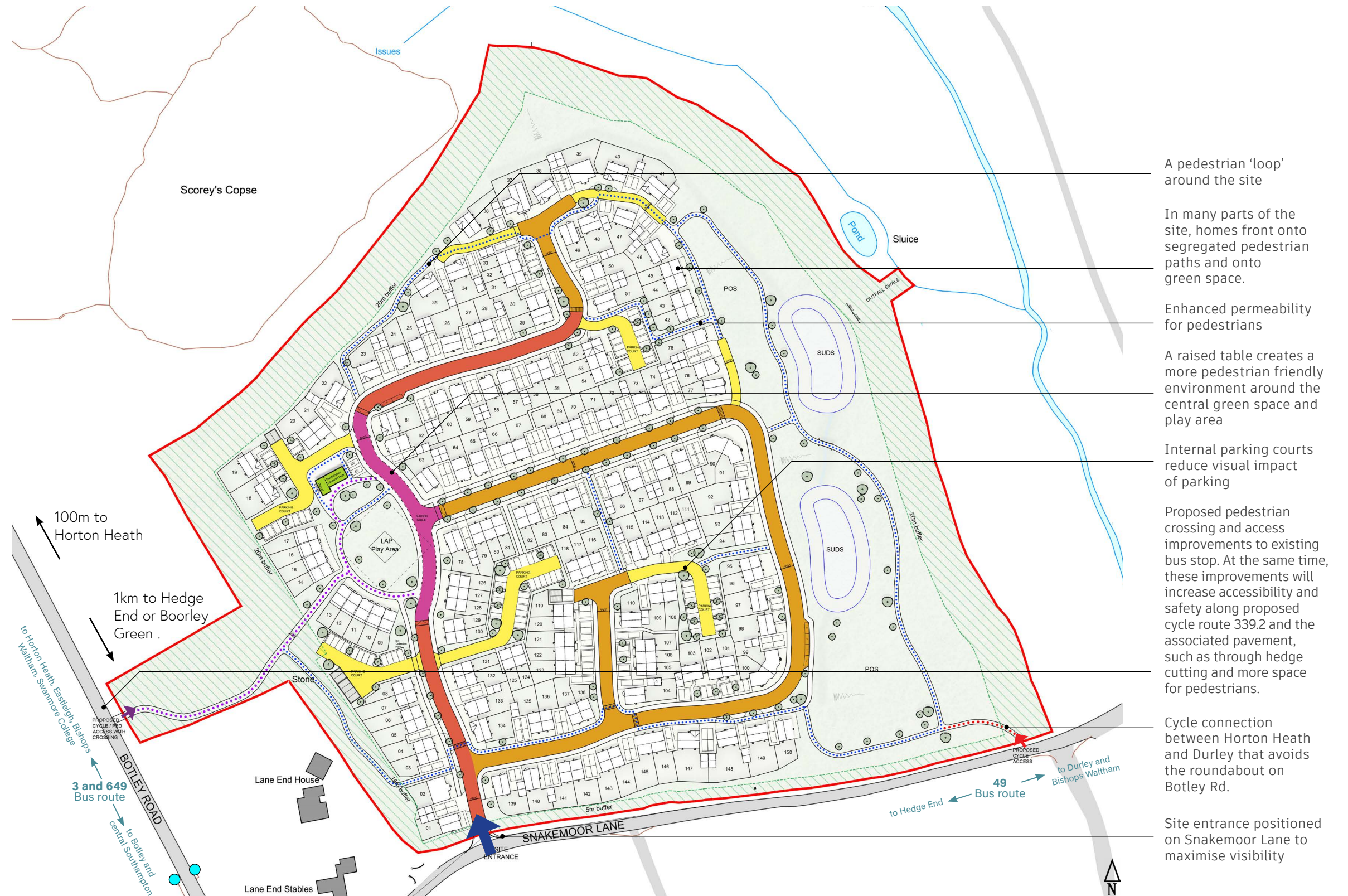
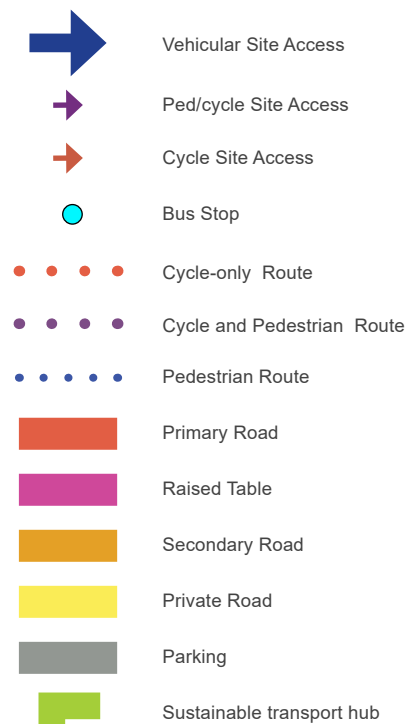


2.4 Access and Street Hierarchy

A network of interconnected paths and streets creates a varied and walkable streetscape.

The primary pedestrian route will be via a new connection with Botley Road in the west of the site. The proposed pedestrian and cycle access connects the development with the existing pavement network providing routes towards Hedge End, Horton Heath and Fair Oak beyond. A new signalised crossing is proposed along with the provision of a new footway to the southbound bus stop on Botley Road, which is presently unconnected.

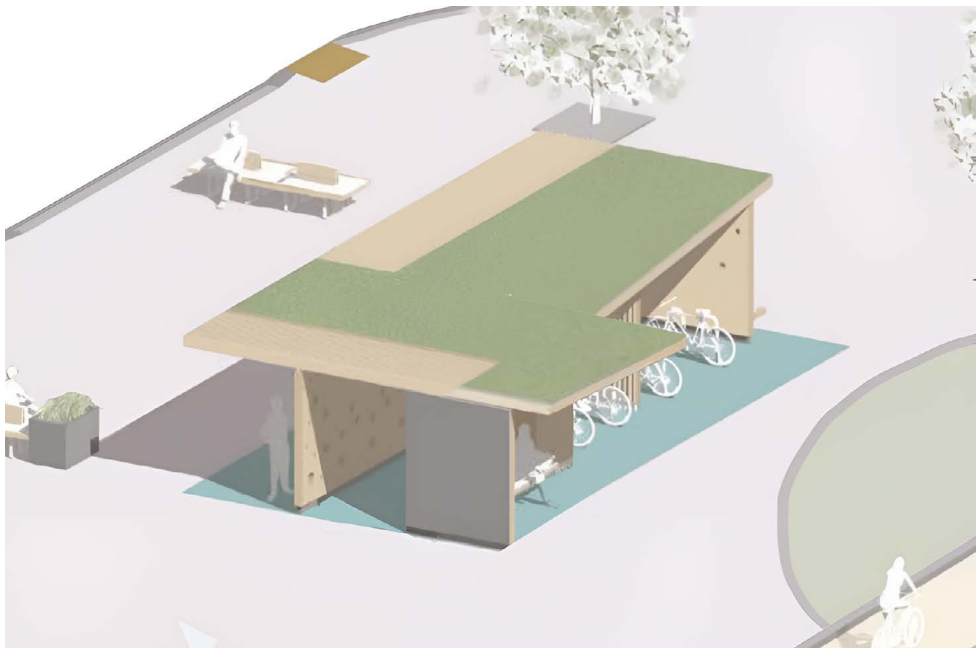
The vehicular access is via Snakemoor Lane, circa 100m east of the Denham's Corner roundabout, which itself is the subject of a committed enlargement scheme (Policy BO6 in adopted Local Plan).



2.5 Sustainable Transport Hub

Sustainable transport hubs (mobility hubs) are highly visible, safe, and accessible spaces where public, shared and active travel modes are co-located alongside community facilities and a quality public realm.

It aims to encourage sustainable transport and ensure the development is integrated with the surrounding transport network.



- The hub will include:
- An area for shared transport services, like cycle hire and car share, EV charging points
 - Support for active travel including cycle parking and an area for periodic bike maintenance workshops
 - Public space with greenery, seating, and shelter
 - Local information, including bus timetables, walking maps, and notice boards
 - Parcel Lockers for drop off and pick up



The Transport Hub is located in a well connected, central part of the development, close to the pedestrian and cycle route that connects onto Botley Road. Locating the hub adjacent to the well-overlooked, central green space, ties this area together as a community focal point.



By providing quality infrastructure and services, new users can be enticed to try the hub and leave the car at home.

2.6 Parking Strategy

The parking strategy for the site aims to reduce the visual impact of parked vehicles on the streetscape, through the primary use of in-curtilage and parking courts with abundant greening.

A combination of parking types enables the site to have more varied and appealing frontages.

Each unit is allocated two spaces, with designated visitor spaces available for additional demand.

Detached units have their own garages or car barns.

Parking Spaces: 307
Garages: 55
Total: 362

- Allocated parking spaces
- Visitor parking
- EV charging spaces
- Garages
- Car barns



2.7 Landscape Strategy and Ecology

Much of the layout is landscape driven, incorporating numerous landscape features across the site that serve to soften the development and create a pleasant streetscape. An abundance of open green space provides plenty of amenity space whilst also easing the site's relationship with its context.

The proposed SUDS network aims to enhance stewardship of the adjacent SINC, improving the water quality of runoff through the capture of silt, agricultural run off, fertiliser, etc.



2.8 Unit Mix

A variety of unit sizes would be provided, including bungalows, to cater for a range of demographics.

Larger units tend to be located out of view of Snakemoor Lane, to reduce the visual impact.

The spatial distribution of unit sizes is intended to encourage a cohesive community.

Based on the developable area, the site has a density of 33dph.

SUMMARY

Site Area: 9.05ha

No. of dwellings: 150

HOUSING MIX

2B Bungalow:

1 no. (1%)

3B Bungalow:

2 no. (1%)

2B Semi:

46 no. (31%)

2B Terraced:

5 no. (3%)

3B Detached:

20 no. (13%)

3B Semi:

34 no. (23%)

3B Terraced:

8 no. (5%)

4B Detached:

34 no. (23%)

Total:

150 units

2 Beds

3 Beds

4 Beds

2 Bed Bungalow

3 Bed Bungalow

Sustainable Transport Hub

The site plan map illustrates the layout of 150 dwellings across a 9.05ha site. Units are color-coded by bedroom count: 2 beds (orange), 3 beds (purple), and 4 beds (dark blue). The plan includes a 'LAP Play Area' and a 'Sustainable Transport Hub' (green). Roads shown are Botley Road and Snakemoor Lane. Landscaping features include 'Scorey's Copse', 'Pond', 'Sluice', 'SUDS', and 'POS'. A '20m buffer' is indicated along the top and right boundaries, and a '5m buffer' along the bottom boundary. A 'PROPOSED CYCLE / PED ACCESS WITH CROSSING' is shown at the bottom left, and a 'PROPOSED CYCLE ACCESS' is shown at the bottom right. A north arrow is located in the bottom right corner.

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2.9 Affordable Housing

The scheme plans to ensure at least 40% of the units provided are affordable housing, exceeding policy set out by Eastleigh Borough Council.

The mix of dwelling sizes are consistent between open market and affordable units, in line with policy.

Affordable housing is distributed in such a way that they are 'pepper-potted' across the whole site, interspersed with open market units so they are indistinguishable.



2.10 Building Heights

The majority of housing units are two storeys.

To enhance the prominence of the crescent, the tallest units are concentrated here. Additionally , this area of the site is best screened from beyond the site.

Dense tree cover around the site boundary screens much of the site. The greatest visual impact would be from Snakemoor Lane, although the mature existing hedgerow limits this.



2.11 Precedents



2.12 Solar Potential

The majority of units in this development are at an optimal orientation for generating solar energy.

Even those units orientated in a less southerly direction are able to acheive

51% of all units within 20 degrees south, capable of acheiving near maximum efficiency.

Orientation from South								
	W		S			E		
Tilt	90°	60°	30°	0°	30°	60°	90°	
0°	84	84	84	84	84	84	84	
10°	84	87	90	91	90	87	84	
20°	82	89	94	96	94	89	82	
30°	81	90	97	100	97	90	81	
40°	78	89	97	100	97	89	78	
50°	74	87	95	98	95	87	74	
60°	69	82	92	95	92	82	69	
70°	64	77	86	89	86	77	64	
80°	57	69	78	81	78	69	57	
90°	50	61	68	71	68	61	50	

% of efficiency

- Roof orientation within 30 degrees south
- Roof orientation within 60 degrees south
- Roof orientation within 90 degrees south



2.13 Sustainability

In developing the proposal, we have focused on the three areas of Sustainability: Environmental, Economic and Social.

ENVIRONMENTAL:

- Sustainable location close to the city of Southampton and local amenities.
- The site is well located for transport and movement networks and has easy access to existing facilities and services.
- A sustainable drainage network is provided on site, including surface water attenuation, offering increased habitat and biodiversity, as well as natural water filtration.
- The site is well screened by mature woodland and hedgerows, set back from the road and assimilates well into the local area.
- Tree planting and other landscaping will be incorporated across the site.
- Prioritisation has been given to the pedestrian and cycle links.
- Provision of Electric Vehicle charging points.
- A large green buffer minimises impact of the development on surrounding habitats, including the existing woodland, hedgerows, and SINC.
- The majority of dwellings are orientated to have a southern aspect, suitable for solar panels.



ECONOMIC:

- Job creation through construction employment over the duration of the build period.
- There will also be additional spending impacts in the area as construction contractors and workers purchase goods and services from local providers. This in turn will support indirect jobs in the supply chain and induced jobs within these local shops and services.
- The proposed development will deliver up to 150 new homes at a range of sizes and therefore range of Council Tax bands.
- The development will also contribute to the local area through planning obligations that will be used to fund new services and infrastructure.



SOCIAL:

- Areas of Public Open Space are easily accessible from all parts of the development and are intergrated into a pedestrian network.
- New connections and green space provision will provide benefits for existing local residents.
- Suitable mix of sizes and types of homes.
- Quality of urban design with focus on active frontages and greening of streets.



It is felt that the three dimensions of Sustainability have been appropriately balanced to form a sustainable proposal.

Corstorphine & Wright



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