

DESIGN AND ACCESS STATEMENT
LAND WEST OF SATCHELL LANE
HAMBLE

APRIL 2017



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01. INTRODUCTION

1.1 Introduction

This Design and Access Statement (DAS) has been prepared by CSA Environmental on behalf of Mr R Janaway and Mr S Bull (the landowners) in support of an outline planning application for up to 70 dwellings (with access to be determined) on land to the west of Satchell Lane, Hamble (the Site).

The Site measures approximately 3.55 hectares and lies on the northern edge of Hamble. The submitted planning application seeks outline planning consent for a high quality sustainable development comprising the following:

- **Residential development for up to 70 dwellings.**
- **Green Infrastructure (GI) including new areas of public open space that will incorporate ecological mitigation and habitat creation, retained hedges and trees, sustainable infiltration features, and play and recreation space.**
- **Access is applied for in full.**

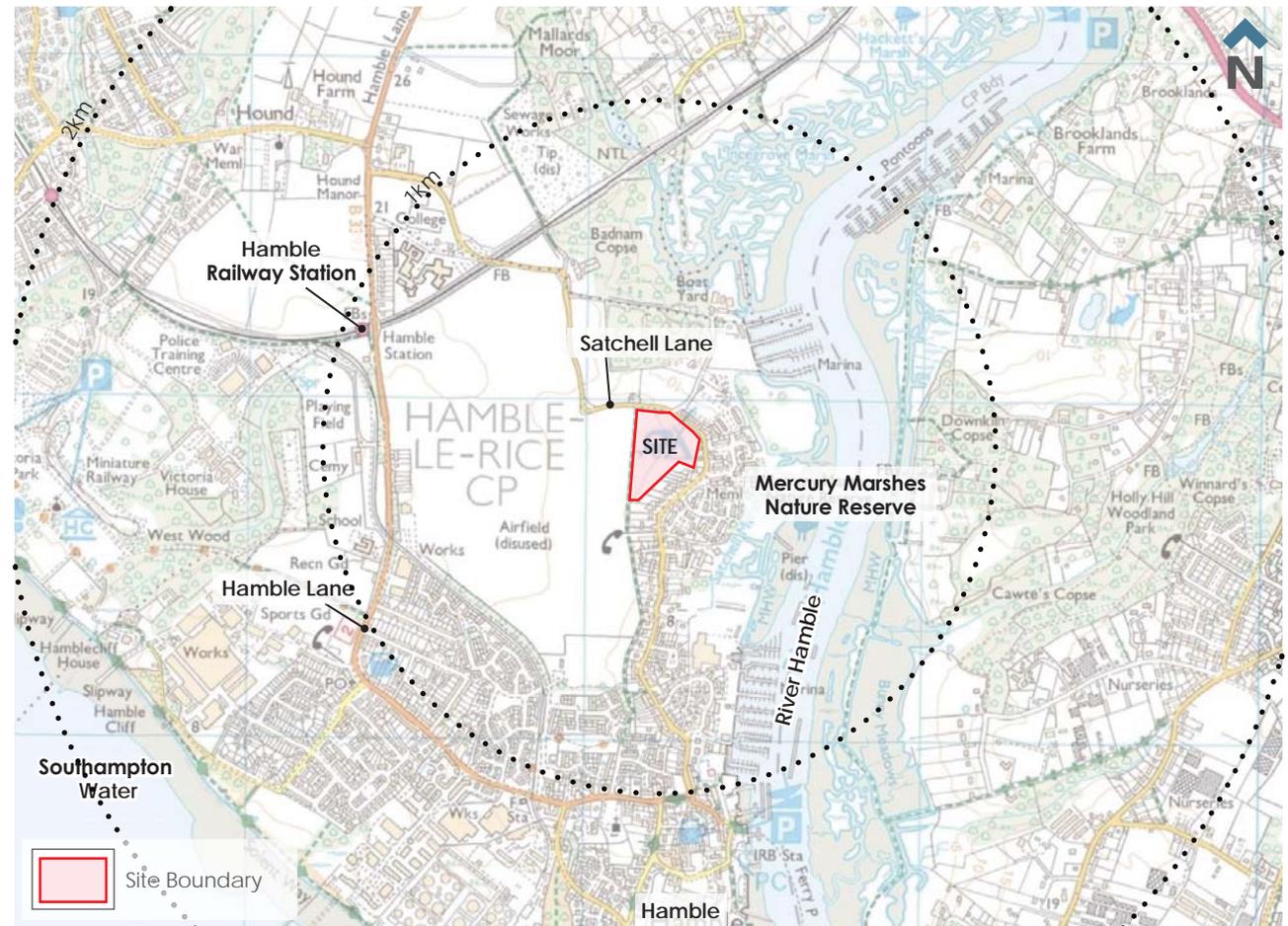


Figure 1.1: Site Location Plan.

1.2 Purpose of the Design and Access Statement

The vision for the Site is to create a sensitively designed and high quality place, which complements the character of Hamble and responds to the Site's assessed constraints, as follows:

- **Deliver appropriate housing growth for Hamble and Eastleigh Borough, on a site with no landscape or ecological designations.**
- **Provide a range of dwelling types, sizes and tenures to meet the housing needs of the area.**
- **Green infrastructure framework will allow for appropriate landscape and ecological enhancement measures to be applied, provision of new public open space, play and informal recreation facilities, and the retention of the vast majority of the Site's existing landscape features.**
- **Ensure connectivity to the surrounding footways and public footpath.**
- **Create a well-considered and appropriate form and scale of development.**

The DAS explains the design rationale for the scheme and how the applicant has fully considered the proposals and understands what is appropriate and feasible within the context of the Site and its surroundings.

Good quality design is an integral part of sustainable development. The National Planning Policy Framework (NPPF) recognises that design quality matters and that planning should drive up standards across all forms of development. Achieving good design is about creating places, buildings, or spaces that work well for everyone, look good, last well, and will adapt to the needs of future generations.

This Design and Access Statement is comprised of the following sections:

01. Introduction: This section introduces the development proposals and sets out the vision and purpose of the Design and Access Statement.

02. Planning Context and Design Guidance: This section sets out the relevant planning policy and design guidance that applies to the development of the Site.

03. Site Assessment: This section demonstrates the steps taken to appraise the Site and its surroundings.

04. Evaluation: This section identifies the influences and opportunities of the Site and its surroundings and sets out key urban design principles for the scheme.

05. Development Proposals: This section describes and illustrates the design proposals and demonstrates how they respond to the influences and opportunities identified in Section 4.0 and local design guidance.

06. Conclusion: This section evaluates the proposals against NPPF sustainability and design criteria.

02. PLANNING CONTEXT AND DESIGN GUIDANCE

Planning Policy Background

A detailed assessment of the planning policy framework is set out in the Planning Statement which accompanies this planning application. This section focuses on the local planning policies most relevant to the design and access proposals for the development.

National Planning Policy Framework (NPPF)

At the national level the relevant policy guidance is set out in the National Planning Policy Framework (NPPF) (March 2012). The NPPF sets out a presumption in favour of sustainable development and is a material consideration in the making of planning decisions, setting out the parameters by which planning applications are to be assessed in relation to:

- **Decision taking.**
- **The presumption in favour of sustainable development.**
- **Delivering a wide choice of high quality homes.**
- **Requiring good design.**
- **Promoting sustainable transport.**
- **Conserving and enhancing the natural environment.**

Paragraph 57 of the NPPF states that “It is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes”.

Paragraph 61 goes on to state that “Although visual appearance and the architecture of individual buildings are very important factors, securing high quality and inclusive design goes beyond aesthetic considerations. Therefore, planning policies and decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment”.

The Planning Practice Guidance (PPG) explains how the NPPF policy should be implemented. Paragraph 006 (ID 26-006-20140306) of the PPG provides further information on design in the planning process. It states:

Design impacts on how people interact with places. Although design is only part of the planning process it can affect a range of economic, social and environmental objectives beyond the requirement for good design in its own right. Planning policies and decisions should seek to ensure the physical environment supports these objectives. The following issues should be considered:

- **Local character (including landscape setting).**
- **Safe, connected and efficient streets.**
- **A network of greenspaces (including parks) and public places.**
- **Crime prevention.**
- **Security measures.**
- **Access and inclusion.**
- **Efficient use of natural resources.**
- **Cohesive & vibrant neighbourhoods.**

National Design Guidance

Whilst the NPPF replaced Planning Policy Statements, the following documents are still relevant and aim to inspire well designed schemes that will create attractive places and inclusive new communities. The following principal documents have informed the design proposals:

- **National Planning Policy Framework (NPPF), DCLG 2012.**
- **Planning Practice Guidance (PPG), DCLG, 2014.**
- **Manual for Streets 2: Wider Application of the Principles, 2010.**
- **Urban Design Compendium 1 and 2, English Partnerships - Housing Corporation, 2000-2007.**
- **Building for Life 12 (3rd Ed.), Design Council, 2015.**

Eastleigh Borough Council Local Plan Review 2001-2011 (Adopted May 2006 - Saved Policies)

The Eastleigh Borough Council's Local Plan is the Council's key planning document and is used as the basis for all planning decisions taken within the District. It contains policies against which development proposals can be assessed.

Of particular importance to this DAS is Policy 59.BE: Design criteria, which states:

"Development proposals which are in accordance with the other policies in this plan will be permitted provided they meet all the following criteria:

- They take full and proper account of the context of the site including the character and appearance of the locality or neighbourhood and are appropriate in mass, scale, materials, layout, density, design and siting, both in themselves and in relation to adjoining buildings, spaces and views, natural features and trees worthy of retention;
- They make the most efficient use of the land;
- They incorporate an appropriate mix of dwelling type and land-use where appropriate;
- They provide a high standard of landscape design and appropriate planting where required. Development should use native plants in landscape schemes to benefit biodiversity. Development adjacent to or within the urban edge must not have an adverse impact on the setting of the settlement in the surrounding countryside;

- They have a satisfactory means of access and layout for vehicles, cyclists and pedestrians including appropriate links to surrounding footpaths, cycleways and public transport services;
- Include, where appropriate, provision for the secure storage of bicycles;
- They are an appropriate use for the locality and avoid unduly interfering, disturbing or conflicting with adjoining or nearby uses, especially in terms of noise, fumes, dust, overlooking, loss of daylight, loss of outlook, vibration, or from floodlighting or security lighting;
- They make adequate provision for the storage and collection of refuse and where appropriate include facilities for the collection of recyclable materials;
- They include, where appropriate, measures which provide shade and protection from the sun; and
- New development should reduce the potential for criminal activity and anti-social behaviour by the use of appropriate design."

The Site is covered by Policy 20.CO which covers areas identified for landscape improvements. Proposals which would prejudice such improvements or which would be detrimental to the quality of the landscape in these areas, will not be permitted. Developers' willingness to contribute towards landscape

improvements will be a material consideration in the assessment of planning applications.

Policy 152.OS proposes a number of dual purpose cycle and pedestrian links. The public footpath to the west of the Site is covered by this policy.

Policy 153.OS proposes a number of new bridleways in order to improve general access and off road links between existing bridleways and equestrian establishments, including one along Satchell Lane, to the west of the Site.

Supplementary Planning Documents

Supplementary Planning Guidance (SPG) expand upon and provide further details and guidance to policies in the adopted Development Plan Documents. The following SPGs and Design Guides are of relevance to the design and layout of the development proposals:

- **Environmentally Sustainable Development SPD.**
- **Character Area Appraisals SPD.**
- **Biodiversity SPD.**
- **Residential Parking Standards SPD.**
- **Housing Mix Supplementary Planning Guidance.**
- **Quality Places SPD.**
- **Planning Obligations SPD.**

03. SITE ASSESSMENT

3.1 Site Location and Context

The Site occupies a roughly triangular and grazing field along the northern edge of the settlement of Hamble. The centre of Hamble village is located around 900m south of the Site and accessed via Satchell Lane.

Hamble is a large village which offers a considerable area of employment, as well as many, varied recreational opportunities. It is also very popular with tourists and as a yachting destinations.

The village has a primary school, and a secondary school and sports centre are located close to Hamble train station, which lies around 1.6km north west of the village centre, and 800m west of the Site. Hamble also has a selection of shops within the village centre, including a convenience store and several eateries and pubs.

The Site lies within a curve formed by Satchell Lane, and is bound by the lane to the north, and by residential properties accessed off the lane to the east and south. To the west, the Site is bound by a hedgerow adjacent to a public footpath.

Satchell Lane along the north of the Site is bound by mature trees on either side, with a grassed field occurring to the north of the Site. To the north east is the Riverside Park Camping, Caravan and Holiday Park, with several new static caravans/lodges located along the north of the road, opposite the Site. Beyond the holiday park to the north is the Mercury Yacht Harbour, with the River Hamble located to the east.

A short row of 20th Century terraces, the Halyards, lie opposite the Site to the north east, south of the holiday park, and forms the northernmost extent of residential development within the settlement.

The existing houses west of Satchell Lane which back or side onto the Site have deep rear gardens, and comprise large, detached, one or two storey homes. East of Satchell Lane opposite the Site is 20th Century estate housing, accessed off cul-de-sacs leading from Satchell Lane, with the River Hamble located beyond to the east.

An area of open land forming the former Hamble Airfield lies to the south west and west of the Site. The field is currently informally used for walking and dog exercising, and comprises rough grassland and scrub. A gas compound lies to the west of the north western Site corner.

Around 400m south of the Site, along the southern edge of the former airfield and the northern edge of the residential development here, lies a recreation ground, including The Pavilion (function hall, meeting rooms and changing facilities) and two Multi-use Games Areas.

Hamble Lane lies to the west of the former airfield, and leads north from Hamble village towards Hound. To the north west of the former airfield is the railway line between Fareham and Southampton, as well as Hamble railway station.



View from the south west corner of the Site looking north east.



-  Site Boundary
-  Riverside Holidays Caravan Park
-  Main vehicular route (into Hamble)
-  Secondary vehicular route (into Hamble)
-  Public footpaths
-  Bridleways
-  Railway Line
-  Railway Stations
-  River Hamble
-  Conservation Areas
 - 1. Hamble Conservation Area (Adopted 2008)
 - 2. Old Bursledon Conservation Area (Adopted 2012)

Figure 3.1: Site context.

3.2 Surrounding Designations

The Site is not covered by any statutory or non-statutory designations for landscape, ecology or heritage quality or value. The plan at Figure 3.2 shows the designations around the Site.

The banks of the River Hamble are covered by several ecological designations. The Solent and Southampton Water Ramsar Site lies along the river to the north, east and south of the Site, as does the Solent Maritime Special Area of Conservation (SAC).

Around 170m east of the Site, the banks on either side of the river are designated as the Lee-On-The-Solent to Itchen Estuary Site of Special Scientific Interest (SSSI), with the Mercury Marshes Local Nature Reserve (LNR) located on the western bank here, and the Hook and Warsash LNR is located on the eastern bank and includes the woodland further east. The Holly Hill Woodland Park LNR extends further north east inland from the river.



The River Hamble

Around 370m north of the Site lies the Lincegrove and Hackett's Marshes SSSI, with Hackett's Marsh LNR located further north.

The southern edge of the Old Bursledon Conservation Area lies just over 300m north of the Site, and extends north, encompassing Lincegrove and Hackett's Marshes as well as the historic village core.

The Hamble Conservation Area lies around 520m south of the Site at its nearest edge, and stretches to the south covering the historic village centre.

The nearest Listed Buildings lie around 830m south of the Site along the High Street, within the Hamble Conservation Area.



Hamble Conservation Area

3.3 Heritage and Archaeology

An archaeological assessment has been undertaken which highlighted the remains of a WWII pillbox along the north of the Site, within the wooded verge. This pillbox relates to the former airfield and is locally significant.

The assessment concludes that there is some potential for underground remains dating from the prehistoric to Roman period, which, if present, would be of local significance and are matters that can be dealt with through the imposition of appropriately worded conditions

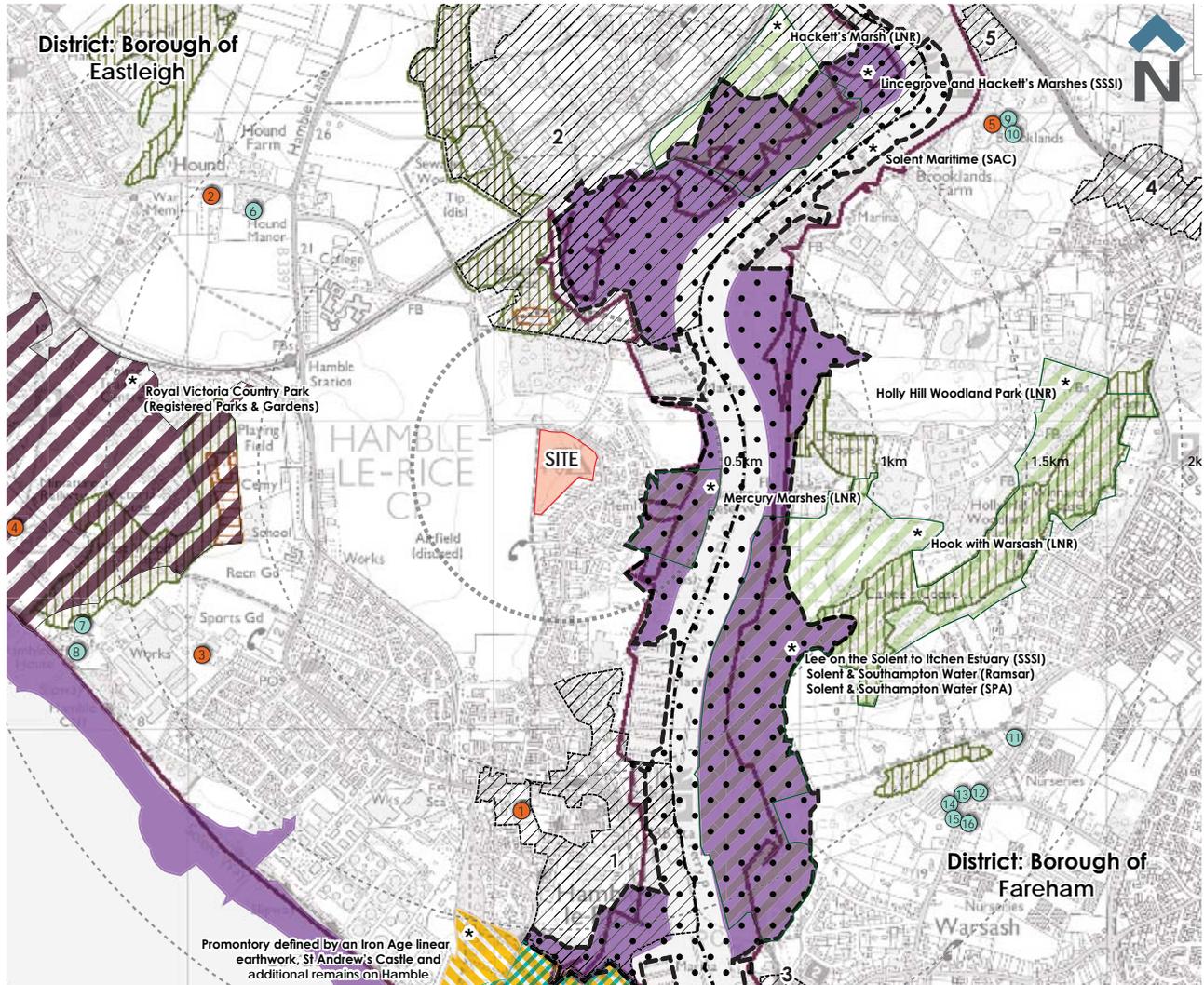


Figure 3.2: Map showing designations around the Site.

-  Site Boundary
-  District Boundary
-  Local Nature Reserves (LNR)
-  Special Areas of Conservation (SAC)
-  Sites of Special Scientific Interest (SSSI)
-  Conservation Areas
 1. Hamble Conservation Area (adopted 2008)
 2. Old Bursledon Conservation Area (adopted 2012)
 3. Warsash Conservation Area (designated 1994)
 4. Sarisbury Green Conservation Area (designated 1994)
 5. Swanwick Shore Conservation Area (designated 1994)
-  Scheduled Monuments
-  Registered Parks and Gardens
-  Ancient Woodland
-  Ancient Replanted Woodland
-  Grade II* Listed Buildings
 1. Church of St. Andrew
 2. Church of St. Mary
 3. Sydney Lodge Including Stable
 4. Chapel
 5. Brooklands
-  Grade II Listed Buildings
 7. Stable Block to Hamblecliffe House
 8. Hamblecliffe House
 9. Garden Cottage
 10. Ice House adjoining Garden Cottage
 11. Little Brook
 12. Former Barn to North East of No. 69
 13. Great Brook
 14. Outbuilding attached to North West End of South Barn at No. 69
 15. Farmer Barn to South of No. 69
 16. Granary to South East of No. 69

3.4 Historical Development

Hamble developed as a small trading and ship-building port on the River Hamble, and evidence of the area's settlement dates back to the iron ages. Although there is evidence of built development from the 1100s, most of the early buildings in Hamble are no longer present, with the majority of historic properties dating from the 17th and 18th Centuries onwards. These include cottages and public houses along the High Street and by the waterfront.

Small-scale boatbuilding continued in Hamble in the 19th Century, and the local fishing industry supplied crabs and lobsters. Satchell Lane and Hamble Lane are evident on the earliest OS maps of the area, with the village centred around the junction of these roads and the waterfront.

The village remained relatively small until WWI when an aircraft manufacturing business was started to the north of the village, and housing to house the workforce was built. The airfield at Hamble grew into a large aviation training facility, offering instruction for planes such as the Spitfire and Lancaster during WWII. Oil storage and distribution at Hamble also became an important industry around that time, with what is now the BP depot still supplying aviation fuel to major airports to this day. The village subsequently grew during the inter-war period, with houses built along Hamble Lane to the west and Satchell Lane to the north of the historic core.

Limited building occurred within the village between WWII and the 1960s, however, the continued growth of the oil storage and distribution depot allowed for housing growth in the area, with new estates built during late 1960s-early1970s, mostly to the west of the historic core. The village continued to expand north along Satchell Lane during the late 1980s, and just to the west of the village centre later on.

3.5 Settlement and Architectural Context

Hamble originally developed along the riverfront, with the oldest parts of the village located here, as well as along the High Street Lane/Hamble Lane and Satchell Lane. The settlement has since grown to become roughly nucleated in form, with the development located on either side of Hamble Lane to the west of the village centre, and along Satchell Lane to the north, with the former airfield centrally located between these two main developed areas. The Site is located along Satchell Lane and to the east of the former airfield, and housing here will thus be well related to the existing settlement form of the village.

We have undertaken an assessment of various housing areas within the village to inform the design of the development proposals.



Figure 3.4: Townscape character areas.

A - Estates east of Satchell Lane

- Series of cul-de-sacs with houses centred around these.
- Mostly detached, with limited terraces and semi-detached houses.
- Houses mostly present gable ends onto the street.
- Mostly red brick with grey/brown roof tiles.



B - Satchell Lane (north)

- Variety of house styles and architectural detailing, but the houses are all aligned parallel to each other, as opposed to fronting straight onto the road.
- Deep set-back from the street, with space for parking in front of the houses.
- Combination of one and two storey homes.
- Verdant street character with many trees and hedges.



C - Historic Core

- Tight building grain, with houses hugging the street which leads down to the riverfront.
- Variety of building materials, including stone from the remains of Hamble Castle and from ballast from ships, red and blue brick, and white render.
- Mostly two storey cottages and terraces, but the roof heights vary greatly.



D - Modern Infill

- Range of house types, but with a strong, continuous frontage, with interest created by small set-backs in this line.
- Houses frame the street, creating a strong space between the buildings.
- Variety of building materials and details, creating a character which is comparable to a settlement that organically developed, as opposed to a new development.



3.6 Traditional Detail and Materials

The historic houses within the village mostly comprise red brick of Flemish or English bond, with burnt brick headers or detailing. There are also examples of painted brick, buff brick and render within the historic village. Render is not limited to white or cream, with houses in green, blue and orange creating focal points and variety along the streets.

Roofs are mostly pitched with clay tiles or slate, and often have small hipped or gable dormer windows. Chimney stacks and pots add interest and variety to the street scene.

Windows are white painted sash or casement.



Two and a half storey building constructed of red brick, horizontal brick detailing in contrasting colour articulates building frontage.



Vertical tile cladding adds variation to upper storey of building.



Rendered buildings used as 'book end' buildings, quoin detailing adds interest highlighting corner building.



Brickwork in Flemish bond with brick arch details above doors and windows.



Example of buildings constructed of red brick in Flemish bond with burnt brick detailing



Stone lintels and red brick surrounding large sash windows articulates building frontage.



Example of red brick building with Flemish bond brickwork. Dormer windows and chimney articulates the roofscape.

3.7 Existing Site Features

The Site comprises a single, roughly triangular grass field currently used for horse grazing. The northern boundary is marked by a steep bank and fence, with the lane located beyond. The bank contains a large number of mature trees, including areas of mixed broadleaved trees, as well as ash and oak. A group of elm and scrub lies along the north eastern edge of the Site. A ditch also occurs within the wooded verge, as does a defunct concrete pillbox.

The Site is bound to the east by the rear gardens of the large, detached properties on Satchell Lane, with the rear boundaries marked by a combination of hedgerows, timber fences and wire fences. These properties have deep rear gardens between the houses and the Site, although the northernmost property sides onto the Site, with the house thus located closer to the Site.

The western Site boundary is marked by a gappy hedgerow and fence, with the route of the public footpath and a further hedgerow located beyond.



Figure 3.5: Aerial Photograph.

3.8 Topography

The Site lies along a rounded, east-facing ridge, with the high point located roughly mid-way along the western Site boundary, at approximately 18m Above Ordnance Datum (AOD). The Site slopes down to a low point of approximately 11m AOD on the eastern boundary, and also slopes down gently to the north western corner (approximately 17m AOD) and to the south wester corner of the Site (approximately 15m AOD).

The land continues to fall to the east towards the River Hamble, before rising to around 50m AOD at Sarisbury on the opposite side of the river bank.

To the south, the land falls gently to Southampton Water, while the land to the west remains relatively level along the plateau where the airfield used to be. To the north, the land falls gently to the marshes, before rising to Old Bursledon at around 25m AOD.

Figure 4.1 shows in more detail the topography of the Site.

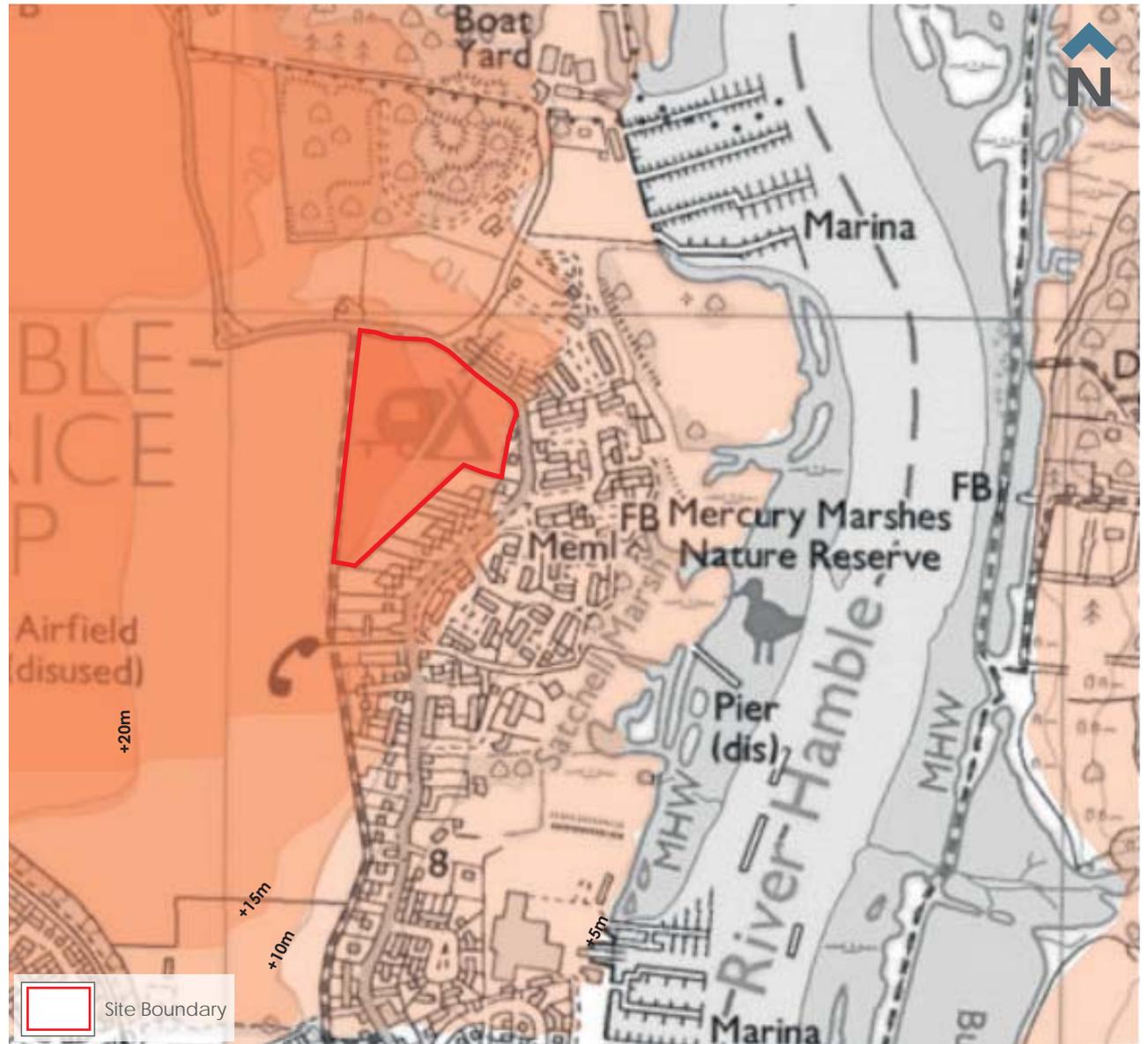


Figure 3.6: Topography Plan.

3.9 Landscape and Visual Character

The Site is not covered by any statutory or non-statutory designations for landscape character or quality. The landscape features of note include the tree band along the northern boundary, although the remainder of the field is considered to be relatively ordinary. The eastern part of the Site in particular is influenced by the adjoining houses on Satchell Lane. Overall the Site is considered to be of medium landscape quality and value, with medium to low sensitivity to residential development.

The visual assessment identified that the Site is well contained in views from the wider area by virtue of the existing built development and well-treed surroundings, and that views of the Site are for the most part limited to those from the immediate surroundings, including Satchell Lane, the adjoining footpath and the neighbouring houses. Development at the Site would be well related to the existing settlement at the northern edge of Hamble, as the Site benefits from well-defined boundaries.



Map showing site boundary and photo location.

3.10 Ecology

The Site is not covered by any statutory or non-statutory designations for ecological or nature conservation value, however, there are several ecological designations covering the River Hamble and its banks (as shown on Figure 3.2).

The ecological surveys found that the Site largely contains poor semi-improved grassland, with hedgerows and trees limited to the boundaries. The initial surveys indicate that the trees along the boundary offer little bat roost potential, and the pasture field has a low potential for foraging or commuting bats.

There is no evidence of badgers on the Site, and the Site is considered to have negligible potential for reptiles and great crested newts. It is also considered to have a low potential for birds of conservation concern.

The Site is considered to have potentially suitable habitats for dormice, and the proposals allow for the retention and strengthening of the vegetation along the Site boundaries to protect and enhance the potential dormouse habitat.

Further detailed surveys are planned to be undertaken across the Site during suitable times of the year, to confirm or exclude the presence of protected species.

Western Site boundary



View west from eastern Site boundary.

3.11 Arboriculture

There are no Tree Preservation Orders (TPOs) covering any trees on or adjacent to the Site.

An Arboricultural Survey has been prepared in support of the planning application to assess the importance of the Site's trees and hedgerows. The trees and hedgerows are contained to the Site boundaries, with the majority of significant trees occurring along the northern boundary with Satchell Lane, including a line of oak trees which contribute to the linear tree belt. There are also several scattered trees within the gappy hedgerow which bounds the Site to the west. Although some trees will need to be removed to allow for access, the road's location can be carefully designed to minimise tree loss and impacts on Root Protection Areas. Where tree loss is unavoidable, new trees will be planted along the Site's Satchell Lane frontage and within the areas of open space, to mitigate for their loss.

-  Site Boundary
- Trees to be considered for retention:**
-  Tree Category A 1,2 or 3
- trees of high quality
-  Tree Category B 1,2 or 3
- trees of moderate quality
-  Tree Category C 1,2 or 3
- trees of moderate quality - trees of low quality
- Trees unsuitable for retention:**
-  Tree Category U
- trees that cannot realistically be retained due to their condition
- Protected areas:**
-  Root Protection Area (RPA)



Figure 3.8: Tree Survey.



3.12 Access, Movement and Facilities

The Site has a road frontage along Satchell Lane, which offers the opportunity to create a new access road into the Site from here. There is an existing farm access track into the Site in the north western corner, however, this is not considered to be the best location for access into the Site, as it is remote from the existing houses within the settlement, and would thus not aid in creating a well-connected new housing area. It is proposed to locate the new access into the Site further east along Satchell Lane, through an area with minimal trees, to ensure a development which is well related to the existing settlement.

Satchell Lane is subject to a speed limit of 30mph, and offers connections to the B3397 and Southampton to the north, and the village centre to the south.

Public footpath number 1 runs along the west of the Site, from Satchell Lane in the north to the village centre in the south. There are however no footway links along the northern end of this public footpath, with pedestrians having to walk along the lane towards the village, where a footway is present from adjacent to the Halyards, providing access the village centre.

There are existing bus stops along the High Street to the south of the Site, and these are accessible via the public footpath west of the Site and the footways along Satchell Lane to the east. Hamble train station is accessible via Satchell Lane, and lies around 800m west of the Site.

Hamble village has a good range of local services and facilities, including schools, a convenience store, recreation and play areas and village and community halls. Southampton is accessible via train or bus, and offers a comprehensive range of services and facilities.



There is a convenient store in the village centre



Public footpath next to the Site

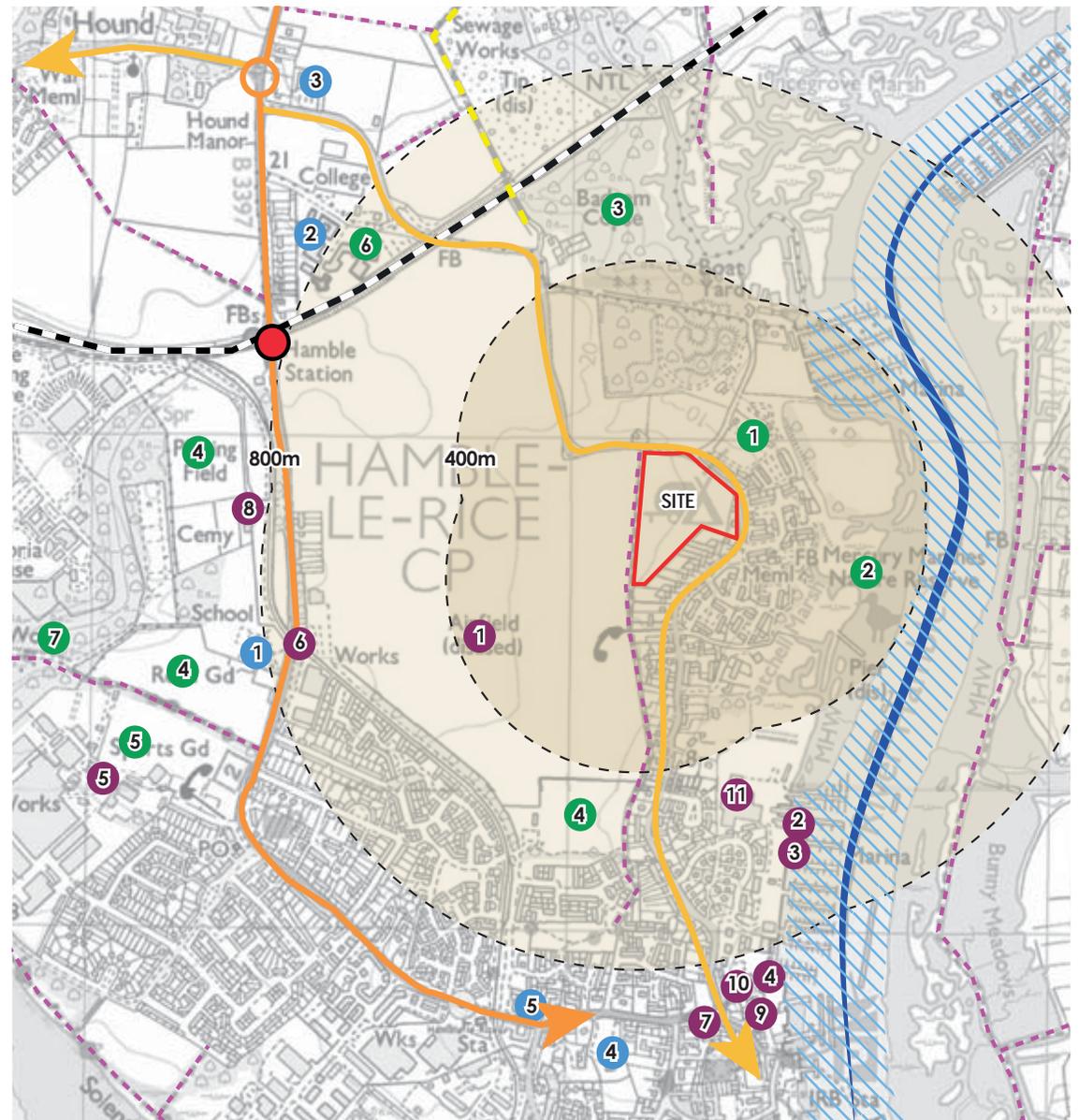
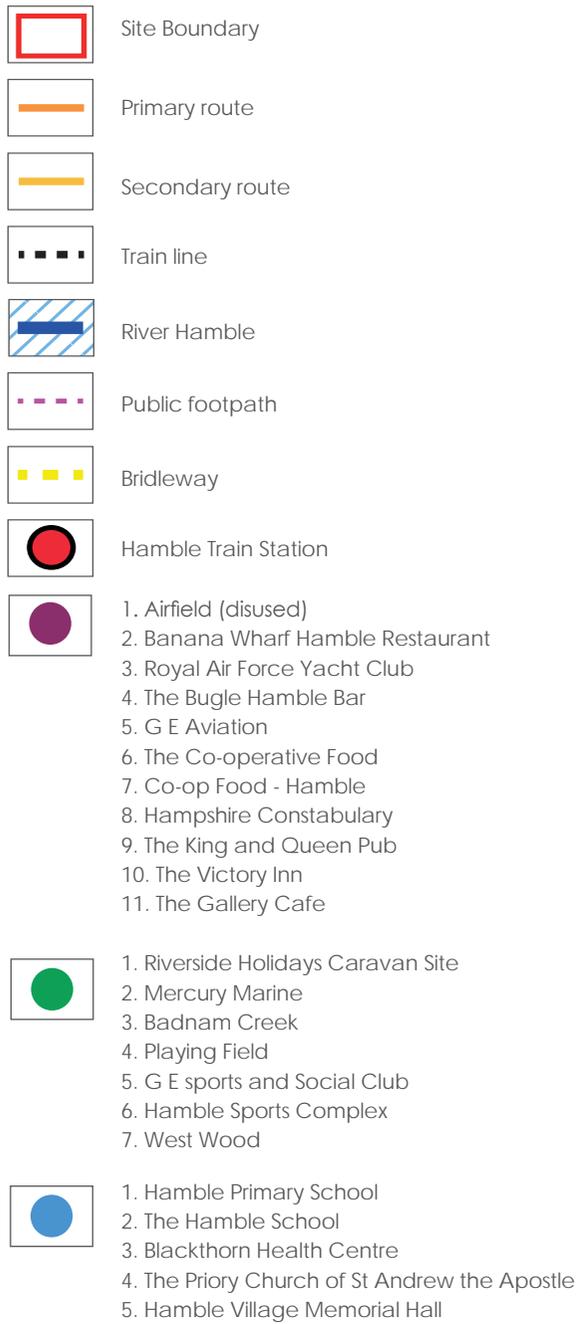


Figure 3.9: Services and Facilities Plan.

3.13 Utilities

As part of the development planning process, searches have been undertaken with all the local service providers. The searches revealed that there is a large oil pipeline and a medium pressure gas main which lie to the west of the public footpath, west of the Site, as well as a medium pressure gas main which crosses the northern part of the Site. In addition, there is a Gas Governor for pressure reduction from medium pressure to low pressure located to the west of the north western corner of the Site, and a gas compound to the east of the north eastern Site corner.

The development will be designed to incorporate these services within suitable easements, although the opportunity exists to divert the gas main across the Site along the new streets within the proposed development.



Figure 3.11: Utilities Plan.

3.14 Noise

A noise survey has been undertaken which shows that the noise levels on the Site are relatively low, and that noise does not represent a significant constraint to the development. The assessment suggests that houses face onto Satchell Lane to ensure gardens are screened from any potential noise.

3.15 Water, Infiltration and Hydrology

The outline planning application is accompanied by a Flood Risk Assessment (FRA), which has been prepared to demonstrate that, following construction of the development, the risk of flooding on the Site and the potential risk of flooding elsewhere will not increase. It also shows that surface water Infiltration from the development will accord with Sustainable Infiltration Systems (SuDS) principles, in compliance with current national and local standards. A ditch lies along the outside of the northern boundary.

The FRA shows that the Site is located within Flood Zone 1 (less than 1 in 1,000 annual probability of river or sea flooding). The Site is therefore located in a preferable location for residential development when considered in the context of the NPPF Sequential Test.

In line with current sustainable infiltration policy and guidance the on-site surface water management scheme will introduce new ecological swales and infiltration basins that will convey and store rainwater before recharging the groundwater utilising infiltration techniques.

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04. EVALUATION

4.1 Opportunities and Influences

The Opportunities and Influences associated with the proposed development have been identified following the assessment of the Site and its surroundings, as detailed in Sections 2 and 3. These are listed below and shown on the Opportunities and Influence Plan at Figure 4.1. This assessment of the Site and its surroundings has informed the design proposals.

Opportunities

- Provision of high quality sustainable housing, with the Site able to accommodate up to 70 new homes, with associated green infrastructure.
- Provision of a strong landscape framework based on the retention and strengthening of the existing boundary vegetation, in line with Council's Local Plan Policy 20.CO.
- Incorporation of new public open space, including a children's play area and recreational walking routes.
- Opportunity to create a development that is well-related to the existing settlement edge of Hamble.
- Potential to include a dual purpose cycle and pedestrian link within the north of the Site, in line with the Council's aspirations for such a link along Satchell Lane.
- Opportunity to provide new, safe pedestrian routes between the existing public footpath, the proposed development and the footway along Satchell Lane, creating a looped recreational route.

- To provide new Sustainable Infiltration System (SuDS) features which will form an integral part of the development's green infrastructure and be designed to maximise landscape and biodiversity benefits.
- Retain views through the gaps in the intervening development to the yachts on the river beyond.

Influences

- The existing mature trees along the Site's Satchell Lane frontage should be retained wherever possible.
- The existing properties which adjoin the Site often have views across it from rear windows and rear gardens.
- The low points of the Site are located along the eastern boundary, therefore defining the location of the new SuDS features.
- Existing utilities are located within and adjacent to the Site, including a medium pressure gas main which crosses the northern part of the Site.
- The adjoining public footpath should be considered and respected within the development proposals.

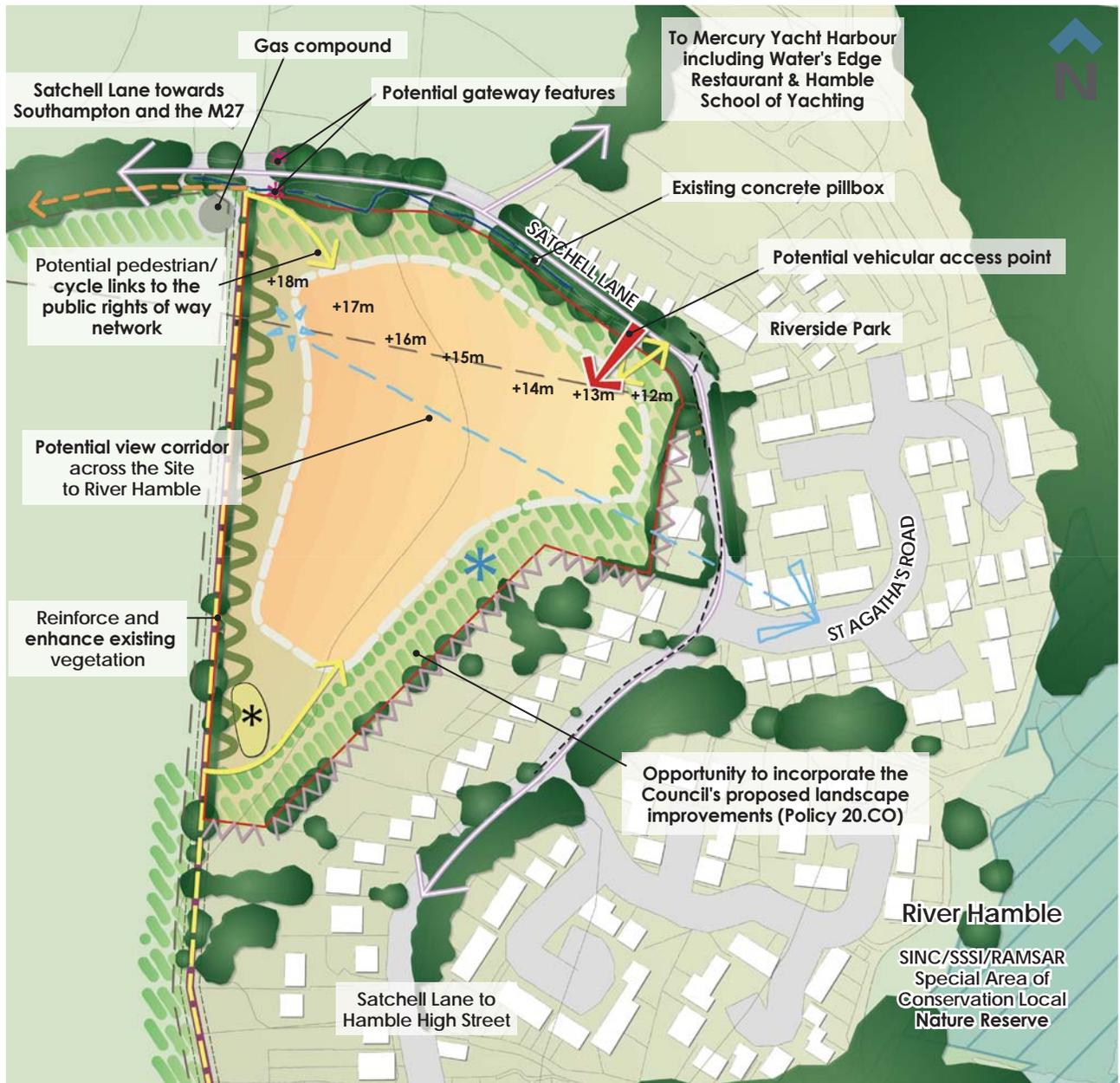


Figure 4.1: Opportunities and Influences Plan.

- Site Boundary
- Influences**
- Existing Site Contours
- ✦ The highest part of the Site
- 🌳 Existing vegetation
- M Sensitive edge: protect the privacy and amenity of existing properties
- Existing ditches
- ⊙ Gas compound
- ⊠ Existing gas governor
- ▨ Ecological designations associated with the River Hamble
- Existing oil pipeline (6m easement required - TBC)
- - - Existing MP mains
- - - Existing LP mains
- Opportunities**
- ➔ Potential vehicular point
- Potential developable area
- Existing main vehicle routes through Hamble
- Existing public footpath
- Aspirational dual purpose cycle/pedestrian links (Source: Adapted Local Plan Proposals Map)
- ↔ Potential pedestrian/cycle links
- * Potential location for children's play area (20 metre offset required)
- 🌳 Reinforce and enhance existing vegetation
- 🌳 Opportunity to contribute to the Council's proposed landscape improvement (Policy 20.Co)
- ➔ Potential view corridor across the Site to River Hamble
- ⊙ Potential location for sustainable Infiltration features on the lowest parts of the Site
- ✦ Potential gateway features

05. DEVELOPMENT PROPOSALS

5.1 The Development Framework Plan

The design proposals for the Site have evolved through an iterative design process informed by environmental and technical work, an understanding of the development's relationship with Hamble and the surrounding context, and an assessment of planning and design policy. This has resulted in the Development Framework Plan (Figure 5.1) that seeks to minimise environmental impacts whilst maximising social, economic, biodiversity and sustainability benefits.

The Development Framework Plan shows the Site boundary, the means of access into the Site, the areas of retained and new landscaping and the location and extent of the proposed land uses, including the amount of built development.

VISION – A PLACEMAKING APPROACH

- **Provide up to 70 new dwellings, offering a range of dwelling types, sizes and tenures.**
- **Creation of a high quality, sustainable new neighbourhood that integrates successfully with the existing settlement edge.**
- **Creation of a place that is accessible to everyone, which makes everyone feel comfortable, safe and secure and a place where people want to live.**
- **To promote active lifestyles and sense of wellbeing through the provision of new public open space that includes new landscaping, children's play facilities and new recreational routes.**
- **Supplement the existing vegetation on the Site to create a strong landscape framework on the Site.**



-  Site Boundary
-  Proposed vehicular access point
-  Housing area: 2.21ha (approximately 70 dwellings at 32dph)
-  Proposed open space
-  Existing vegetation
-  Proposed vegetation
-  Existing public footpath
-  Aspirational dual purpose cycle/pedestrian link (source: Adopted Local Plan Proposals Map)
-  Potential pedestrian links
-  Potential pedestrian/cycle links
-  Proposed recreational footways/cycleways
-  Children's play area
-  Infiltration basin and swales (SuDS)
-  Potential gateway features
-  Existing ditches
-  Existing oil pipeline (6m easement required)

Figure 5.1: Development Framework Plan.

5.2 The Illustrative Masterplan

The Illustrative Masterplan (Figure 5.2), which is based upon the Development Framework Plan, has been prepared to demonstrate in more detail the general design principles that will be adopted through the development of the Site.

It is important to note that the layout of the development is a Reserved Matter. However, the Illustrative Masterplan, together with the Design and Access Statement, communicate the key design principles that a subsequent Reserved Matters application should reflect in order to respect the in-depth analysis of the Site and its surrounding context.

The Illustrative Masterplan indicates the principles of the development's urban structure; the proposed patterns of streets and spaces, and the urban grain; the location, arrangement and design of the principal development blocks and the green infrastructure that the new development will sit within.

-  Site Boundary
-  Proposed vehicular access point
-  Potential pedestrian/cycle access
-  Potential pedestrian links
-  Proposed residential development
-  Proposed open space and landscaping
-  Existing vegetation
-  Proposed view corridor
-  Existing public footpath
-  Aspirational dual purpose cycle/pedestrian link
-  Proposed recreational footways
-  Infiltration basin and swales (SuDs)
-  Children's play area
-  Infiltration basin and swales (SuDs)
-  Potential gateway features



Figure 5.2: Illustrative Masterplan.

5.3 Use and Amount

The outline planning application covers a total area of 3.55 hectares. The proposals encompass the following:

Residential Development Area – Up to 70 dwellings (2.21 hectares)

The development accommodates a residential area measuring 2.21 hectares, providing for up to 70 dwellings. The average net density for the residential development is 32 dwellings per hectare (dph).

The housing mix will be determined at the Reserved Matters stage, but it is expected to include a broad range of house types, sizes and tenures. Up to 35% of the new homes will be affordable and these will be fully integrated with the market housing, and be of a type and size that meets local need.

Green Infrastructure - 1.34 hectares

As shown on the Land Use Plan (Figure 5.3), the proposals for the Site include 1.34 hectares of green infrastructure. The green infrastructure will have a range of functions and provide a range of benefits:

- **Landscape:** To allow for the retention of the majority of existing trees and hedgerows along the Site boundaries, as well as new thicket and tree planting to strengthen the existing boundary vegetation, as set out within the Council's Policy 20.CO.
- **Recreation and Play:** The provision of public open space which can accommodate a new equipped children's play area as well as recreational footways through and around the new homes.
- **Amenity Areas:** Part of a network of public open space designed to create a sense of place. These areas will have a more 'cared-for' appearance.
- **Sustainable Infiltration Features (SuDS):** To accommodate the provision of SuDS to manage excess surface water run-off during periods of heavy or persistent rainfall.



Figure 5.3: Illustrative Land Use Plan

5.4 Access

Vehicular Access

Vehicular access into the Site will be via a new access point off Satchell Lane in the north east of the Site. The proposed access is in the form of a priority junction. The location has been carefully considered to minimise tree loss, while ensuring a good level of connectivity to the existing built edge of the settlement. Clearance of some of the vegetation on the inside of the bend on Satchell Lane to the east of the new access will need to be undertaken in order to provide the required forward visibility splays. It is proposed to include new tree planting to the east of the new access road to compensate for the loss of the trees which require removal to accommodate the new road.

Pedestrian and Cycle Access

The access proposals include for a footway along the eastern side of the new road, with a pedestrian crossing with dropped kerbs and tactile paving also provided to the existing footway along the north of Satchell Lane, opposite the Site.

The opportunity also exists to provide a link to the existing public footpath to the west of the Site, thereby further enhancing the connectivity of the development. In addition, the proposals allow for a foot and cycle link to be provided within the north of the Site which could form part of a wider foot/cycle route along Satchell Lane, an aspiration set out by the Council in Policy 152.OS.

A number of recreational routes have been proposed within the Site, which are proposed to link to the new play area, the access point on Satchell Lane and the adjoining public footpath.

Public Transport

The Site is within convenient walking distance of Hamble Square with well-maintained pedestrian and cycle links to it. At Hamble Square there are regular bus services that run between Hamble and Southampton city centre, as well as connections to Eastleigh and Barton Perverill College. Hamble railway station is also within an acceptable cycling distance (2km) and provides connections to Southampton Central and Portsmouth.

Service Vehicles

The detailed design and dimensions of the development's new streets will be submitted and agreed with the Local Planning Authority. As part of the future Reserved Matters submissions. Critically, the streets will be designed to accommodate service vehicles without allowing their requirements to dominate the layout. The detailed layout design will accord with Schedule 1, Part H of the Building Regulations to ensure appropriate waste collection, vehicle access and bin carry distance standards are achieved.

Emergency Vehicles

The detailed design of the layout will be designed in accordance with Part B of the Building Regulations, 'Access and Facilities for the Fire Service' to ensure sufficient carriageway widths and appropriate access for fire appliances can be achieved.

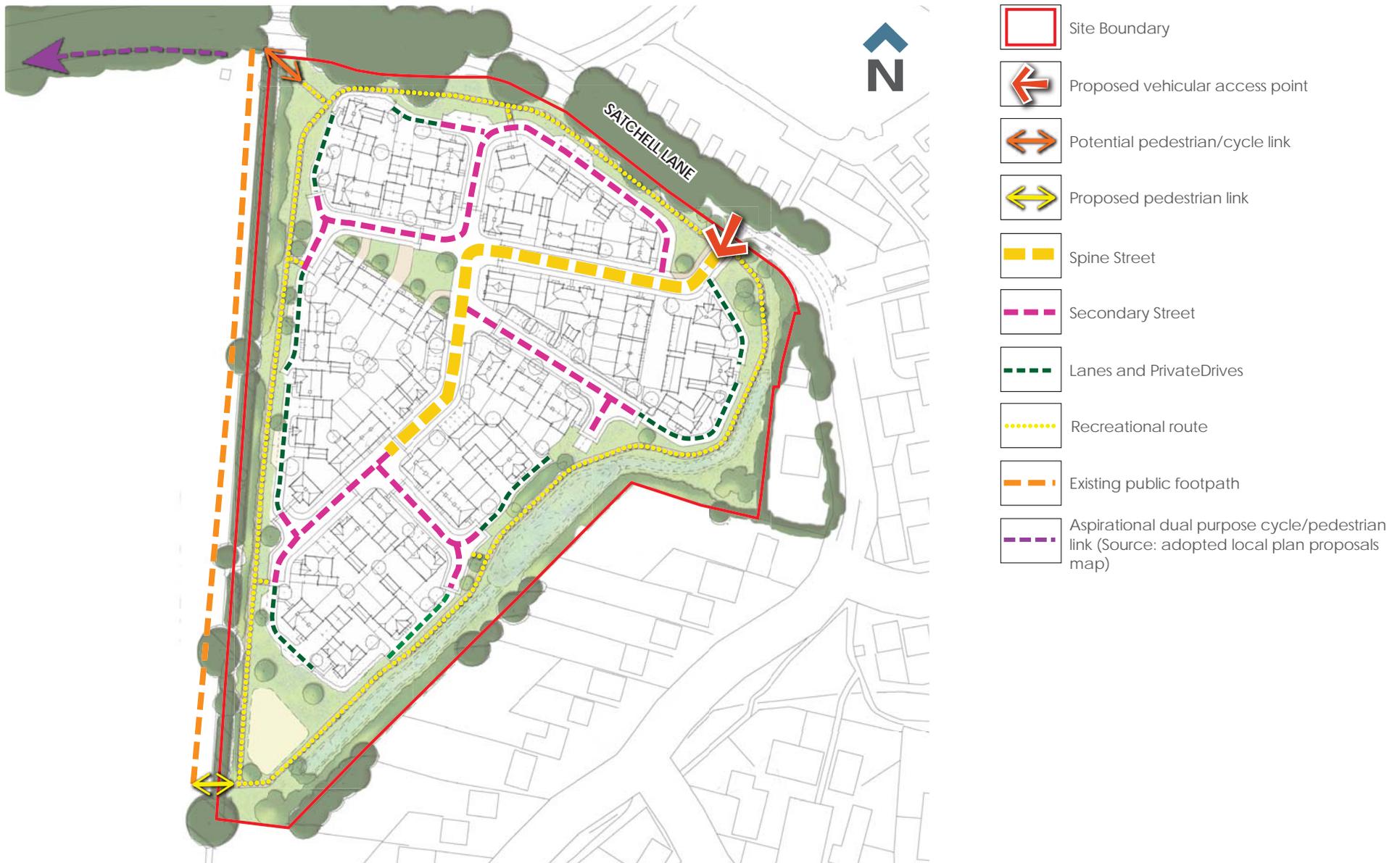


Figure 5.4: The proposed access strategy creates an integrated development.

5.5 Layout

It is important to note that the layout of the development is a Reserved Matter. However, the key principles need to be communicated within the Design and Access Statement to ensure the subsequent detailed design reflects the initial aspirations and development structure.

The layout of the development has been influenced by the desire to retain the existing gas main along its current alignment, as well as the opportunity to retain a vista towards the yachts on the River Hamble, through the intervening properties. The new homes have also been set back from the Site's boundaries in order to retain and respect the mature trees in the north, the existing neighbours to the east and the route of the public footpath to the west.

New landscaping will be incorporated adjacent to the existing properties to the east, to screen views into and out of their gardens. In addition, the swales and basin which form part of the Sustainable Infiltration Strategy (SuDS) need to be located within the low points of the Site, and the new homes will thus be set back behind the swales and new landscaping, thus respecting the existing adjoining properties.

The new homes will also front onto the public footpath to the west, allowing for passive surveillance of the path to increase the sense of safety for pedestrians along it.

A new children's play area is proposed to serve the needs of the new residents as well as the existing community. Its location adjacent to the public footpath thus allows it to be easily accessible from the village centre, along the footpath.



Figure 5.5: Layout Principles.

Character Area

At the detail design stage, the layout and design of the new streets and buildings will be carefully considered to ensure a legible development which is easy to navigate, and which responds appropriately to the Site's context. As such, different character areas will inform the design of the final scheme, and could include the following:

SPINE STREET



Indicative sketch of the Spine Street character area.

The principal street running through the development will be suitable for all types of predicted traffic movements. The key characteristics of the Spine Street are as follows:

- **Strong and consistent building frontages should front the streets to mark their importance as the principal route serving the development.**
- **Defined by a more formal arrangement of buildings with occasional varied building line and differing set back distances.**
- **These streets will be defined by formal plot boundary treatment.**
- **Focal buildings will be located along the Spine Streets to improve wayfinding through the development.**

SECONDARY STREETS



Indicative sketch of the Secondary Streets character area.

The Secondary Streets will provide important connections between the spine street and the peripheral areas overlooking the new open spaces. The key characteristics of the Secondary Streets are as follows:

- **Defined by a more informal arrangement of buildings with a more varied building line and differing set back distances.**
- **A considered mix of frontages and gable frontages will help to break up the roofscape and add character.**
- **Will accommodate safe movement for vehicles, cyclists and pedestrians. Differing surface materials will therefore help to passively control traffic speeds.**

LANES



Indicative sketch of the Lanes character area.

Marking the peripheral parts of the development areas overlooking the new open spaces, the Lanes will play an important role in the character of the development. The key characteristics of the Lanes are as follows:

- **Predominantly detached dwellings to create lower densities, and varied set back distances and building orientations.**
- **Good sized front gardens will assist in creating softer building lines that appropriately mark the transition between the built environment and the development's open spaces.**
- **Generally will take the form of shared surface, private drives.**

RECREATIONAL ROUTES



Indicative sketch of the Recreational Routes character area.

These traffic free routes will run through the network of public open spaces, providing important connections to Satchell Lane and the adjoining public footpath. Their key characteristics are as follows:

- **The routes will pass through attractively landscaped areas, which will be overlooked by the new homes to ensure they are safe and secure to use.**
- **The routes will be clearly visible and sensitively signposted, providing clutter free paths.**
- **Sensitive lighting will avoid light pollution and potential conflicts with ecological objectives.**
- **These routes will be more than just paths for non-vehicular movement. For example, benches will be placed alongside them to coincide with key points of interest, such as the children's play area.**

Street Design

Calming and slowing traffic is an important part of delivering streets for people, and encouraging walking and cycling. To slow vehicles and to encourage users to drive with caution, it is expected that some, or all of the following methods will be used:

- **Locating buildings so that they are close to the street edge of carriageway.**
- **The introduction of features that act as visual 'incidents' along the street.**
- **Changes in carriageway surface.**
- **The use of well designed 'shared surfaces' to create streets for all.**
- **Carefully restricting forward visibility through the arrangement of buildings, the building line and landscape treatment.**

Parking

The parking standards for new residential development are set out in the Eastleigh Borough Council Residential Parking Standard (2009), and are as follows:

Property size	Spaces per dwelling (allocated)	Long term cycle storage
1 bedroom	2	1
2/3 bedrooms	2	2
4+ bedrooms	3	2

In addition, a minimum of 20% unallocated parking is required to provide for casual and overspill parking, and a minimum of 5% of the residential spaces should be designed to be for use by disabled people. Garages will only count as a parking space if they measure at least 3m x 6m internally.

At the detailed design stage, the car parking will be designed so that vehicles do not dominate the street scene or cause inconvenience to pedestrians and cyclists. The majority of the car parking will be on-plot in the form of private driveways, garages and car ports.

In addition to on-plot parking, the Illustrative Masterplan shows how small areas of communal parking serving small-scale apartments or terraced dwellings can be accommodated to the front of buildings. Where this approach is applied, the car parking will be broken up by new landscaping to ensure that parked cars do not dominate the street scene or detract from the development's overall character. The majority of the visitor parking is to be provided in dedicated on-street bays, which will also be broken up by new landscaping.

Safety and Security

Local Plan Policy 59.BE recognises that new development should reduce the potential for criminal activity and anti-social behaviour by the use of appropriate design. Well-designed developments are inherently safer and have a sense of public ownership and civic pride. The design proposals for the Site proposes a framework for development where the public realm will be overlooked, be open in aspect and well-used in order to reduce the fear of crime. Figure 5.6 highlights the design principles aimed at designing out crime:

- 1. Permeability:** A choice of routes within the layout will encourage walking and cycling, therefore reducing car dependency and maximising the presence of 'eyes on the street'.
- 2. Natural surveillance:** Dwellings will front onto streets and public spaces with entrances and windows fronting onto the public realm to maximise overlooking.
- 3. Animated street scenes:** Building frontages will be as 'active' as possible, particularly at ground floor level. Windows to active rooms, such as living room and kitchen windows, will face the public realm.
- 4. Car parking:** The majority of cars will be accommodated within the curtilage of the dwellings to provide optimum surveillance. On-street parking will be well overlooked.
- 5. Non-vehicular routes:** New housing will front onto open spaces containing pedestrian routes to maximise natural surveillance.
- 6. Management:** The ownership and responsibility for external space will be clearly identified and the proposals will facilitate ease of maintenance and management.



Figure 5.6: Designing out Crime Principles.

5.6 Scale

The development proposals achieve an average density of 32 dwellings per hectare (dph). Higher density development will be located along the Spine Street whereas lower density development will be located in the peripheral areas of the developable area. The proposed development will up to 2 storeys in height.

5.7 External Appearance

The appearance of the development is a Reserved Matter, although the principles need to be communicated within the Design and Access Statement to provide a framework for the new homes at the detailed design stage.

The Design and Access Statement has already provided an analysis of Hamble's local vernacular and an overview of its character context has been provided in Section 3. This section highlights a number of design influences for the detailed design of the development.

- **Simple Built Form:** Buildings will be designed with a simple built form and an appropriate level of detailing which complements the local vernacular.
- **Unity:** New homes will convey an impression of unity relieved by minor points of detail, materials and grouping, producing variety with harmonious identity.
- **Key Buildings:** Key buildings using special details, raised building heights and/or increased massing will be used in key locations.
- **Building Groups:** Groups of buildings will be the principal visual elements that characterise the development. With the exception of key buildings, individual dwellings will be subservient to the building group.
- **Corners:** Houses on corners should have dual frontages and use features such as bay windows to emphasise their pivotal position.

Palette of materials

A restrained palette of materials should be used, although there will be subtle changes in composition of materials to strengthen the identity of individual areas. The choice of materials should be consistent with local colours:

Roof finish: Plain red clay tiles and slate/artificial slate tiles (with thin profiles).

Facing brickwork: Red brick with occasional dark or buff brick detailing or Flemish bond on key building facades.

Detailing: Render to some buildings or important structural elements of the buildings, in shades of white, cream or light pastel shades.

Rainwater goods: Generally black PVCu with gutters having a half-round profile.



Red brickwork and contrasting coloured brick detailing should be used on new buildings.



Stone lintels and cills should be used add interest to front building elevations.



Use of render will provide variation throughout the streetscene.



Vertical tile hanging in shades of orange should be used add interest to the upper storeys of the buildings.



Use of half hipped windows and dormer windows to articulate the roofscape.



Painted brickwork to be used on key focal buildings, aiding legibility.

5.8 Green Infrastructure and Infiltration

Landscape Design

The landscape proposals have evolved through an analysis of the Site and its setting, as well as best practice design guidance. As set out earlier in the DAS, the development comprises 1.34 hectares of green infrastructure. Therefore, approximately 38% of the Site will comprise areas of retained trees and hedgerows, new landscaping, public open space including recreational routes, play facilities for children, and SuDS feature.

The following key green infrastructure and landscape design principles are proposed:

- **The vast majority of the existing landscape features will be retained along the boundaries, and will be supplemented with new native tree and thicket planting to create strong green corridors, ensure the privacy of the existing homes are maintained and to serve as wildlife corridors.**
- **The location of public open space in the south of the Site will allow for easy access by new and existing residents via the adjoining public footpath. Further public open space is proposed in the east to respect the adjoining houses and to accommodate the SuDS features.**
- **The creation of new recreational routes to connect into the adjoining public footpath and Satchell Lane in order to create an integrated development.**
- **Attenuation basin and swales in the south east of the Site will store water during periods of persistent of heavy rainfall in order to maintain surface water run-off from the Site to present day conditions. The basin will be designed to maximise its wildlife value and create attractive new landscape features.**

The future maintenance and management will be secured for the long-term via a planning obligation using an appropriate public body or private management company.



Sustainable Infiltration Systems

The detailed Infiltration strategy for the development will be determined in accordance with the standards set out by the Lead Local Flood Authority (LLFA).

Initial borehole investigations have shown that parts of the Site are located on sand which will allow for natural infiltration to be used as part of the SuDS. The proposals thus show two swales and a Infiltration basin located along the eastern, low points of the Site. The swales and basin will be shallow ditches and depressions, grassed with wet wildflower meadow species to create attractive landscape features, enhance biodiversity and condition the surface water run-off before it infiltrates the ground. The basin will be landscaped with native submerged, emergent and marginal vegetation.



5.9 Sustainability

The NPPF sets out the three dimensions to sustainable development: economic, social and environmental. Paragraph 6 of the Framework states that the policies in paragraphs 18-219, taken as a whole, constitute the Government's view as to what sustainable development means for the planning system. The overarching Planning Statement prepared by Woolf Bond assesses the application having regard to the three rules of sustainability, which are summarised as follows:

The Economic Role

- **The development would contribute to the economic role of the area by generating employment during construction.**
- **In the longer term the local economy would benefit from the provision of housing for workers, investment in local infrastructure and services, additional expenditure on goods and services, from the New Homes Bonus and from additional Council Tax receipts.**

The Social Role

- **The development would contribute to providing new housing, community use space and employment space, and addressing the current shortfall in housing supply with the Borough.**
- **A proportion of the new homes will be affordable, providing new housing opportunities for existing residents in the area.**
- **The proposals provide new recreational routes which will connect to the adjoining street and public footpath network, allowing for an integrated development.**
- **The areas of public open space and children's play area will help to support community health and well-being.**

The Environmental Role

- **The proposals allow for the retention of the vast majority of existing trees and hedgerows on the Site boundaries.**
- **The Illustrative Masterplan shows how extensive areas of new landscaping will be provided.**
- **New vegetation along the development's boundaries will help screen the views of the new homes from the adjoining homes, while creating habitat corridors.**
- **Opportunities for semi-natural habitat creation will be maximised through the naturalistic landscaping of the open space and attenuation basins, with new areas of species-rich grassland, aquatic habitat and tree planting being provided.**
- **SuDS will be used to avoid any adverse impacts in terms of flood risk.**
- **At the detailed design stage, the new homes will be designed to meet national and local targets in respect of reducing energy demand, carbon emissions and energy efficiency.**

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06. CONCLUSION

This Design and Access Statement has been prepared on behalf of Mr R Janaway and Mr S Bull in support of the outline planning application for up to 70 dwellings and associated open space, landscaping and SuDS, and a vehicular access point from Satchell Lane.

The proposals for the Site comprise a considered and sensitively designed mix of new homes and supporting uses and green infrastructure to create a sustainable and vibrant new housing area for Hamble.

In line with National and Local Government Policy, considerable importance has been placed on achieving a high standard of design across the Site. The application of sound urban design objectives has provided the basis for a design and development framework where a high quality layout can be achieved, whilst the identification of the opportunities and influences will ensure that the proposals are sensitively assimilated into the existing fabric of Hamble and the wider landscape. The design process has been underpinned by the understanding that successful urban design is dependent upon achieving an appropriate relationship between community needs and aspirations, development form and a positive response to local conditions. As a result, and using the key design objectives established by the NPPF, the proposals for the Site have been designed to create a successful and sustainable new neighbourhood as follows:

Accessibility

Planning policies and decisions, in turn, should aim to achieve places which promote safe and accessible developments, containing clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas. Paragraph 69, NPPF.

- **Integration of the development with the existing settlement edge through the maximisation of pedestrian and cycle links to the adjoining road and public footpath.**
- **Convenient, safe and direct access for all residents to the proposed new green infrastructure which accommodates clear and legible recreational routes for walking.**
- **Maximises opportunities for alternative modes of transport to the car, particularly walking and public transport.**
- **Creation of a clear movement hierarchy providing easily recognisable routes which balances the street as a space alongside its role as a movement corridor.**
- **Key movement routes through the Site are easy to understand through landmarks and focal points.**
- **Streets and paths will be well-overlooked to create the basis for a safe environment.**

Health Community and Social Interaction

To deliver the social, recreational and cultural facilities and services the community needs, planning policies and decisions should plan positively for the provision and use of shared space, community facilities (such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments. Paragraph 70, NPPF.

- **Provision of, and easy access to, 1.34 hectares of green infrastructure encompassing various forms of recreational activities for different age groups. Green spaces to include a children's play area, SuDS features and areas for informal recreation.**
- **The new play area will form an important new community focal point for both the Site and the wider area.**
- **The new recreational routes will provide important links to the nearby roads and footpaths and therefore the adjacent countryside.**

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