

Planning, Design and Access Statement

**Land adjacent to 20 Steele Close, Chandler's Ford,
Eastleigh, SO53 3AA**



29 August 2022

Louise Cutts

BA (Hons) Dip TP MRTPI

Contents

1	Aerial Photograph	3
2	Introduction	4
3	Site Context and History	5
4	Prep-Application Enquiry	8
5	Proposal	10
6	Policy Context	13
7	Other Material Considerations	17
8	Planning Assessment	19
9	Conclusion.....	25

1 Aerial Photograph



2 Introduction

- 2.1 This statement has been prepared by Wessex Planning Ltd on behalf of Elitemurphy Developments Ltd in support of a planning application for the construction of one bungalow at Land adjacent to 20 Steele Close, Chandler's Ford, Eastleigh, SO53 3AA.
- 2.2 The application follows a formal pre-application enquiry, the response for which is included in Appendix 1. This application addresses all initial concerns of the LPA and is offered as a high quality development within the urban edge of Eastleigh
- 2.3 The submission includes the following:
- Application form and Ownership Certificate
 - Ecology Report
 - Noise Report
 - Tree Report
 - Location Plan
 - Block Plan
 - Proposed Floor Plans
 - Proposed Elevations

3 Site Context and History

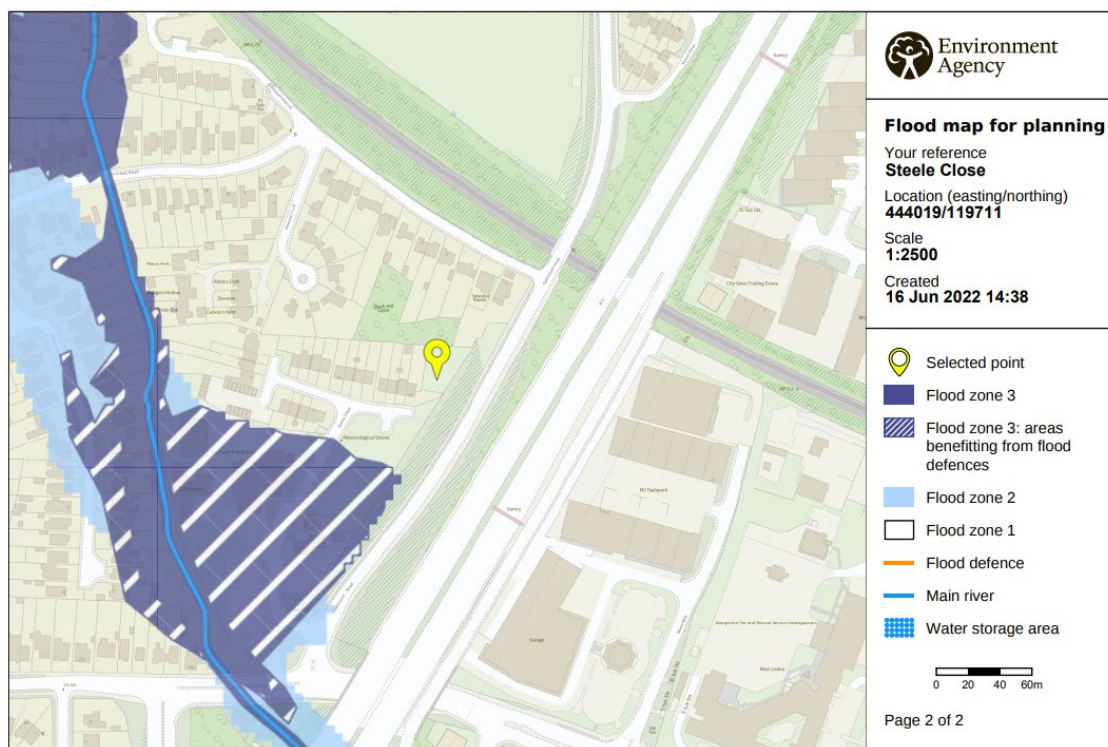
- 3.1 The site lies within the urban edge of Eastleigh, at the end of a cul-de-sac on the east side of Steele Close, adjacent to number 20 (an end of terrace, two-storey dwelling).



- 3.2 The site is well screened to the north and east by mature trees and hedgerows. Further east is Oakmount Road and beyond this, the M3.
- 3.3 The character of the area is residential, as shown below. As well as some on plot and on street parking, the dwellings are served with a garage court to the western end of Steele Close. No 20 has access to a single garage.



- 3.4 The site is located in flood zone 1 and therefore has a low probability of flooding from rivers and the sea.



3.5 The relevant planning history for this site is

- F/16/79411 | Construction of 2no. 3 bedroom semi-detached dwellings & detached garages with parking, access & amenity space | Refuse Planning Permission For | 27/01/2017
- F/18/82834 | Construction of 2no. 3 bedroom semi-detached dwellings with detached garages and associated parking | Refuse Planning Permission For | 14/12/2018

4 Prep-Application Enquiry

- 4.1 A pre-application enquiry Q/21/89571 was made for one 2-bedroomed bungalow following the refusal of planning permission for two x 3 bedroomed semi-detached dwellings (F/16/79411 and F/18/82834).
- 4.2 The pre-application response received from the LPA referenced the reasons for refusing permission for the above mentioned applications as a material consideration in establishing the principle of development and concluded that the principle of development for the development of one 2-bedroomed bungalow was unacceptable.
- 4.3 The reasons for refusing the above mentioned applications were;

F/16/79411

1. The proposed development due to the layout and proximity of the building to the access road to the rear of the properties would create an unattractive and incongruous feature at odds with the appearance of neighbouring properties, and detrimental to the character and pattern of development within the locality.
2. The proposed development would result in an excessive building bulk adjacent to an existing residential property, detrimental to the visual outlook and amenities enjoyed by the residents of 20 Steel Close.
3. Insufficient information has been submitted to illustrate the proposal will not be to the detriment of the trees on site or the protected copse to the north, both during construction and any future pressures to prune or fell trees.
4. Insufficient information has been submitted to illustrate that the proposal will not be to the detriment of protected species. In particular reptiles, great crested newts and bats.
5. Due to the sites proximity to the M3 motorway the site is located within or in close proximity to an Air Quality Management Area. Insufficient information has been submitted to illustrate an appropriate air quality assessment.
6. The proposed parking space to the front of the east dwelling is likely to result in vehicles reversing onto Steele Close.
7. Whilst the application advises the provision of 6 secure cycle spaces. No details of this secure cycle provision has been included as part of the application.

F/18/82834

1. The proposed development by virtue of the site constraints, its constrained layout, including the provision of a shared parking area to the rear of the site would create an incongruous feature at odds with the prevailing character and pattern of development within the locality, to the detriment of the character and visual amenity of the area.

2. Insufficient evidence has been provided to demonstrate that the proposed development will not result in unacceptable harm to the amenities of occupiers of No.20 Steele Close through adverse loss of outlook and light.
 3. Insufficient evidence has been provided to demonstrate that the proposed development will not result in unacceptable harm to trees within and adjacent to the site, including those which are subject to a Tree Preservation Order, from the development itself, during its construction or from future pressure to prune or fell, to the detriment of the visual amenity of the area.
 4. Insufficient evidence has been provided to demonstrate that future occupiers of the proposed development will not be adversely impacted by noise and/or air pollution associated with the close proximity of the application site to the M3 motorway and Leigh Road/M3 Air Quality Management Area, to the potential detriment of their amenity and health.
 5. The proposed site layout fails to provide a suitable vehicular passing place, which would result in vehicles having to reverse into Steele Close, to the detriment of highway safety and the amenity of occupiers of existing and proposed development.
- 4.4 The pre-application enquiry response considered that a single storey dwelling would go some way to address reasons 2 of the above refusals in that the physical mass of the building would not be so detrimental to the amenity of No 20, Steele Close.

5 Proposal

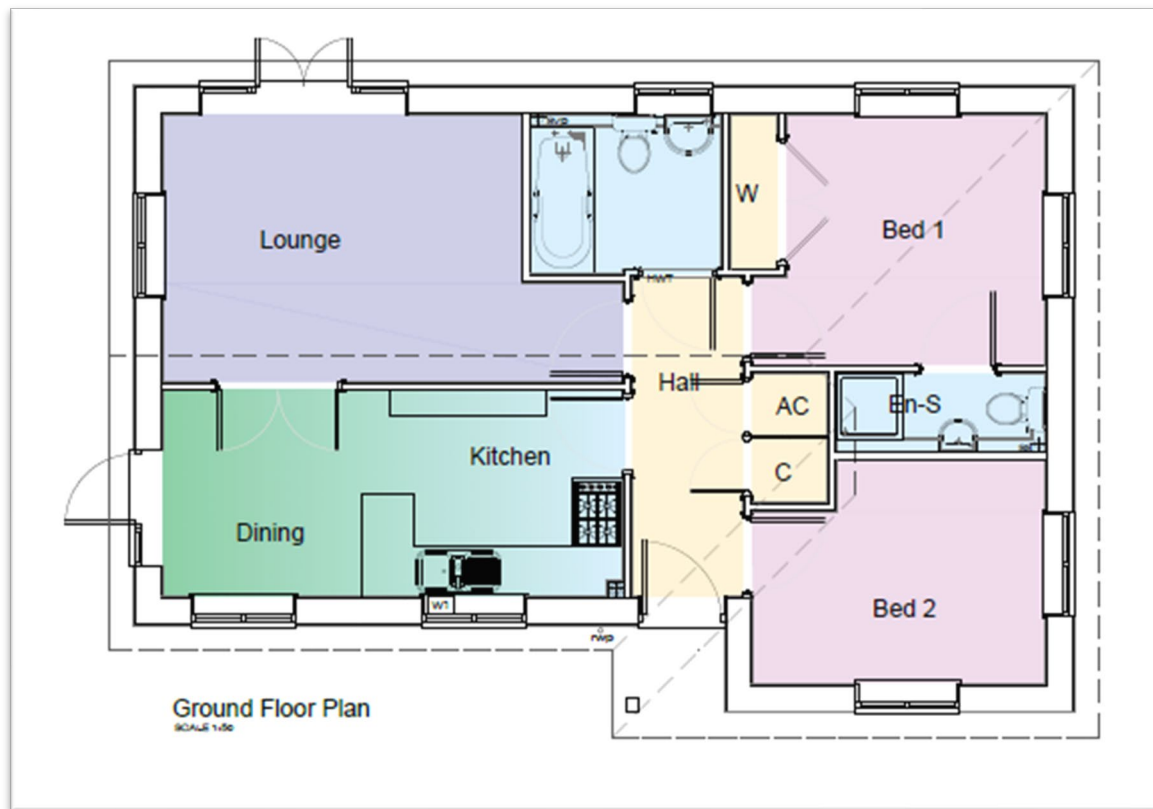
Use

- 5.1 The proposal is for one 2-bedroomed bungalow located to the east of the site. The site is situated within the settlement boundary where this use is acceptable in principle.



Amount and Layout

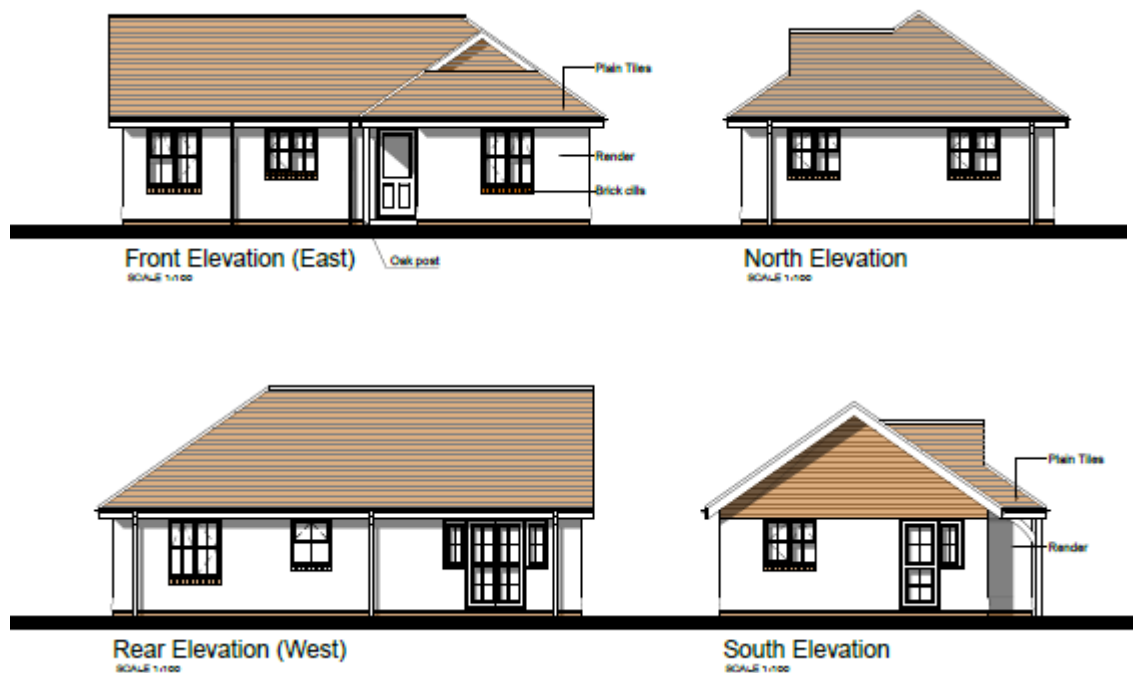
- 5.2 The proposal is for one 2-bedroomed bungalow with a gross internal floor area of approximately 110 sqm.
- 5.3 The bungalow will comprise a lounge, a kitchen/diner, a bathroom and two bedrooms (one with en-suite).
- 5.4 The main living area will open out onto a westerly facing garden area, and provide sufficient light for everyday living.



- 5.6 The bungalow would be accessed by pedestrians from the parking area consisting of 1 car parking space for the existing dwelling, No 20 (which has a second space in the communal garage court nearby) spaces), and 2 separate car parking spaces for the bungalow. Sufficient manoeuvring space is available on the forecourt to ensure exit from the plot in forward gear, although it is of note that many of the other houses in Steele Close reverse directly from their parking forecourts onto the road.
- 5.7 The access path would be private and discrete, located at the eastern end of Steele Close. However natural surveillance would be provided by a secondary lounge window, and a window/door to the dining room. A new hedge line is proposed to separate the parking area from the garden.
- 5.8 The bungalow is set back from the neighbouring dwelling (No 20) and set at a slight angle to maximise the benefit to the main living areas of the sunny westerly aspect.

Scale

- 5.9 The scale of the bungalow is one storey with a pitched roof, to allow it to be sited without detriment to the amenity of No 20. There will be no overlooking of No 20's garden and, due to the grounds levels between the sites, there will be no detrimental overlooking from No 20 to the new bungalow's garden either, which is large and wraps around the bungalow to the north.



Materials

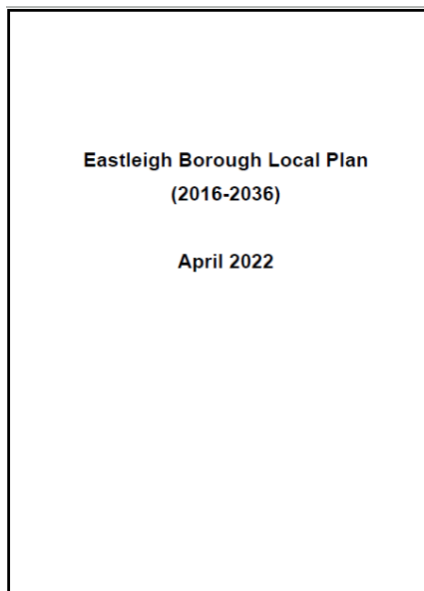
- 5.10 The materials proposed are proprietary red/brown facing bricks beneath brown roof tiles.

Access and Parking

- 5.11 As above, the existing No 20 Steele Close would be provided with one on-plot car parking space which, together with its single garage located within the communal garage court, would provide 2 designated parking spaces. The new bungalow would be provided with two on-plot car parking spaces. There is also on-street car parking available. Sufficient turning area has also been provided to allow each parked car to access Steele Close in forward gear.

6 Policy Context

- 6.1 The policy context comprises the Eastleigh Borough Adopted Local Plan 2016-2036 (adopted in April 2022), together with the National Planning Framework and its associated guidance.



- 6.2 The most relevant policies of the adopted Local Plan are:

Policy DM1, General criteria for new development

1. *"All new development should (as relevant):*
 - a. *not have an unacceptable impact on, and where possible should enhance:*
 - i. *residential amenities of both new and existing residents; the character and appearance of urban areas, the countryside and the coast;*
 - ii. *biodiversity (avoiding significant adverse impacts); and*
 - iii. *the significance of heritage assets;*
 - b. *make efficient use of the site, maximise opportunities to increase density and have regard to potential development opportunities on adjoining land;*
 - c. *take full and proper account of the context of the site including the character, appearance and land uses of the locality or neighbourhood, and be compatible with adjoining uses and be well integrated with these in terms of mass, scale, materials, layout, density, design and siting, both in itself and in relation to adjoining buildings, spaces and views. Where adjoining development is poor in urban design terms, new development should contribute to improving the character of the area;*
 - d. *not involve the loss of or damage to trees, woodlands, hedgerows, ponds, priority habitats or other landscape features of value to the character of the area, for appearance or biodiversity unless they can be replaced with features of equivalent or enhanced value, (recognising that some species and habitats may be irreplaceable);*
 - e. *include a landscape scheme covering the design and layout of external space;*
 - f. *protect and enhance public rights of way and National Trails and provide fully connected green infrastructure that interlaces the development and connects into the wider network;*
 - g. *provide satisfactory management arrangements for all landscape, green infrastructure and biodiversity enhancement;*
 - h. *incorporate provision for people with disabilities and create accessible communities that cater for all;*
 - i. *incorporate design measures to inhibit criminal and anti-social behaviour;*
 - j. *incorporate provision for on-site waste management; and*
 - k. *include provision for public art associated with new large scale development in accordance with the Council's adopted Public Art Strategy."*

Policy DM8, Pollution

1. *“Development will not be permitted if it is likely to cause loss of amenity or impact on public health or other unacceptable environmental impacts through:*
 - a. *air pollution (including odours or particulate emissions);*
 - b. *pollution of surface, underground, coastal waters or other watercourses;*
 - c. *noise or vibration;*
 - d. *light intrusion, both generally and with respect to the South Downs National Park’s status as an International Dark Night Skies reserve; or*
 - e. *land contamination.*
2. *Development susceptible to particular forms of pollution will not be permitted:*
 - a. *where it will be adversely affected by such pollution, unless measures can be taken that adequately mitigate the polluting effects; or*
 - b. *where it would inhibit existing economic or other activities giving rise to acceptable polluting effects.*
3. *Where a development site is known or suspected to be contaminated, before the site is developed the Borough Council will require the contamination to be remediated to a standard where as a minimum it cannot be defined as ‘contaminated land’ under Part IIA of the Environmental Protection Act 1990.”*

Policy DM11, Nature conservation**“General Approach**

1. *The Council will work with statutory and voluntary agencies and developers, and will determine planning applications, to:*
 - a. *protect, conserve and enhance all:*
 - i. *international, national and local nature conservation designations; and*
 - ii. *networks of natural habitats and features, including the Local Ecological Network, Priority Biodiversity Areas and Priority Biodiversity Links, watercourses, wetland complexes, woodland trees, and trees and hedgerows important to biodiversity and local character;*

and facilitate their adaptation to climate change wherever possible;

- b. *assist in achieving national, county and local biodiversity targets as set out in Biodiversity Action Plans (BAPs);*
- c. *seek a net gain of biodiversity on all development sites (including sites for redevelopment) through the protection, enhancement and connection of existing and provision of new habitats and features of nature conservation interest compatible with the native biodiversity characteristics of the Borough, having regard to local geodiversity and soils; and*
- d. *contribute to major elements of the PfSH Green Infrastructure Strategy and other strategies for the provision and enhancement of multifunctional green infrastructure including green routes, ecological networks and biodiversity enhancements (see strategic policy S9).*

International Designations

2. *Development which is likely (either individually or in combination with other developments) to adversely affect the integrity of an international or European nature conservation site will not be permitted subject only to imperative reasons of overriding public interest and securing any necessary compensatory measures in the absence of alternative solutions. A ‘project level’ Habitat Regulations Assessment will be required where there are likely significant effects or uncertainty. Any mitigation measures required to ensure no adverse impact must be implemented at the appropriate time.*
3. *The Council will work with PfSH, Natural England, the Environment Agency and other wildlife organisations to develop and implement with developers a strategic approach to the protection and enhancement of international and European sites from the direct and indirect effects of development. Within Eastleigh Borough this will include:*
 - a. *implementing:*
 - i. *the Solent Recreation Mitigation Strategy (requiring contributions from residential developments within 5.6 kilometres of the Solent Special Protection Area to the Strategy); and*
 - ii. *the interim and any future New Forest Recreation Mitigation Strategy if required;*

or alternative agreed site specific measures to address recreational disturbance;

- b. *preserving the water quality and flows within the Itchen and Hamble, Southampton Water and Solent;*
- c. *protecting the River Itchen SAC, in particular the maintenance and where appropriate restoration of habitats and qualifying species to favourable conservation status (as defined by article 1 of the Habitats Directive); and*
- d. *seek contributions towards measures set out in the Southern Damselfly Conservation Strategy (or other strategy) specifically to deliver biodiversity net gain.*

National and Local Designations

4. Development will not be permitted if it is likely (either individually or in combination with other developments) to have a direct or indirect adverse effect on a Site of Special Scientific Interest (SSSI), Site of Importance for Nature Conservation (SINC) or Local Nature Reserve (LNR) as shown on the policies map (or on a more recent plan provided by the Hampshire Biodiversity Information Centre) unless it can be demonstrated that:
- there are no alternative solutions;
 - the adverse effects are unavoidable;
 - measures are taken to mitigate or, as a last resort, compensate for the adverse effects;
 - there is an overall biodiversity net gain; and
 - if there are any residual adverse effects which cannot be avoided, mitigated or compensated, the benefits of the development must clearly outweigh the adverse effects on the nature conservation value of the site and any broader impacts on national and local designations.

Priority habitats, protected and priority species and the local ecological network

5. Development will not be permitted if it is likely (either individually or in combination with other developments) to have a direct or indirect adverse effect on priority habitats, protected or priority species, or on the local ecological network unless it can be demonstrated that:
- there are no alternative solutions;
 - the adverse effects are unavoidable;
 - measures are taken to mitigate or, as a last resort, compensate for the adverse effects;
 - there is an overall biodiversity net gain; and
 - if there are any residual adverse effects, the benefits of the development clearly outweigh the adverse effects on priority habitats, priority and protected species, and the local ecological network.

Irreplaceable habitats

6. Development will not be permitted if it results in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees), unless there are wholly exceptional reasons and a suitable compensation strategy exists.

Buffers

7. Buffers free from development will be provided to designated sites to avoid/mitigate impacts, including recreational impact and impacts on edge habitats, and to maintain dark skies.

Surveys

8. Development will not be permitted unless it can be demonstrated that:
- there have been thorough habitat and species surveys;
 - the great crested newt strategic survey and strategy have been considered in all developments within 500m of a great crested newt pond; and
 - the strategic bat trapping survey has been considered in all developments within the locality of a woodland or connected habitat networks."

Policy DM14, Parking

- "New residential development will be required to provide off-highway parking which is adequate in terms of highway safety/traffic management. Provision will take account of the adopted Eastleigh Borough Council's Residential Parking Standards SPD which sets out minimum requirements for parking provision. Over provision relative to car ownership levels or which would create an ineffective use of space will be avoided. Applications with parking levels which deviate away from the expected standard should be substantiated by robust evidence contained within the transport statement/assessment/travel plan.
- For out-of-centre development proposals, parking needs will be assessed based on the impacts of the development on neighbouring town, district or local centre or a neighbourhood parade.
- Within town, district and local centres and in neighbourhood parades, parking needs will be assessed in relation to wider needs within the centre/parade. Where existing provision is inadequate, the provision of additional parking may be permitted subject to a financial contribution towards measures to assist on-street parking management, public transport, cycling and walking.
- Proposals to provide new car parks, extend existing car parks or provide workplace park and ride facilities will be permitted if:
 - it can be demonstrated that this is the only way the transport requirements driving the proposals for car parking provision can be met;
 - the proposals form part of a strategy aimed at managing use of the private car, such as a workplace travel plan; and
 - transport and other environmental assessments demonstrate that the benefits of the proposal (e.g. reduction of on-street parking pressures, reduction of traffic congestion) outweigh any adverse effects; and

- d. *the design, layout, planting and landscaping and lighting provision addresses visual and landscape impacts, noise, lighting and impacts on residential amenity; and*
- e. *the developer pays for any off-site highway improvements necessary from traffic generated by the proposal, and any additional works necessitated by an inability to meet workplace travel plan targets; and*
- f. *for sites outside the urban edge and in accordance with other policies in the Plan, they are subject to a sequential approach prioritising sites within the urban edge. Proposals in settlement gaps will only be acceptable in exceptional cases (see strategic policy S6)."*

Policy DM23, Residential development in urban areas

1. *"Within the urban edge as defined on the policies map, residential development through new build, conversion, sub-division or extension will normally be permitted subject to the general development criteria and transport policies of this Local Plan.*
2. *New dwellings will be permitted provided that:*
 - a. *where feasible the scheme provides a mix of dwelling types and sizes to meet local needs, including dwellings capable of adaptation to meet changing needs over time and housing for older people in accordance with policies DM24 and DM25;*
 - b. *affordable housing is provided in accordance with policy DM28;*
 - c. *a minimum density of 40 dwellings per hectare (net) should be achieved unless site constraints or local character justify a lower density. In areas with good access to public transport and other services and amenities, higher densities will be sought.*
3. *Where possible residential development sites, including those proposed to be allocated in Chapter 6, should include provision for self and custom build development."*

Policy DM24, Creating a mix of housing

1. *"Applicants for market residential and mixed-use schemes will be required to:*
 - a. *demonstrate how the proposal contributes to the overall mix of housing in the Housing Market Area, informed by the current need, current demand and existing housing stock (including approved developments) considering the context and character of the site;*
 - b. *where appropriate, demonstrate how the scheme contributes to the provision of properties suitable for entry-level homes suitable for first time buyers (or equivalent, for those looking to rent), or for example downsizers, unless the need for such homes is already being met locally;*
 - c. *demonstrate that where a mix of different house sizes and types is provided on site, the development is designed to avoid excessive concentrations of the same size or type of home."*

Policy DM29, Dwellings with higher access standards

1. *"The Borough Council requires that development should meet higher national access standards as set out in Part M of the building regulations for new build residential development (or future equivalent):*
 - a. *100% of dwellings meet at least Part M4(1) standard (Visitable dwellings); including*
 - b. *a target of 80% of dwellings on each site meet Part M4(2) standard (Accessible and adaptable dwellings)*
For major new-build development of 40 residential units and above, b. should include:
 - i. *at least 2 dwellings or 7% (if higher number) of all market housing meeting the Part M4(3)(2)(a) standard for wheelchair adaptable dwellings;*
 - ii. *at least 1 dwelling or 8% (if higher number) of all affordable housing meeting Part M4(3)(2)(b) standard for wheelchair accessible dwellings; and*
2. *100% of all specialist housing for older people and adults with disabilities meet the Part M4(3) standard (Wheelchair user dwellings)."*

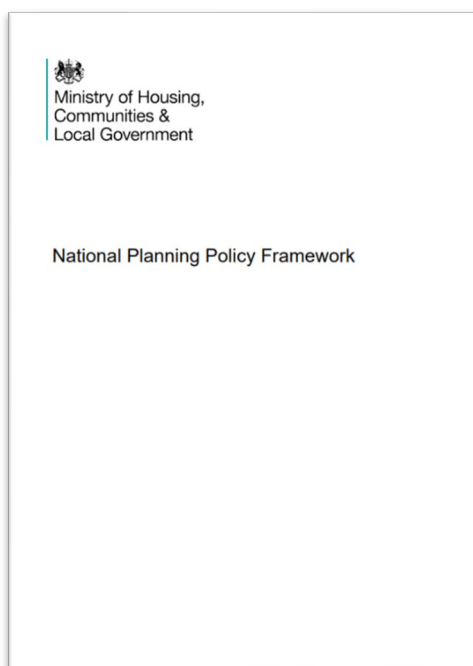
Policy DM30, Internal space standards for new residential development

1. *"The Borough Council requires that all new dwellings meet as a minimum the Nationally Described Space Standards (or future equivalent).*
2. *Development proposals should be accompanied by a table setting out for every dwelling:*
 - a. *the gross internal floorspace;*
 - b. *extent of built-in storage (sq.m);*
 - c. *number of twin/double bedrooms with their minimum room widths; and*
 - d. *minimum floor to ceiling height for at least 75% of the Gross Internal Area."*

7 Other Material Considerations

National Planning Policy Framework

- 7.1 **Paragraph 119** of the NPPF states *“Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.....”*
- 7.2 **Paragraph 120 (d)** of the NPPF states that planning policies and decisions should *“promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively...”*



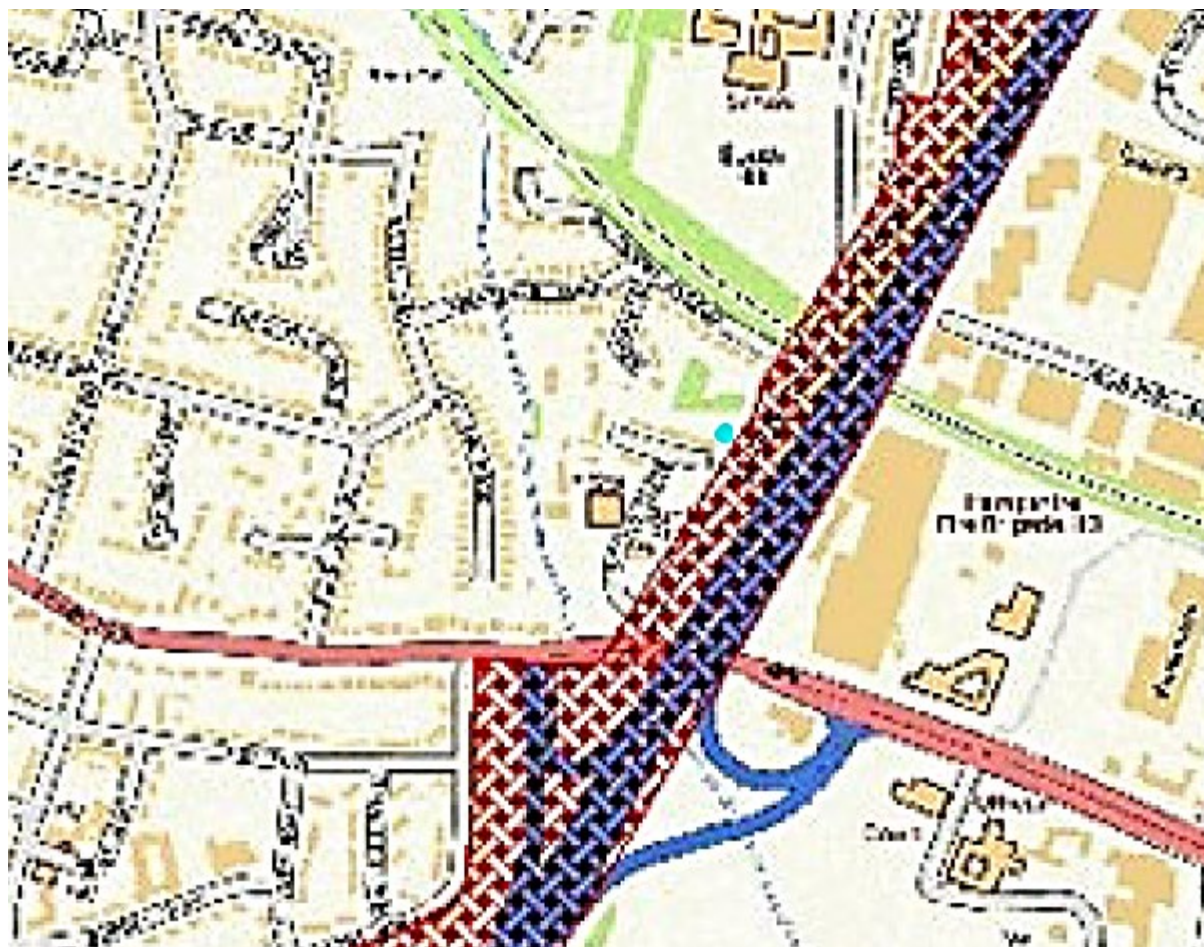
Eastleigh Quality Places Document

- 7.3 This document provides criteria that guides good design in relation to layout, parking, garden areas, residential amenity etc.



Air Quality

- 7.4 The plan below is the Air Quality Map for the M3 in the vicinity of the site. The site has been marked with an aqua-coloured dot. Whilst the site is located in close proximity to the Air Quality Management Area (AQMA) it is located outside of its boundary. Set down from the road, and with a wide bund of mature trees separating the site from the road, it is very unlikely that any significant air quality impact would result from locating one dwelling in this position.



8 Planning Assessment

- 8.1 This planning assessment considers all planning considerations in the light of pre-application advice received.

PRINCIPLE

- 8.2 The site is an undeveloped area of land within the urban area where development, in principle, is acceptable.

CHARACTER AND APPEARANCE

- 8.3 The single storey bungalow in this location would not replicate the pattern of development in Steele Close. However, neither would it tangibly harm the character of the area. Following the pre-application enquiry advice, the proposal has been very carefully thought out and is well-designed in itself, and respects the amenities of its neighbours. The lack of character replication is not determinative in terms of the overall planning consideration.
- 8.4 The position of the single storey bungalow is at the very eastern end of Steele Close and set back from the existing terrace of 2 storey homes that serve to largely make up the character of this part of Steele Close. However, its position has been moved further southwards, so as to ensure the bungalow, and its parking area is largely invisible from public view, as shown by the image below. As such, the plot cannot be said to contribute to the character of the area currently, and the set back position of the proposed dwelling would not detrimentally impact the character of the locality.



- 8.5 There is therefore an opportunity to make the most efficient use of this piece of land without having to replicate the character of the existing terraced dwellings. Without being visible from any public vantage points, the criticism of the scheme as being 'incongruous,' and 'at odds with the prevailing character and pattern of development' is without foundation. If no tangible or material planning harm is caused to the

prevailing pattern of development (excepting from a birds eye plan view!), such an accusation cannot be substantiated. There is no character which is considered of sufficient value to preserve either by way of a conservation area designation or any other designation.

- 8.6 It was noted in the most recent pre-application enquiry response that a single storey dwelling would address concerns about the impact on the amenity of the adjacent existing property, No 20 Steele Close through the reduction in its massing. This is indeed true. The position and scale of the single storey bungalow would ensure that its impact, if seen at all from ground floor level, would not be much more than a large outbuilding. With the backdrop of mature trees forming the eastern and northern boundary of the site, the bulk of the single storey dwelling, if at all visible, would be absorbed in any outlook from No 20.
- 8.7 Being single storey, there are no first floor windows to overlook No 20's garden. Likewise, the position of the rear first floor windows to No 20 is such that they would not overlook the most useable area of the new bungalow's rear garden in such a way as to be materially harmful. The levels on site and the existing 2m high garden wall to No 20 all assist with privacy. In addition, the nearest first floor window to no 20 is an obscure glazed bathroom window and there is therefore no outlook from this window.
- 8.8 The appearance of the dwelling is compact with materials that match the surrounding dwellings.
- 8.9 The forecourt (for 3 cars) would be paved in high quality materials, and be soft landscaped on its edges to soften its appearance. The removal of the existing hedge has allowed this forecourt to be set back slightly further behind No 20's frontage to reduce any impact in the street scene, and to provide sufficient turning area for all cars, so that they access Steele Close in forward gear. This hedge would, however, be replaced in order to provide a soft boundary to the forecourt.

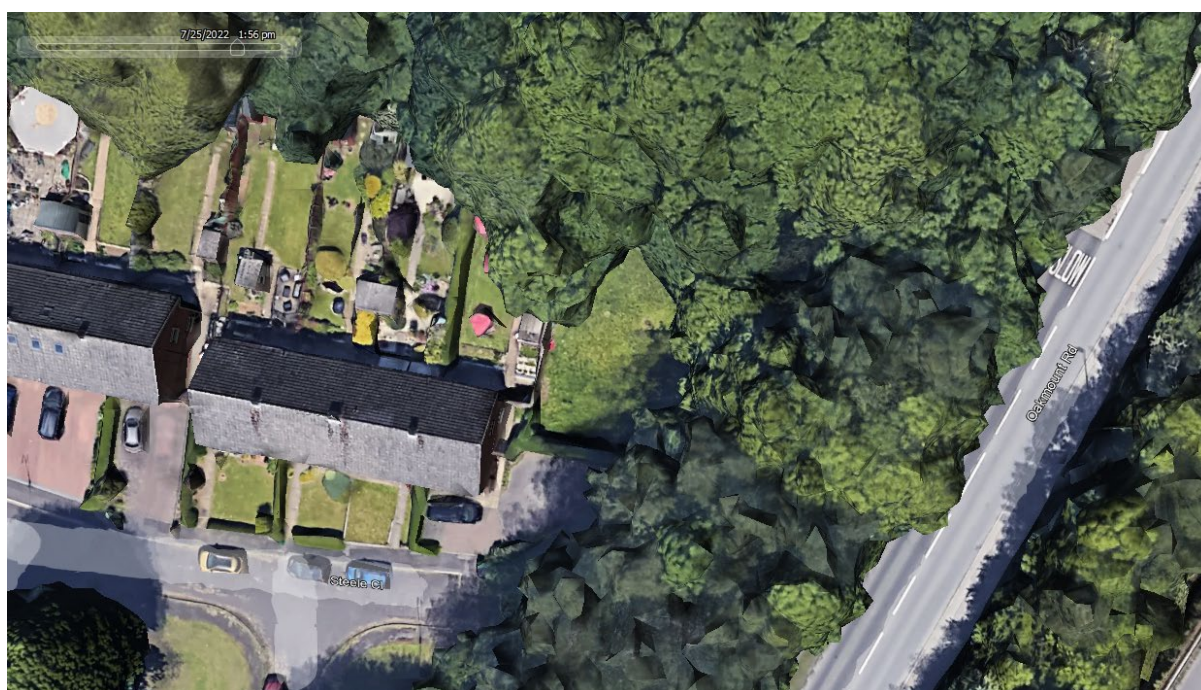
RESIDENTIAL AMENITY

- 8.10 The pre-application response referred to the LPA's Quality Places Document. In relation to privacy, there is no loss of privacy for either No 20 or the new dwellings as a result of the reduction in scale of the building and its positioning, together with a recognition of levels on site, the intervening 2m high garden walls, intervening outbuildings, and the positioning of obscure and clear glazed windows in the existing dwelling No 20.
- 8.11 In relation to daylight and sunlight, a visit to the site will provide the evidence needed to demonstrate that the positioning of the main habitable living area facing westwards makes the most of this sunny aspect during daylight hours, with non-habitable or evening/night time rooms placed on the shadier eastern elevation. The position of the trees on the northern and eastern mean that the plot will only be in shade during the morning hours, but achieve significant levels of sunlight as the sun moves westwards during the afternoon. The photograph referred to in the pre-application response was just one snapshot in time. Using Google Earth's sun tracker, it is evidenced that the garden and the main living areas will

bathed in both ambient light and sunlight. The time that the photographs were taken is shown in the top left hand corner (see below).



9.56am



1.56pm



3.08pm



6.00pm

8.12 In relation to the amenity area, the proposed dwelling's large garden would wrap around the dwelling, and provide both light-filled areas as well as respite from the sun beneath the trees to the north. The garden area is well over the minimum 60% of floor area required.

8.13 The floor area of the dwelling would be above nationally prescribed standards, and as a single storey dwelling would cater for those less able to manage stairs.

TREES

8.14 A full Arboricultural Impact Assessment is provided with the application to show that there will be no impact upon the Root Protection Areas (RPA's) of any protected trees.

8.15 It is also clear from the positioning of the dwelling and its habitable rooms that there will be no pressure to fell any protected trees within the garden, which all lie to the north and east of the dwelling (where the non-habitable or secondary bedrooms are proposed).

ECOLOGY

8.16 An ecology report has been provided which shows that, whilst there is potential for reptiles and bats on site, precautionary measures would be taken to ensure that no likely significant effects would result.

8.17 In relation to the impact of the proposal upon protected wider habitats, such as the Solent SPA and the New Forest SPA, the applicant is willing to agree to the required financial contributions for projects to mitigate any impacts on water quality and recreational pressure.

NOISE

8.18 The site is located approximately 46m west of an elevated section of the M3 motorway and approximately 21m west of Oakmount Road.

8.19 The Noise Impact Assessment which accompanies this application concludes that provided the mitigation measures detailed in the report are implemented, there is no reason to suggest that future residents of the dwelling will be adversely affected by the noise emissions.

8.20 The proposed mitigation measures include the provision of a mechanical ventilation system for the rooms on the eastern façade (with air taken from the northern and western facades) and acoustic glazing. No special requirements are needed for the western façade of the building.

8.21 In relation to the garden area, the most useable area of the garden is located to the west of the dwelling with the dwelling itself offering the required reduction in noise, as suggested by the pre-application response. However, as an existing garden area, it would be unreasonable in planning terms to refuse the planning application on noise grounds.

AIR QUALITY

- 8.22 The site is located just outside the AQMA, as can be seen on the AQMA plan above. In any case, as an area used as a residential garden at the moment, it would be unreasonable to request further detail in this respect. Within the dwelling itself the proposals for mechanical ventilation for the rooms on the eastern side, with air being pulled in from the western elevation, would be sufficient to overcome any material air quality concerns.

SITE ACCESS

- 8.23 The pre-application response suggested that the access is narrow and would lead to conflict between the two properties. In response, with the access widened and the forecourt enlarged, visibility between incoming and outgoing vehicles is good and there will therefore be no materially harmful impact arising from this shared private access.
- 8.24 All vehicles can exit in forward gear and sufficient turning space is provided for this. Each parking space would be formerly allocated to each property, and, in practice, the forecourt would operate in the same way as a formal parking court, or private driveway for a large house or block of apartments. There would be no potential for any vehicular conflict of any severity and therefore it would be unreasonable to refuse the application on this grounds.
- 8.25 Indeed, most of the front gardens to the terrace of houses have been altered to become parking courts out of which vehicles reverse onto Steele Close. Whilst the cul-de-sac nature and slow speeds within offer no barrier to reversing off plots, the proposal offers a better alternative.

9 Conclusion

- 9.1 It is therefore considered that the proposal has taken account of all the concerns of previously refused applications, and the advice given in the pre-application response, to ensure that each concern is robustly addressed.
- 9.2 As such it is considered that the LPA can be reassured that the proposal represents the highest quality scheme possible for this site.
- 9.3 It is therefore respectfully requested that the proposals receive planning permission as soon as possible. The applicant is willing to agree to any conditions considered necessary to allow an approval .