

Design and Access Statement

Housing Development

at

Netley Central Sports Club
Southampton

28086
Feb 2020

Contents

Page no.

1.0 Introduction	1
2.0 Site Analysis & Context	2
- 2.1 Site Area	
- 2.2 Site Access	
- 2.3 Site Character/ Appearance	
3.0 Proposed development	3
- 3.1 Amount and Layout	
- 3.2 Schedule of Accommodation	
- 3.3 Scale	4
- 3.4 Appearance	
- 3.5 Landscaping	5
- 3.6 Access	6
4.0 Pre-Application Comments and Design Development Responses	7
5.0 Comments from Planning	8
6.0 Flood Risk Assessment	9
7.0 Summary Statement	

1.0 Introduction

PDP Architecture llp have been instructed by Whitman Builders to prepare and submit a planning application for a residential development located off New Road, Netley.

This submission seeks to re-develop the front of a large tarmacked car park to complete the street scene of New Road, Netley, by introduction of two new 4-bedroom townhouses.

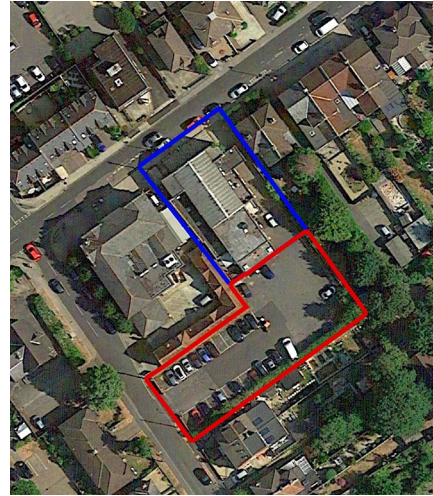


Fig 02- Aerial view of site



Fig 03- Block plan of site



Fig 01 - Location map and surrounding area



Fig 04- Site Photograph



2.0 Site Analysis & Context

2.1 Site description

The site is composed of a large hard standing area which is used as parking for the Netley Central Sports Club as well as a free car park for visitors of Netley. The parking is capable of holding 24 vehicles and contains no vegetation other than a mature hedgerow on the Southern Boundary separating the neighbouring property.

The site is privately owned by the club, who rents the front car park to the council for public use.

2.1 Site Area & Context

The site covers an area of approx. 1083m² (0.1 ha) and in plan is L-shaped with access from New Road.

The local context consists of predominately residential properties, with commercial buildings north of the site serving the main Netley village street "Station Road", providing amenity to local residents. The existing developments within the immediate area is a mixture of one, two and three storeys, with various architectural styles.

2.2 Site Access

The current access to the proposal site is from New Road, which is perpendicular to the main road "Station Road". The site is accessible by all traditional means of



Fig 06- Photograph of Street View - Google Street View 2018.

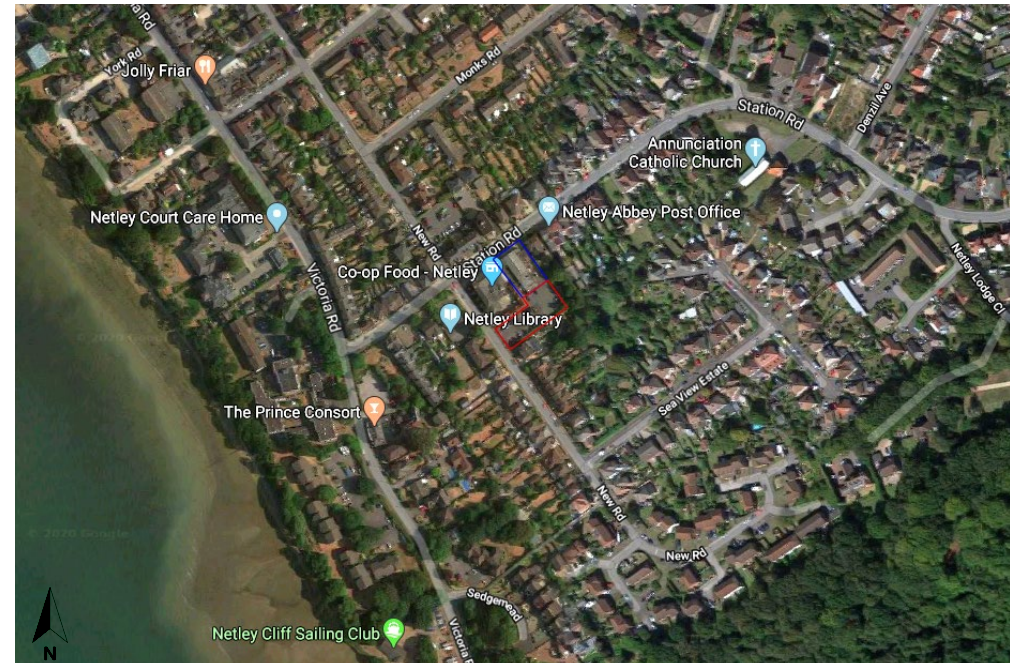


Fig 05- Aerial view of site showing access to Woodside Road .

transport, and benefits from frequent local public transport links via bus and train.

2.3 Site Character / Appearance

The surrounding site context is composed of pre-dominantly semi-detached and detached two storey dwellings, with pitched and hipped roofs. The materials used are red and buff facing bricks as well as dark grey roof tiles. The majority of the dwellings use uPVC windows and either white or black rainwater goods.

3.0 Proposed Development

3.1 - Amount and Layout

The site is 0.1 hectares and the proposal is for 2 dwellings, creating a density of 20 dwellings per hectare.

The proposals would create 2no. 4 bedroom town houses each with a gross internal floor area of 125sqm.

The proposed development is formed as two town houses facing onto New Road, designed as a continuation of the existing street scene.

The internal layouts have been designed to comply with National Housing Federation Standards.

The layout of the proposed development has been conceived out of consideration for the surrounding properties and existing access to the site. The town houses have been orientated to match the existing and would not create any overlooking issues.

The proposal continues the established building line of New Road, with the width and depth of the footprint matching that of neighbours. The proposal benefits from both front and rear private amenity.

The club's rear car park is retained, with secure cycle storage introduced.

Parking to the proposed dwellings sits behind the rear gardens, screened from the street scene.

3.2 - Schedule of Accommodation:

Plots 1 - 2 - 4 Bed 6 Person House 125sqm - 3 Parking Spaces per dwelling

Total: 2 Dwellings - 8 Parking Spaces- 2 Parking Spaces for Visitors



Fig 08- Proposed Street Scene

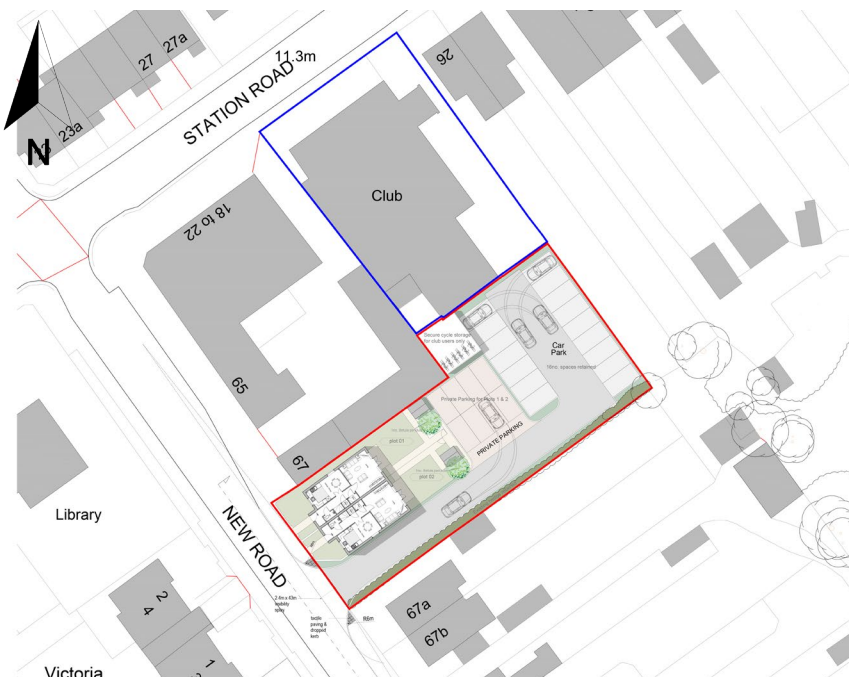


Fig 07- Proposed Site Plan - NTS



Fig 09- Nalli Map showing existing building heights



3.3 - Scale

The scale of the proposed development has been conceived sympathetically to reduce the impact on the neighbouring properties whilst also creating a development with the right amount of units to make the scheme financially feasible for our client.

The proposed town houses are an extension of the existing street scene and reflect several surrounding properties where full use of the roof void has been utilised for accommodation.

The precedent within the immediate area is for two / three storeys, which the scale and massing of the proposal respects. The proposed development will not cause any adverse impact on the surrounding properties.

3.4 - Appearance

The design of the proposed utilises the architectural language of the local built environment. Comments made by the Council's Heritage Consultant have been integrated as appropriate to reinforce and enhance the architectural value of the proposal in its context. The red facing brick reflects the majority of the houses that surround the site and within the immediate area. Contrasting buff brick detailing and stone sills have been used to add interest to the elevations and compliments the developments opposite the site on New Road.



Slate roof tiles have been chosen to create a contrast to the red and buff facing brick and further builds on the character and relationship to the adjacent Conservation Area.

Porches and canopies are proposed to add further detail and interest to the scheme.

The previously hipped rear dormers have been replaced with two flat roofed dormers.

Fig 10- Proposed elevations.

3.5 - Landscaping

Soft Landscaping:

The landscaping to this scheme has been designed with careful consideration to how the site will be used. The front of the site changes from public use to private residential, and the proposed hard and soft landscaping reflects this. The houses benefit from private green amenity both to the front and rear of the properties. The front creates an attractive street scene along New Road bound by low level brick walls matching that of the existing local hard and soft landscaping. The rear gardens are laid to lawn with each having a tree planted with the purpose of screening the adjacent parking. The two new trees will comply and exceed the arboricultural requirement for a 10% net gain, as no trees are removed from the application site. The retained club car park will be screened from the private parking by low level planting.

The existing site is predominantly hard landscaping due to its current use as a car park, with an existing hedgerow running the length of the site's boundary to No. 67, which is proposed to be retained.

Ecology:

As per the recommendations made by Brindle & Green in their submitted Preliminary Ecological Appraisal the building will be fitted with integrated bat boxes, and bird terraces. Please refer to the report for further details of their findings.

Hard Landscaping:

Hard landscaping is proposed to be a combination of black macadam and paving slabs, which would depict pedestrian and vehicular areas. The hard landscaping will incorporate level access as necessary to provide access for people with restricted mobility. The materials will be non-slip, and appropriate external lighting provided.

Garden sheds and areas for bin storage will be provided in the rear gardens, with bins being collected from the front along New Road.

Boundary Treatments:

The overall boundary treatments (where appropriate) will be 1.8m high close boarded timber fences, which will provide security and privacy to the new dwellings. The fences will have periodic holes in the kickboard to enable the movement of small fauna as per the council's ecological consultant's recommendations.



Fig 10- Landscaping Plan

3.6 - Access & Parking

The existing vehicle access to the car park rear of the club from New Road will be altered and retained as the vehicle access into the site. The car parking retained for the club's use will be accessed off this altered road.

The development will be in compliance with Part M of the Approved Documents Building Regulations.

A parking survey was conducted by Paul Basham Associates (please see submitted report "Transport Statement") which concluded that removing the existing 24-space car park would not affect the local parking provision, as on-street parking is readily available to take this displacement. However, the proposal retains 16 parking spaces for use by the sports club during its operating hours. The club is open to renegotiate the existing agreement for the public use of the spaces outside of club hours. Therefore resulting in the net loss of 8 spaces, from the current available spaces.

The two four-bedroom dwellings each have three allocated parking spaces and one visitor space, in compliance with Eastleigh Borough Council's Residential Parking Standards SPD (2009).



Fig 11- Parking Plan

- Retained parking
- Plot 2 parking
- Plot 1 parking

4.0 Pre -Application Comments and Design Development responses

Pre-Application

Principle of Development

Comment: The loss of car park is considered harmful. Information will need to be included to show level of use of the car park.

Response: Transport report and parking survey has been submitted alongside this application.

The Character of the Area

Comment: The existing dormer and roof form appear overall bulky / Barn hips are not used elsewhere in the street scene.

Response: Roof has been redesigned to hipped and dormers removed from front elevation.

Comment: It is recommended that strong boundary treatment are provided to the frontage.

Response: Brick low level wall has been implemented within the scheme.

Overlooking

Comment: Plots 1 & 2 are separated by an approximately 10m gap from the nearest dwelling on New Road. Minor overshadowing may occur.

Response: Plots 1 & 2 are located on the north side of the 10m distant property and will not cause any overshadowing.

Space Standards

Comment: Properties fail to meet the internal floor space and storage requirement.

Response: All floor plans have been redesigned to comply with the requirements.

Comment: Properties 1 & 2 fail to meet the minimum private amenity space.

Response: Properties 1 & 2 with the addition of front boundary treatment now achieve over 60% external amenity space as required by the Eastleigh design guide.

Transport

Comment: Tracking should be provided to show sufficient space is available to manoeuvre.

Response: Vehicle tracking has been provided on site plan drawing and within submitted transport report.

5.0 Further Design Development responses

Comments at Planning Stage (Planning Ref: F/19/86454)

Ecology:

Comment: Building on traditional orchard

Response: This area is not included in this planning application.

Comment: Perimetre vegetation should be retained.

Response: The existing hedgerow along the boundary of No. 67 will be retained.

Comment: Loss of trees and scrubs. No net gain of trees.

Response: The site in this application is wholly hard landscaping, and the proposal introduces two new trees, in addition to amenity lawn, whilst removing a large part of the hard landscaping.

Comment: Introducing habitats/movement routes for fauna.

Response: The proposal will utilise integrated bat boxes, introduce bird terraces, and provide holes in the boundary fences for small fauna.

Design:

Comment: Enlarge the front ground floor windows, introduce polychromatic brickwork, and amend hipped dormers.

Response: The brick feature bands on the properties have been changed from red bricks to buff bricks. The front windows have been enlarged, and the hipped dormer amended to become two flat roofed dormers.

Highways:

Comment: Concerns regarding visibility splays and access to the site from New Road.

Response: Added visibility splay and highway details to the site plan.

Comment: Refuse Collection points.

Response: The refuse truck will not need to enter the site as the new development's bins will be kept in the rear gardens and will be collected from the kerbside of New Road. The club's bins will be accessed from Station Road.

Cycle storage has been provided for club users.

Drainage:

Comment: Lack of drainage strategy.

Response: The proposal will utilise permeable paving to parking spaces, with a tarmaced access road. Soakaways will be used if ground investigations deems the site appropriate. Water usage for the residents will be limited to 105 liters per person per day, lower than the building regulations target of 110 liters.



6.0 - Flood Risk Assessment

The map shows that the site is not in a flood risk zone and therefore is not currently at risk from flooding. This map was sourced from the environment agency website and was correct as of 13/09/2019

It is proposed that the rainwater from the development will be discharged into a sustainable drainage system such as a soakaway subject to suitable ground conditions being established.

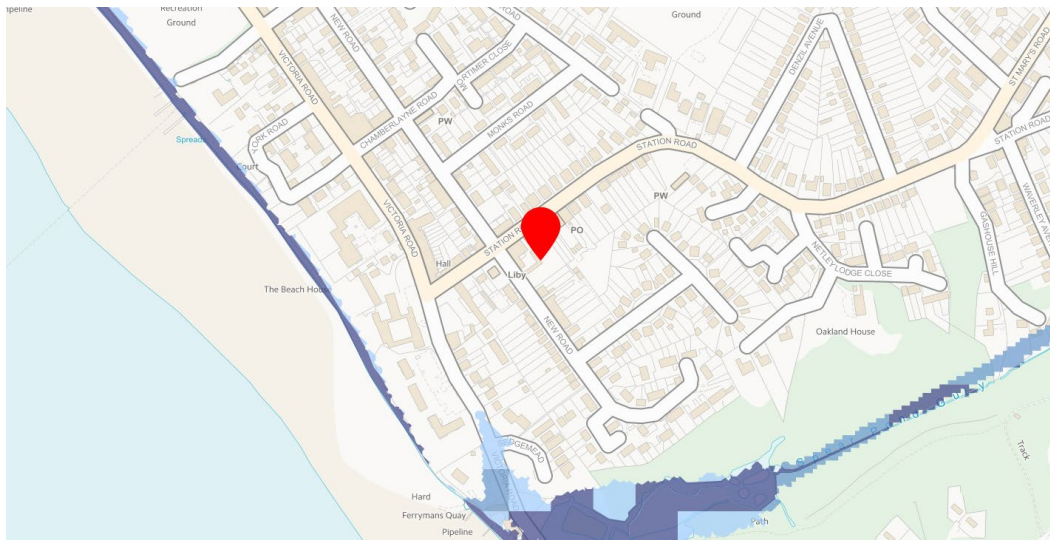


Fig 12- Flood Zone Summary Map - Environmental Agency website 2019

7.0 - Summary

The proposal provides two four-bedroom semi-detached dwellings with allocated parking and two visitor spaces to complete the street scene of New Road. The design uses materials and style of nearby architecture as precedence and integrates with the local vernacular. The parking for the club is retained to the rear of the site. The development will be a welcome addition to New Road and provide the owner of the land, Netley Central Sports Club, with funds to invest in necessary upgrades to their building in order to keep the club going for the local community.