

Design and Access Statement

Housing Development

at

Netley Central Club
Southampton



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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 3-bedroom townhouses, and the development of 6 bungalows to the rear of the site.

Netley is a village located on the south-east of the city of Southampton and as of 2011 had a population of over 5,000.

The entire site is in private ownership.

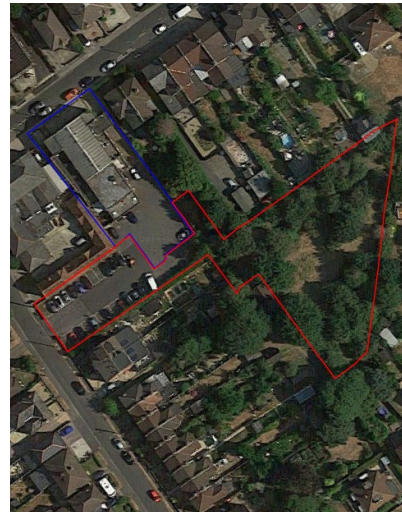


Fig 02- Aerial view of site

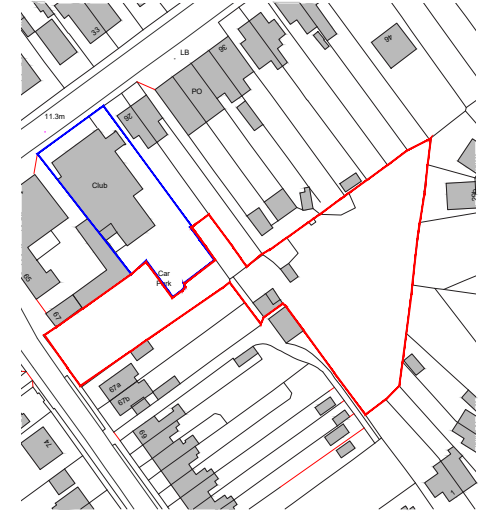


Fig 03- Block plan of site



Fig 01 - Location map and surrounding area



Fig 04- Site Photograph



Fig 05- Site Photograph



Fig 06- Site Photograph



Fig 07 - 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 rear area of the boundary contains an overgrown garden with a few fruit trees. As established by the submitted arboricultural report conducted by Woodside Tree Consultancy, the trees within the application site are of low quality and currently undergoing decomposition.

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. 3000m² (3.2 ha) and in plan is triangular with a rectangular access from the Western side.

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.



Fig 9- Photograph of Street View - Google Street View 2018.

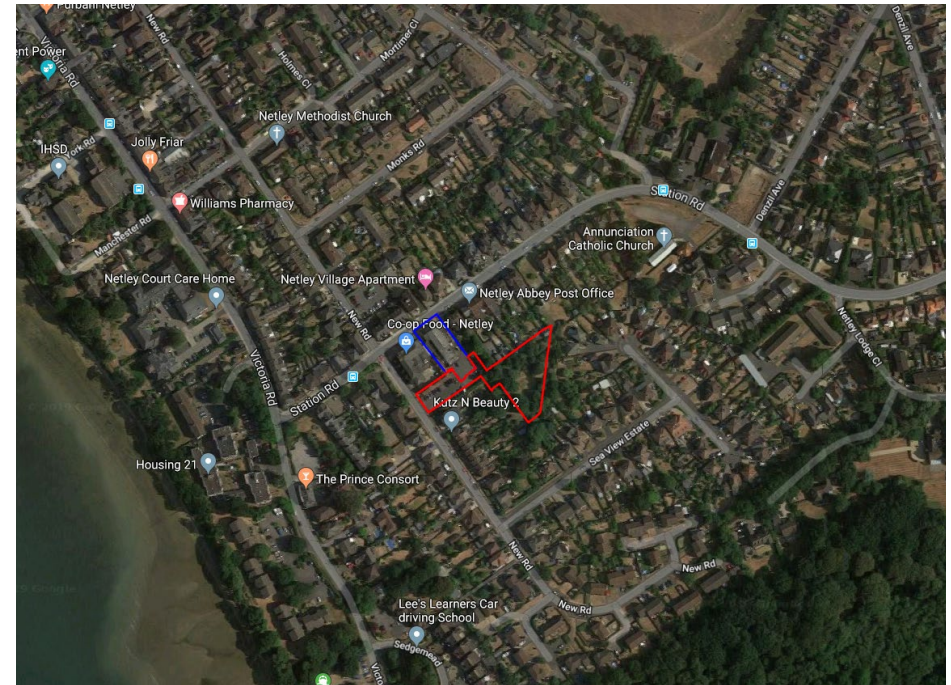


Fig 08- Aerial view of site showing access to Woodside Road .

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

Currently the site is being utilised as a free car park, however, according to the recent parking survey, the termination of this facility would not have much impact on the parking facilities nearby. Please see submitted report.

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 0.31 hectares and the proposal is for 8 dwellings, creating 26 dwellings per hectare.

The proposals would create 4no. 2 bedroom bungalows each with a gross internal floor area of 65sqm, 2no. 3 bedroom chalet bungalows with a gross internal floor area of 88sqm and 2no. 3 bedroom town houses each with a gross internal floor area of 100sqm.

The proposed development is formed of two town houses facing onto New Road creating a continuation of the existing street scene, and six bungalows located to the rear of the site arranged in a cul-de-sac layout.

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



Fig 10- Proposed Site Plan - NTS

The proposed development has been orientated to take into consideration the surrounding properties and existing access to the site. The layouts of the dwellings have been designed to reduce any overlooking issues.

The town houses continue the established building line of New Road, with the width and depth of the footprint matching that of neighbours. They benefit from both front and rear private amenity, with parking located to the rear of the properties.

The bungalows at the rear of the site have been carefully positioned to allow for private amenity space behind the bungalows, whilst also allowing for an access road, pathway, parking and planting to the front elevations.

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

3.2 - Schedule of Accommodation:

Plots 1 - 2 -	3 Bed 5 Person House 100sqm -	2 Parking Spaces per dwelling
Plots 3,4,7,8 -	2 Bed 3 Person Bungalow 65sqm -	2 Parking Spaces per dwelling
Plot 5 - 6	3 Bed 4 Person Bungalow 87sqm -	2 Parking Spaces per dwelling
Total:	8 Dwellings - 20 Parking Spaces-	4 Parking Spaces for Visitors



Fig 11- Proposed Street Scenes



3.3 - Scale

The scale of the proposed development has been sympathetically created 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.

The proposed bungalows are separated into three semi-detached properties with two being one storey in height and the middle set having a chalet bungalow arrangement which utilises the roof space.

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

3.4 - Appearance

The design of the proposal 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 townhouses fronting New Road have red facing brick which 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.

The bungalow uses the same material principle of the townhouses in a contrasting manner with buff facing brick and red brick detailing.

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.

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 retained club car park will be screened from the private parking by low level planting.

Most of the landscaping to the rear of the proposed is laid to lawn for the residents' enjoyment. The parking is broken up by planting bays and screening in form of shrubbery and trees.

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.

The submitted arboricultural report concludes that *'The tree removals necessary to facilitate the proposals are not considered significant in terms of public amenity value, and can be adequately mitigated via a suitable landscaping scheme.'*

Hard Landscaping:

Hard landscaping it is proposed that this would be a combination of black macadam and paving slabs, which would depict pedestrian and vehicular areas. The hard landscaping will incorporate level access wherever necessary to provide access for people with restricted mobility. The materials will be non-slip and appropriate external lighting provided. Access across the site will be provided in accordance with Approved Document Part M.

Garden sheds and areas for bin storage will be provided in the rear gardens.

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.

Boundary Treatments:

The overall boundary treatments (where appropriate) will be a 1.8m high close boarded timber fence, 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 14- 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.

A turning head is provided within the scheme to allow for refuse trucks and fire vehicles to access the rear of the site. There will be a refuse bin collection point for the bungalows located to the side of this turning head. A vehicle turning circle has also been shown within the parking area for the bungalows to indicate that vehicles can leave site in forward gear.

The development will be in compliance with Part M of the Approved Documents Building Regulations. The hard landscaping of the site will be designed to provide an inclusive development, which would be accessible to all. The external entrances would be provided with either level or ramped access, allowing easy access for wheelchair users. Entrance areas will have a slip resistant surface and will be of a contrasting colour.

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 15 parking spaces for use by the sports club during its operating hours, therefore resulting in the net loss of 9 spaces, from the current available spaces. The club is open to renegotiate the existing agreement for the public use of the spaces outside of club hours.

The parking allocation has been provided in compliance with Eastleigh Borough Council's Residential Parking Standards SPD (2009).



Fig 15- Parking Plan

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: The Council's Quality Places SPD requires 22 meters to be achieved for direct looking towards windows.

Response: Plots 7 & 8 have been shifted to achieve this criteria.

Comment: Possible mutual overlooking between plots 5 & 6.

Response: Overlooking would not occur between the two bedrooms. Please see Fig.16 for 45 degree line from the window.

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 now achieve 60% external amenity space as required by the Eastleigh design guide.

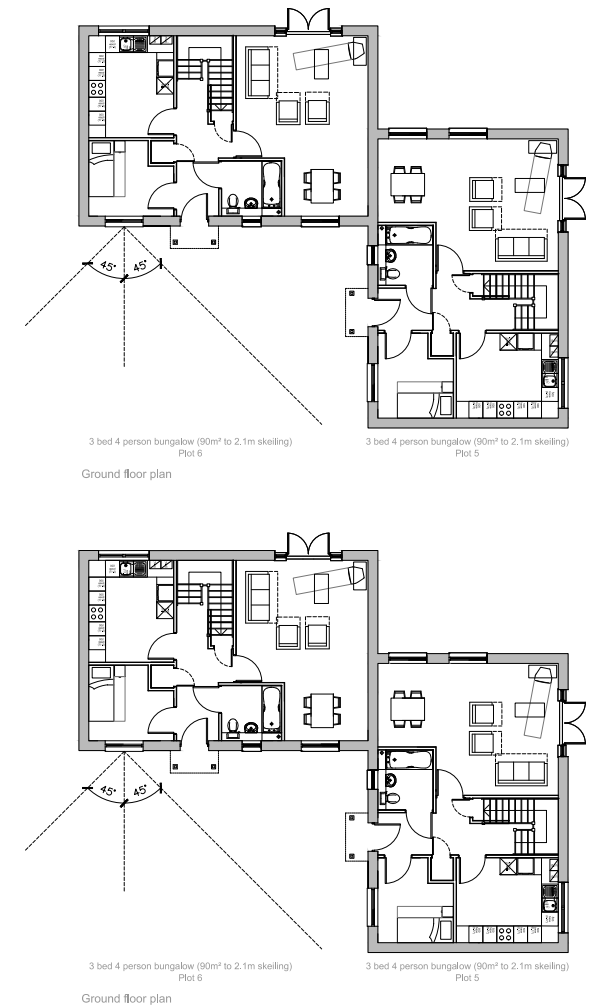


Fig 16 - Floor plan

4.0 Pre -Application Comments and Design Development responses

Pre-Application Continued

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.

Trees / Biodiversity:

Comment: The site contains a number of trees. Application will need to be accompanied by a Arboricultural Report. Application will need to be accompanied by a phase 1 Biodiversity survey.

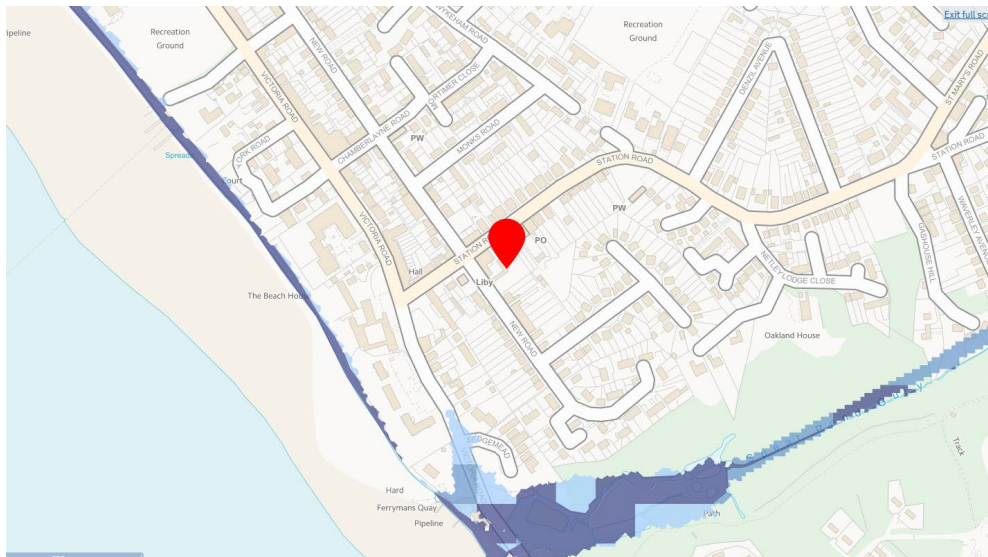
Response: Report has been included with the application.



5.0 - 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.



6.0 - Summary

The proposal consists of constructing 8 new dwellings with allocated parking spaces, and visitor spaces. The design provides a mix of house types providing a versatile development. 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.

Fig 17- Floor Zone Summary Map - Environmental Agency website 2019