dwellings which allows for good natural surveillance.

THIS CAN BE FOUND:

SECTIONS: 4.03, 4.07

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.

THIS CAN BE FOUND:

SECTIONS: 4.08



5.04 CONCLUSION

In conclusion, the proposal detailed in this document presents an opportunity to transform an overlooked and underused parcel of land into two charming family residences.

The scheme enhances the existing landscape and blends seamlessly with the surrounding environment, while honouring the unique character and heritage of Bursledon.

Compliant with both local and national planning regulations, the project prioritises sustainable building techniques to deliver a high quality development within the Bursledon community.

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



River Hamble, Country Park





EASY ACCESS TO LOCAL

TRAIN STATIONS

BURSLEDON, HAMBLE
& SHOLING



CLOSE PROXIMITY TO

SOUTHAMPTON & PORTSMOUTH

CITES



CREATING

2

NEW FAMILY HOMES



EASY ACCESS TO

A27 & M27

ROUTES



ENHANCING THE LOCAL RURAL
CHARACTER BY PROVIDING A

SENSITIVE DESIGN

WITHIN A STRATEGIC GAP



PROVIDING

SUSTAINABLE

DESIGN SOLUTIONS

GROVES

GROUP

+44 (0) 1489 290 035
www.grovesgroup.co.uk



www.a2ad.co.uk