

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

**Full Planning Application Submission
For Eastleigh Borough Council**

**Design and Access Statement Pt2
Detail design**

September 2025

Our ref: 22-148 rev P01 PLANNING APPLICATION ISSUE



ARCHITECTS

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01 | INTRODUCTION

Artists impression of the development from entry at Kings Copse Avenue



EXECUTIVE SUMMARY & PROJECT BRIEF

INTRODUCTION

M H Architects have been commissioned by Eastleigh Borough Council to prepare architectural information to support a Full Planning Application 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 192 dwellings across a range of house and flatted typologies, with associated parking and high levels of landscape appropriate to the context setting.

This design and access statement sets out the study process undertaken to get to detail design stage, the analysis of the surrounding context and principle design elements, which have influenced the design proposals.

The proposals follow guidance from National, Regional and Local level, taking into account current Planning Policy and Guidance.

PROJECT BRIEF

Eastleigh Borough Council are seeking to develop the allocated site to create 192 new family homes, both houses and flats, with associated parking and landscaping. The tenure mix will be policy compliant providing a range of open market sale, private rent, shared ownership and affordable rent units.

Eastleigh Borough Council will deliver a development that includes sustainable outcomes, quality aspirations and spatial requirements. Sustainable outcomes include aligning with Future Homes Standards and adopting a fabric first approach, to ensure the dwellings are energy efficient to run with minimal running costs. A commitment to renewable energy also forms part of the brief to contribute towards 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) and M4(3). Communal stairs will be Part K General Access compliant to give access to upper floors.

KEY PROJECT INFORMATION

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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

Architect: MH Architects

Landscape Architect: Terra Firma Landscape

Planning: Mission Town Planning

Transport: iTransport

Civils: AKS Ward

Energy and Sustainability: Resolution Energy

Ecology: ACD Environmental

Trees: ACD Environmental

M and E: Enerveo

Noise: Venta Acoustics

02 | CONTEXT

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 in the Parish of Botley, is currently green field but is an allocated site within the EBC 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.



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 sites 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 bridal way (Tanhouse Lane) 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 | PRE APPLICATION CONSULTATION

EBC Planning Department feedback

The initial concept was submitted to Eastleigh Borough Council Planning Department under pre application reference Q/24/97132

The submission was reviewed by various Planning Officers, including the Case Officer, Urban Design, Landscape and Ecology Officers,
The planners feedback is summarised opposite,

The planning submission has taken on board the key comments that came out from the initial submission and subsequent follow up meetings.

EBC key comments in summary

1. The scheme is expected to respond positively to the site's location being at the urban edge and adjacent to the countryside with a looser grain where appropriate.
2. The proposal constitutes a high number of dwellings and therefore should be reduced in order to meet the requirements.
3. The site layout shows insufficient opportunity for landscaping within the residential development, especially considering an aspiration to adopt a Landscape Led approach.
4. Any proposal in this location must ensure that the development makes a significant contribution to the provision of on-site public open spaces and play areas to serve the development.
5. The central square is supported but the peripheral apartment blocks are unjustified and inappropriate to the setting.
6. The proposed perimeter road raises concerns in its proximity to the existing tree screen to the south and west of the site.
7. The proposed road / shared surface to Kings Copse Avenue is considered too tight against the boundary to allow appropriate tree growth to take place.
8. Proposed pedestrian routes should be clearly defined.

Design team response in summary

1. The scheme has retained density to the centre of the site and a looser density to the edges of the site, in line with providing a scheme that responds to the Councils requirements for density lead solutions.
2. The submitted scheme has been reduced in numbers from 207 to 192 dwellings.
3. The public realm areas have been widened to allow a greater separation between dwellings and more opportunity for green infrastructure.
4. The site benefits from easy access to Little Hats play area to the north and Norman Rodway recreation ground to the west. The buffer to the sinc provides incidental open space.
5. The peripheral apartment blocks have been omitted from the current application.
6. The perimeter road has been moved away from the southern and western edges and now sits outside of the identified rpz's.
7. The new part access road / part footpath has been moved southwards away from the tree line boundary to Kings Copse Avenue.
8. A new clear and legible pedestrian route adjacent to Kings Copse Avenue is proposed within the site boundary. This connects to clear and legible pedestrian paths within the site.

04 | DETAIL PROPOSALS

The design team have carefully considered the needs of the brief set by Eastleigh Borough Council and the sensitivity of the site, its location and its immediate neighbours. 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 proposals submitted to EBC for planning, are a development of the original pre application submission and the follow up consultation process that has taken place.

ACCOMMODATION

192 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.

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

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

Houses -

- 42 x 2 beds
- 34 x 3 beds
- 26 x 4 beds

Apartments -

- 50 x 1 beds
- 40 x 2 beds (inc 4 x M4(3) units)



Proposed site layout

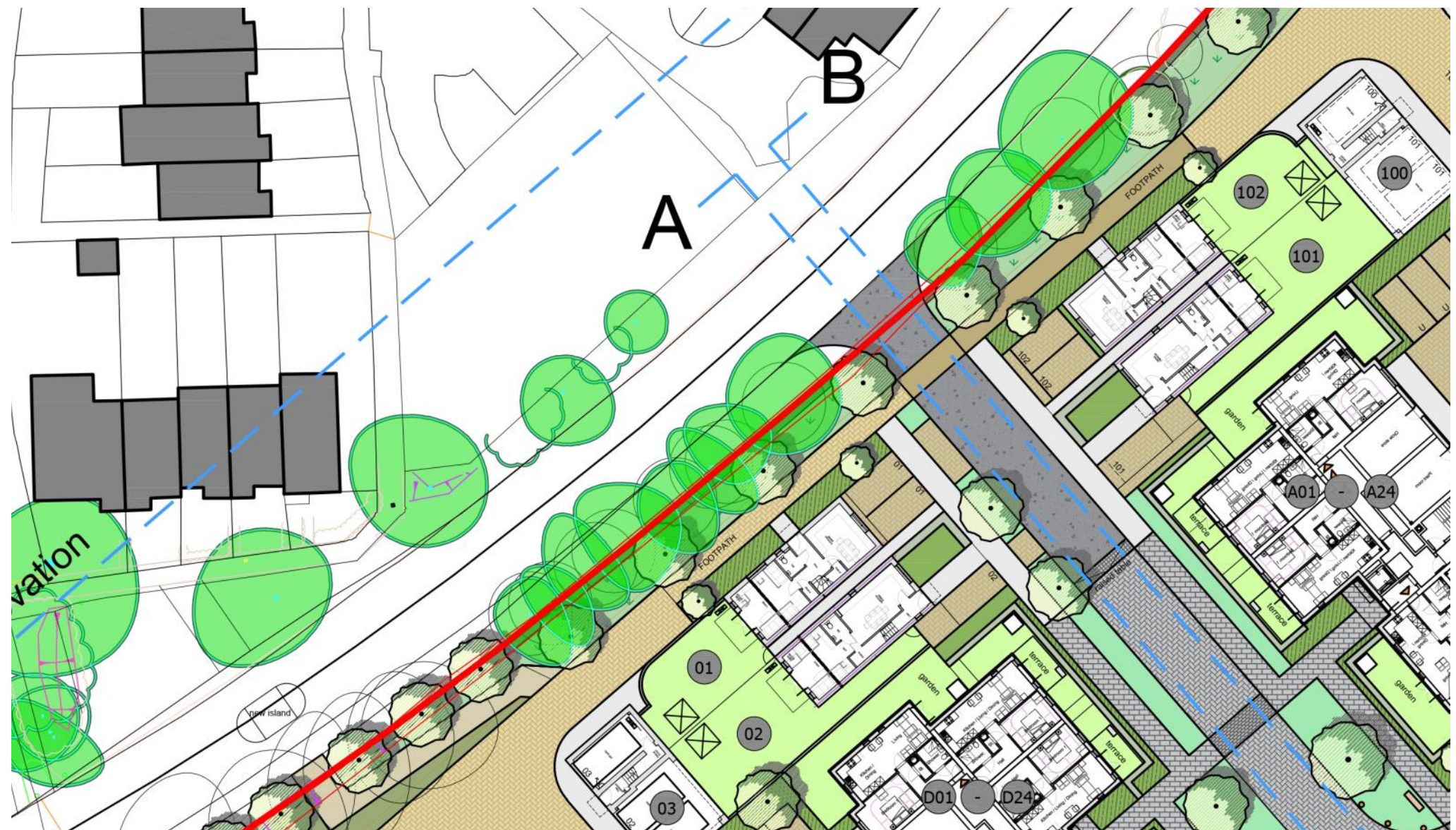
CHARACTER AREAS

ENTRY FROM KINGS COPSE AVENUE

The entrance to the new development has been located in an existing gap within the tree line and in an area where the trees have been assessed as suitable for replacement (due to potential for Ash die back and their limited long term retention).

The entrance will be marked with taller, three storey dwellings, picked out in contrasting materials (but still sympathetic to the local vernacular context) which respond to both the aspect facing Kings Copse Avenue and the aspect facing the primary access road. They will be set back from Kings Copse Avenue to allow a new public footpath to run parallel to the road but within the site to provide safe access for pedestrian movements from the existing underpass in the north, down to the new road crossing at the southern end of Kings Copse Avenue (western side of site). This new footpath will continue to the south and give safe pedestrian access to the recreation ground to the west.

The three storey, gable fronted, detached dwellings set a harmonious rhythm along Kings Copse Avenue in dialogue with the existing and proposed tree planting. Over time this will provide selective views into the centre of the site between and over the built form to the heart of the site.



Proposed site layout

CHARACTER AREAS

CENTRAL PUBLIC SPACE

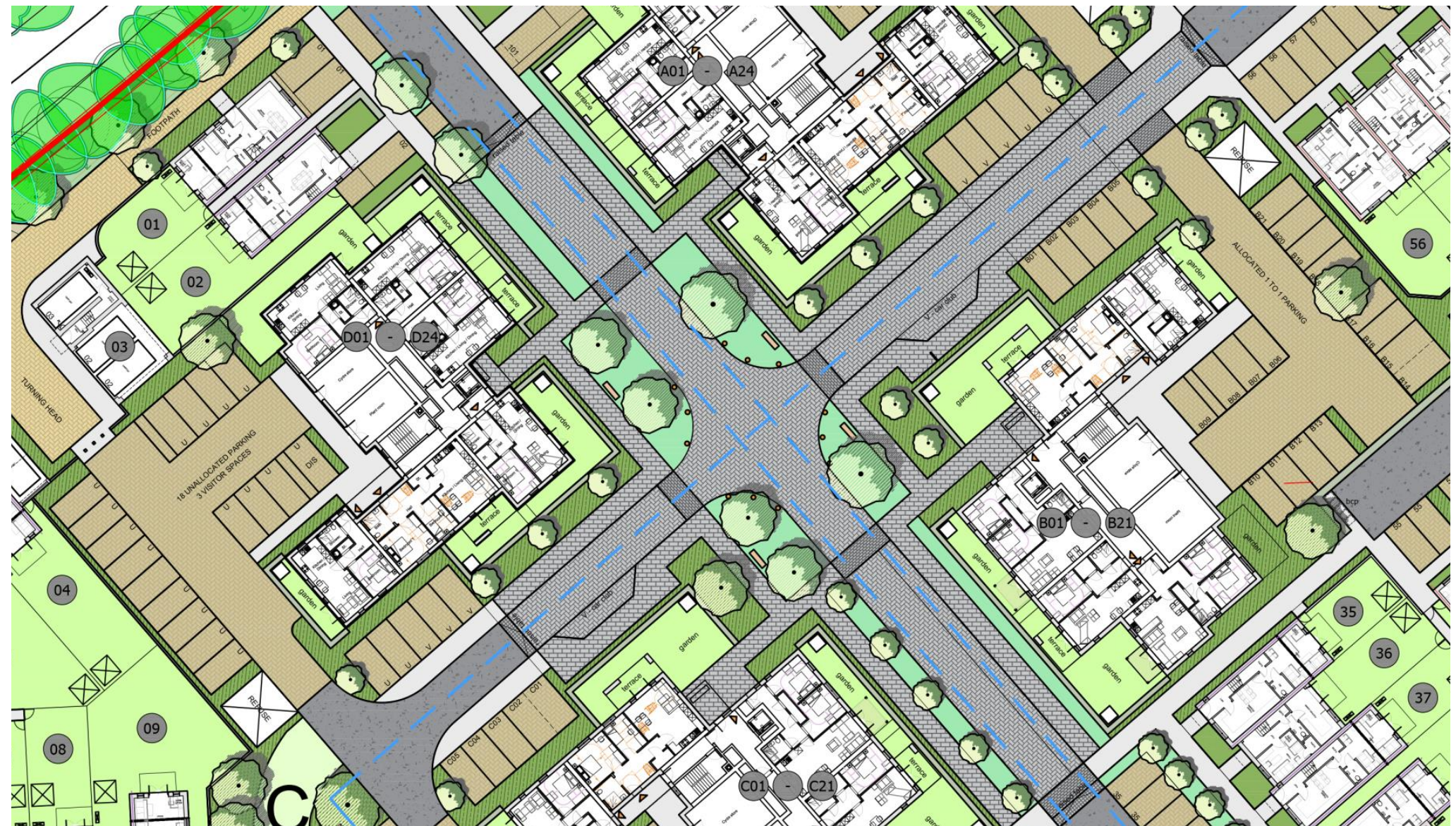
Immediately upon arrival to the site, the central public square has been designed as a pedestrian priority square with the four apartment blocks flanking each side of the square, giving definition and enclosure. The apartments relate directly to the square, with active frontages, terraces and balconies to provide natural surveillance. Resident access will be from the primary elevations facing the square, with secondary entrances from the rear parking courts.

Parking has been removed from this area, with the landscape designed to prevent adhoc parking within the square. Surfaces will be level and textures will be used to demark areas of vehicular movement. The square will be a raised table with rumble strips marking the transitionary areas between the square and the adjacent residential streets.

The four storey apartments provide density to the scheme and allow the outer edges of the site to be less dense. The upper floors step back where they relate to the three storey houses providing a transition in scale and form.

Materials for the apartments have been chosen to be in keeping with the houses. The bulk of the built form will be brick, with hung tile used for the upper levels and vertical circulation zones.

A mixture of inset balconies and projecting balconies will add diversity to the facades.



Proposed site layout

CHARACTER AREAS

PERIMETER ROAD TO SINC

Dwellings here will be outward facing taking advantage of the natural outlook over the sinc. A shared surface of appropriate block paving will provide a link between the dwellings and the natural landscape. Parking will be on curtilage with landscape, at both low and high level, set between bays to provide relief to the street edge.

The southward buffer to the sinc will have a number of SUDs basins incorporated into the landscape to provide an ecological enhancement to the area. This has been developed in consultation with EBS's lead ecologist.

Pedestrians will be encouraged to use either the shared surface or the mown grass footpaths within the landscape. These connections lead to wider connections to the north and south.



Part site layout - perimeter road to sinc

CHARACTER AREAS

PERIMETER ROAD TO TANHOUSE LANE

Dwellings here will be outward facing taking advantage of the natural outlook towards the mature tree belt to the south and west of the site. A shared surface of appropriate block paving will provide a link between the dwellings and the natural landscape. Parking will be on curtilage with landscape, at both low and high level, set between bays to provide relief to the street edge.

More visitor parking will allow residents and their visitors to access the recreation ground at Norman Rodway, via a new connection to Tanhouse Lane.

Existing gaps in the tree screen will be planted with new native trees to enhance the natural setting and increase biodiversity.



Proposed site layout

BUILT FORM - boundary views

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



Artists impression of boundary to Kings Copse Avenue

Boundary elevation to Kings Copse Avenue



BUILT FORM - boundary views



Artists impression of boundary to Kings Copse Avenue

Boundary elevation to the country park



Boundary elevation to Tanhouse Lane



BUILT FORM - boundary views

Boundary elevation to the SINC facing north



Boundary elevation to the SINC facing east



BUILT FORM - street sections



BUILT FORM - street sections



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

192 dwellings in a mix of sizes and tenure.

Of which -

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

- 42 x 2 beds
- 34 x 3 beds
- 26 x 4 beds



The proposed houses are drawn from Eastleigh Borough Councils standard house types.

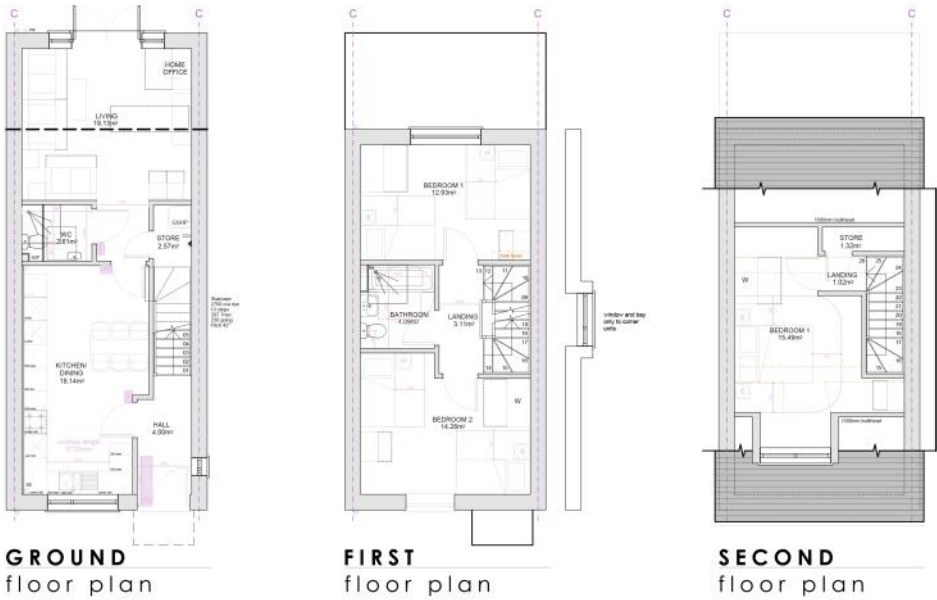
The external fenestration, door and window locations and sizes are bespoke to the site and relate to street frontages, corner turning locations and key vistas within the site.



4p 2 bed - 2 storey



6p 3 bed - 2.5 storey



6p 3 bed - 2.5 storey

Example house types



8p 4 bed - 3 storey

BUILT FORM - typical apartments

The proposed apartments are located at the heart of the site, around the main square forming the entry point to the development.

The blocks are similar in their form housing either 24 apartments or 21 apartments dependant upon flat size and tenure. Primary frontages face the square, set back behind landscaped zones. The built form and landscape create an arrival point from which residents and visitors can move in three directions to the rest of the site, with the square acting as a nodal way finding place.

Tucked in discretely behind the blocks within a landscaped setting will be the residents parking. Arranged in small parking courts with good natural surveillance and easy access to the units.

Parking numbers will relate to each block and be policy compliant. Cycle storage will be at ground floor level within each block. Refuse storage will be in detached purposed built stores. 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

192 dwellings in a mix of sizes and tenure.

Of which -

90 apartments across 4 blocks. 3 to 4 storey heights.

- 50 x 1 beds
- 40 x 2 beds (inc 4 x M4(3) units)



Example apartment block fenestration

Accommodation schedule

Block A	21 apartments
Block B	24 apartments
Block C	24 apartments
Block D	21 apartments
Total	90 apartments

50 x 1 bed 2 person

4 x 2 bed 3 person M4(3)

36 x 2 bed 4 person

Ground floor plan block C



First floor plan block C



Second floor plan block C



Third floor plan block C



IMAGERY - view locations



IMAGERY - internal street views



Entrance from Kings Copse Avenue



East west axis looking to the east across towards the central square

IMAGERY - internal street views



Main square looking west



Western boundary looking towards the private courtyard

IMAGERY - boundary street views

05



Northern boundary to Kings Copse Avenue

06



South western boundary along the existing mature landscape to Tanhouse Lane

05 | MATERIALS

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

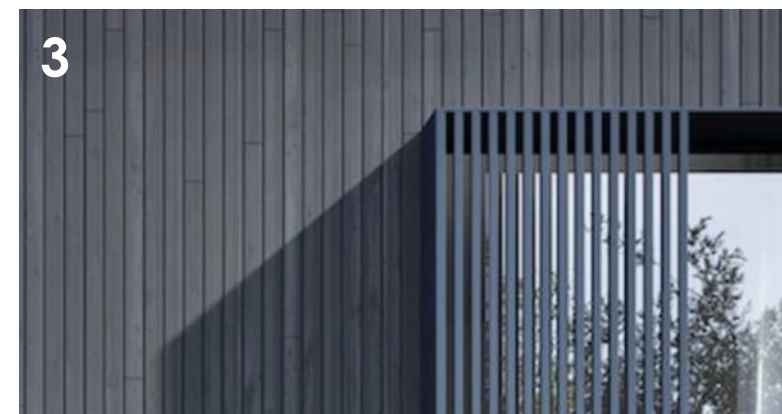
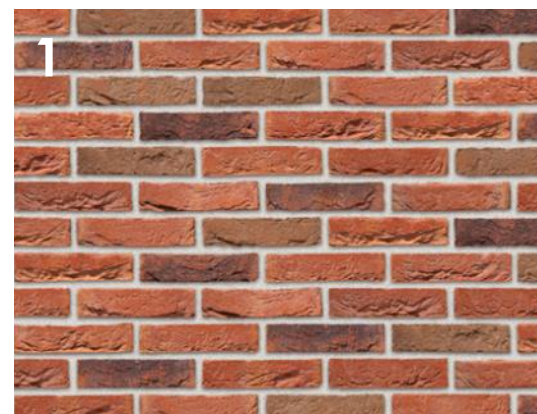
They will be drawn from the local vernacular palette and will help to set the new buildings within their context.

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 that could be utilised within the scheme:-

1. Good quality facing bricks in colours and textures to suit the locality and to set the buildings within their context. Red and dark grey.
2. Brick detailing to houses and flats to add texture the facades.
3. Good quality vertical composite weather board cladding to contrast and compliment the face bricks to the houses.
4. Good quality horizontal slate rainscreen cladding to contrast and compliment the face brick to the flat blocks.
5. Good quality windows and doors to provide the building with high levels of thermal comfort.
6. Slate roofs to houses with integrated PV panels.



Hard and soft landscape materials will be chosen to be appropriate to the setting of the urban edge adjoining the open countryside:-

- 1. Sustainable urban drainage within the streetscape. Urban rain gardens forming a linera feature though the site, aiding street drainage.
- 2. Low level hardy and native ornamental planting will be used within private curtilages to add variety to the street scene and provide easily manageable and customisable private gardens.
- 3. Open public spaces within the site will consist of managed grass verges and rain gardens with hardy and native hedgerows to define public and private boundaries.
- 4. Open green spaces adjacent to the SINC will be planted with wildflower meadows, seasonal ponds and mown footpaths.

A landscape masterplan and hard and soft landscaping proposal accompany the application.



06 | BOTLEY PARISH NEIGHBOURHOOD PLAN

The application site is located on the westerly edge of the parish of Botley, bordering with Hedge End. It forms a parcel of land that will fill in the gap to the south of the existing residential area as shown in the map opposite.

The site is an allocated site within the Councils Local Plan, as noted in paragraph 35;

"The Botley Neighbourhood Plan supports sustainable development. The Local Plan allocates over 2,500 houses on strategic sites at Land north and east of Boorley Green and Botley (1,400), land to the north-west of Boorley Green (680), land south of Maddoxford Lane and Crows Nest Lane (30 dwellings), northeast of Winchester Street (375 dwellings), east of Kings Copse Avenue and east of Tanhouse Lane (120 dwellings), North of Myrtle Cottage, Winchester Road (22 dwellings)."

The BPNP has a number of policies within it setting out the requirements for the plan, of which the following are applicable to the application site—

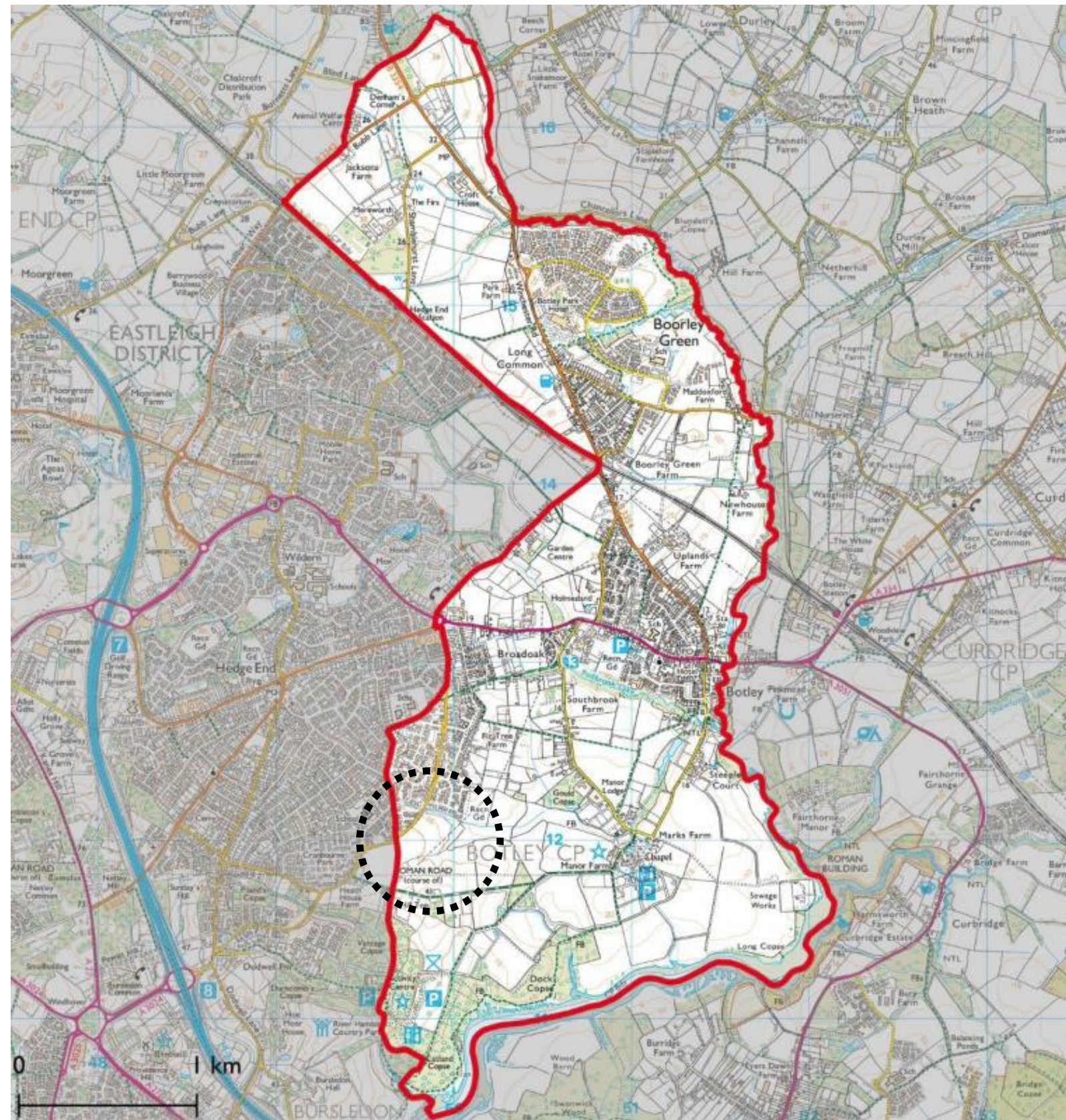
Policy 10: Flood mitigation and water quality.

Policy 12: Parking standards for new residential development .

Policy 13: Housing mix and affordable housing.

Policy 14: Built form, design and materials.

Policy 15: Renewable energy.



Policy 10: Flood mitigation and water quality.

The proposal meets Objectives 12 and 14 of the plan.

The proposal includes extensive on site Sustainable Urban Drainage Systems which are detailed within the Drainage Strategy which accompanies the application.

Policy 12: Parking standards for new residential development .

The proposal meets Objectives 18 and 20 of the plan.

The proposal has been designed with due regard to EBC's emerging Parking Standards Supplementary Planning Document (SPD) which is being reviewed by cabinet in september 2025. The SPD has set parking levels for the proposal which have been detailed within the Transport Statement which accompanies the application.

Policy 13: Housing mix and affordable housing.

This has been addressed via an independent viability report which accompanies the application.

The housing mix is in line with EBC requirements.

Policy 15: Renewable energy.

The proposal meets Objectives 17 and 18 of the plan.

The proposal has been designed with thermal efficiency at the forefront of the proposed house and flat types. A fully detailed Energy Statement (including SAPs) accompanies the application.

Policy 14: Built form, design and materials.

The proposal meets Objectives 15, 18 and 19 of the plan.

Place making

The proposal is separated from the adjacent residential areas by both Kings Copse Avenue to the north west and the SINC to the north and east. The proposal includes for pedestrian and cycle connection points to the wider setting (the underpass to the north, the recreation ground to the west and the bridle path to the north west). The internal layout of the proposal will deliver a new sense of place and community for its new residents while respecting the boundaries on all sides of the site. Street layout, built form and heights and landscape treatment are well defined and logical and create areas with a sense of identity.

Architectural appearance

The proposed dwellings are of domestic scale and are of a simple clean vernacular language that is of its time and place in history. Materials used are familiar and drawn from the local area.

The boundary frontage to Kings Copse Avenue is defined by taller three storey dwellings which create a strong architectural rhythm along this public edge, fronted by a new pedestrian friendly route parallel to KCA (in lieu of any public footpath to the road edge).

The central space is defined by four apartment blocks set around a pedestrian orientated landscaped square. The apartment blocks step in scale from four to three storey and turn the corners of the square giving direction to movement within the site. These blocks define the central square and provide a strong marker within the site though their scale and mass. This allows for a high density solution while allowing the edges of the site to be less dense and looser in their layout and form.

The boundaries to the north and east (facing the SINC), and the south and west (facing the closer mature landscape) are defined by a looser arrangement of two and two half storey dwellings.

Frontages

Buildings respond to street edges with their principal elevations facing the street with continuation of building lines. Corner plots are defined by buildings which are active on at least two facades allowing for active surveillance and reduction of unarticulated blank gable ends.

Parking

The proposal allows for a mixture of on curtilage and off curtilage parking, all set within well landscaped areas. The parking areas relate directly to each specific dwelling type with allowance for visitor parking around the site in suitable locations to avoid adhoc antisocial parking from occurring.

Gateway design

The proposal allows for a distinctive entrance from Kings Copse Avenue, defined by taller 3 storey dual fronted dwellings which lead to the main central space within the site.

Movement hierarchy

The positioning of roads, footpaths and shared surfaces with differing widths and surface treatments define the hierarchy of pedestrians over vehicles.

Walking and connectivity

The proposal has incorporated clear and legible lines of movement within and around the site, allowing connection to the wider environment to the north and south.

07 | 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.

08 | OTHER CONSULTANTS

The proposed scheme, which has been submitted for Planning is fully supported by a suite of Consultant reports which have been an integral part of the design development for the site.

These include -

- Landscape design including an LVIA.
- Drainage design including SUDS attenuation.
- Highways design for both the site and the new Kings Copse crossing point.
- Planning Statement.
- Energy and Sustainability strategy.
- Ecology
- Arboricultural strategy including an AIA.
- Lighting and noise assessments.

09 | SUMMARY

The proposed scheme, which has been submitted as a full planning application, 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.

It has undergone extensive consultation with both local residents and local ward members as well as internal review within Eastleigh Borough Council at Executive Board level.

The design team and client team have worked closely together to put forward a well considered and well detailed proposal for the new residential development which responds respectfully and appropriately to the immediate and wider surrounding context. It is considered that the proposals will enhance the character of the site with a sensitive and elegant design, creating a new sense of place and community for its occupants.

It has been designed in accordance with both local and national government policy and accords with the desires of the NPPF 2022. It demonstrates that density and affordability can be integrated into a well considered and wholly appropriate design which shows respect for its setting and will ultimately provide a vibrant and lively extension to the edge of Hedge End.

Artists impression of view from Kings Copse Avenue





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