**REF. NO. F/13/71898**

## PLANNING APPLICATION REPORT

| | | |
|---|---|---|
| DESCRIPTION/ ADDRESS | - | Construction of 2no. Semi-detached dwellings with associated parking (amended design)<br>1 Lynton Road Hedge End Southampton SO30 4EY |

SITE VISIT DATE – July 2012 & February 2013

ARE PLANS ACCURATE? - Yes

HAVE ALL NECESSARY NEIGHBOURS BEEN CONSULTED? - Yes

**THE SITE AND ITS SURROUNDINGS**

| | |
|---|---|
| DESCRIPTION OF APPLICATION | Application seeks permission for the construction of 2no new 3-bed semi-detached dwellings. They are to be built to the side of an existing pair of semi-detached properties within the garden area of No1 Lynton Road. The existing outbuildings/garage which currently occupy this area are to be demolished. Parking is to be provided to the front of the new dwellings with additional spaces laid out for the existing property, No1. |
| SITE AREA | 702sqm |
| RESIDENTIAL DEVELOPMENT DENSITY (NET) | 43 dph |
| TOPOGRAPHY | Level site. |
| TREES | None to be affected. |
| BOUNDARY TREATMENT | Hedge runs along site frontage, fencing encloses rear garden area. |
| SITE CHARACTERISTICS | Semi-detached dwelling sat within a wide plot. Existing outbuildings/garage to the side with large expanse of land to front currently used for parking. |
| CHARACTER OF LOCALITY | Residential comprising a mix of house styles. Vets surgery is adjacent to site. |

**RELEVANT PLANNING HISTORY**

| REFERENCE | DESCRIPTION | DECISION |
|---|---|---|
| F/12/70589 | Construction of 2no. semi-detached dwellings with associated parking | Withdrawn 2012 |

**REPRESENTATIONS RECEIVED**

| SOURCE | SUMMARY OF CONTENT |
|---|---|
| None received | |

**CONSULTATION RESPONSES**

| CONSULTEE | SUMMARY OF RESPONSE |
|---|---|
| Hedge End Town Council | No objection |

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**CONSULTATION RESPONSES**

| CONSULTEE | SUMMARY OF RESPONSE |
|---|---|
| Environmental Health | No objection. Advise that the amenity conditions are imposed to restrict the hours of construction, control dust and restrict the burning of materials obtained by site clearance. |
| Engineers | No objection provided bus stop kerb is shortened to allow full access to all parking spaces. This will need to be secured by planning condition.<br><br>In line with the HCC Transport Contributions Policy, transport developer contributions will be required for the proposed two 3-bed new build dwellings as they will increase multimodal trip rates on the highway. The contribution required is £7,490.00 (+indexation).<br><br>These funds would be allocated to schemes in the local vicinity which are either of benefit to the residents of the proposed development, or go to mitigate against issues caused by the development. Full details of identified transport schemes can be provided if required, and can be seen in the Eastleigh<br>Borough Transport Statement<br>http://www3.hants.gov.uk/eastleigh-transport-statement-final-2012.pdf<br><br>Condition E04 should be applied to ensure that parking is provided. |

**POLICY CONTEXT**

| DESIGNATION APPLICABLE TO SITE |
|---|
| Within Built-up Area Boundary<br>Within Established Residential Area |

**DEVELOPMENT PLAN SAVED POLICIES, EMERGING LOCAL PLAN POLICIES AND SPD'S**

Eastleigh Borough Local Plan Review (2001-2011): 28.ES, 59.BE, 147.OS, 101.T, 104.T, 191.IN.
Pre submission Eastleigh Borough Local Plan 2011-2029: DM1, DM2, DM23, DM24, DM25, DM29, DM32, DM37
Supplementary Planning Document: Quality Places
Supplementary Planning Document: Residential Parking Standards
Supplementary Planning Document: Environmentally Sustainable Development
Supplementary Planning Document: Planning Obligations

**NATIONAL PLANNING POLICY GUIDANCE**

National Planning Policy Framework

**POLICY COMMENTARY**

The above policies and guidance combine to form the criteria against which this application will be assessed with particular regard to the impact on the character and appearance of the area, residential amenities, highway safety and sustainability.

**COMMENT ON CONSULTATION RESPONSES**

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**COMMENT ON CONSULTATION RESPONSES**

Comments noted. See below.

**COMMENT ON REPRESENTATIONS RECEIVED**

n/a

**PLANNING OBLIGATION/CONSIDERATIONS**

In accordance with the provision of saved policies 101.T, 147.OS and 191.IN of the Eastleigh Borough Local Plan Review 2001-2011, policy DM37 of the Pre-Submission Eastleigh Borough Local
Plan 2011-2029, the Council's 'Planning Obligations SPD and the requirements of Regulation 122 of the Community Infrastructure Levy, contributions are sought to offset the impact of the development on local infrastructure. The funds will be allocated to schemes either on the Transport Scheme Inventory (TSI) or the Community Investment Programme list (CIP) in the local vicinity which are either of benefit to the residents of the proposed development, or go to mitigate against issues caused by the development. Both the TSI and CIP lists have been identified as desirable and deliverable by officers and agreed by elected members. For this development the following contributions are sought:

Community Infrastructure - **£2,760.00**
POS (Public Open Space) & play provision - **£1,450.00**
Sustainable Transport – **£7,490.00**

**Total = £11,700.10** (+index linking to January 2013)

The applicant has stated that he wishes to secure the contributions with a direct payment.

**ASSESSMENT OF PROPOSAL**

**DEVELOPMENT PLAN AND/OR LEGISLATIVE BACKGROUND**

Section 38(6) of the Planning and Compulsory Purchase Act 2004 states:-

> *"If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise."*

Policy 59.BE of the Local Plan requires development to take full and proper account of the context of the site including the character and appearance of the locality and be appropriate in mass, scale, materials, layout, design and siting. It also requires a high standard of landscape design, have a satisfactory means of access and layout for vehicles, cyclist and pedestrians, make provision for refuse and cycle storage and avoid unduly impacting on neighbouring uses through overlooking, loss of light, loss of outlook, noise and fumes.

**History**
This application follows a previously withdrawn proposal for two dwellings. Had it not been withdrawn, the previous application would have been refused. The design of the dwellings, with a fully hipped roof, was not considered to relate to the existing street scene. The siting of the dwellings resulted in an inadequate level of amenity space for the occupants (in accordance with the standards set in the Council's SPD:Quality Places.). The parking layout was also a concern with one large expanse of tarmac proposed. This would appear as very harsh within the street scene, with existing frontages broken up with hedging and low level fencing.

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**ASSESSMENT OF PROPOSAL**

**DEVELOPMENT PLAN AND/OR LEGISLATIVE BACKGROUND**

Following negotiations with the agent, a new application has been submitted.

**Principle**
The application site lies within the urban edge and within an established residential area where the principle of development is acceptable, with any formal approval being dependant on the details and impacts of the proposal being considered acceptable, as set out below.

**Character and appearance**
The proposed dwellings, with the gable-sided roof design, chimneys and porch canopies are considered to blend well within the existing street scene. Whilst they are narrower than the existing adjacent properties, there is a real mix of house styles and sizes and they will not appear at odds with the pattern of development or character. A condition is recommended to request details and samples of all external materials to ensure the new dwellings have an attractive and appropriate appearance.
The staggered siting of the dwellings adds some interest to the front elevation of the pair, breaking it up and leads nicely to the Vet's building which is even further forward. The position next to the existing dwelling, whilst close, is not considered to appear as cramped or overdeveloped and is not felt to adversely affect the rhythm of the street scene.
The landscaping proposed to the front will allow sufficient parking whilst keeping a soft frontage. This layout is considered to be a great improvement on the current layout and appearance.

**Residential amenity**
Due to the relative positions and windows of neighbouring properties, the proposal will not result in any material in overlooking. The windows on the rear elevations will look towards the rear of No.21 Lynton Road. There are no habitable windows on the rear elevation of this bungalow and the private garden area is positioned to the side of the building with significant vegetation screening which will allow it to retain its privacy.
In terms of garden space, both dwellings have a garden–to-floor space ratio of 61% which slightly exceeds the 60% figure given in the Council's SPD: Quality Places. The resulting garden space for No1, whilst made smaller, will equate to roughly the same size as the garden for No2. Much of the existing garden is taken up with existing outbuildings and so the amount of useable space will not decrease significantly. The floor space for both dwellings, at 90m2, is also very close to the 93m2 given as a reasonable sized three-bed dwelling in the emerging local plan.
The siting of the dwellings will not result in any adverse impact on the available light to surrounding properties.

**Highway impact**
Each of the three-bed dwellings requires the provision of 2 on-site parking spaces, in addition to leaving a minimum of 2 spaces for the existing dwelling. These numbers accord with the Council's SPD:Residential Parking Standards. The submitted layout plan demonstrates how the required parking spaces will be accommodated with space also made for landscaping in order to soften the visual impact. One street lamp needs to be moved to facilitate this parking layout as well as amendments to the raised kerbing serving the adjacent bus stop. Without these works, the scheme cannot deliver the required level of parking which is likely to lead to overspill parking on the highway, affecting the flow of traffic. The amended location plan with the red line extending to, and including, the public highway, allows the LPA to impose conditions which require the necessary highway works to take place prior to the dwellings being brought into use. With these conditions, the Council's Engineers raise no objection to the scheme. A condition is also recommended to ensure the parking spaces are made up and kept available thereafter.

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**ASSESSMENT OF PROPOSAL**

**DEVELOPMENT PLAN AND/OR LEGISLATIVE BACKGROUND**

**Sustainability**
A Sustainability Statement has been submitted with the application. This details how the proposal will comply with the 8 Essential Requirements specified in the Council's SPD.Environmentally Sustainable Development. The statement also confirms that both dwellings will achieve Level 4 of the Code for Sustainable Homes. To ensure this level is met, conditions are recommended to request Interim and Final Certificates to be submitted.

**OTHER MATERIAL CONSIDERATIONS**

Also of relevance is the pre-submission Eastleigh Borough Local Plan 2011-2029. While not yet adopted it does carry weight by virtue of being intended as the current local plan's replacement. With regards to this application, the new policies essentially echo those of the current plan and are not considered to affect the recommendation put forward.

**CONCLUSIONS**

For the reasons stated above the recommendation is to approve, subject to receipt of the required developer contributions.