



Applecore PDM, 21 Middle Street, Park Gate, SO31 7GH

July 2024

PLANNING STATEMENT

107-109 Leigh Road
Eastleigh
SO50 9DR



Change of use to 2no. 7-bedroom Houses in Multiple Occupation



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1.Introduction

Applecore PDM have been instructed to apply to Eastleigh Borough Council for the change of use of 107 & 109 Leigh Road, to form two 7- bedroom houses in multiple occupation.

This application follows approval of the conversion to two dwelling houses, and subsequent permission to be used as houses in multiple occupation under Class C4.

2.Site Description

The application site is formed of two, semi-detached, two storey properties that had been in office use since the 1970s. Although the properties may have had an internal link in the past, they form two units, with a shared forecourt and hardstanding to the rear, which has provided parking associated with the office uses. The combined building footprint is around 225sqm, on a site of approximately 630sqm.

Leigh Road spans approximately 1.5miles, passing under the M3 to the west and terminating at High Street to the east. The application location lies around 350m from the eastern end, at the junction with Nutbeem Road. The majority of the buildings surrounding the site are of late-Victorian style, typically forming clusters of large, two-storey semi-detached houses. Whilst many of the surrounding buildings have taken on a commercial use, the streetscene is visually residential in nature, with the large dwellings and location appealing to professional services.

The site is within a 10-minute walk of the Eastleigh Rail and Bus stations, which offer transport links across the county and further. Close to the site is the High Street shopping precinct, which leads south to the Swan Centre, both of which offer all the amenities associated with such areas. There is also another retail area to the west, and an industrial estate further east beyond the railway tracks. Within Leigh Road, close to the site, is a convenience store, public house and recreation ground.



3.Planning History

The following entries are revealed on the council's public register for the two properties:

- **F/23/95415** - Conversion of offices into 2no. dwelling houses (Class C3), including associated external alterations and bin and cycle stores. *Approved 07/11/2023*
- **F/23/96585** - Conversion of offices to 2.no HMO's for 6 unrelated persons (C4), single storey side/rear extension to No 107, amenity space, parking, boundary containment, alterations to fenestrations. *Approved 03/04/2024*

The later entry was approved after reducing the original scheme from 8 bed HMOs to 6 bed HMOs. Had the earlier approval been implemented, the change of use from C3 to C4 would have constituted permitted development.

The planning history for 109 also reveals applications for works to a tree, however it has been confirmed by the council's tree team that these applications were withdrawn due to there being no trees subject to a preservation order at the site.

Whilst the public register only reveals the above entries, the case officers report for the earlier applications refers to the following historic entries:

- EAB0549300000 – The erection of extensions. Approved April 1967.
- EAB050785000000 – Change of use from residential and dentist surgery to dental surgery and office. Approved December 1972.
- Z/12077/002/00 – Change of use from Dental Surgery and offices, to offices. Approved April 1978

4.Proposed Development

With regard to the previously approved C4 application, this proposal seeks to increase the number of bedrooms in each property, by one. This is considered a compromise, following the reduction of the previous scheme from 8 to 6. The overall pitch is largely similar to what was approved, but with



revisions to the layout, windows, doors, boundary treatments and landscaping proposals.

Multiple conditions were imposed on the previous two decision notices. This statement also looks to address some of these conditions by providing further detail, as this does not constitute major development, and some conditions seemed disproportionate to the scale of operations.

Design

The layout of the properties has been carefully redesigned to virtually mirror each other. The relocation of the main access to the sides also opens up space for additional accommodation. The bedrooms range in size from 9.28sqm to 20.27sqm, and all feature ensuite facilities. Only two rooms fall short of 10sqm, however both of these rooms benefit from private outdoor gardens. A spacious communal kitchen/dining area is provided in the single storey element of the buildings to the rear, which leads directly into the communal garden areas.

Access

The main pedestrian access for residents will be relocated to the sides of the building. There will also be locked gate access from the rear car parking area into the communal gardens, leading to the kitchens. Cars will access the parking zone via the existing arrangements in Nutbeem Road, and via a new dropped kerb from Leigh Road. Refuse and recycling bins will be stored at the rear, within the parking area, to be easily moved to the highway on the relevant collection day.

Building works

As per the previous schemes, a single storey rear/side extension is proposed for no.107 in order to compliment the footprint of 109.

It is also intended to move the entrance for each property to the side elevation. This will mitigate noise and weather entering the property from the main road and provide a degree of separation from the entrance to each building. The traditional front doors are to be retained in situ, albeit bricked up from inside, which would be a reversible feature should the need arise in the future. This will preserve the overall appearance of the principal elevation.



Boundary treatments will be introduced to enclose the site, and alterations will be made to the front boundary, including the provision of a dropped kerb, in order to provide an additional parking space.

There will be minor alterations and/or replacements to the fenestration, but otherwise the majority of the development will be internal.

CEMP

Given the limited scope of building works (that would constitute householder developments had the C3 use been implemented), the requirement for a Construction Environment Management Plan, as imposed on the previous permissions, seems excessive. The elements of the required CEMP were:

- Location of construction materials, and plant storage areas used during demolition and construction;
- The arrangements for deliveries associated with all construction works, loading/ unloading of plant & materials and restoration of any damage to the highway [including vehicle crossovers and grass verges].
- The parking of vehicles of site operatives and visitors;
- A scheme for controlling noise and vibration from demolition and construction activities;
- Provision for storage, collection, and disposal of rubbish from the development during construction period;
- The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate; and
- protection of pedestrian routes.

Due to the existing hardstanding to the rear, which is also the location of the most notable building work, the logical location for materials, storage, loading and parking is in this area, within the curtilage of the application site. The site comprises existing buildings, and security hoarding would be more associated with a building site rather than a renovation. Decorative displays and facilities for public viewing are neither reasonable, of interest, or appropriate. Public areas would be protected as with any minor building operations, with the areas around the building allowing the surrounding footpaths to remain unobstructed. Should scaffolding be required outside of the boundary, the relevant permissions would be sought.



Landscaping

The scheme looks to incorporate hard and soft landscaping to various areas of the site, in order to provide both communal and private amenity spaces. Although below the threshold for biodiversity net gain, the proposal nonetheless increases the BNG, which is currently supported by a single tree to the front of 109. The inclusion of any lawned area would not be manageable in a co-living environment, as the regular maintenance would fall upon individuals within the property. A lawn is also less favourable as it will restrict the use of outdoor areas to dry weather.

The intended landscaping scheme will provide a total of 6 gardens, 4 of which will be for private use, associated with ground floor bedrooms, and 2 communal. The planting within the raised planters will largely be at the notion of the occupiers, and trellis fencing will be provided to encourage climbing plants. Furthermore, a raised planter will be situated at the front of the property, to offer visual interest, as well as help indicate that the retained front doors are not in use.

Trees

Two conditions were imposed regarding the protection and maintenance of trees on site. The tree to the front of the property is deemed to have some level of amenity, but nonetheless is offered no degree of protection. Building works will be mainly located to the rear of the property, therefore the tree is unlikely to be impacted. The increased residential activity is likely to be less harmful than the activity associated with the main road, and there is no external lighting proposed. There are no plans to remove the tree, but any lopping or reshaping would be entirely lawful and within the rights of the landowner. Should the front of the property be subject to building works, for instance landscaping, changes to fenestration or access to services, suitable measures would be applied to ensure the tree remains unharmed.

Boundary treatments

Details of the boundary treatments have been provided on the plans, with walls and fences of suitable heights, in accordance with Schedule 2, Part 2, Class A of the TCPA, as well as the wishes of the authority. The building will be enclosed at the sides and rear, with the exception of the car parking area.



Noise/air/ventilation

All rooms will benefit from natural light and ventilation, and mechanical ventilation will be provided where required, in accordance with building regulations.

The property is set back from the main road, and noise from the road is mitigated by boundary treatments, planting, and the relocation of main entrances.

The only neighbouring property is not currently in residential use, therefore would only be occupied in daytime hours, thus the day-to-day activities of the residents would not impact the amenity of the neighbouring building.

Cycles and Cars

Provision is made for the parking of 5 cars to the rear, with an additional space at the front of the property for 1 vehicle, which will be facilitated by a dropped kerb. This is deemed an acceptable level of parking provision. Covered cycle storage will be available to accommodate bikes for every resident, with extra provision for visitors.

5. Conclusion

The applicant and architects have collaborated with careful thought and consideration, to propose a scheme that is considered to be acceptable.

The previous scheme was reduced considerably at the behest of the case officer, and this new proposal seeks to form a compromise with what was stated to be satisfactory, and what was declared as unacceptable. The new proposal presents satisfactory living conditions for future occupiers, with limited external modifications, and the most efficient use of space possible, with additional thought given to outdoor amenity space.

It is therefore requested that the local planning authority look upon this proposal favourably.