

54 Leigh Road, Eastleigh

BK Estates Ltd
Design and Access Statement
P22-064-01
June 2023

54 Leigh Road, Eastleigh

Rear extension and conversion into 3
flats at:

54 Leigh Road, Eastleigh

Client: BK Estates Ltd

Design and Access Statement

June 2023

1.0 Introduction

1.1 Site Location

SITE LOCATION

Eastleigh is a town in Hampshire, England, located between the cities of Southampton and Winchester.

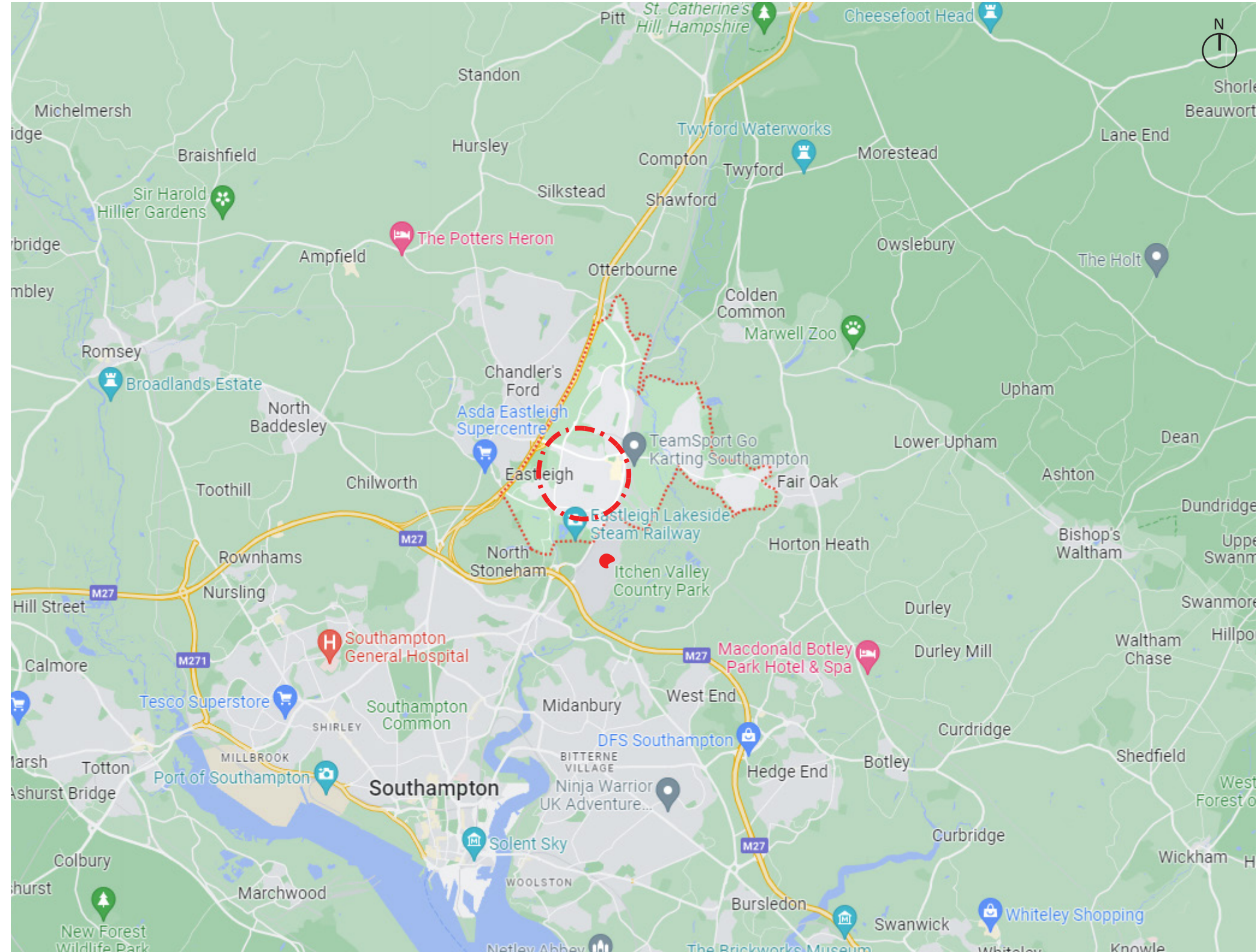
It has easy access to both the M27 and M3 motorways.

Leigh Road is the main road into Eastleigh Town Centre from the M3 and Chandlers Ford, and features a mix of Residential and Commercial Businesses.

The Town Centre features a wide range of services, Shops, Restaurants, Take-aways, Doctor and Dentist surgeries, Schools at all levels from Nursery to College, Entertainment facilities, Sports venues and Parks.

There is both a main line Railway Station and Bus Station within walking distance and Southampton Airport is 5 minutes drive.

Leigh Road is on a public bus route.



1.0 Introduction

1.2 Site Description

SITE DESCRIPTION

The site is located on Leigh Road in Eastleigh, this main road leads from Chandlers Ford/M3 to the Town centre.

No 54 is a semi detached house an open plan frontage with vehicular access leading to the rear of the property to serve a detached garage. The remainder of the rear is private garden.

No 56 to the left was converted into flats and also features a single storey extension to the rear, parking is provided to the front and rear.

No 50 to the right is occupied by Accountancy firms.

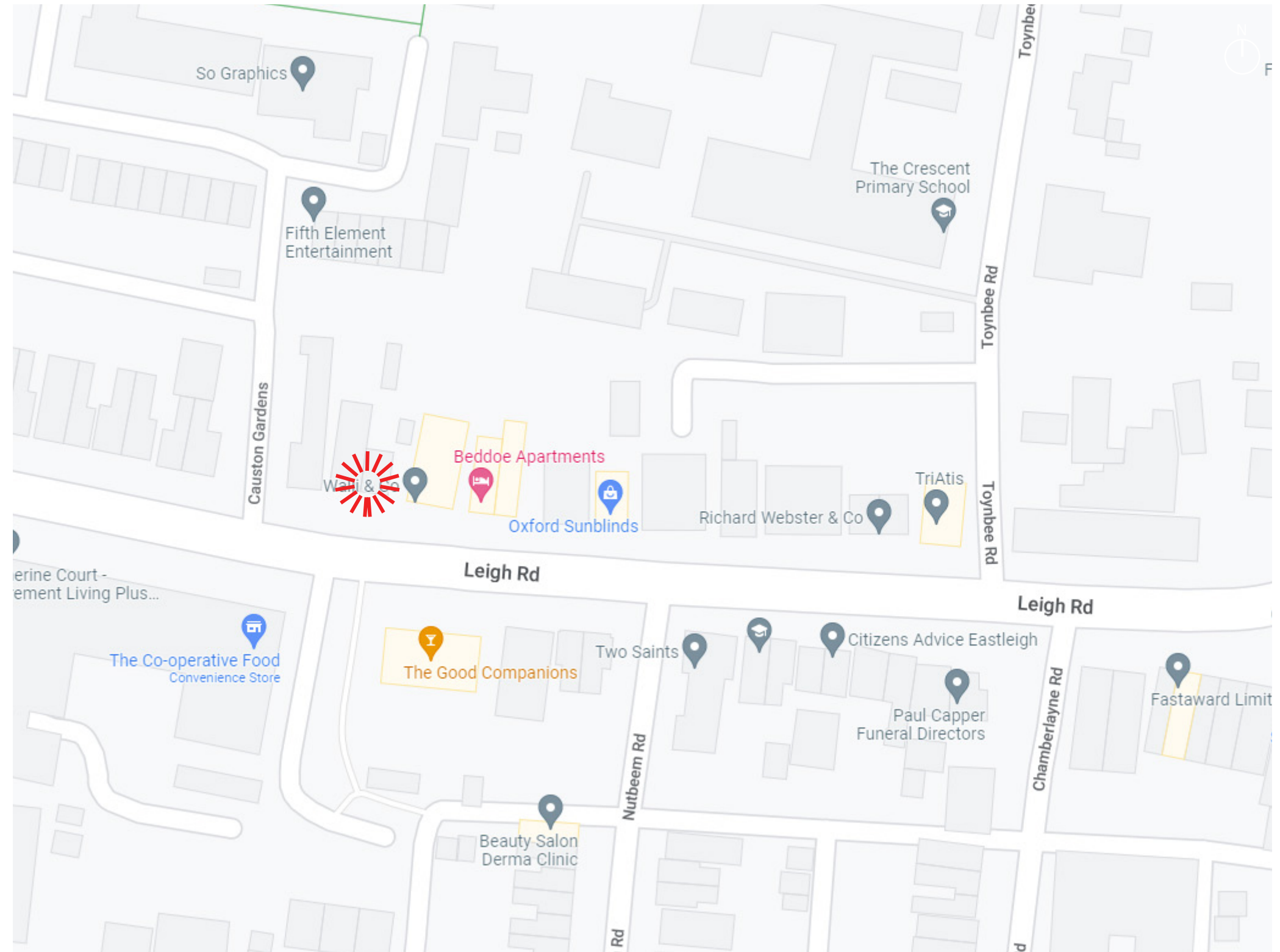
Opposite the site is a Public House and Co-op Food Store.

Leigh Road is served by a regular bus service, and is 5 minute walking distance to the Town Centre along with the Railway Station.

PROPOSAL

The proposals are for a 1 and 1/2 storey and 2 storey extension to the rear of the existing house and the conversion of the existing semi detached dwelling into flats.

The proposal will provide a mix of 2 no 2 bed flats and 1 no 1 bed flat giving a total of 3 flats. Cycle and Bin storage will be provided to the rear of the site along with parking and turning for 3 vehicles and amenity area.



1.0 Introduction

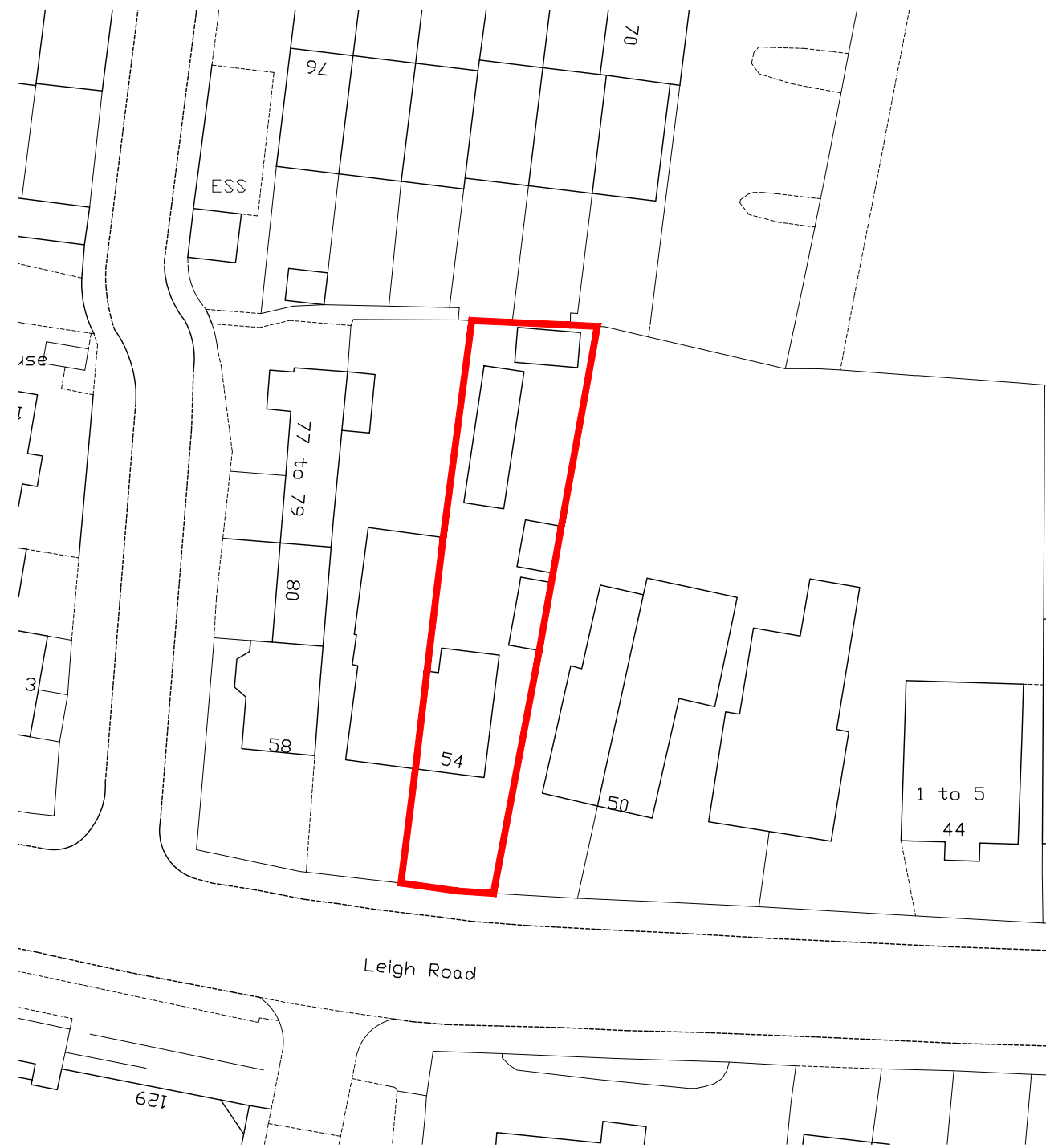
1.3 Key Site Views



2.0 Site Context

2.1 Location & Block Plan

54 Leigh Road, Eastleigh



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2.0 Site Context

2.2 Site Photos 1



2.0 Site Context

2.2 Site Photos 2



2.0 Site Context

2.3 Planning History

PLANNING HISTORY

There is no Planning history for 54 Leigh Road but the following are in relation to the neighbouring property -

F/15/76307 - Rear of, 56 Leigh Road, Eastleigh SO50 9DT

Valid date: 21/04/2015

Single storey rear extension to create 1no. one bedroom flat with associated bin & cycle storage, first floor rear extension to existing first floor flat (amended description)

Type of Application: Full planning

Status: Decided

Decision: Permit

Decision Date: 17/06/2016

J/14/74258 - 56 Leigh Road, Eastleigh, SO50 9DT

Valid date: 12/03/2014

Prior Notification: Change of use from B1a (Solicitors office) to C3 (dwellinghouse)

Type of Application: Prior notification

Status: Decided

Decision: Prior Approval Granted

Decision Date: 09/05/2014

2.0 Site Context

2.4 Pre-App Response

A Pre-app submission was made 6th Dec 2022 and the response received on 22nd Dec 2022. The officer was Summer Sharpe and the reference number was Q/22/94331.

In our opinion the Pre-app response was very thorough and highlighted concerns which needed to be addressed.

Thank you for your pre-application enquiry received 6 December 2022. I can advise that the proposals would require planning permission, and as such the following comments would be offered:

Site Context - The pre-application site comprises a two-storey semi-detached dwellinghouse located to the north of Leigh Road. The site appears to benefit from a modest front garden and off-street parking provisions located along the eastern boundary of the dwelling. The surrounding area comprises a mixture of uses; to the immediate east, south and south-west there are a combination of commercial uses including a chiropractor, accountancy, public house, and food store. To the immediate west and north are residential properties (which fall within ELAC 14 of the Eastleigh Character Area Appraisal). Further north is The Crescent Primary School.

Policy & Principle - The application site lies within the urban edge; therefore, the basic principle of additional residential development is considered acceptable. However, the acceptability of the proposal would be dependent upon consideration of the matters outlined below, which would be assessed against the relevant planning policies and supplementary guidance requirements. In this instance, any future submission would be considered against the following policies and guidance: Eastleigh Borough Local Plan (2016-2036) Policies: S1 (sustainable development), S2 (approach to development), S3 (location of new housing), DM1 (general development), DM2 (environmentally sustainable development), DM3 (climate change), DM4 (zero or low carbon energy), DM6 surface water management), DM8 (pollution), DM11 (nature conservation), DM13 (access), DM14 (parking), DM23 (residential development within urban areas), DM24 (Creating a mix of housing), DM29 (dwellings with higher access standards), DM30 (internal space standards), DM38 (funding infrastructure), and E4 (urban renaissance quarter). National Planning Policy Framework (revised July 2021) Eastleigh Borough Council Supplementary Planning Documents: Quality Places; Residential Parking Standards; Eastleigh Character Area Appraisal; and Trees & Development.

Assessment- The pre-application submission states that the proposal is for the addition of a single storey extension and conversion of existing dwelling into 3no. flats (2 x 2no. bedroom flats and 1 x 1no. bedroom flat). From the information provided it appears as though there would be a combination of two-storey and single storey rear extensions. From a history search there was no planning history relating to the site. Within the submitted supporting document section 2.0 Site Context, 2.2 Site Photos 1, View 02, it shows that there is a single storey conservatory. The proposed eastern and northern plans provided appear to show a two-storey extension. Therefore, the comments provided will assess the proposed two-storey and single storey rear extensions.

Design & Impact upon Street Scene - The pre-application site falls within the area denoted as the 'urban renaissance quarter' covered by Policy E4 of the Local Plan. This Policy encourages well-designed, people-intensive development that raises the quality of the main approaches to Eastleigh Town Centre. Therefore, there would be a general support of the creation of additional residential in policy terms, however this would need to be appropriate in all other regards set out within this pre-application assessment. The pre-application has provided the eastern and northern elevations, which appear to show the addition of a combination of two-storey and single storey rear extensions. The proposed two-storey extension appears to be acceptable in terms of its overall size and scale, also being set down from the main dwelling. The plans also appear to denote a variance in material; however, it is unclear what this would be. In terms of the single storey extension, the overall design could be improved. It would be suggested to review the roof form, currently it appears to have a variety of heights/ forms which could be simplified. Reducing its depth may aid its relationship and congruity with the host dwelling. Further, from the submitted floor plans, it is noted that the southern elevation (fronting Leigh Road) would have 2no. separate entrances to serve Flats 1 & 2. This elevation has not been provided. Arguably, this elevation would be the most important as it is the most visible from public vantage points and therefore the addition of 2no. entrance doors would need to be laid out appropriately and be well-designed.

Amenities - This section will be separated into the amenities of future occupiers and impact upon neighbouring amenities. The nationally described space standards (NDSS) set out the minimum space standards required for new residential development. This is dependent upon the number of storeys, bedrooms, and occupiers. Bedrooms must also be of a set size; 7.5m² for single occupancy and 11.5m² for double occupancy. Flats 1 & 2: 1no. storey with 2no. bedrooms The space standards required for these types of units range from 61m² - 70m² dependent upon the number of occupiers. Flat 1 would provide 50.25m² and Flat 2 would provide 49.82m² thus not meeting the required space standards. Flat 3: 1no. storey with 1no. bedroom The space standards required for this type of unit ranges from 39m² - 50m² dependent upon the number of occupiers. From the submitted plans this unit would measure 39.5m² therefore would just provide sufficient space for 1no. person. Limited information has been provided with regard to elevations and fenestration for habitable rooms. Additional information would be required to be able to fully assess whether adequate natural light could serve these rooms, as well as the outlook. Further, the Council's Quality Places SPD sets out garden sizes for new residential development. With specific regard to flats, there is a general guide being a minimum of 25m² of amenity space per dwelling. However, if the flatted development is directly adjacent to a useable recreational space or within an area of very good local facilities, such as a town centre, the requirement can be re-assessed/ reduced. From the submitted plans it is unclear the exact amount of external amenity space. Concern would also be raised with regard to the location of parking and whether turning space would further reduce the external amenity space. It is, however, noted that the preapplication site is located within close proximity to Eastleigh Town Centre and Leigh Road recreational ground and therefore there could be scope to reduce the external amenity space required. In addition, the pre-application site appears to fall within the Air Quality Management Area (along Leigh Road). Further consideration/ mitigation measures would be required to address this. Overall, significant concern would be raised with regard to the internal space standards of which 2no. flats would not comply with, rendering this submission unacceptable. However, there may be scope to reduce the number of units to create acceptable and compliant internal arrangements.

2.0 Site Context

2.5 Pre-App Response

Neighbouring Amenities - Please be advised that this has been assessed by way of desktop study. Should a formal planning application be submitted, a site visit would be undertaken whereby a full assessment of the impact upon neighbouring amenities would be undertaken. The addition of further residential development within an area characterised by residential is considered to be acceptable. The pre-application also appears to propose a combination of single storey and two storey rear extensions. The proposed extensions would be set in from the shared eastern boundary, which would be utilised as a driveway to allow vehicles to park within the rear amenity space of the site. From a desktop study, the neighbour to the east is also set in from the shared boundary and has a car park to the north-east of the pre-application site. Therefore, the proposals within this pre-application are not considered to have an adversely harmful impact upon this neighbouring amenity. The proposed extension appears to replicate the extension at the attached neighbouring property (no.56) to the west. From the submitted proposed site plan, the proposed extension appears comparable with the existing neighbour's extension, albeit appearing to project slightly further. It is also noted that the proposed extension would be set in from the shared western boundary, however, only the eastern and northern elevations have been provided and therefore a fully informed opinion on the impact the proposals could have upon this neighbour is difficult to conclude. A proposed western elevation (showing exact heights and fenestration locations/treatment) would be required to be able to fully assess the impact upon no.56.

Highways - The Council's Residential Parking Standards SPD sets out that for 1 no. bed units 1 no. vehicular parking provision would be required, and for 2 no. bedroom units 2 no. vehicular parking provisions would be required. It is, however, noted that this can be reduced where the site is within a sustainable and accessible location, such as Eastleigh Town Centre. The pre-application proposes 3 no. parking provisions along the northern boundary within the external amenity area. This could, on balance, be acceptable. However, it is noted that additional parking spaces on site could be provided if the amount of parking proposed was not suitable. It is also noted that there would be the provision of bin storage along the north-eastern corner of the site. Please note, should a formal planning application be submitted, the Local Highways Authority would be consulted upon, whereby they would advise upon access, egress, and highway safety. In addition, information in relation to vehicle turning would be required, as this could further reduce the external amenity area, which would raise concern.

Planning Obligations – Impact upon SPA

The addition of residential development is considered to have an impact upon the recreational disturbance and water quality of the European Protected Sites, which would need to be offset, in accordance with the Habitats Regulations.

Recreational Disturbance SPA - Solent & Southampton Water - The Solent & Southampton Water Special Protection Area is an internationally designated conservation site and is protected for its overwintering birds. It is recognised that new house building (within a 5.6km buffer of the designated area) is placing increased pressure on these overwintering birds from more people visiting the coastline. As such the Council requires all housing developments within the buffer to make a financial contribution towards the Solent Recreation Mitigation Strategy, which aims to limit recreation disturbance to our coastline through careful management. The site does not appear to be located within the designated area.

Nitrates & Phosphates – Water Deterioration - In terms of water quality, Natural England have highlighted that new residential development can have an adverse impact upon the European protected Solent Complex and River Itchen SAC, for the features for which they are designated, through phosphate and nitrogen loading resulting from additional sewage generated from future residents. These impacts under the Conservation of Habitats and Species Regulations 2017 are required to be mitigated in order for development to be acceptable. The Council has adopted its own strategy for achieving nitrate neutrality whereby it identifies areas of agricultural land and remove these from a nitrate intensive use, thus reducing the nitrogen input into the protected sites, with the level of reduction then being used as a means of offsetting the impacts of development proposals within the Borough. This ensures no overall net increase in nitrates within the Solent and thereby allow a development to achieve nutrient neutrality. In order to do this, the Council calculates the level of nitrate mitigation this land provides (measured in kg) and makes 'nitrate credits' available to developers to buy, with funding being secured during the planning application. The charge for these credits is £3,000 plus VAT (£3,600) per kilogram of nitrates that require offsetting, with this fee including estimated costs of land purchase and ongoing maintenance. In order to calculate the level of contribution required a nutrient budget must be submitted with the planning application and confirmation of the mitigation to be used to offset the nitrates generated from the development. The Council also has a strategy for achieving phosphate neutrality. The charge for these credits is £4,500 plus VAT per dwelling. Additional information can be found on the following link: <https://www.eastleigh.gov.uk/planning-and-building/water-qualityissues-in-the-solent-catchment-area>.

Applicants are not obliged to use the Council's scheme and other options for achieving nutrient neutrality are possible. However, certainty needs to be given that the mitigation scheme achieves nitrate neutrality in perpetuity to the satisfaction of Natural England. However, should you wish to purchase Council credits to offset the nitrogen output, then you would need to complete an 'expression of interest' and send to the following email address: nutrientoffset@eastleigh.gov.uk to check the availability of credits. For further information, please see the following link: <https://www.eastleigh.gov.uk/planning-and-building/nutrient-neutrality-offset-scheme>

Recreational Disturbance – New Forest SPA

Natural England have raised the issue of new residential development resulting in more visitors to the New Forest National Park and subsequent increased recreational disturbance. The site falls within the 13.8km radius of the New Forest where new residential schemes need to contribute toward mitigation projects. The Council have a strategy which requires monetary mitigations (£2,220 per dwelling) to offset the proposed development which you may choose to use.

Other Matters

Ecology - Any future application should seek to provide a biodiversity net gain. In this instance it would be suggested to enhance planting/ landscaping.

Sustainable drainage - All new housing developments need to incorporate a sustainable drainage system,

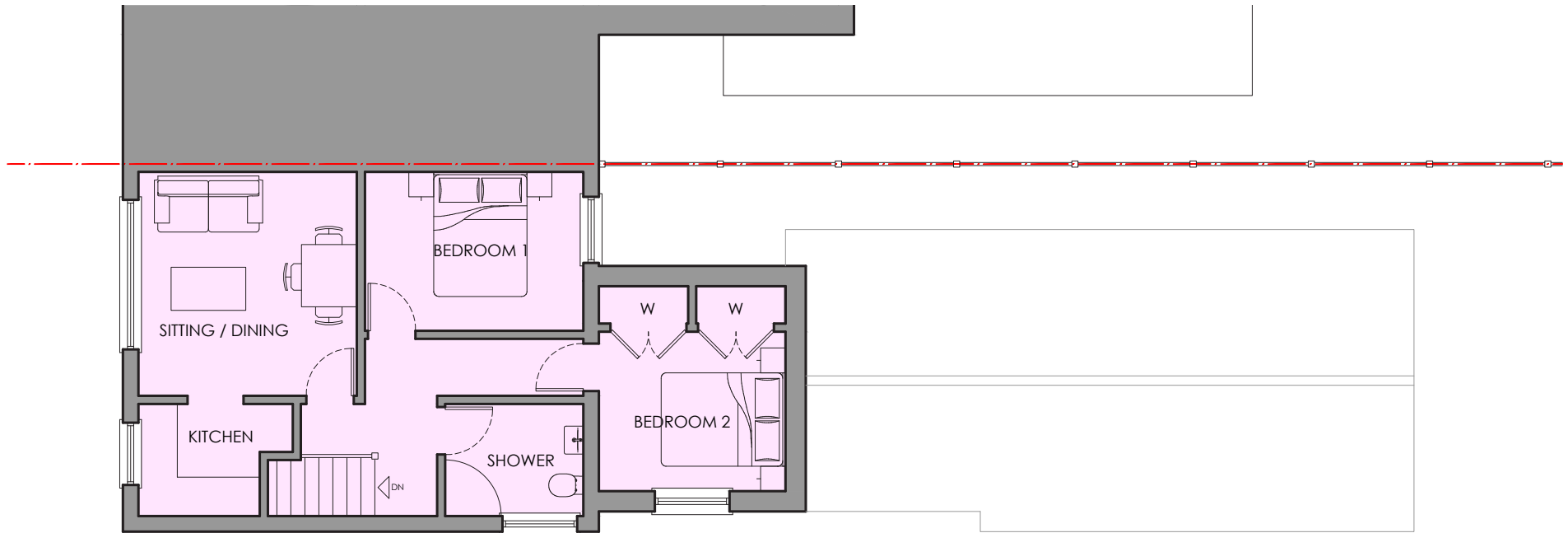
Conclusion

To conclude, the LPA would raise concern with regard to the submitted proposals. Whilst the general principle of development is considered acceptable, significant amendments would be required in order to demonstrate that the proposals would be appropriate in all above aspects for this specific development proposal to be considered acceptable.

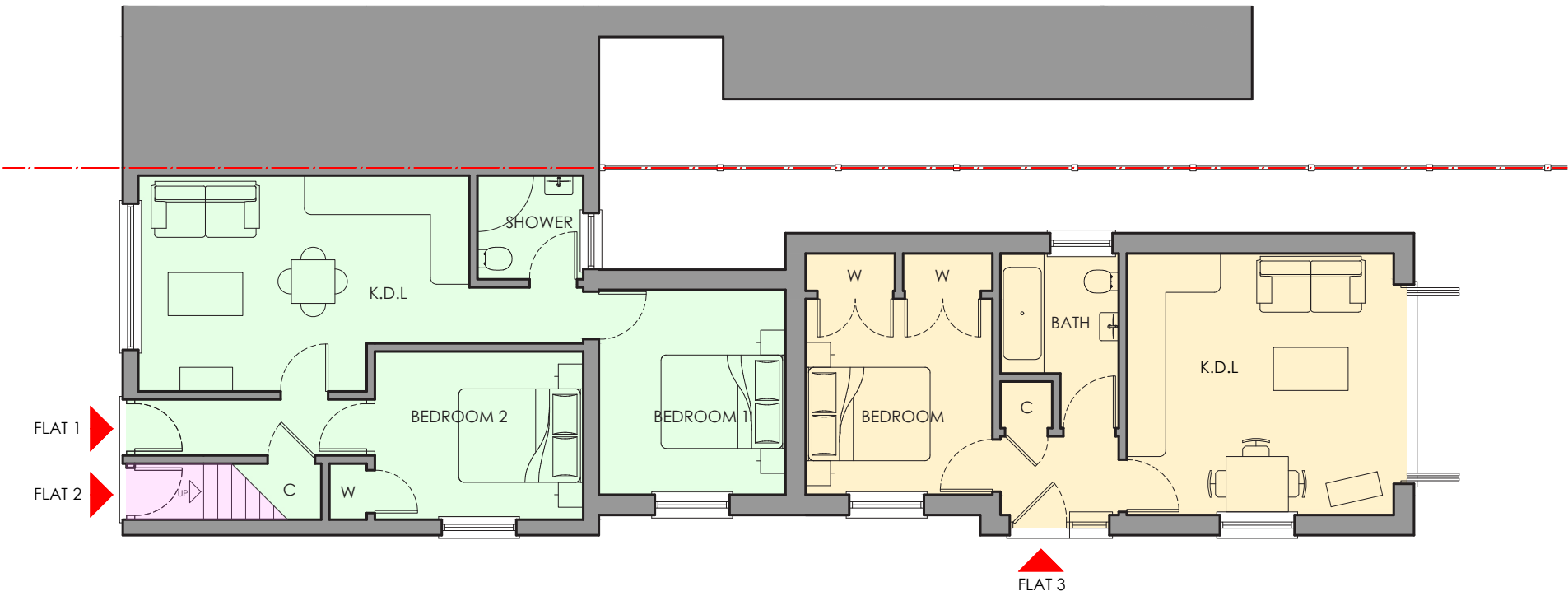
2.0 Site Context

2.6 Plans submitted with Pre-app

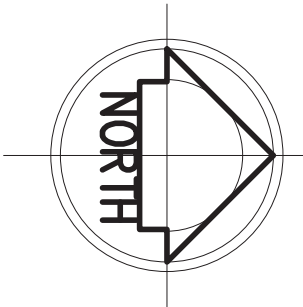
54 Leigh Road, Eastleigh



First Floor



Ground Floor



ACCOMMODATION SCHEDULE	
	FLAT 1 - 50.25 m2 GIA
	FLAT 2 - 49.82m2 GIA
	FLAT 3 - 39.50 m2 GIA

3.0 Proposals

3.1 Proposals

Following the Pre-app response we have spent time designing a scheme which now meets the Space Standards (NDSS) but also takes into account the neighbouring properties. The dwelling at 56 Leigh Road was converted into flats some time ago and features a 2 storey and single storey extension to the rear, the remainder of the site is amenity and parking, no 50 Leigh Road is an Accountancy Company with the rear of the site fully hardsurfaced and providing parking .

The proposal now put forward for consideration in this application consists of a 2 storey, 1 1/2 and single storey rear extension to the existing house to enable it to be converted to provide 2 no 2 bed flats and 1 no 1 bed flat. The mix of 1 and 2 beds giving a greater option for first timers or downsizers.

Parking, Cycle Storage and Refuse Bin area will be provided to the rear of the site along with a small amenity area, the existing grassed area to the frontage will remain.

Both the 2 bed flats will be accommodated within the existing footprint and the 2 storey rear extension, the entrance to these flats will be relocated to the side elevation to avoid having 2 entrance doors side by side, and therefore giving each flat its own identity. Whilst this differs to the neighbouring property we do feel it presents a better front elevation. The 2 bed flats will each have 2 double bedrooms meeting the required 11.5m² floor area, these will be provided with Built in storage. There will be a Living/dining/Kitchen and a Bathroom.

The 1 bed flat consists of a Double bedroom at 11.5m², a Bathroom and Living/Dining/Kitchen, this will all be housed in the 1 1/2 and single storey rear section of the extension.

Parking - One space per flat will be provided at the very rear of the site, this is below the standard but the site is 5 minutes walking distance of the Town Centre and Railway Station and is on a public bus route, secure cycle storage will be provided for each flat to encourage less reliance on private car travel. There is manoeuvring space in front of the parking spaces to enable cars to leave the site in a forward gear.

A amenity area will be provided at the front of the site along with a smaller one to the rear, we appreciate these are below the general requirements for private amenity areas but the site is within 5 minutes walk from several public parks, a leisure centre and the Town Centre.

Access to the proposed flats will meet the requirements of Part M.

Landscaping - There are no existing landscape features on the site but in order to provide some ecological gains we will propose some low level landscaping as indicated on the site layout.

Nitrates A nitrates budget calculation has been completed and a copy included as part of the application.

3.0 Proposals

3.2 Planning Policy

The following policies are relevant:

Eastleigh Borough Local Plan (2016-2036)

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;

Policy DM2, Environmentally sustainable development

a. all new build residential development (C3 Use Class only) must achieve at the time a Reserved

Matters or Full Planning Application is submitted:

i. a 19% improvement in predicted carbon emissions, compared with the building regulations standard current at the time, through increased energy efficiency of the building fabric, unless this is superseded by an updated building regulations requirement equivalent to 'zero carbon homes'; and

ii. a predicted mains water consumption of no more than 110 litres/person/day

Policy DM6, Sustainable surface water management and watercourse management

1. New development (excluding extensions to dwellings and changes of use), will only be permitted if it incorporates Sustainable Drainage Systems (SuDS).

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

Policy DM13, General development criteria - transport

1. All new development must have safe and convenient access to the highway network and make provision for access to, and by, other transport modes including public transport and cycle and pedestrian routes as appropriate.

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.

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.

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);

3.0 Proposals

3.3 Planning Policy

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.

Policy E4, Urban Renaissance Quarter, Eastleigh

1. Within the urban renaissance quarter as shown on the policies map, the Borough Council will encourage well-designed, people-intensive development that raises the quality of the main approaches to Eastleigh town centre

Eastleigh Borough Council Supplementary Planning Documents:

Trees & Development.

The Council will assess planning applications that impact trees from the context of the existing site. Within applications, there must be a presumption in favour of retaining existing trees. Any impact on existing trees will be considered not just from an amenity point-of-view, but also with regards to the environmental and climate emergency.

Residential Parking Standards

8. Eastleigh Town Centre - Eastleigh town centre and the surrounding area is the most accessible location in the Borough with regard to public transport services and local facilities. It has the lowest car ownership in the Borough, it is well served by public off-street parking provision and the majority of local streets are controlled by waiting restrictions or controlled parking zones. It is therefore considered that, within Eastleigh town centre and the surrounding roads within a Controlled Parking Zone, parking provision to a lower standard than specified in the Table of Residential Parking Standards below can be appropriate if circumstances permit and/or incentives, such as car clubs, which will reduce parking demand through encouraging reduced car ownership, are provided as part of a development.

Eastleigh Character Area Appraisal;

Character Area: ELAC 14

- Retain the wide grass verges and associated mature broadleaved tree planting along Leigh Road.
- Minimise the requirement for on-street parking in new development.
- Maintain the predominant plot widths and continuity in building line.
- Ensure that the form of new development relates effectively with the hipped roofs and gabled bay windows prominent in existing development.

Quality Places:

Access to Local Facilities and Public Transport - *development provides for safe and convenient access, particularly on foot and by cycle, to local facilities and frequent public transport.*

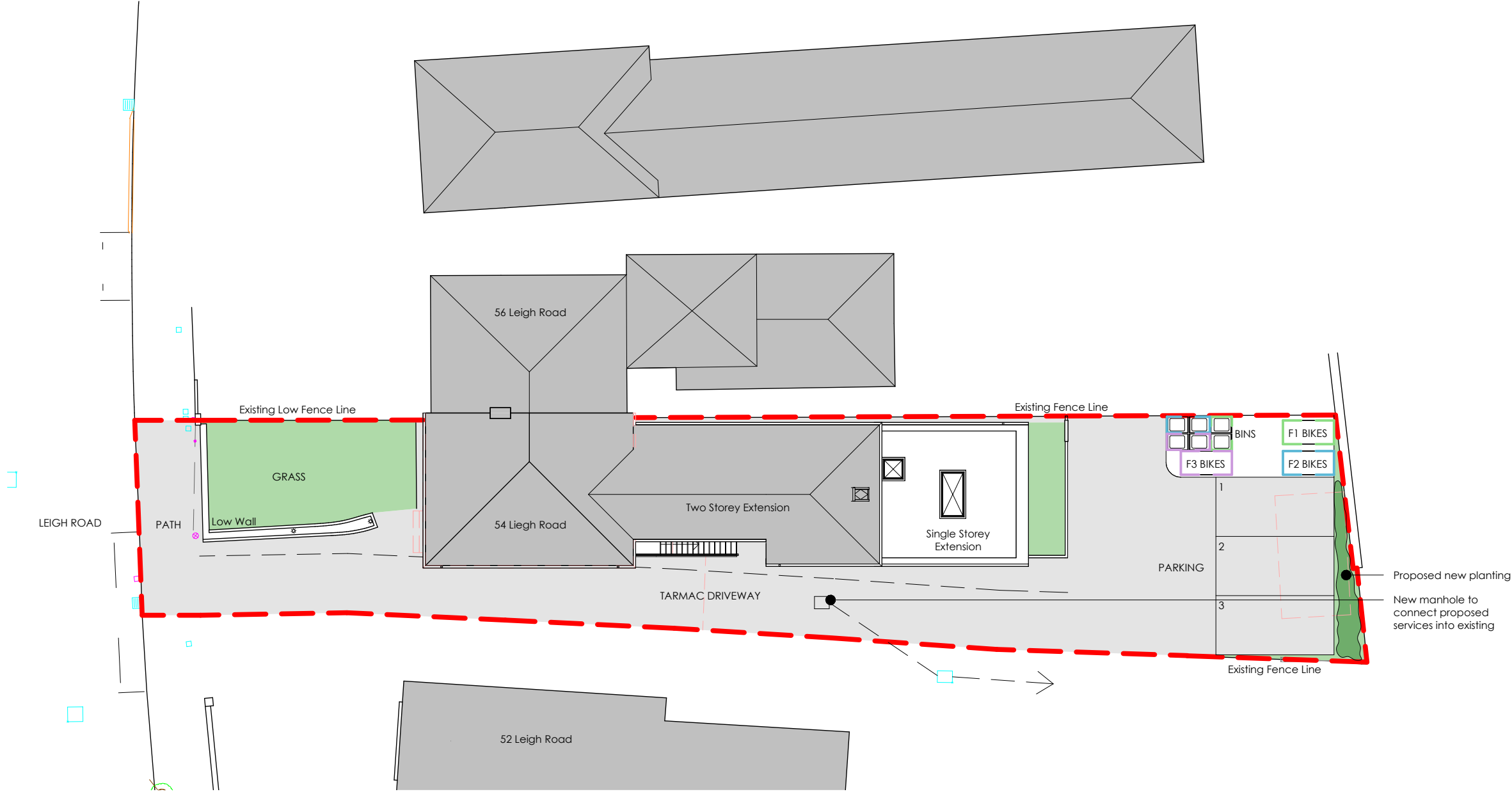
Residential Density - *Density is appropriate to the context and level of accessibility and makes efficient use of land and address the needs of residents.*

Parking - *Surface car parking and cycle parking should be safe, convenient to use and have natural surveillance. Car parking should not visually dominate the public realm.*

Design of Buildings and Materials. *The scale, form and design of elevations and external materials responds positively to the defining and distinctive characteristics of the area.*

3.0 Proposals

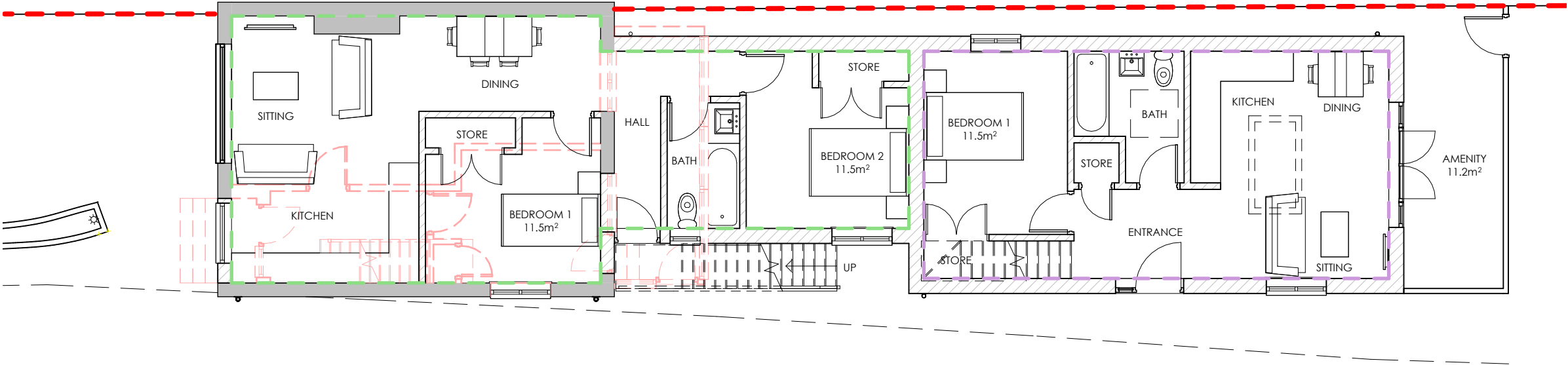
3.2 Proposed Site Plan



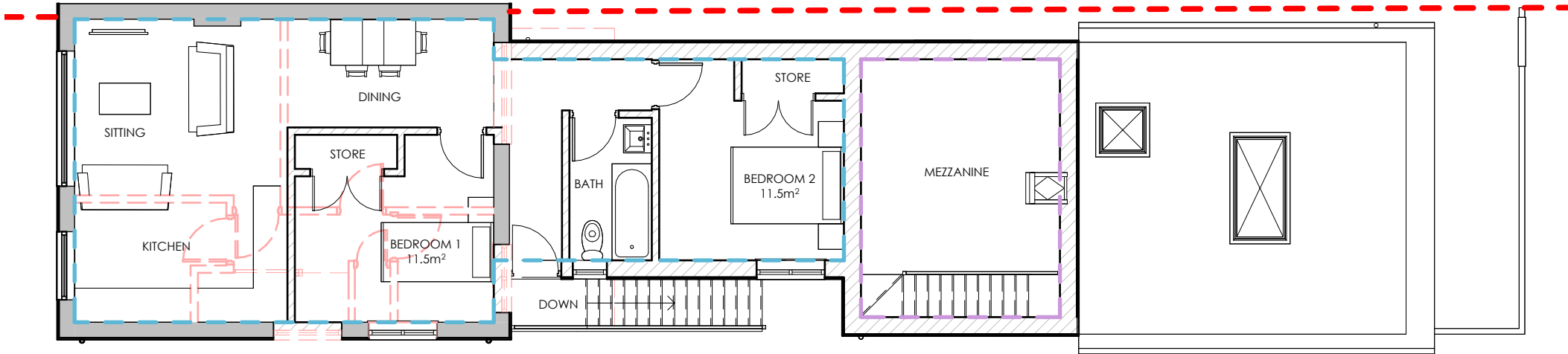
Proposed Site Plan
1 : 200

3.0 Proposals

3.3 Proposed Plans



Proposed Ground Floor Plan
1 : 100



Proposed First Floor Plan

3.0 Proposals

3.4 Elevations



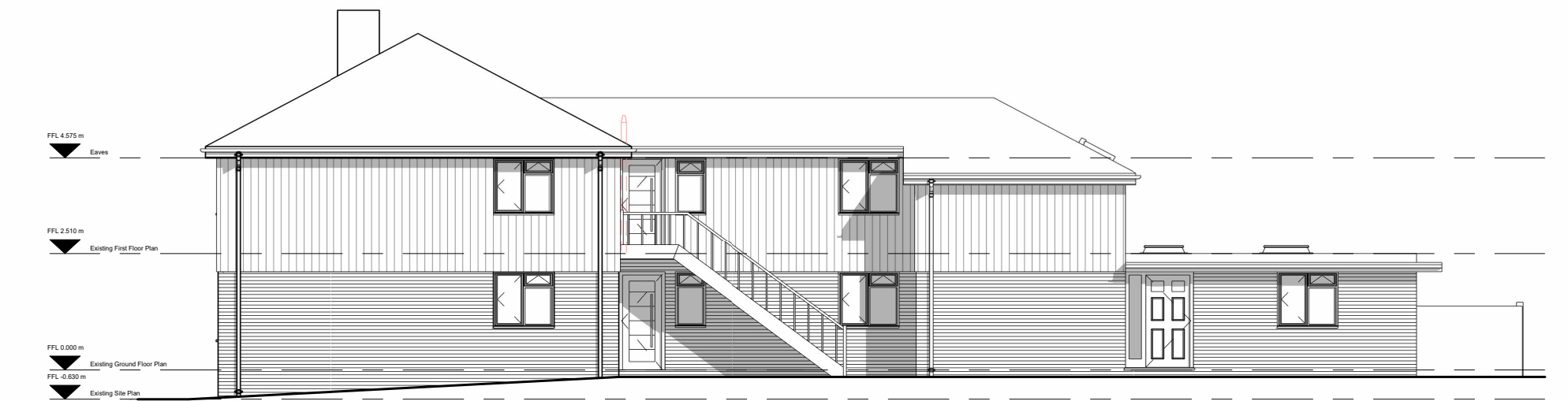
Proposed South (Front) Elevation
1 : 100



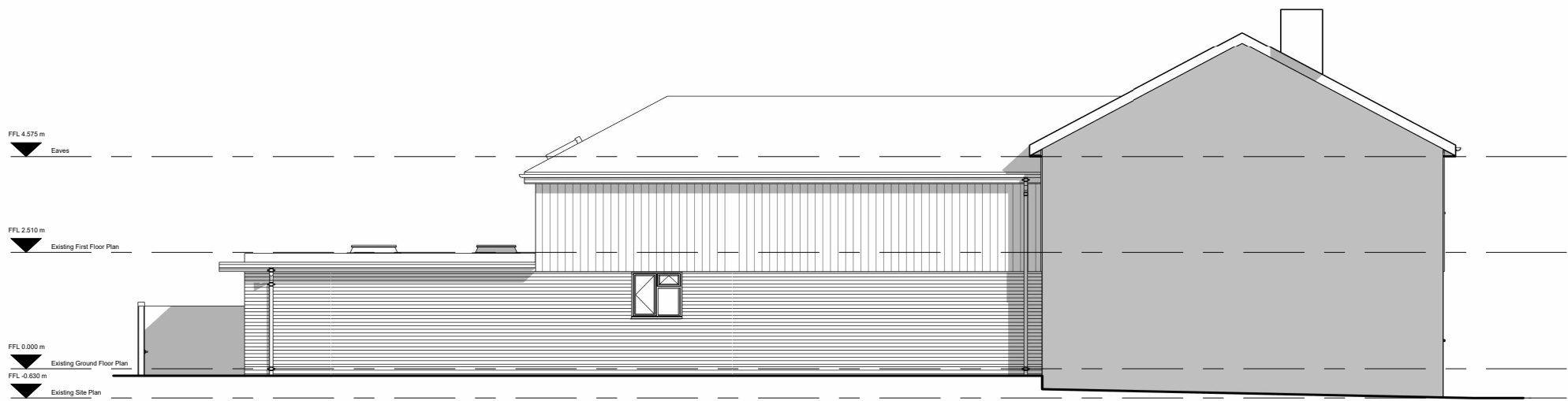
Proposed North (Rear) Elevation
1 : 100

3.0 Proposals

3.5 Elevations



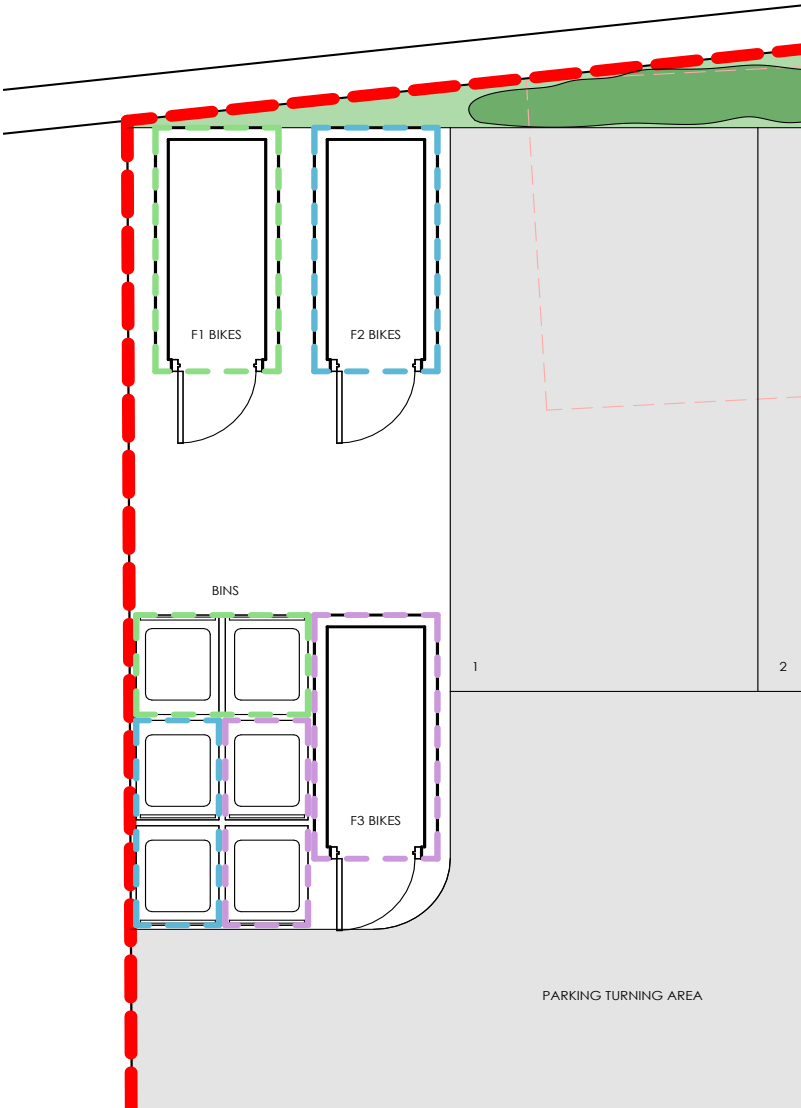
Proposed East (Side) Elevation
1 : 100



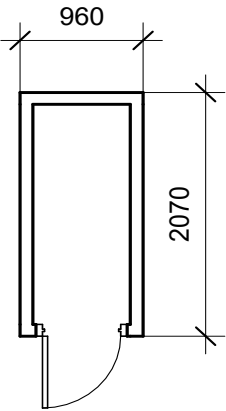
Proposed West (Side) Elevation
1 : 100

3.0 Proposals

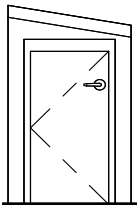
3.6 Bike Storage



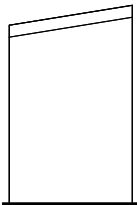
Proposed Bike Store Site Plan
1 : 50



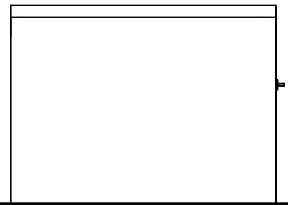
Proposed Bike Store Plan
1 : 50



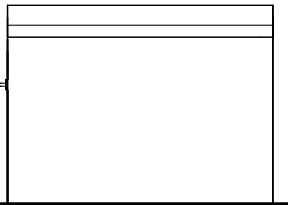
Bike Store Front Elevation
1 : 50



Bike Store Rear Elevation
1 : 50



Bike Store Left Side Elevation
1 : 50



Bike Store Right Side Elevation
1 : 50

Contact

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