



Planning, Design and Access Statement

63 Chalvington Road, Chandler's Ford, SO53 3DY

27 April 2023

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1 INTRODUCTION

INTRODUCTION

- 1.1 This statement has been prepared by Wessex Planning Ltd on behalf of Mr N Sansome in support of a planning application for the conversion of a garage to a one bedroomed dwelling at 63 Chalvington Road, Chandler's Ford, SO53 3DY.
- 1.2 This application follows a previous application that was dismissed at appeal and seeks to address the concerns upheld by the Planning Inspector, in dismissing the appeal.
- 1.3 The submission includes the following:
 - Location Plan
 - Block Plan
 - Proposed Floor Plans
 - Proposed Elevations

2 SITE CONTEXT AND HISTORY

SITE CONTEXT AND HISTORY

- 2.1 The site lies within the urban edge, as designated by the adopted Local Plan. It comprises of part of the large rear garden of No 63 Chalvington Road together with the existing garage and is bounded by a combination of hedging and wooden fences.
- 2.2 The site is accessible via the existing access from Trevoise Crescent and slopes up to the west.

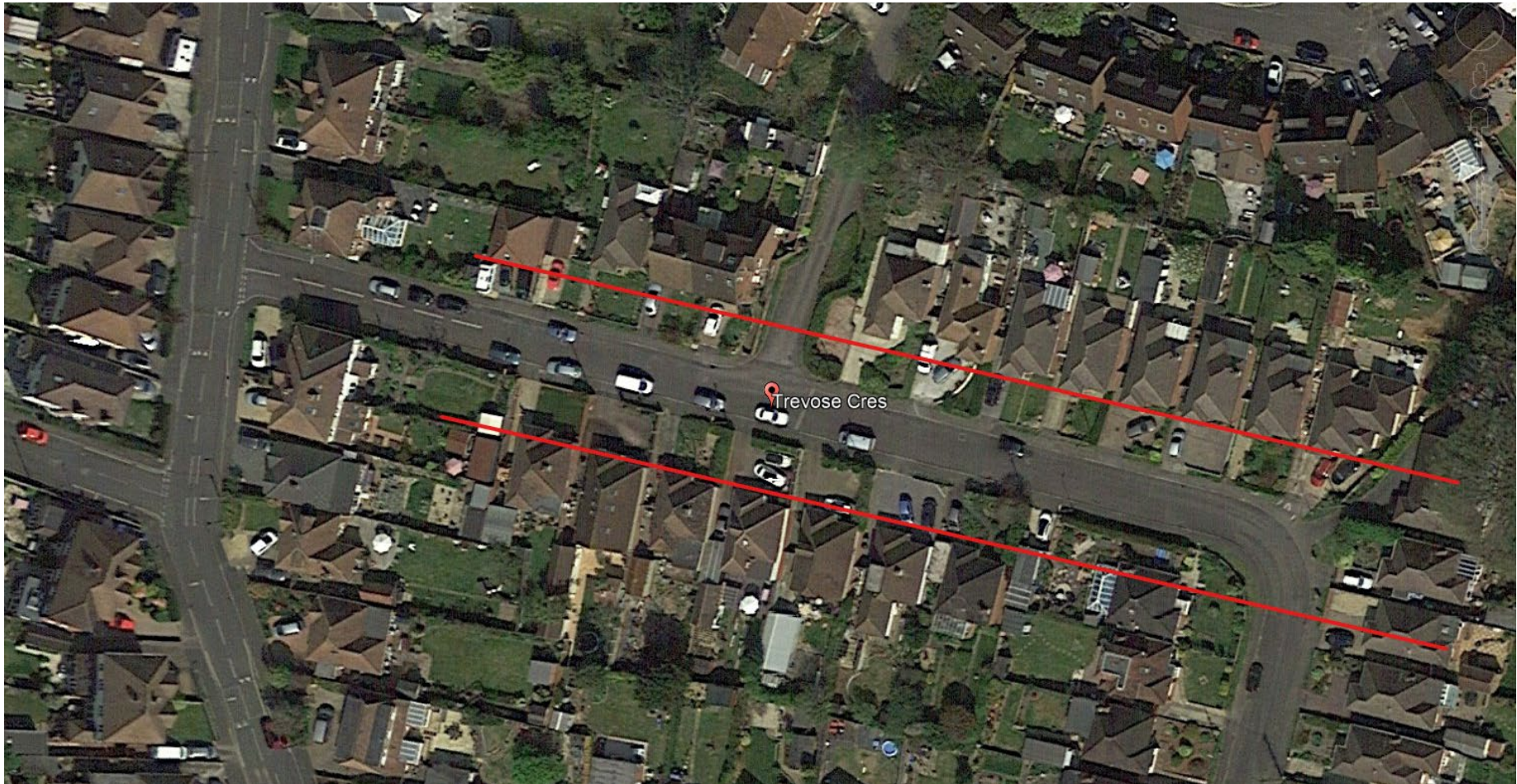


- 2.3 The site context is very important, as the site is not viewed in isolation, but as part of a dense suburban area with a mixed character of two storey and single storey dwellings. The site is indicated with double red lines below.



SITE CONTEXT AND HISTORY

- 2.4 Additionally, the street scene character is not completely regular in terms of the pattern of development. There are some existing dwellings that fall out of the building line along the street, on both sides of the road, as shown by the diagram below. The red line indicates the building line, and several dwellings and parts of dwellings can be seen extending over the building line towards the highway.



SITE CONTEXT AND HISTORY

- 2.5 In sequential, kinetic views (shown travelling in an eastwards direction on this page) the site frontage is not immediately apparent due to the highway boundary hedge (see below and adjacent).



- 2.6 Travelling in a westwards direction, the sequential, kinetic views (as shown below) also show that the site frontage is not immediately apparent in the street scene due to intervening shrubbery, a 1.8m high timber fence, and a backdrop of two storey dwellings .





- *F/15/78156 | Construction of replacement double garage at rear with 3no. rooflights (amended description) | PERMIT | 26 Apr 2016*
- *F/17/82202 | Change of use of existing detached garage with accommodation over to form 1no. 2 bedroom detached dwelling with insertion of 2no. velux windows to side | REFUSED | 06 Mar 2018*
- *F/18/83185 | Change of use of existing detached garage with accommodation over to form 1 No 1 bedroomed detached dwelling with insertion of 2 number velux windows to side | DISMISSED AT APPEAL | 09 Apr 2019*

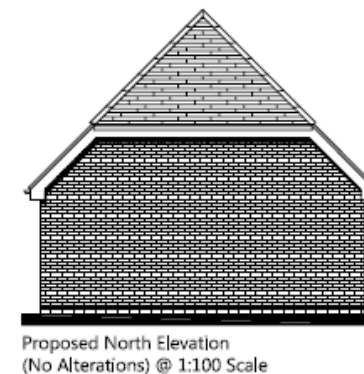
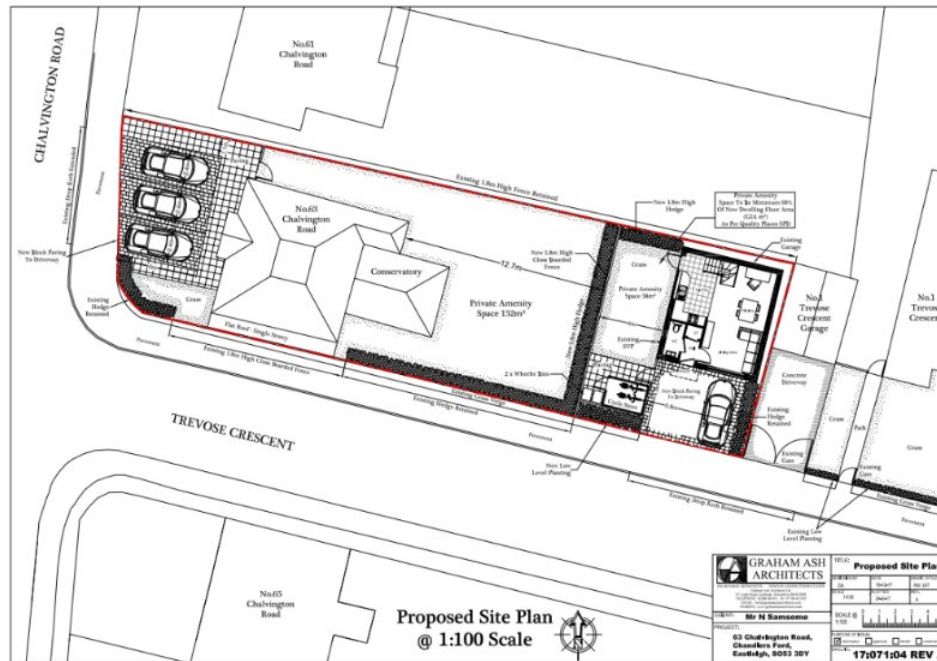
2.10 The planning history is important as it sequentially excludes objections to the principal of built form within the street scene, whether primary or ancillary accommodation.

- 2.7 As such, the site frontage is only immediately apparent if viewed in close proximity, and 'face on'.
- 2.8 It is contended that in order to characterise an 'area' or a 'street scene' an appreciation of more than one, static and direct 'face-on' view is necessary.
- 2.9 The relevant planning history for this site is;
- *F/06/58317 | Erection of a two storey side extension and 2 storey rear extension | PERMIT | 01 Dec 2006*

3 DESIGN EVOLUTION

Previous Appeal Scheme

- 3.1 The application, the subject of the recently dismissed appeal, was for the change of use of the garage to a one bedroomed dwelling.
- 3.2 The layout of the application included garden/amenity space to the side (west) of the proposed dwelling, with car parking provision to the front of the dwelling.
- 3.3 The application also included the addition of 2 velux windows on the east elevation together with a front porch, front door and windows, replacing the existing double garage doors, on the south elevation.



- 3.4 In dismissing the appeal, the Inspector found that *'the scheme would adversely affect the character and appearance of the area and would therefore conflict with Policy 59.BE of the Eastleigh Borough Local Plan Review (2006), which seeks to ensure that development takes full account of the context of the area including the character and appearance of a locality.'*
- 3.5 In reaching this decision, the Inspector commented that the scheme;
- Would lack the generous space found to the dwelling frontages in the area;
 - That the front aspect of the building would be dominated by parking and would therefore appear as a discordant feature within the street scene
- 3.6 The inspector also noted a neutral impact in terms of the subdivision of the garden space.
- 3.7 Also of note is that in originally refusing this application, the Local Planning Authority agreed, in the officer report, that;
- No material harm would be caused to the neighbouring properties
 - The amenity space for the dwelling meets the requirements set out within the Quality Places SPD
 - The proposed parking is in accordance with the Council's Residential Parking Requirements
- 3.8 The proposal has been evolved to consider and address the Inspector's reason for dismissing the appeal.

4 PROPOSAL

PROPOSAL

- 4.1 The key difference between the previous, refused application and the current proposal is the amended layout of the site.

Use

- 4.2 The use remains unchanged i.e., conversion of a garage to a one bedroomed residential dwelling.

Amount and Layout

- 4.3 As per the previous application the floor area of the proposed dwelling remains unchanged at approximately 50 sqm, the same as the existing garage.
- 4.4 The parking spaces have been moved to the side of the proposed dwelling and are now positioned in front of the proposed garden area to the side of the dwelling. The existing boundary hedge will visually enclose this parking area in views from the west.
- 4.5 Directly in front of the dwelling, on the south elevation, a soft landscaped front garden would be provided with lawn and new hedging and planting to the front and east sides, providing a screening and softening visual effect of the new dwelling from the public realm. A pedestrian path would lead from the public highway to the front door softened with herbaceous planting.
- 4.6 A cycle store and refuse / recycling area is provided to the rear of the newly positioned parking spaces.
- 4.7 The amenity area remains to the side of the new dwelling, partitioned from the parking area by a new robust timber fence with planting to the rear, again to soften its visual impact.
- 4.8 The kerb removed to allow for the new vehicular access would be reinstated to the front of the dwelling where the existing access is being removed.
- 4.9 Internally, the layout remains unchanged and is shown below.



PROPOSAL

Scale

- 4.10 The scale of the proposals remain as per the previous application and indeed as per the existing garage. The dwelling will have a height of 2.2m to the eaves, rising to 3.6m to the hipped roof, rising to 5.8m to the roof pitch.

Appearance

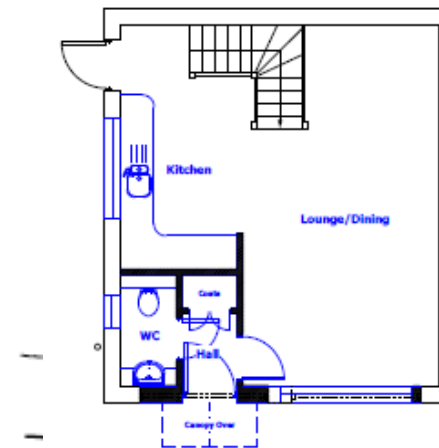
- 4.11 The appearance of the double garage will change only in as much as a front door and lounge/dining room window will be inserted into the front elevation with two additional windows inserted into the side (west) elevation.

Amenity

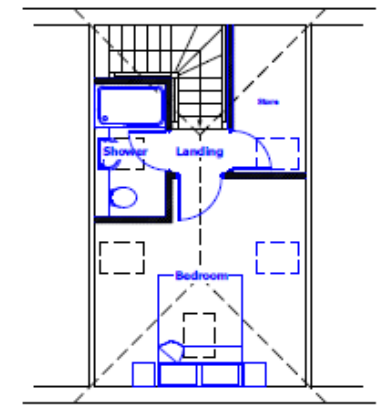
- 4.12 To address the previous concerns raised by the Local Planning Authority with regard to the two proposed velux windows on the east elevation, obscure glazing will be installed to prevent any actual or perceived overlooking of the neighbouring property to the east.
- 4.13 As determined by the Inspector in the previous appeal, the proposals cause no harm to the amenity of the neighbours or future amenity of the occupiers.

Access and Parking

- 4.14 The dwelling will be accessed via Trevoise Crescent, with the provision of two parking spaces and storage for two bicycles. The existing access will be removed, and a new access (by way of a dropped kerb) provided.



Existing Front Elevation 1:100



Existing Side Elevation 1:100



Proposed Front Elevation 1:100



Proposed Side Elevation 1:100



5 POLICY CONTEXT

- 5.1 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.



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

Strategic policy S2, Approach to new development

1. "The Council will promote the delivery, over the plan period 2016-2036, of a minimum of:
 - a. 14,580 new dwellings;
 - i. The pattern of delivery is expected to involve:
 - 2,572 dwellings completed 1st April 2016 to 31st March 2019;
 - 7,187 dwellings with planning permission or resolution to grant permission at 1st April 2019;
 - 1,475 allowance for windfall development
 - 732 dwellings on new sites allocated in this plan
 - ii. The Council will ensure a minimum 5 year supply (plus appropriate buffer) of deliverable sites across Eastleigh Borough.

- iii. The Council will support the provision of an average of 200 (net) new affordable homes per annum as part of the overall net additional homes provided each year (from 2016 to 2036).
 - iv. The Council will monitor the delivery of all types and tenures of homes to ensure housing needs are being met.
 - b. 103,500 sq.m (net) of new employment development (of which 56,800 sq.m to be E(g)(i)/(ii) development);
 - c. and related transport infrastructure, open space, sports facilities and other community facilities.
2. The urban edge as set out on the policies map defines the main built-up areas within which there is a presumption in favour of new development, subject to the policies of this plan."

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 DM14, Parking

1. *"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.*
2. *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.*
3. *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.*
4. *Proposals to provide new car parks, extend existing car parks or provide workplace park and ride facilities will be permitted if:*
 - a. *it can be demonstrated that this is the only way the transport requirements driving the proposals for car parking provision can be met;*
 - b. *the proposals form part of a strategy aimed at managing use of the private car, such as a workplace travel plan; and*
 - c. *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 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."*

6 OTHER MATERIAL CONSIDERATIONS

OTHER MATERIAL CONSIDERATIONS

- 6.1 As well as other planning guidance included within the NPPF, and the Eastleigh Quality Places SPD, adopted November 2011, and Eastleigh Residential Parking Standards SPD, adopted January 2009, previous decisions made in regard of similar development by both Eastleigh Borough Council and the planning inspectorate are also relevant.
- 6.2 These are detailed in the planning assessment consideration section below.
- 6.3 In particular, a similar proposal was granted on appeal at 12 Cherry Drove, Horton Heath (Reference APP/W1715/W/16/3166052 – F/16/79103).
- 6.4 Additionally, a similar proposal can be found at 23 Hiltingbury Road, Chandlers Ford (Reference Z/06783/014/00).
- 6.5 Another was permitted at 72 Stoke Park Road, Bishopstoke (Reference F/17/80922).
- 6.6 These three examples have been chosen to demonstrate that Eastleigh Borough Council have permitted similar proposals previously, and are therefore not averse to allowing permissions for quite small dwellings in suburban areas where there are a mix of dwelling types, and the proposal does not cause material harm in the street scene.



7 PLANNING ASSESSMENT

7.1 In dismissing the appeal against the LPA's refusal of the previous application, the Planning Inspector cited the following issues:

- Whilst there is some variety in the street scene, the existing character consists of well-spaced dwellings fronting the highway set behind front gardens, giving a sense of spaciousness
- The appeal scheme lacked the generous garden space at the front of the dwelling that is evident in the area
- The frontage to the dwelling would be dominated by car parking therefore being discordant feature in the street scene and at odds with prevailing pattern of development and character of the area
- Appearance as a separate and stand-alone development that would appear cramped in the context of surrounding dwellings
- Division of existing garden area would not be visible as a result of existing boundary hedge. Assessed to have neutral impact.

7.2 As a result, the Inspector dismissed the previous appeal on the grounds of a harmful impact upon the character and appearance of the area.

7.3 Each issue is considered and addressed in the new plans with justification set out below:

Existing character of area

- 7.4 The existing character of an area is experienced as a result of visiting different areas within a locality and travelling by foot and by vehicle around it.
- 7.5 The Inspector noted that there was variety in the street scene but particularly noted that the dwellings fronted the highway behind front gardens, which give a sense of spaciousness in the street scene.

7.6 In response to this concern, the applicant has considered how to improve this sense of spaciousness within the street scene of Trevoise Crescent, to which the dwelling will relate.

7.7 Sequential, kinetic views have been assessed and gaps between the dwellings within Trevoise Crescent considered. It is clear that there are several dwellings that lie very close to each other, a relationship which does not differ between existing dwellings and the proposed dwelling.

7.8 Intervening boundary hedges and fences interrupt sequential views along Trevoise Crescent.

7.9 The sense of spaciousness appears to be mostly derived from the availability of front garden space and the planting within this space softening the appearance of the dwellings together with the positioning of car parking to one side of the dwellings.

Lack of frontage garden space

7.10 As above, the Inspector considered that the previous scheme lacked the generous garden space to the front of the dwelling that is evident in the area.

7.11 In response, the proposal now moves the car parking spaces to one side of the dwelling allowing a frontage garden space at least as deep as some of the existing dwellings within Trevoise Crescent. The diagram above, indicating the position of the building lines on both sides of the Crescent, demonstrates that the proposed resulting frontage garden space would be entirely in character with those that exist within Trevoise Crescent.

7.12 Whilst the frontage gardens in Trevoise Crescent are established, the applicant would be happy to accept a condition for the provision of hard and soft landscaping of the frontage garden to ensure that the

resulting frontage garden emulates the character of the existing frontage gardens in the long term.

- 7.13 It is proposed to plant a mixed native hedge to the front boundary to include large garden shrubs and small ornamental trees.
- 7.14 Behind the frontage hedge would be a lawned garden area divided by a narrow pedestrian path lined with garden beds.
- 7.15 The size of the frontage garden would allow additional planting if required, as is the case with several frontage gardens in the area.

Frontage dominated by car parking

- 7.16 In providing the frontage garden, and retaining the majority of the length of No 63's existing garden boundary hedging, the new parking area would not dominate the resulting dwelling's frontage.
- 7.17 It is likely also to be the case that the car parking area is almost invisible in sequential views along the street until directly in front of the dwelling.
- 7.18 It must be acknowledged that there are several frontages along Trevoe Crescent that have been paved over entirely to allow additional frontage car parking. However, it is accepted that there are a mixture of frontage characters along the street.
- 7.19 As such, the resulting frontage of the proposed dwelling would be entirely in character with those of the existing dwellings within Trevoe Crescent.

Cramped appearance

- 7.20 This criticism of the scheme by the Inspector has been addressed with the insertion of a frontage garden entirely in character with those in Trevoe Crescent and the positioning of the car parking area to the side of the dwelling.

- 7.21 In addition, and as above, it has been evidenced that many of the properties in Trevoe Crescent lie in at least as close proximity to each other as the proposed dwelling and its neighbours, and that the 'sense of spaciousness' is actually derived from the layout of the dwellings in terms of their parking areas adjacent to planted front garden areas.
- 7.22 In sequential views, these planted areas give a green layering effect in the street scene. The new proposals will include a further green layer to the street scene, respecting and retaining the character of the area.

Precedent

- 7.23 Whilst it is accepted that two sites can never be identical, there are sufficient similarities to the 12 Cherry Drove application and appeal decision to mention the comparison here.
- 7.24 Whilst the Inspector for that appeal also noted a spacious character, he accepted that there was a mix of properties. Whilst also acknowledging that the resulting dwelling (which also involved an extension to the existing garage) would occupy a much smaller plot than surrounding dwellings, he considered that it would not be visually dominant or overbearing. Due to the open space to the site frontage, he concluded that the proposal would not appear cramped or congested and be comfortably situated within its plot. A proposed frontage hedge was assessed to significantly soften the appearance of the resulting dwelling and its associated parking in street views and therefore be broadly consistent with the well-planted setting of nearby dwellings. He concluded that the resulting dwelling would accord with Eastleigh's Quality Places document and be an appropriate response to the site context.

7.25 Photographs showing sequential views along Cherry Drove are provided below. The similarities with Trevoise Crescent are self-evident.



7.26 Another application for a dwelling, allowed by EBC, is located behind The Old Post Office at Kingsway, Chandlers Ford at 23 Hiltingbury Road. This also sites two parking spaces adjacent to the site frontage, and although its frontage consists of hard surfacing, the retained wall

maintains the street scene. Like the building, the subject of this application, the building is located slightly forward of the building line along Hiltingbury Road. Sequential photographs are provided below.



7.27 The detailed characterisation of the area has allowed a genuine reconsideration of the proposal.

7.28 The alterations proposed in the layout of the proposal seek to address only those concerns remaining, following the appeal dismissal of the previous scheme.

- 7.29 The response - to move the car parking away from the proposed dwelling's frontage to the side of the dwelling, allowing the creation of small, but important, frontage garden has been key to addressing the Inspector's concerns.
- 7.30 As such, the parking area no longer dominates the site frontage, and the small front garden allows the provision of a frontage hedge and additional planting that will add a further layer of greenery to the street scene in a position expected.
- 7.31 The sense of spaciousness is not derived from the position or relationship of the dwellings to each other (some existing dwellings have closer relationships than that proposed). It is derived solely from the frontage gardens allowing a visual sense of a green enclosure to the highway, behind which the dwellings are set. The proposals now emulate this character.

8 CONCLUSION

CONCLUSION

- 8.1 This new proposal for the conversion of No 63 Chalvington Road's garage seeks to address, completely, the concerns of the appeal inspector in relation to the previous application.
- 8.2 By altering the layout to move the parking area to the side of the resulting dwelling allowing a frontage garden area to be landscaped, the criticisms of the previous scheme are addressed.
- 8.3 Spending additional time assessing the site context has allowed an appreciation of the council's previous concerns, upheld by the Inspector, and the scheme to be revisited with a critical eye.
- 8.4 The inclusion of a small, but very important, front garden with boundary hedging and space for additional shrub and ornamental planting creates a further 'green layer' in sequential street views, entirely in character with the existing dwellings in Trevoise Crescent, to which the proposed dwelling will relate.
- 8.5 As above, the applicant is willing to accept a planning condition relating to the specific landscaping of this new frontage garden to ensure that the effect proposed is created and maintained for the long term.
- 8.6 Overall, the proposals are now considered to be in accordance with Policies DM1 and all other relevant policies in the Local Plan and it is respectfully requested that the application is approved.
- 8.7 This will allow a small, but much needed, starter home to provide for a young person or couple to access the housing ladder, or for a larger family home to be made available through the ability to downsize to a smaller home.