

**Land at Kings Copse Avenue
Hedge End, SO30 0FW**

**Design and Access Statement Pt1
Analysis and pre application**

February 2024
Our ref: 22-148 rev P01 PLANNING APPLICATION ISSUE



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01 | INTRODUCTION

Artists impression of the main street frontage looking towards Kings Copse Avenue in a north westerly direction.



EXECUTIVE SUMMARY & PROJECT BRIEF

INTRODUCTION

M H Architects have been commissioned by Eastleigh Borough Council to prepare Pre Application information for development of the site known as land at Kings Copse Avenue (currently greenfield) located in the residential area of Hedge End, Southampton, in the county of Hampshire.

The proposal aims to deliver circa 207 dwellings across a range of house and flatted typologies, with associated parking and high levels of landscape appropriate to the context setting.

This pre application document sets out the study process undertaken to get to this stage, the analysis of the surrounding context and principle design elements, which have influenced our conceptual design proposals. The proposals follow guidance from National, Regional and Local level, taking into account current Planning Policy and Guidance.

This report is submitted to Council for pre application planning advice from which the basis of a planning application may be prepared.

The applicant and design team are looking for feedback from EBC Planning on both policy and design criteria such as but not limited to :

- Overall masterplanning
- Contextual relationships
- Character of proposal
- Density, height and massing
- Access—vehicular and pedestrian
- Open space and amenity
- Architectural principles
- Planning Obligations

PROJECT BRIEF

Eastleigh Borough Council are seeking to develop the green field site to create a number of new family homes, both houses and flats, with associated parking and landscaping. At this early stage of the design process the tenure mix will be policy compliant with the exact provision being agreed once a viability and grant based assessment has been carried out by the Employers Agent.

Eastleigh Borough Council wish to deliver a development that includes sustainable outcomes, quality aspirations and spatial requirements. Sustainable outcomes include taking a fabric first approach, to ensure the family homes are energy efficient to run with minimal running costs. A commitment to renewable energy also forms part of the brief to contribute toward the heating and hot water provision.

Quality aspirations include an easy to navigate and contextual design that is robust and provides a new intervention in the setting of the neighbouring residential area and wider natural landscape.

The spatial requirements of the units will be designed to meet the Nationally Described Space Standards technical standards as a minimum - areas described in later sections of this document. Accessibility to and within the units will be designed to meet Building Regulations Part M and will be category M4(2) - accessible and adaptable dwellings. Communal stairs will be Part K General Access compliant to give access to upper floors.

KEY PROJECT INFORMATION

KEY PROJECT INFORMATION

Client: Eastleigh Borough Council
Architect: MH Architects
Site Address: Land at Kings Copse Avenue, Hedge End,
Hampshire SO30 0FW

PROJECT TEAM

Applicant: Eastleigh Borough Council
Principal Designer: MH Architects (Chichester)
Architect: MH Architects (Chichester)

02 | CONTEXT

SITE LOCATION

The site is located in the residential area of Hedge End, Hampshire, on land to the south of Kings Copse Avenue which runs to the east side of Hedge End.

The site is currently green field but is an allocated site within the Local Plan.

To the north west is the main town centre of Hedge End and to the north east is the main town centre of Botley.

The site has good access to the M27 which connects to the wider setting of Southampton to the west and Portsmouth to the east.

The site is within driving distance of Hedge End and Botley mainline train stations which have good cross country links.

The nearest bus stops are located at the northern and western ends of the site on Kings Copse Avenue.

The nearest junction on the M27 is 1.7km to the south west.

Hedge End railway station is 3.5km to the north.

Southampton airport is 10km away.



CLOSE CONTEXT

The site sits in an area of green open space on the edge of the residential zone. Three of its main boundaries are open to the public domain with just the northern boundary bound by rear gardens.

The site's topography falls from west to east by around 14m.

It is currently green field with mature trees along its north, east and south boundaries. These edges connect to the wider landscape that forms a nature reserve. The northern and eastern edges of the site sit within the nature reserve.

The site is currently accessed off Kings Copse Avenue.

To the north east lies a small recreation ground with play area and open space. To the south west boundary there is a larger recreation ground providing play pitches.

A bridle way runs north south along the western boundary and crosses Kings Copse Avenue heading north.

A foot path link passes under Kings Copse Avenue to the northern corner of the site.

There is no footpath along Kings Copse Avenue so pedestrian access to and from the site is primarily along the edges out to existing footpaths.

The north western boundary is bound by Kings Copse Avenue.

Residential areas abut the site on the opposite side of Kings Copse Avenue and to the northern boundary.

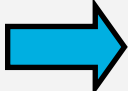


03 | EXISTING SITE



PHOTO LOCATIONS KEY

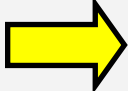
Legend



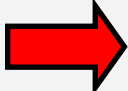
Surrounding Development Photos



Site's Edge Photos



Site's Approaches & Connections

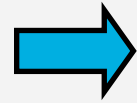


Site Photos



SITE CONTEXT - surrounding development

Reference to PHOTO LOCATIONS KEY



Surrounding Development Photos

The application site sits within an established residential area.

Photos 1-6

The immediate and wider architectural context is made up of a mixture of architectural styles mainly consisting of modern late 20th century. These are a mixture of bungalows and two storey housing both terraced and detached.

Within these developments there are large areas of grass verge and green open spaces, with active frontages facing them.

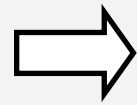
Residents parking varies from on and off street to parking courts.

Material use includes brick (painted and natural), white/brown PVC windows and front door porches, some timber cladding and tiled roofs throughout.



SITE CONTEXT - site's edge

Reference to PHOTO LOCATIONS KEY



Site's Edge Photos

These images are showing the edge of the site and immediate surroundings.

Photo 7

Image looking from Ferndale towards the underpass and at the row of trees screening the site from Kings Copse Avenue.

Photo 8

Hedge End Stream running along the northern edge of the site.

Photo 9

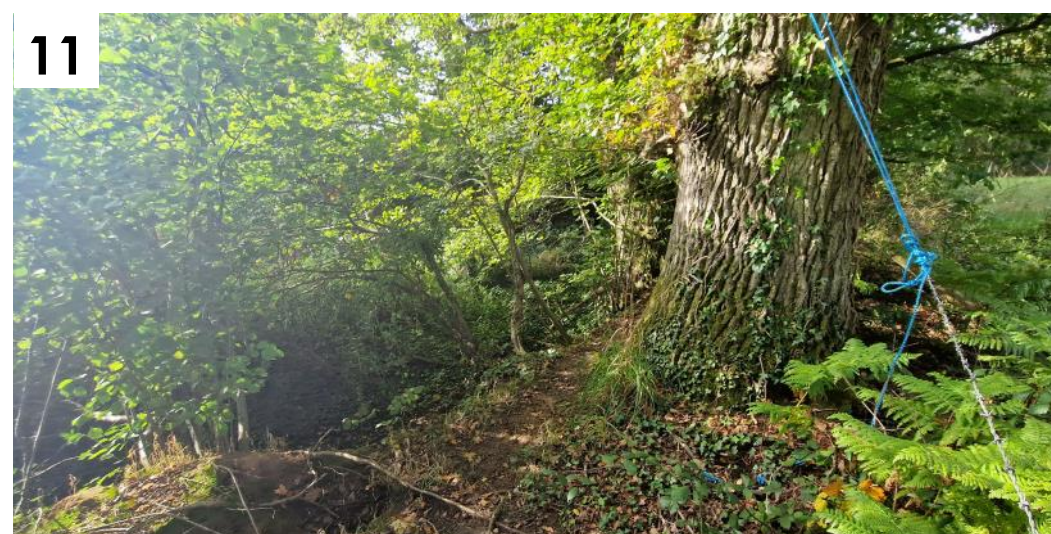
View from Little Hatts Recreation Ground. The northern edge of the site is bound by the rear gardens of the residential buildings of Ambleside.

Photos 10-11

Heavy mature vegetation and ditches define the southern boundary.

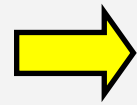
Photo 12

View south along Tanhouse lane, identifying the western edge of the site.



SITE CONTEXT - site approaches & connections

Reference to PHOTO LOCATIONS KEY



Site approaches and connections

Photo 13

Existing footpath within the Ambleside development that terminates at the end of the houses on the northern side of the application site. The boundary here is marked by the stream.

Photo 14

Pedestrian underpass alongside the northern edge of the site which connects Ambleside and Ferndale.

Photo 15

View north along Kings Copse Avenue (KCA), identifying vehicular junction between Tanhouse Lane and KCA. Tanhouse lane continues as a footpath north of KCA through the existing residential area.

Photo 16

View north along Kings Copse Avenue highlighting the existing grass verges and solid perimeter to existing residential.

Photo 17

Existing vehicular access point to the site from Tanhouse Lane.

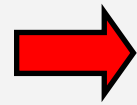
Photo 18

Existing gated access point to Norman Rodaway Pavilion and Football sportsfield adjacent to the sites existing vehicular access point.



SITE CONTEXT - site

Reference to PHOTO LOCATIONS KEY



Site Photos

Photo 19

Western edge neighbouring properties (23-27 Ferndale) with views onto the site.

Photo 20

Neighbouring properties along Kings Copse Avenue (33-35 Ferndale and 36-45 Ferndale) with direct visual connection to the site.

Photo 21

View from inside of the site looking north along KCA boundary. Image identifies mature trees and shrubbery to the northern boundary.

Photo 22

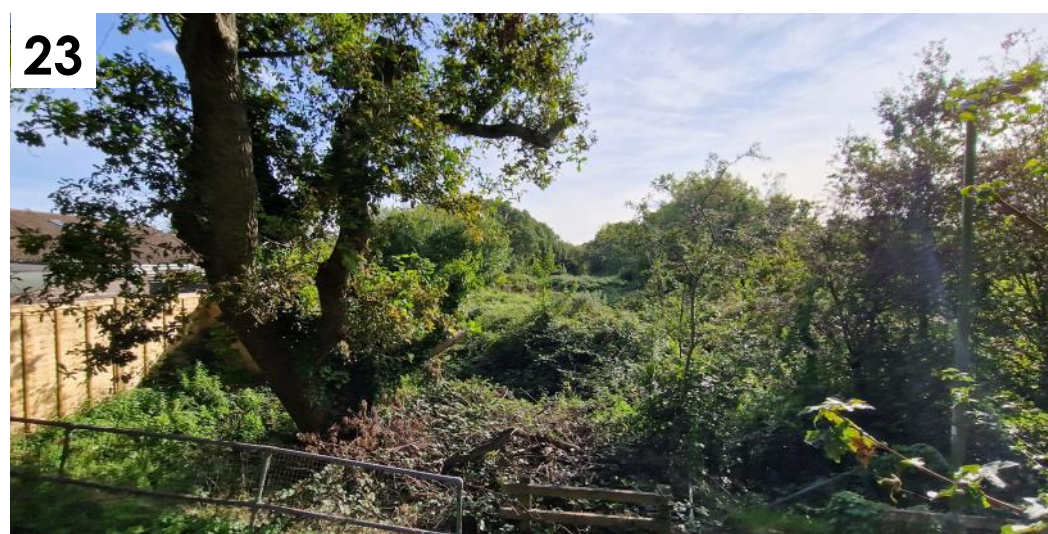
View from northern corner of site looking southwest along KCA boundary. Overhead cables traversing the site north—south.

Photo 23

View across the southern area of site, showing the extensive mature trees and shrubbery. This is also the area that floods regularly due to Hedge End Stream.

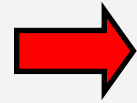
Photo 24

View looking south from northern boundary corner above the pedestrian underpass.



SITE CONTEXT - site

Reference to PHOTO LOCATIONS KEY



Site Photos

Photo 25

View of western boundary and access point from Tanhouse Lane.

Photo 26

Entry point to site of overhead cables at the southern boundary.

Photo 27

Overhead cables crossing site, with view towards Kings Copse Avenue.

Photo 28

View of northern boundary, including neighbouring properties on the Ambleside residential development.

Photo 29

Closer view of northern boundary with views over mature trees and shrubbery.

Photo 30

Northern corner of site, adjacent to the pedestrian underpass. Existing grounding position of 11KVA overhead cables.



04 | SITE ANALYSIS

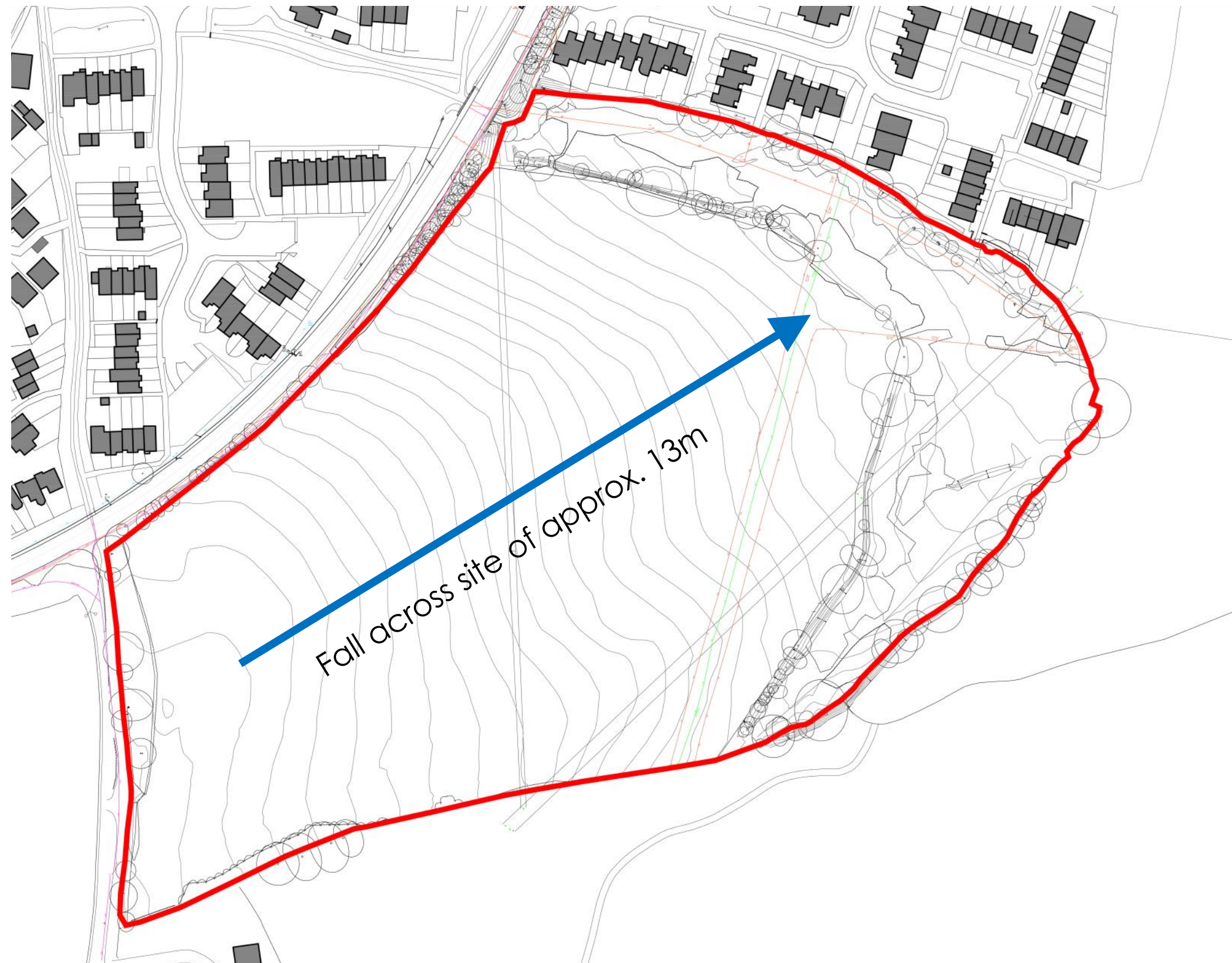
SITE ANALYSIS - site red line



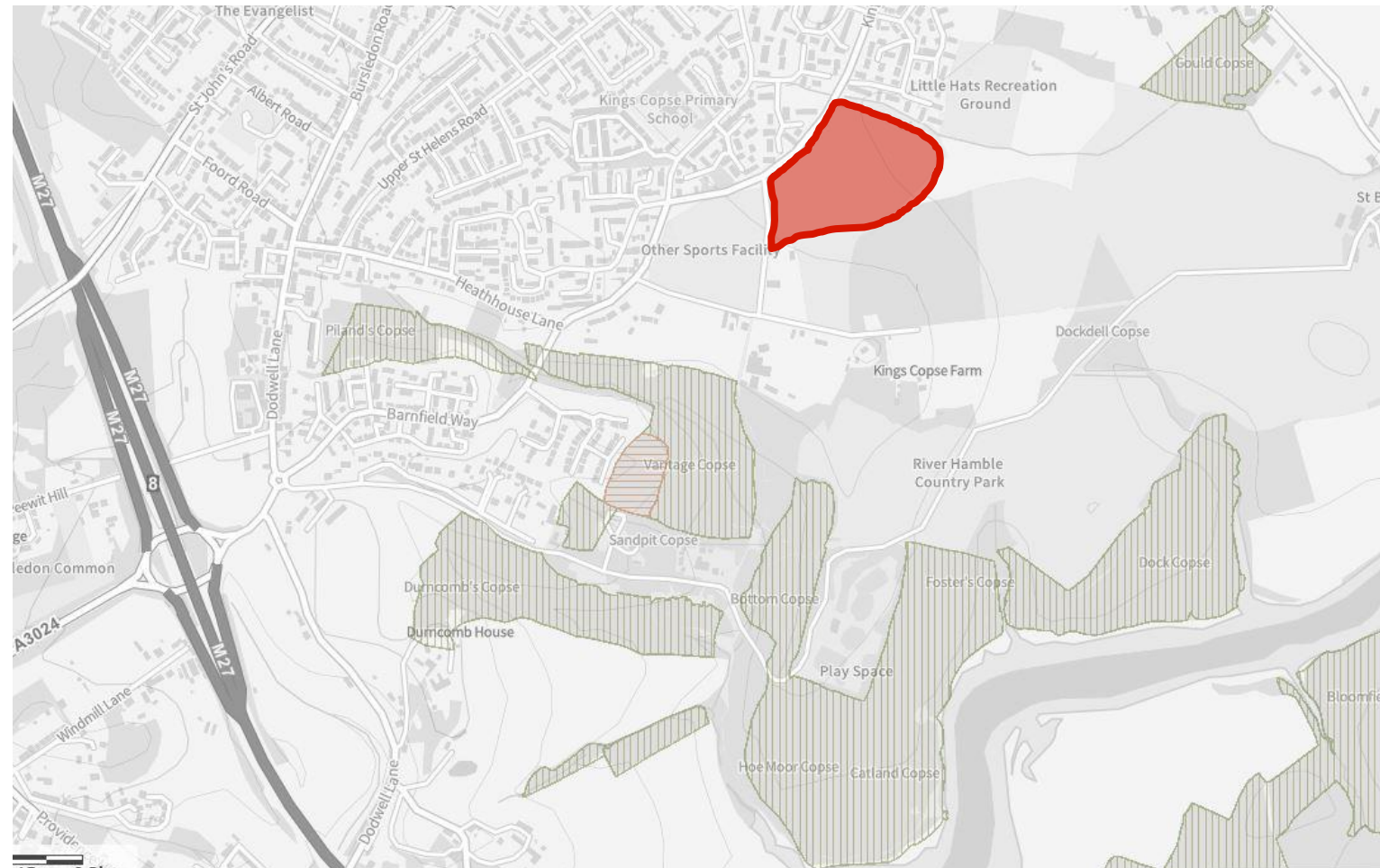
SITE ANALYSIS - constraints / opportunities



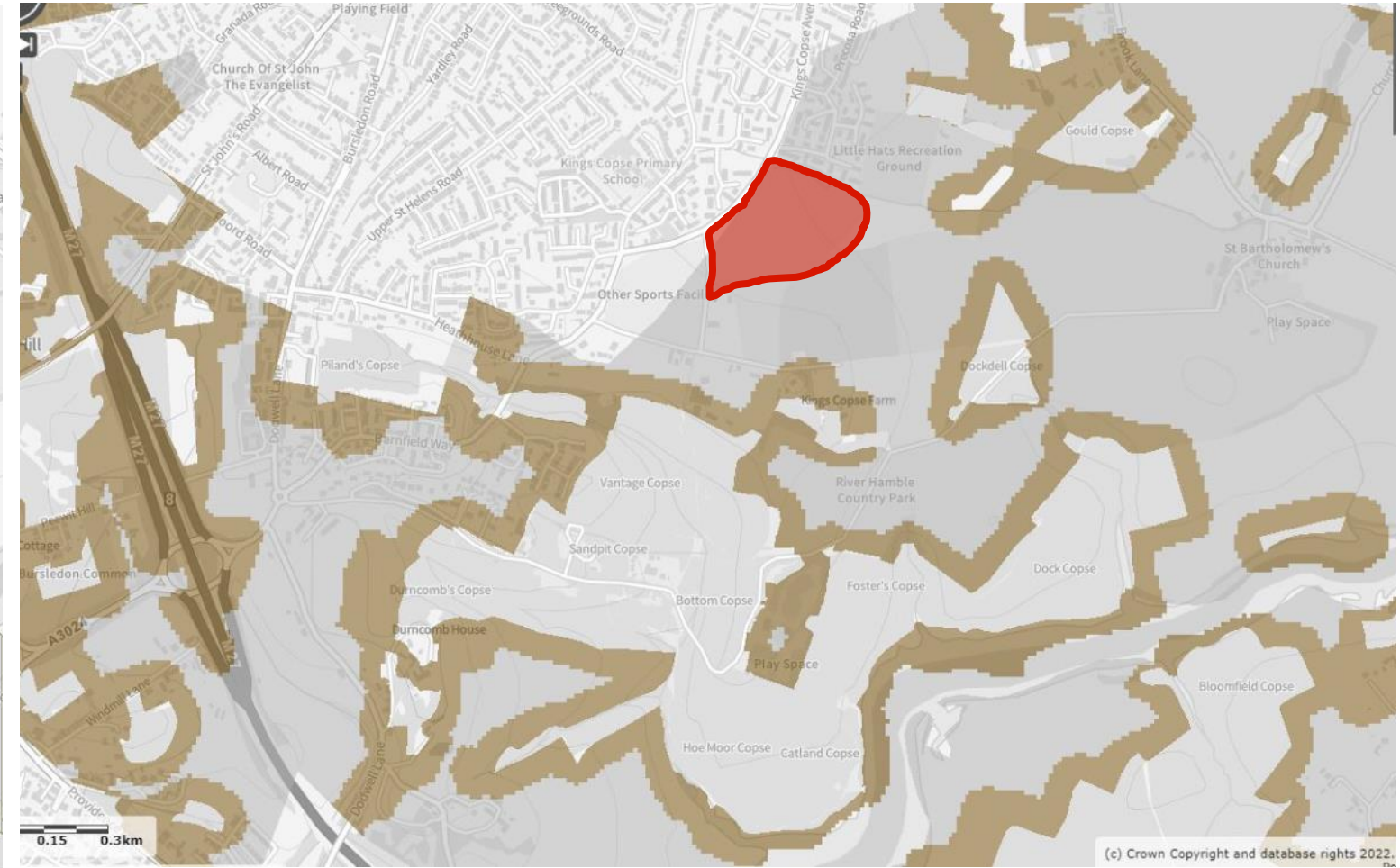
SITE ANALYSIS - contours



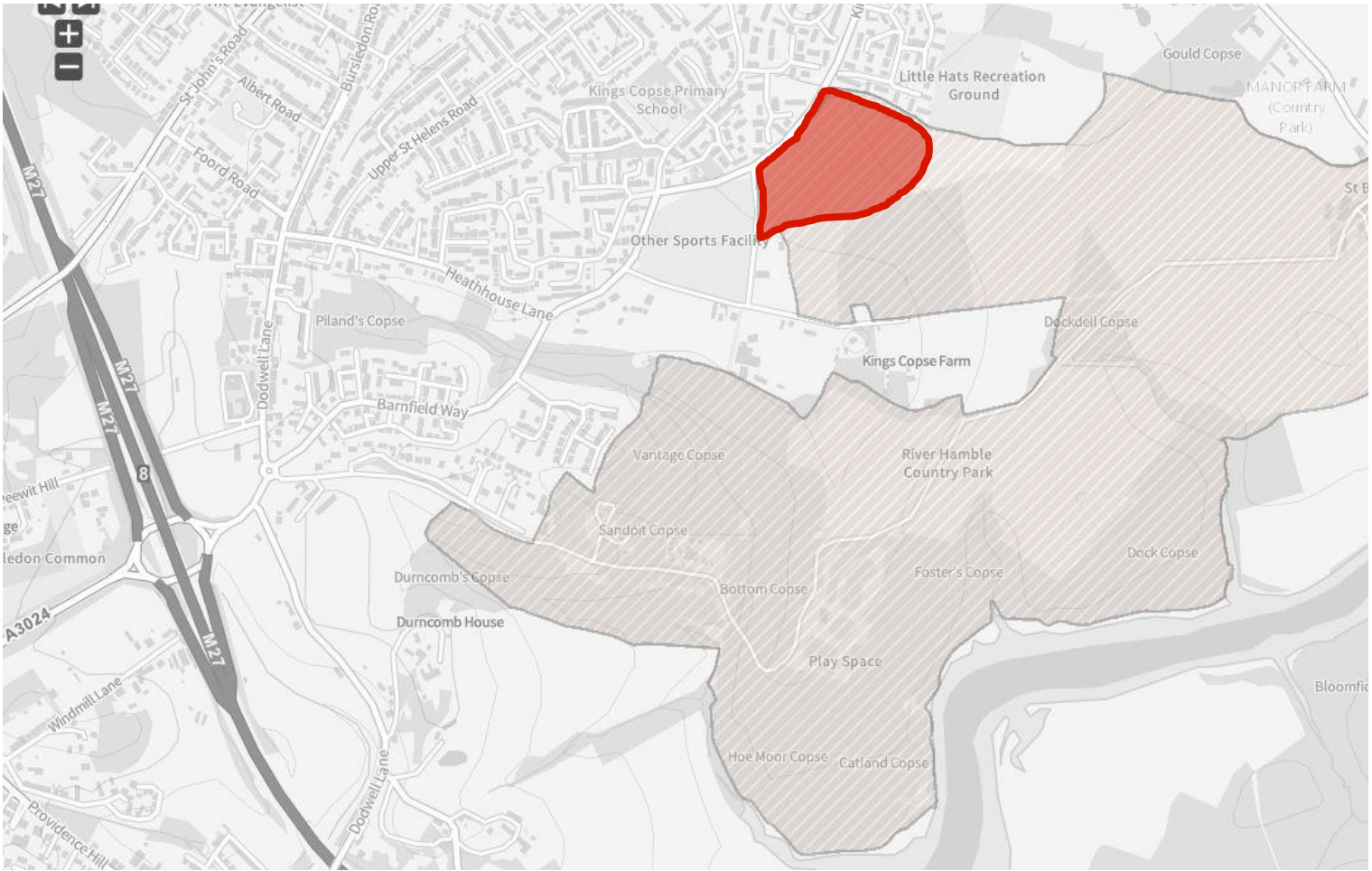
SITE ANALYSIS - natural features



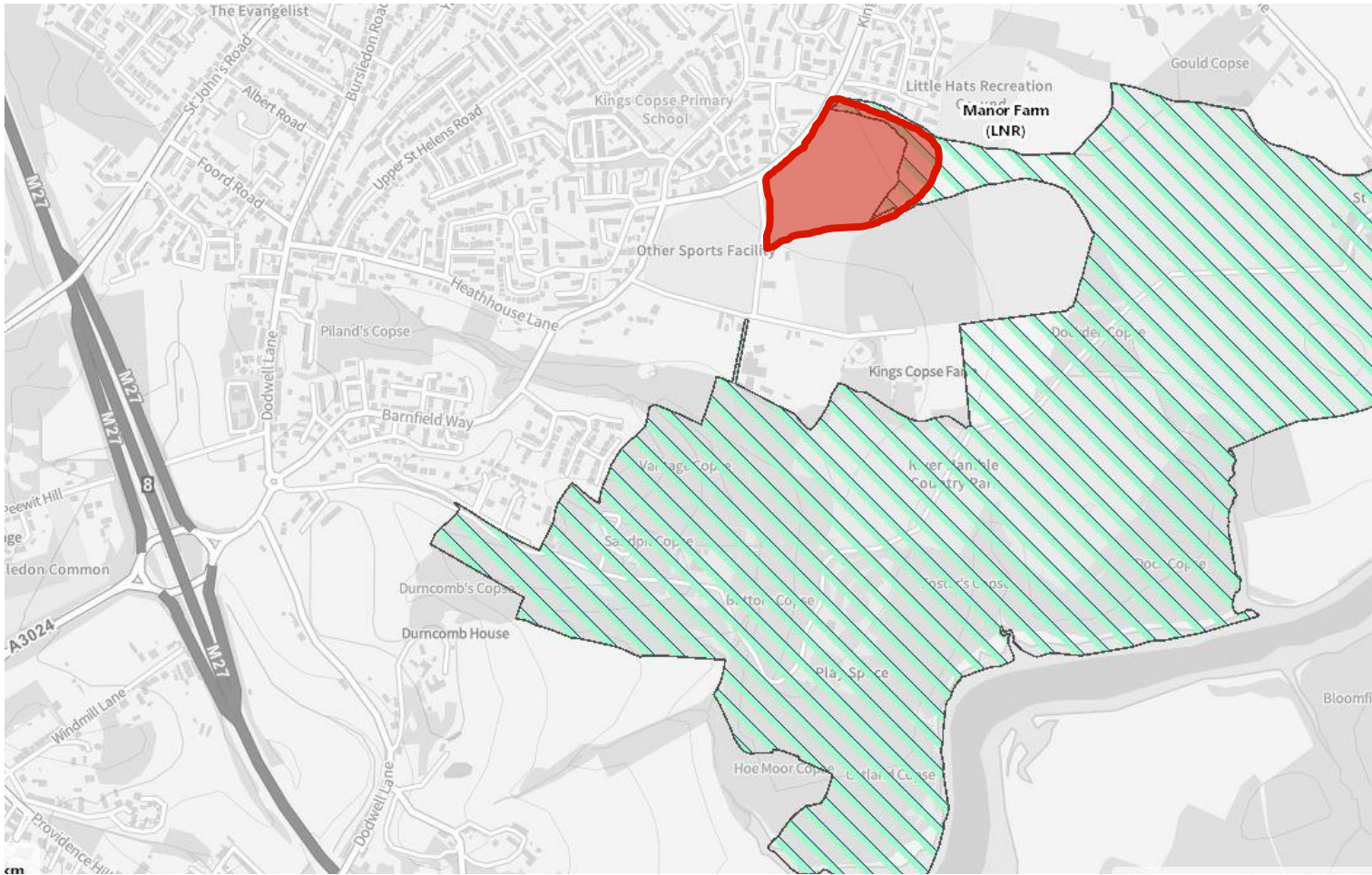
Ancient woodland



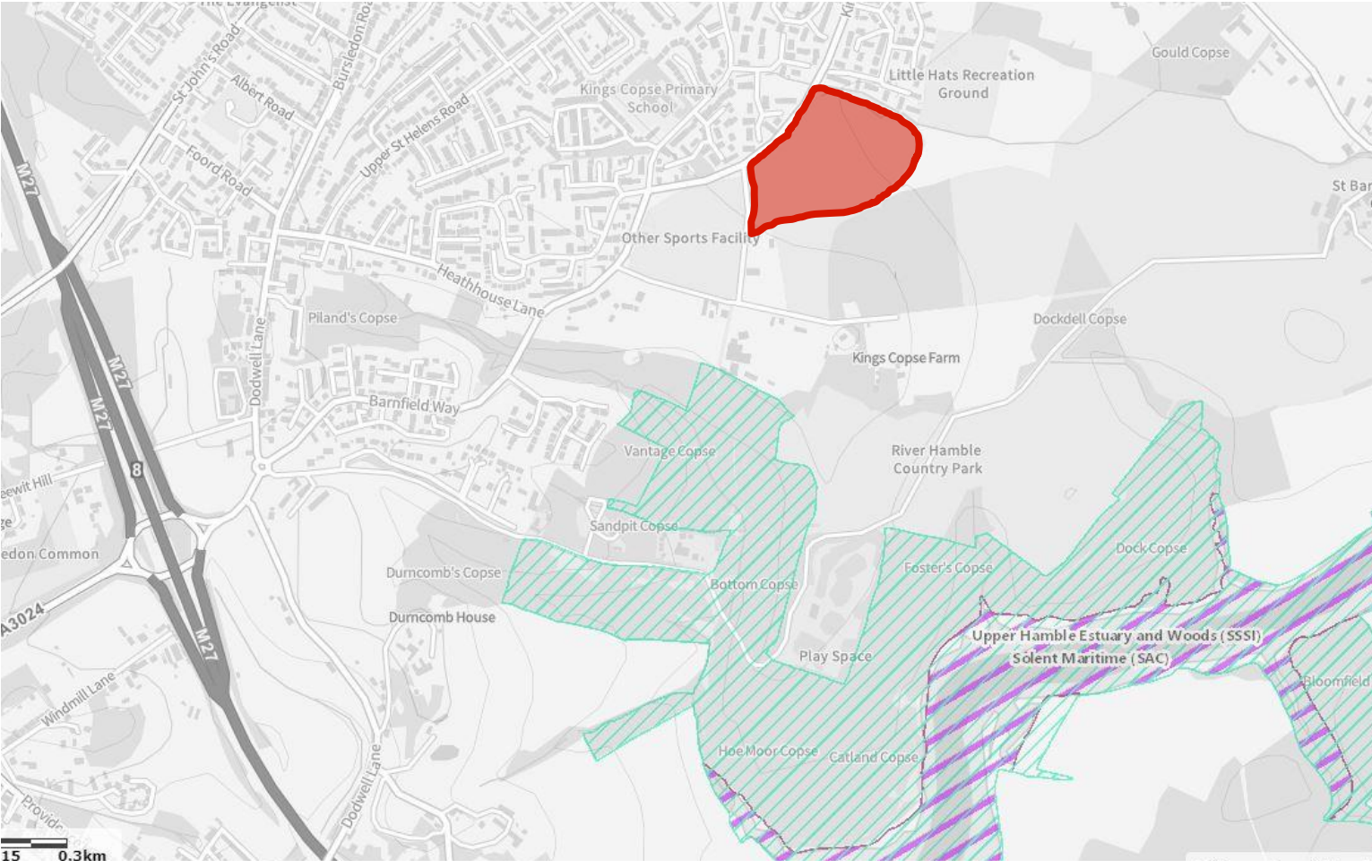
Woodland priority habitat



Country parks



Local nature reserve



Sites of Special Interest



Flood mapping

05 | PRECEDENTS

BUILDING TYPOLOGIES

A successful landscape led design will integrate the built form within its natural landscape setting with as minimal impact upon the wider context as possible. The sites natural features should be used to inform the layout and scale of the proposal, so setting the proposal within its own place and time.

Successful architectural form comes through an understanding of proportion at both the small and large scale, materials that are chosen to reflect the typology and their context and detailing that is simple and robust without being bland and unforgettable.

The images opposite are drawn from successful schemes that have produced places with their own distinct character and site specific layouts. They give an early indication of how the proposed design could look in its setting, architectural language and detailing.

The final design put forward at any future planning application stage will be as a result of consultation with the wider design team, local authority and local residents alike.



06 | CONCEPT DESIGN

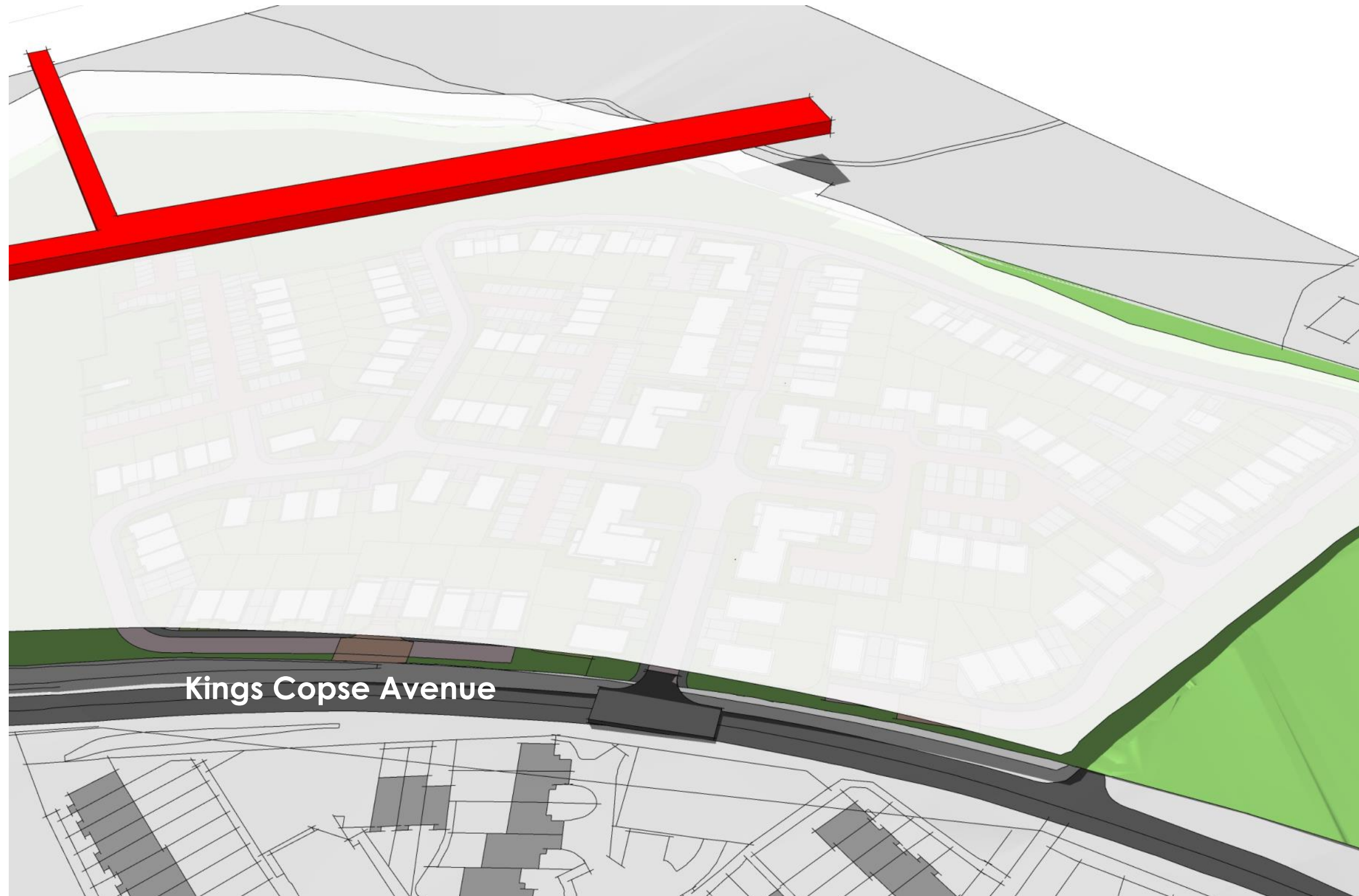
CONCEPT - easements

Existing easements

Running along the eastern boundary are three main fuel lines. 2 of these are fuel and 1 is gas.

These non movable services require a minimum of 3m easements along each side where no construction can take place. This easement allows for any potential maintenance to be carried out on the services.

At this stage the proposal has allowed for potential parking over a small area of the lines to serve the eastern flats. This will be confirmed once further consultation with the relevant suppliers has been established.

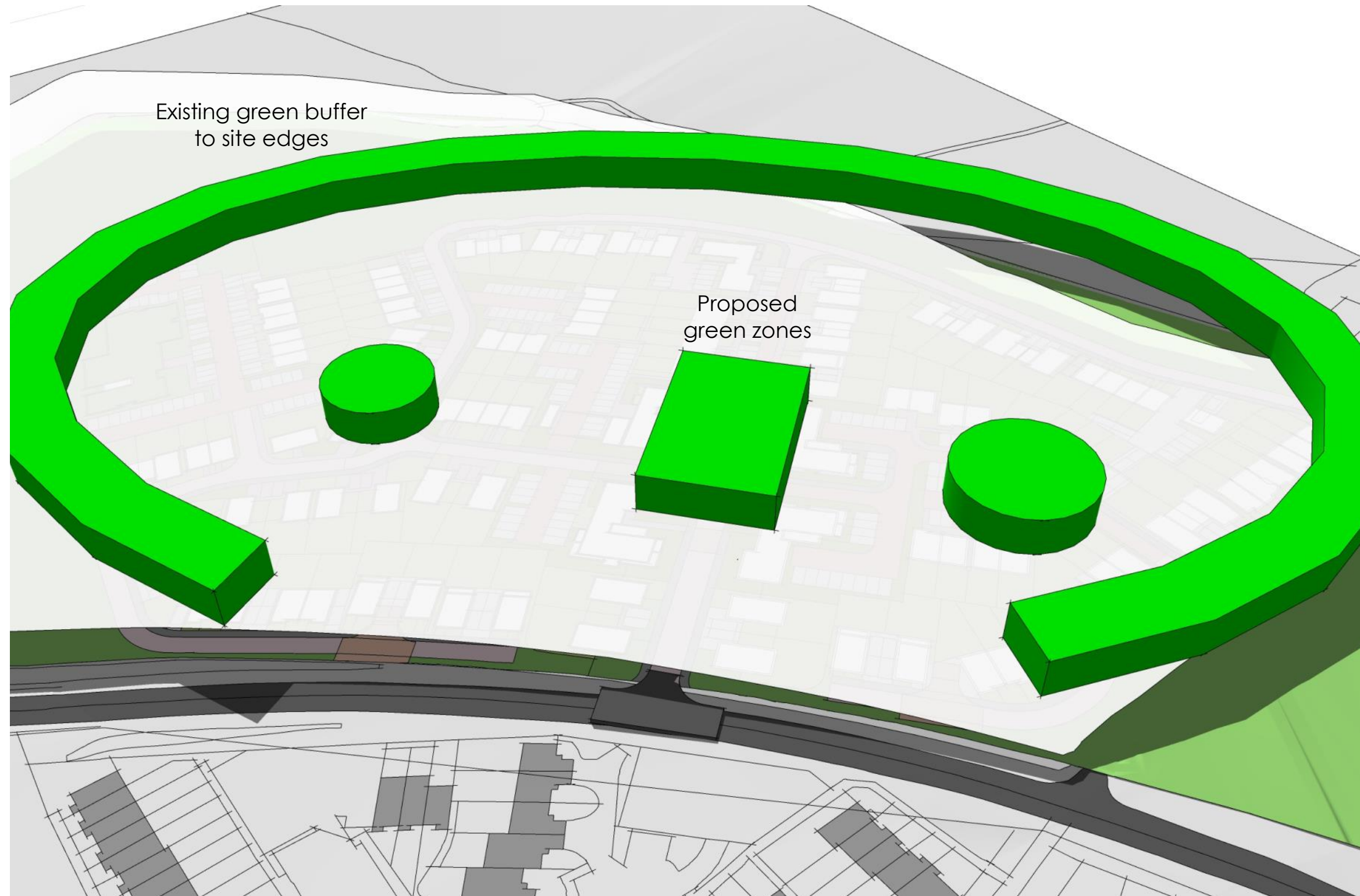


CONCEPT - green infrastructure

Green landscape

The site has significant mature landscape along three of its main boundaries where the site connects with the wider nature reserve. This natural landscape zone is to be retained and will provide a back drop to the development, keeping it contained within the site. It is proposed to front this natural landscape edge with a soft road edge and residential dwellings, making use of the outlook that this natural landscape zone affords.

Kings Copse Avenue has a more broken landscape edge which allows views in to the site from passing vehicles. It is proposed to fill the gaps with appropriate native species to enhance the soft edge to the main highway.

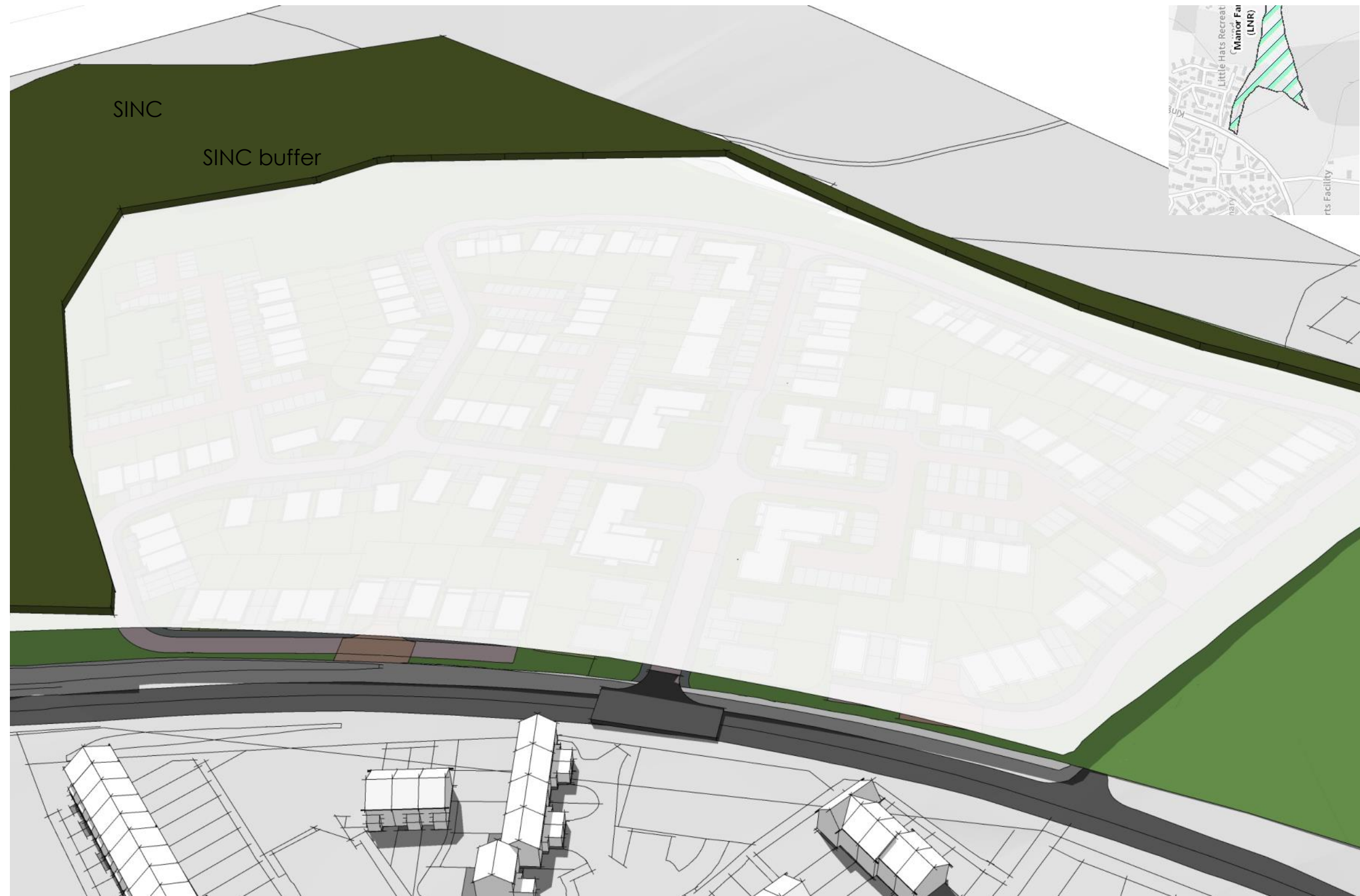


CONCEPT - SINC and buffer

SINC and buffer landscape

The site has a SINC or Site of importance for Nature Conservation along the boundary running north east and south.

The SINC sits between the two main tree lines with a notional buffer extending into the site to provide protection to the area.



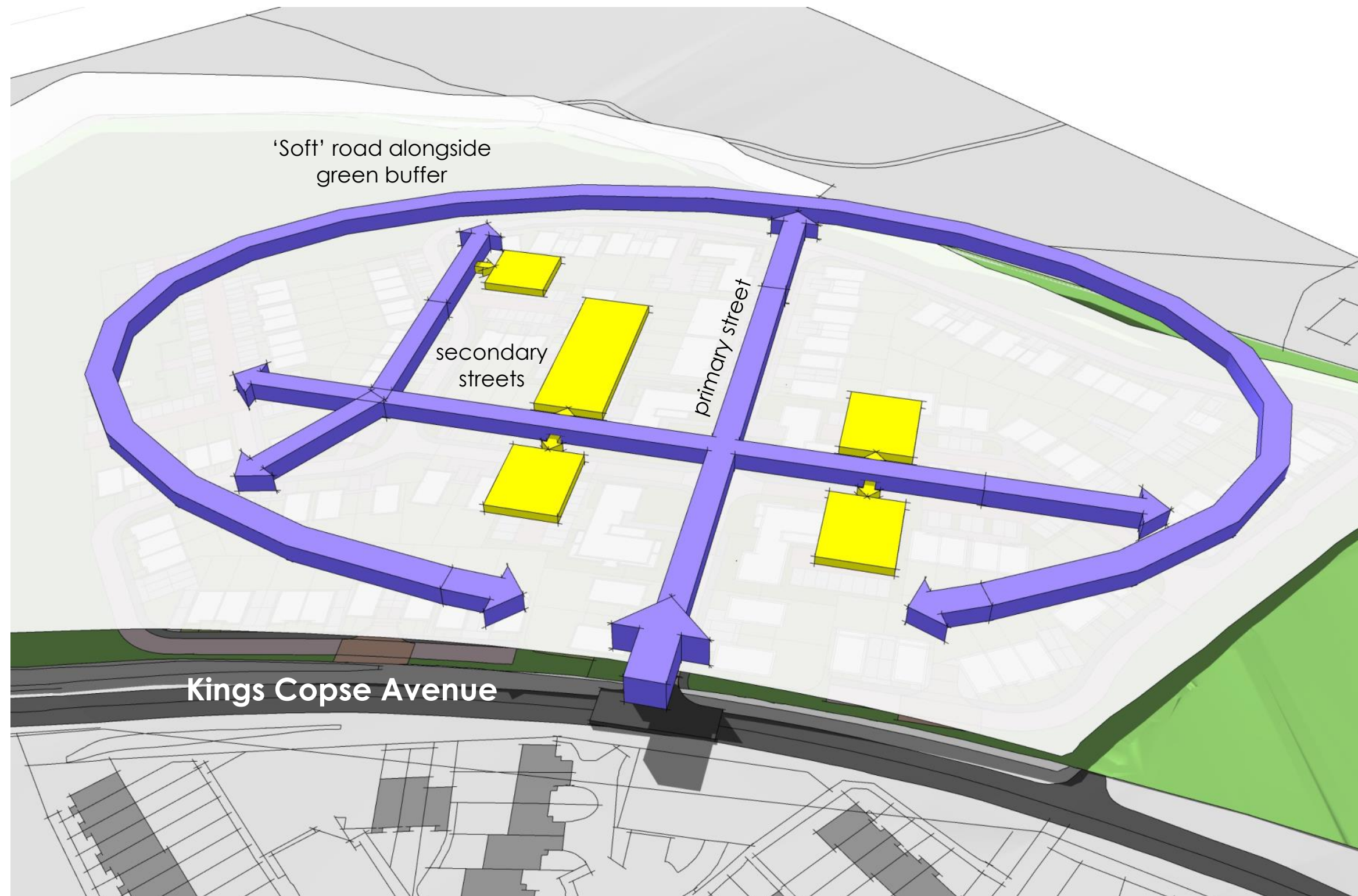
CONCEPT - access within site

Vehicular movements within the site

It is proposed to retain a single access point from Kings Copse Avenue (subject to highway design) which will feed a simple network of roads within the site.

The main entry will lead to a defined landscaped square which will give way to a series of narrower pedestrian focused routes that will provide access in an east west and north south direction across the site. These lower speed focused zones will connect with a perimeter route that will run alongside the mature landscape screen. This edge will be softer and less formal in its form and treatment.

The use of narrowing roads, flush kerbs and ground surface material changes will support this approach which will be fully designed alongside landscape and highways consultants.



CONCEPT - pedestrian access out of site

Pedestrian routes out of site

The surrounding context has a number of established pedestrian links that provide opportunities to connect new pedestrian links to.

To the north there is an existing footpath which passes under Kings Copse Avenue and connects to the wider residential area.

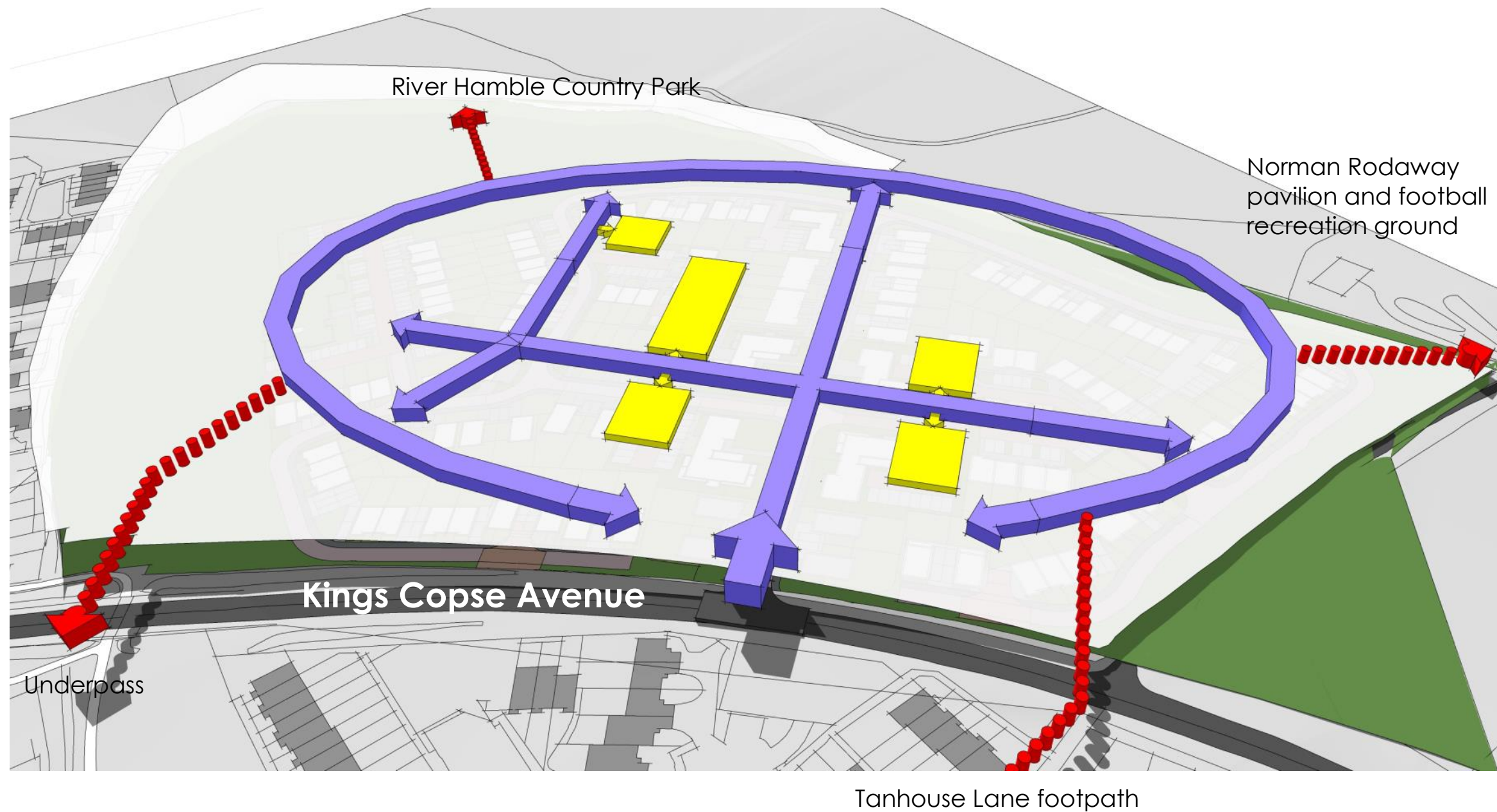
To the north east is the potential to connect to the smaller recreation ground and play area.

To the east and south is the open edge of the River Hamble Country Park.

To the south west there is the Norman Rodaway recreation ground which can be accessed by crossing Tanhouse Lane.

There is no existing footpath to Kings Copse Avenue so these connections are integral to enabling free and unrestricted access to and from the site by pedestrians.

These potential links are shown dark blue in the opposite diagram.



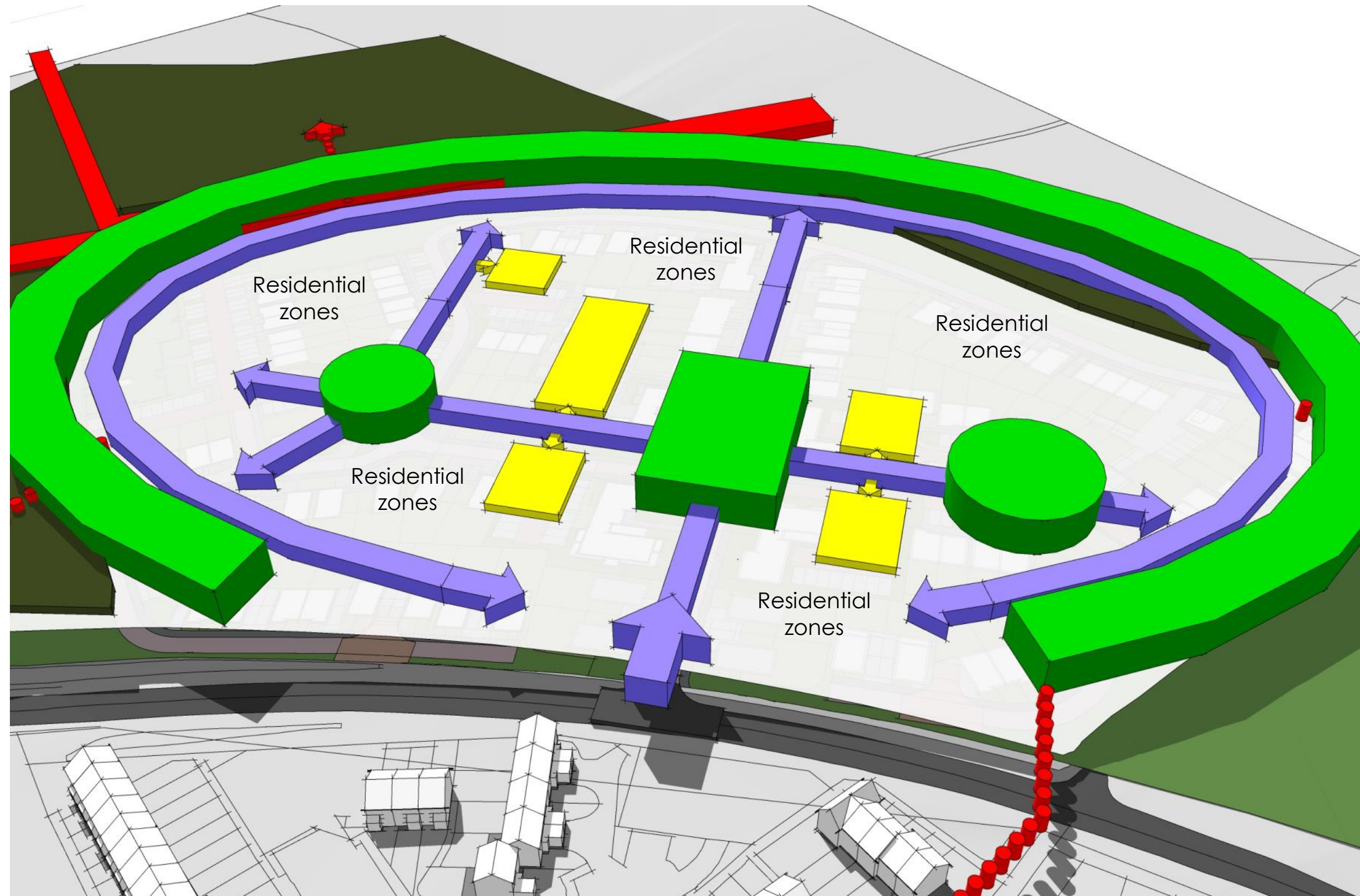
CONCEPT - combined

Concept plan

The combined site constraints and opportunities can be described opposite.

The easements, natural landscape and routes define where the built form may lie and so start to define the proposed site layout.

This concept has been taken through into design development and informed the proposed site layout.



07 | PROPOSALS

SITE LAYOUT

The design team at M H Architects has carefully considered the outline proposal with regards to the sensitivity of the location and the needs of Eastleigh Borough Council. This has determined the scale, style, appearance, orientation and amount of development being proposed.

The proposals respect both the context of the local residential area in relation to grain and the expanse of natural open space which it sits along side and adjoins. The site is contained by Kings Copse Avenue to the northern boundary, residential accommodation to the northern boundary and the country park to the east, south and western boundaries.

ACCOMMODATION

Circa 207 dwellings in a mix of sizes and tenure.

Associated cycle and bin storage associated with each dwelling typology.

Parking in accordance with policy and HCC Highways.

111 dwelling houses in a mix of detached, semi detached and terraced forms. 2 to 3 storey heights.

96 flats across 6 blocks. 3 to 4 storey heights.



Concept site layout

Country park



Aerial view of concept modelling showing front and rear blocks

BUILT FORM - boundary views

The images opposite describe how the proposal may look from the immediate public realm. They give a flavour of the design lead approach to delivering high quality, sustainable architecture that is appropriate to its location, setting and time in history.



Existing view of site as seen from Kings Copse Avenue travelling west



Proposed view of site as seen from Kings Copse Avenue travelling west



Existing view of site as seen from Kings Copse Avenue travelling east



Proposed view of site as seen from Kings Copse Avenue travelling east

BUILT FORM - comparative aerial



Existing aerial view of site taken from Google Earth



Proposed aerial view of site taken in context of Google Earth image from the concept model

BUILT FORM - typical houses

The proposed layout allows for a mixture of house types to be incorporated in the design, drawn from a portfolio of standard typologies that are proven to work within the various market sectors of open market sale, affordable rent and shared ownership.

The typologies will be tenure blind with no noticeable change in quality of external finish.

The context reflects where the various typologies are sited. The main site entrance is flanked by taller 3 storey dwellings to define the entrance and provide a transition to the taller flats within the main square. Dwellings to the perimeter edges are lower 2 storey dwellings.

Private parking is a mixture of on curtilage parking set between dwellings and on street parking set within small clusters of parking bays separated by landscape.

ACCOMMODATION

207 dwellings in a mix of sizes and tenure.

Of which -

111 dwelling houses in a mix of detached, semi detached and terraced forms. 2 to 3 storey heights.



BUILT FORM - typical flats

The proposed flats are distributed around the site in three main locations.

The main square which forms the entry point to the development is fronted on its four sides with small blocks of typically 12 flats in each. Primary frontages face the square, set back behind landscaped zones. The layout and landscape form an arrival point from which residents and visitors are distributed in three directions to the rest of the site.

Alongside the flats will be allocated parking typically located in small parking courts behind the blocks so that the public realm to the front and sides remains clear of parked cars.

Parking numbers will relate to the block locations and be policy compliant.

Cycle storage will be at ground floor level within each block.

Refuse storage will be at ground floor level within each block. All travel distances for both residents and refuse operatives will be within the prescribed travel distances and will fully comply with the requirements of the highways authority and local authority collection contractors.

ACCOMMODATION

207 dwellings in a mix of sizes and tenure.

Of which -

96 flats across 6 blocks. 3 to 4 storey heights.

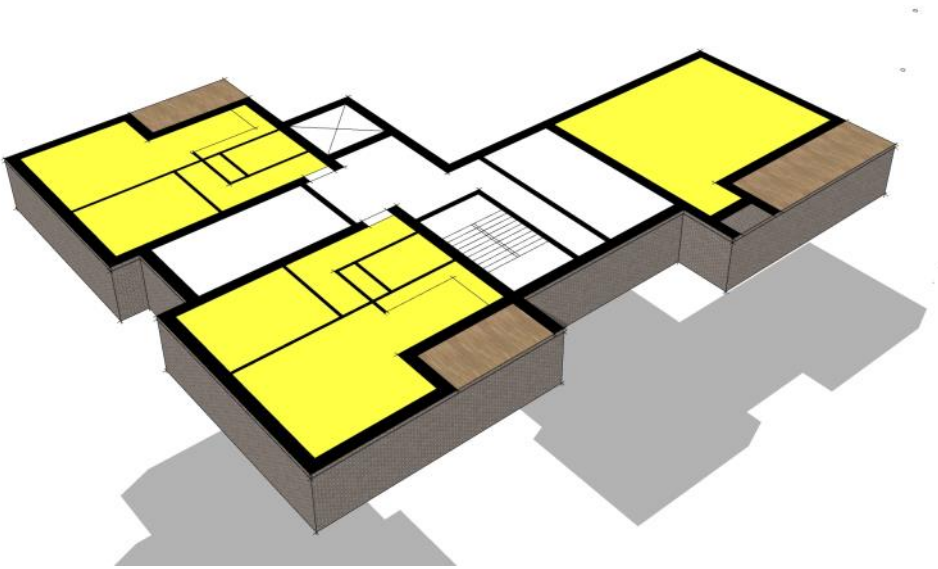


Typical 12 unit flat block

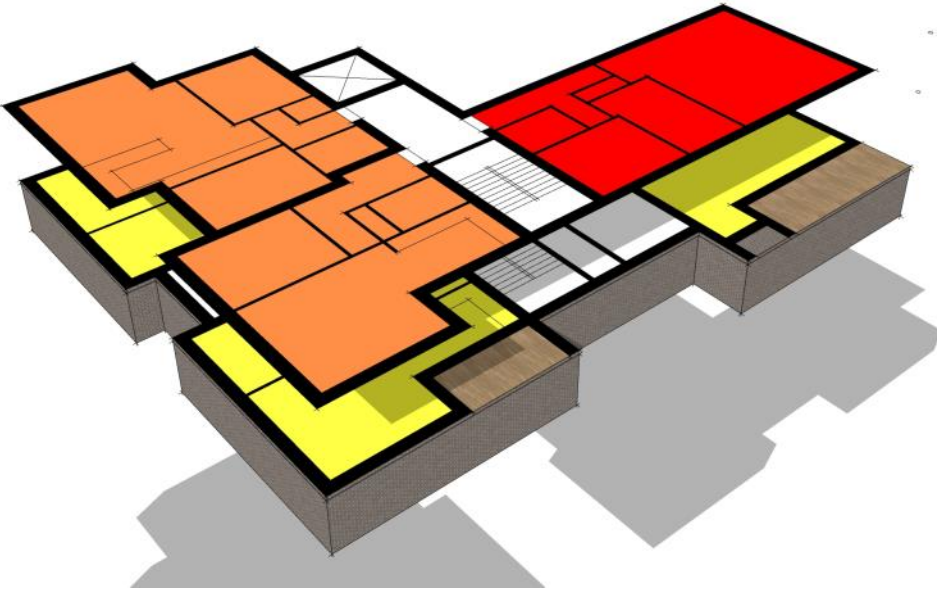
Accommodation schedule

Block A	12 flats
Block B	12 flats
Block C	12 flats
Block D	16 flats
Block E	12 flats
Block F	32 flats
Total flats	96 flats

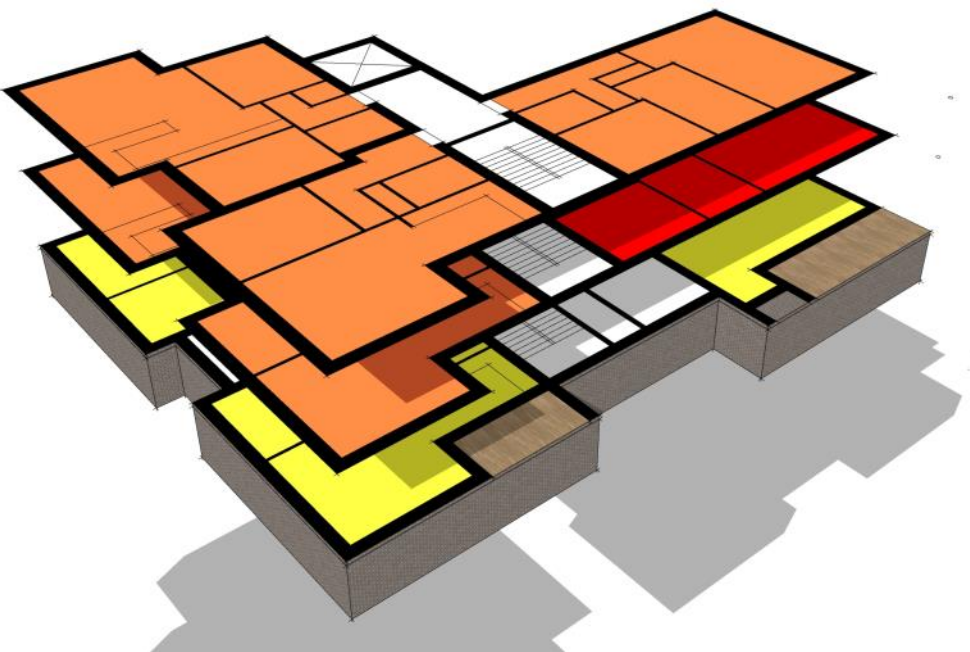
Ground floor plan



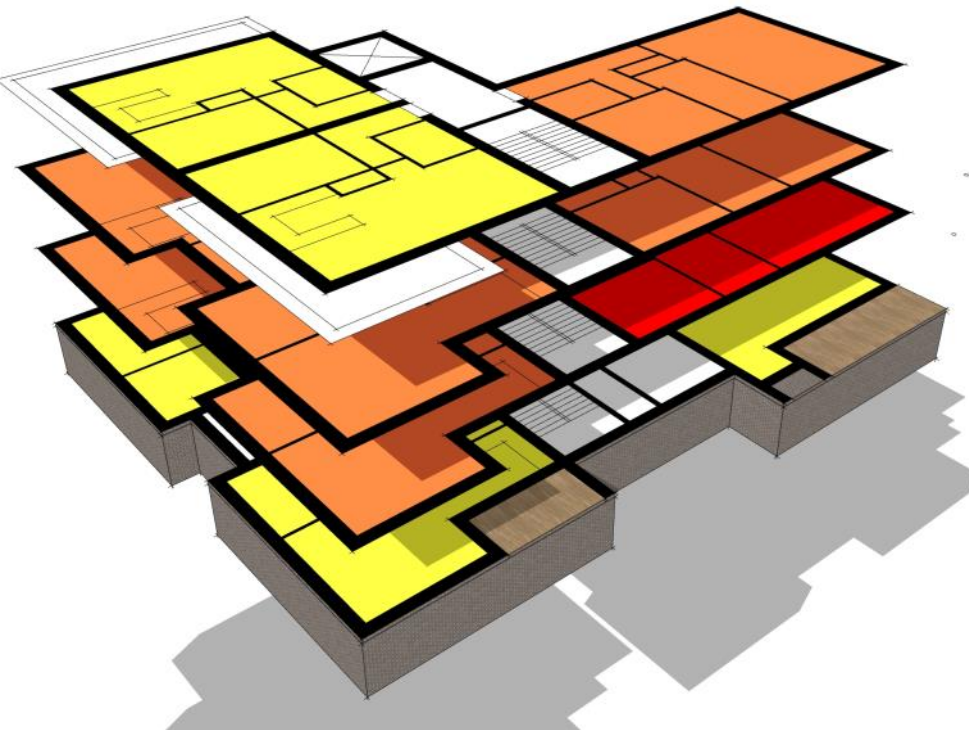
First floor plan



Second floor plan



Third floor plan



- 1 bed 2 person
- 2 bed 3 person
- 2 bed 4 person



Bins and cycle storage at ground floor
Lift and stair access

BUILT FORM - aerial views



North aerial



East aerial



South aerial



West aerial

IMAGERY - street view locations



Street view locations

IMAGERY - internal street views

01



Entrance from Kings Copse Avenue

02



Main street from entrance looking toward main square

03



Main street looking back towards the entrance off Kings Copse Avenue

04



View to west off main street



Main square looking north



Main square looking east



Main square looking south



Main square looking west



IMAGERY - boundary street views



North boundary to Kings Copse Avenue



East boundary facing the mature tree screen and open space



South boundary



West boundary facing

08 | MATERIALS

BUILDING MATERIALS

Materials will be chosen to be familiar and vernacular in their scale, colour and appearance.

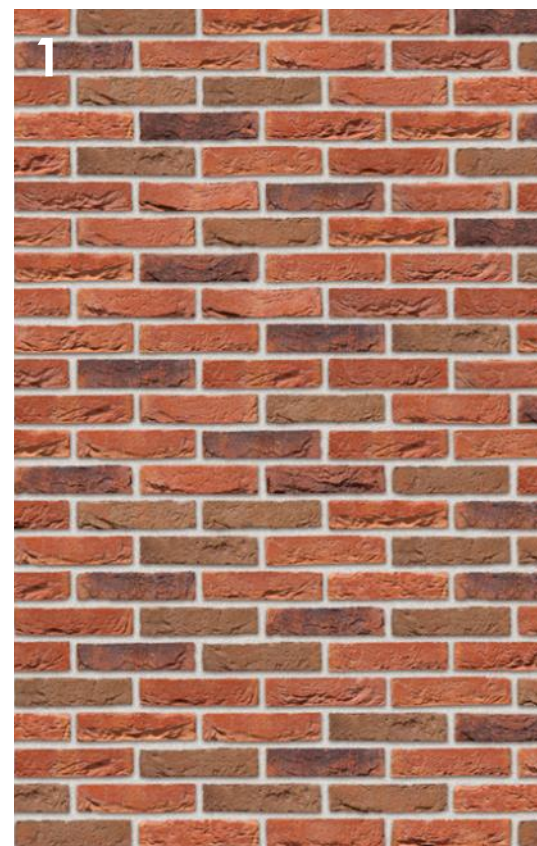
They will be drawn from the local vernacular palette and will help to set the new buildings within their context.

They will be robust and of high quality to reduce the need for maintenance and will be chosen based on their environmental credentials and thermal performance.

Areas of detail will be defined in a palette of brick and feature cladding with the integration of key architectural elements such as front doors, canopies and bays, to delivering a built form that is contextual and visually interesting.

Examples of such materials can be seen opposite and are described below:-

1. Good quality facing bricks in colours and textures to suit the locality and to set the buildings within their context.
2. Good quality horizontal weather board cladding to contrast and compliment the face bricks to the houses.
3. Good quality vertical standing seam metal cladding to flat blocks.
4. High performance windows and doors to provide the building with high levels of thermal comfort.



09 | BUILDING FOR A HEALTHY LIFE

The final proposals put forward for planning consideration will be subject to a formal review under the **Building for a Healthy Life (2020 edition)** criteria.

Integrated neighbourhoods

1. Natural connections.
2. Walking, cycling and public transport.
3. Facilities and services.
4. Homes for everyone.

Distinctive Places

5. Making the most of what's there.
6. A memorable character.
7. Well defined streets and spaces.
8. Easy to find your way around.

Streets for all

9. Healthy streets.
10. Cycle and car parking.
11. Green and blue infrastructure.
12. Back of pavement; front of home.

In developing the conceptual studies the criteria have been reviewed and evaluated as follows:

NATURAL CONNECTIONS

- Edge to edge connectivity on all sides of site.
- Respond to pedestrian and cyclist desire lines and maintaining free access across site.
- Filtered permeability and continuous street frontage.
- Connecting existing and new habitats for nature and keeping existing and new hedgerows within the public realm.

WALKING, CYCLING AND PUBLIC TRANSPORT

- Share street space fairly between pedestrians, cyclists and motor vehicles.
- Short and direct walking and cycling connections that make public transport an easy choice to make.
- Designed traffic calming.

FACILITIES AND SERVICES

- Intensifying development in locations that benefit from good public transport accessibility.
- Active frontages.
- Giving places where routes meet a human scale and create public squares.

HOMES FOR EVERYONE

- A range of housing typologies supported by local housing needs and policies to help create a broad-based community.
- Homes with flexibility to meet changing needs.
- Access to some outdoor space suitable for drying clothes for apartments and maisonettes
- Apartments and maisonettes with private outdoor amenity space such as private garden spaces for ground floor homes and balconies and terraces for homes above ground floor.

MAKING THE MOST OF WHAT'S THERE

- Sensitive transitions between existing and new development so that building heights, typologies and tenures sit comfortably next to each other.

A MEMORABLE CHARACTER

- A strong design concept. To find the right solution a number of different ideas and options might need to be explored.
- Reflecting character in either a traditional or contemporary style.
- Structural landscaping as a way to create places with a memorable character.

WELL DEFINED STREETS AND SPACES

- Streets with active frontages.
- Cohesive building compositions and building lines.
- Front doors that face streets and public spaces.
- Apartments that offer frequent front doors to the street.
- Dual aspect homes on street corners with windows serving habitable rooms.

EASY TO FIND YOUR WAY AROUND

- Designing for legibility when creating a concept plan for a place.
- Framed views of features on or beyond a site.

HEALTHY STREETS

- Tree lined streets with sufficient space to grow above and below ground.
- Places to sit, space to chat or play within the street.
- Landscape layers that add sensory richness to a place – visual, scent and sound.

CYCLE AND CAR PARKING

- At least storage for one cycle where it is as easy to access as the car.
- Secure and overlooked cycle parking that is as close to (if not closer) than car parking spaces (or car drop off bays) to the entrances of schools, shops and other services and facilities.
- Landscaping to help settle parked cars into the street.
- Frontage parking where the space equivalent to a parking space is given over to green relief every four bays or so.

GREEN AND BLUE INFRASTRUCTURE

- Biodiversity net gain.
- Provide natural surveillance opportunities.

BACK OF PAVEMENT ; FRONT OF HOME

- Defensible space and strong boundary treatments.
- Boundary treatments that add ecological value and/or reinforce distinctive local characteristics.
- Ground floor apartments with their own front doors and semi-private amenity spaces help to enliven the street.
- Terraces or balconies to above ground floor apartments, to enliven the street, increase natural surveillance and provide residents with access to the open air.
- No left over spaces with no clear public or private function.

10 | SUMMARY

The proposed scheme, which has been submitted for pre application consultation, has been carefully considered in relation to the surrounding context and the needs of Eastleigh Borough Council in providing high quality housing of various type and tenure.

The architectural and client team have worked together to put forward preliminary design concepts for a new development which responds respectfully and appropriately to the surrounding context. The proposals will enhance the character of the site with a sensitive and elegant design.

Artists impression of recreation ground frontage for purposes of pre application





Ground Floor | Bicentennial Building
Southern Gate | Chichester
West Sussex | PO19 8EZ

t. +44 (0)1243 774748
www.mharchitects.co.uk

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