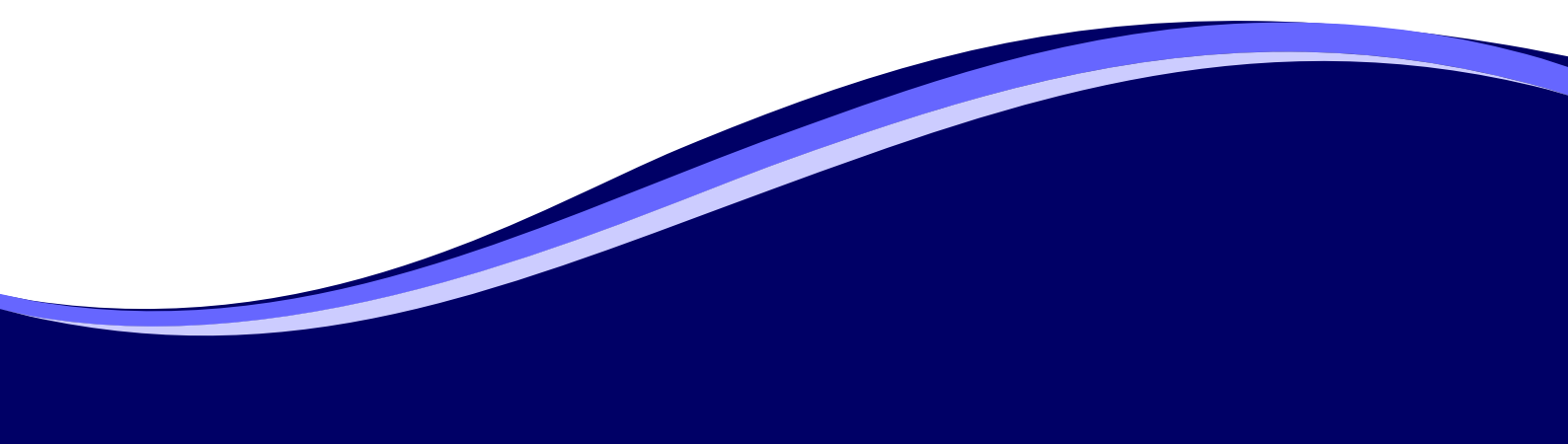


Design & Access Statement

Incorporating Planning Statement

17 O'Connell Road
Eastleigh
SO50 9GN

Demolition of existing outbuilding and erection of
detached dwelling

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1 Introduction

Document type:

Design and Access Statement incorporating
Planning Statement (required by Local List)

Site Address:

17 O'Connell Road, Eastleigh, SO50 9GN

Proposal:

Demolition of existing outbuilding and erection
of detached dwelling

Application type:

Full Planning Application

Design:

Robinson Clark Ltd

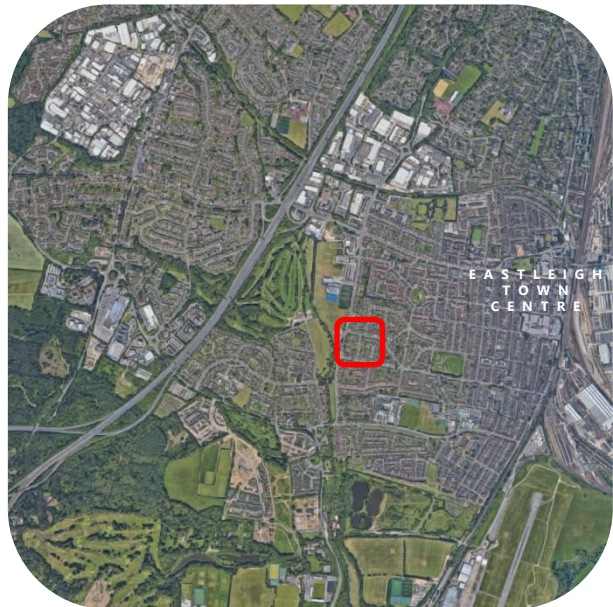
Author:

DGW

Date:

March 2024

Location:



2 Background

The Site

Site area

0.043 ha

Use

Residential dwelling and curtilage (Use Class C3)

Built form

17 O'Connell Road is a semi-detached dwelling which together with its pair 2 Spencer Road is set at a c45 degree angle to O'Connell Road and Spencer Road and facing a quadrant of open space on street corner; two storey red brick house with a hipped tile roof; single storey flat roof timber outbuilding on the western boundary with large footprint, run down appearance

Landscape

Typical domestic garden character: concrete driveway onto 17 O'Connell Road in front of outbuilding; evergreen hedge around front of site in poor condition.

Access

Vehicle access from O'Connell Road to concrete driveway along western boundary; separate gated pedestrian access to front door from pavement around street corner verge between O'Connell Road and Spencer Road



The Surroundings

Character Overview

C1930s housing estate development built around a loose pattern of streets and cul-de-sacs

Use

Predominantly residential (Use Class C3) in the locality; nearby exceptions include park on opposite side of Passfield Avenue and petrol station/shops just north along Passfield Avenue

Amount

Varied plot sizes gives a range of densities; typical range is from 20 dph – 50 dph based on plot size alone.

Layout

Generally frontage development of semi-detached dwellings and short terraces with distinctive angled properties on the street corner; some later detached infill houses

Scale

Modest two storey dwellings dominate the locality

Appearance

Typical traditional architecture of its period. Red brick is the dominant material but some houses finished with painted render. Roof forms typically hipped some with gable front projections (with asymmetrical cat slide in places).

Landscape

Small green spaces on street corners some including small street trees; relatively few other trees; mixed front boundary treatment including hedges, low fences and walls and open frontages

Access

Foot: walking distance to town centre shops, facilities and public transport connections

Cycle: easy access via on-road routes around the urban area

Public Transport: nearby bus stops on Derby Road with regular services

Car: Easy access to the main road network via Passfield Avenue onto the A335 (Leigh Road)





2a Spencer Road

Detached two-bedroom house with attached garage formed in the gap between 2 Spencer Road and 4 Spencer Road. Permission granted in September 2005, built shortly thereafter.



1a Spencer Road

Detached two-bedroom house with attached garage formed in the gap between 1 Spencer Road and 3 Spencer Road. Permission granted 2004 and then again February 2014.



20a Spencer Road

Detached three-bedroom house formed to the side of 20 Spencer Road close to the corner of Spencer Road and Derby Road. Permission first granted in October 2019 and then increased size granted June 2020. Built shortly thereafter.



Planning Policy

National Planning Policy

The National Planning Policy Framework (revised version published December 2023)

At the heart of the National Planning Policy Framework is a **presumption in favour of sustainable development** (para 11). As part of this presumption the NPPF actively **encourages new residential development in sustainable locations** (para 103) and has a particular emphasis on the effective use of land by **reusing land that has been previously developed** (para 118).

Section 5 is titled Delivering a sufficient supply of homes. Paragraph 60 sets out how LPA's should significantly boost the supply of housing to ensure a sufficient amount and variety of land can come forward where it is needed and that the needs of groups with specific housing requirements are addressed.

Paragraph 70 states to promote the development of a good mix of sites local planning authorities should support the development of windfall sites through their policies and decisions – giving great weight to the benefits of using suitable sites within existing settlements for homes.

Section 9 is titled Promoting sustainable transport. Paragraph 108 states transport issues should be considered from the earliest stages of plan-making and development proposals, so that opportunities to promote walking, cycling and public transport use are identified and pursued.

Paragraph 114 states in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users; and
- c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

Paragraph 115 states development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Section 11 is titled making effective use of land. Paragraph 124 gives substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs. This section also promotes and supports 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.

Paragraph 128 advises that planning policies and decisions should support development that makes efficient use of land, taking into account:

- a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
 - b) Local market conditions and viability;
 - c) the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;
 - d) the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and
 - e) the importance of securing well-designed, attractive and healthy places.
- Chapter 12 is titled Achieving well-designed and beautiful places. Paragraph 135 states Planning policies and decisions should ensure that developments:
- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
 - b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
 - c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
 - d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
 - e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
 - f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

The Development Plan

Eastleigh Borough Local Plan 2016-2036 (adopted April 2022)

Policy DM1 is a general criteria based policy applicable to all new development which states:

All new development should (as relevant):

i. not have an unacceptable impact on, and where possible should enhance:

a. residential amenities of both new and existing residents; the character and appearance of urban areas, the countryside and the coast;

b. biodiversity (avoiding significant adverse impacts); and

c. the significance of heritage assets;

ii. make efficient use of the site, maximise opportunities to increase density and have regard to potential development opportunities on adjoining land;

iii. 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;

iv. 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);

v. include a landscape scheme covering the design and layout of external space;

vi. 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;

vii. provide satisfactory management arrangements for all landscape, green infrastructure and biodiversity enhancement;

viii. incorporate provision for disabled people with disabilities and create accessible communities that cater for all;

ix. incorporate design measures to inhibit criminal and anti-social behaviour;

x. incorporate provision for on-site waste management; and

xi. include provision for public art associated with new large scale development in accordance with the Council's adopted Public Art Strategy.

Planning History

Application Site

Application ref F/23/95271

An application for planning permission was made in May 2023 for a scheme involving the demolition of the outbuilding and erection of a new detached house. The scheme was modelled on 20 Spencer Road.

Eastleigh Town Council voted in June 2023 to raise no objection to the proposal. There were no objections to the proposal from neighbours. Nonetheless the application was refused under

delegated powers in August 2023. Two revised schemes had been put forward to the planning officer in the course of the application but ultimately it was refused based on the original plan (see elbow).

The concerns raised in the reason for refusal were regarding the impact on the amenities of 17 O'Connell Road and impact on the character and appearance of the locality. An appeal has been lodged against the refusal and is ongoing.



Extracts from refused plans
(F/23/95271)



Planning History cont.

Nearby Sites

1 Spencer Road

Planning permission (ref F/12/70726) was granted in February 2014 for "Erection of detached 2 bed dwelling with attached garage" on the site – a scheme which appears to be largely the same as a December 2004 approval (ref F/04/52320). The house was subsequently built and is now known as 1a Spencer Road.

2 Spencer Road

Planning permission (ref F/05/54528) was granted in September 2005 for "Erection of 2 bed dwelling with attached garage" on land adjacent to 2 Spencer Road – this was subsequently built and is the detached house now known as 2a Spencer Road.

20 Spencer Road

Planning permission (ref F/19/86587) was granted in October 2019 for the "Erection of 1no. two bedroom house with parking" on land adjacent to 20 Spencer Road which is on the corner of Spencer Road and Derby Road south of the appeal site.

In June 2020 a further planning permission was granted (ref F/20/88075) on the same site for "Erection of 1no. three bedroom dwelling with parking" – i.e. a larger dwelling was approved (despite what is said in the relevant case officer's report). This is the dwelling which has recently been built and is now known as 20a Spencer Road.

Extracts from approved plans
(F/20/88075) for 20a Spencer
Road



3 Design Response

Overview

It is proposed to create a new detached dwelling in this frontage gap in line with others which have been created nearby. The scheme seeks to make improvements to the refused scheme such that the LPA might now reconsider its position

Use

The proposed use is to be residential (Use Class C3) which is the existing use of the land. A residential use is considered suitable in this residential estate setting.

Amount

The proposal seeks planning permission for the erection of one two-bedroom house. With two houses on the application site the density would increase to 46.5 dph which is in keeping with other similar corner infill situations in the immediate locality.

The footprint and the floor area of the new house have been reduced from the refused scheme by reducing the width of the dwelling. This creates a larger gap to no. 17 and thus

creates a more comfortable less cramped relationship in the street scene.

The floor area (GIA) of the proposed dwelling is 79 sqm which meets the minimum space standards for a two storey 2-bedroom 4-person dwelling.

The proposal has been considered against the requirement in the Quality Places SPD which under residential amenity, private residential amenity, states *"for houses, the absolute minimum for private amenity space of at least 60% of the floor space will be required."* Although the SPD also says *"This minimum may be reduced in urban areas when the dwelling is within 100m (by safe and convenient route) of a public open space."* which is the case here with Fleming Park so close. 60% of the proposed floor area would be 47.4 sqm but the proposed rear garden area of the new house measures in excess of this at 53.4 sqm. The proposed retained garden area of the existing house would also exceed the 60% standard, again despite being within 100m of Fleming Park.

Layout

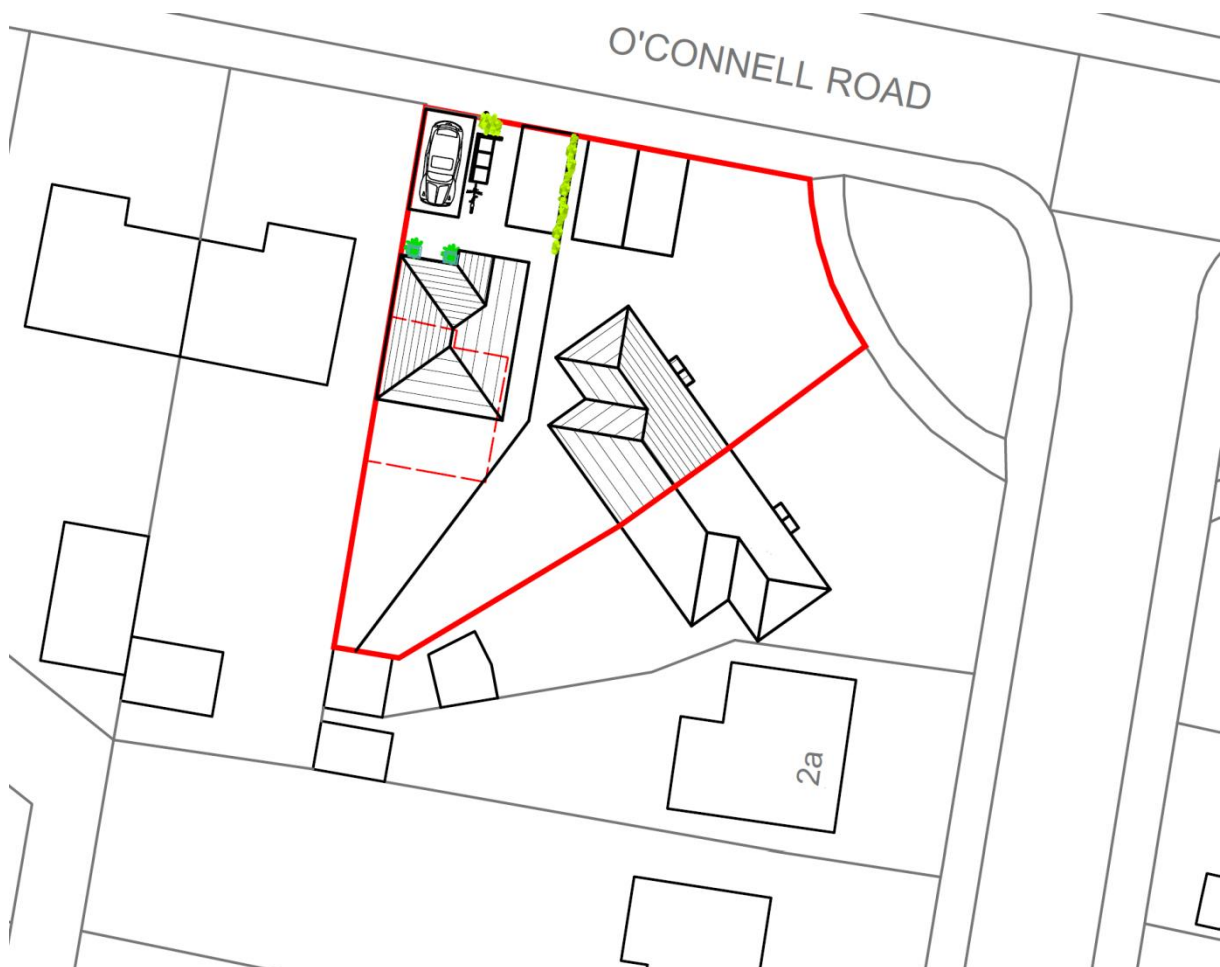
The proposed layout is driven primarily by the shape of the site and as per the previous scheme is modelled on 20a Spencer Road.

The proposed house will be located in line with 19 O'Connell Road following both its front and rear building line. In this respect the proposal differs from 20a Spencer Road as well as 1a and 2a Spencer Road which all sit significantly forward of the equivalent neighbouring house (see 2a on the plan below).

As the plan below shows the proposed house would sit a respectful distance from both 17 and

19. The gap to no. 17 would enable easy side access to the rear gardens for both houses.

The proposal provides two parking spaces for the new house and two for the existing all accessed from O'Connell Road. Unlike the refused scheme, the two parking spaces of the new house have been split up – this not only avoids the need to move the existing street light but enables the frontage to be broken up with soft landscaping in front of, and growing up a bin enclosure. There would also be landscaping along the new boundary between the new house frontage and parking for the existing house.



Layout cont.

One of the concerns on the previous scheme was the relationship between the new house and two rear facing windows in the projecting side element of no. 17. These windows served a lounge on the ground floor and a bedroom on the first floor. This is no longer an issue as the two windows in question have been removed from no. 17. This has not prejudiced the light and outlook of the two rooms in question as both are relatively modest rooms with large windows facing the front of the house.

Scale

The proposed dwelling would be a modest two storey dwelling in keeping with the scale of the existing houses in the vicinity. As the street scene below shows the eaves and ridge heights are very similar to the existing neighbouring houses. Whilst it is acknowledged that the reduced house as now proposed would be slightly smaller than is typical for houses on the estate – in normal views from the street scene this would not be readily apparent. The scale of the proposed house certainly does not differ from

the other similar infill dwellings just round the corner at 1a and 2a.

Appearance

The aim is for the proposed dwelling to have a simple traditional architectural character thus reflecting the original dwellings of the estate and those which have been developed later.

The proposed form of the house uses a similar articulation to front elevations found on O'Connell Road namely a front gable feature set to one side.

A key change to the roof has been made from the refused scheme in that a hipped roof form has been used. This much better reflects the roof form of the immediately adjoining houses as well as the wider estate and thus the new house would sit more comfortably within the street scene. It also helps create a better relationship between the new and existing houses. Finally, it would also have the benefit of allowing more light into the side elevation of no. 19 particularly to the upper floor bathroom side window. The same would be true of the small first floor side landing window at no. 17.



Landscape

The proposal would take a landscape approach typical of the domestic character of the area.

The new parking areas are proposed to be block paving which is in keeping with most of the driveways in the vicinity of the site and has the advantage of permeability and thus reducing rainwater run-off.

As previously noted, the frontage has been rearranged from the refused scheme and the opportunity has been taken to introduce new soft landscaping into the site frontage in order to break up the hard-surfacing and soften the edge of the new house – thus avoiding the wall-to-wall paving seen for example at 1a Spencer Road.

Access

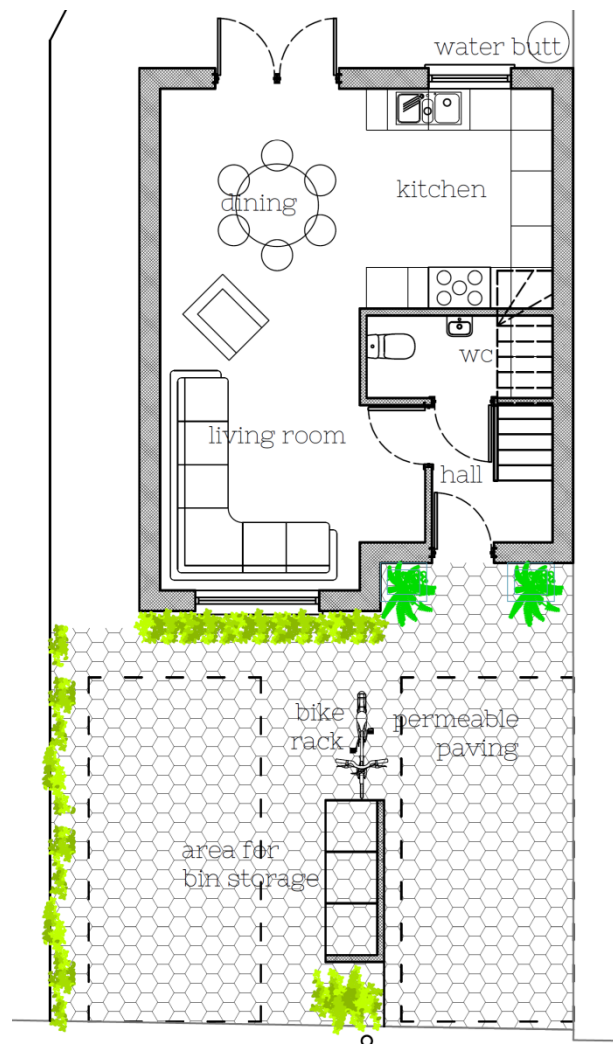
Access arrangements are substantially similar to that of the refused scheme – two parking spaces for each property directly accessed from O'Connell Road. This arrangement was found to be acceptable by the highways officer. It is not considered that the slight rearrangement of spaces would alter the impact on the highway.

Sustainability

The proposal incorporates various measures aimed to meet the LPAs sustainability objectives including:

- The provision of photovoltaic solar panels on the south facing roof slope providing renewable energy,

- Water and energy measures above and beyond Building regulations requirements,
- Provision of water butt for rainwater storage for on-plot use,
- Use of permeable paving to assist dealing with rainwater on site,
- Cycle parking to encourage sustainable travel,
- South facing rear elevation with primary living spaces to maximise benefit from solar gain.



4 Planning case

Principle of Development

As the site lies within the settlement boundary of Eastleigh the principle of new residential development is acceptable – as confirmed by the previous application.

Character and Appearance of the Area

This was one of the two key issues identified in the refused application and related to how comfortably the new dwelling would fit into the street scene of O'Connell Road.

As previously detailed, a number of changes have been made to the scheme compared to the refused application which it is considered would together significantly improve the way the proposal would appear in the street scene, namely:

- Reducing the width of the new dwelling – and thus increasing the spacing to no. 17 creating a more comfortable relationship;
- Replacing the gable-ended roof form with a hipped roof resulting the housing being more in keeping with its immediate neighbours 17 and 19 which both have hipped roof forms AND create a more comfortable transition along the street frontage and less disruption to the rhythm of the street;
- Reversing the house design so the front gable feature is to the left – which is considered to give a better relationship to the similar

feature of no. 19;

- Improvements to the site frontage including the use of block paving and the introduction of soft landscaping.

Residential amenity

The second key issue with the previously refused application was the relationship with and impact on no. 17. No concerns were identified with the relationship to no. 19.

The main concern with no. 17 was the impact on two rear-facing windows in the side projection of no. 17. As previously mentioned, these have now been removed which has been done without prejudicing the light and outlook of the rooms in question as both have large windows facing the front. As such the proposed new house would have no impact on the outlook or light to these rooms of no. 17. The design and angle of the new house means there would be no loss of light or outlook to any of the other windows at no. 17 or other neighbours – for example it would be well behind the 45-degree line of these windows.

As per the previous section the proposal will provide sufficient garden space in excess the Council's 60% rule for both the new and existing dwelling – despite both being within 100m of Fleming Park.

It is therefore considered that both new and existing dwellings would have adequate residential amenity.

Highways and Parking

The proposal provides two car parking spaces for new and existing houses which meets the requirements of the Council's Residential Parking Standards SPD. No highways concerns were raised on the refused application, and it is considered that the current proposed arrangements are similarly acceptable.

Material considerations

It is considered that there are no material considerations which would count against the proposal.

The proposal would however provide a number

of benefits including a contribution towards the housing needs of the Borough, making efficient use of housing land, adding variety to the mix of housing in the locality and the provision of a new small family dwelling in an accessible location in the urban area.

Conclusion

It is considered that the proposal complies with the Development Plan and there are no material considerations which indicate that it should be determined otherwise, the applicant respectfully contends that the proposal should be approved