

# Greenglen Estates Ltd

19, Alberta Cottage  
Station Road  
Netley  
Southampton  
SO31 5DU

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**PLANNING SUBMISSION**

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Figure 1 - Site Location Plan (site area marked in red)

## 1. Introduction

### 1.1 The Application

This planning application is for the conversion of an existing residential unit (C3 Use) into a 2no apartments (C3 Use) at 19, Alberta Cottage, Station Road, Netley Abbey (Figure 1).

### 1.2 The Applicant

The applicants, Greenglen Estates Ltd, are the owners of the site.

### 1.3 Background

The site is likely to have had some ancillary relationship with the Lloyds TSB branch at 21 Station Road before closure of the branch in 2010, in the form of accommodation for staff. It has since been wholly used as an independent 2/3 bedroom residential dwelling.

The client, Greenglen Estates, wishes to divide the existing dwelling into 2no self-contained apartments.

### 1.4 Applicants Agent

This application has been produced by RS Studio on behalf of the applicant.

## 2. Context

### 2.1 The Requirement

The proposal intends to deliver 2no 1 bed apartments at 19 Alberta Cottage, Station Road, Netley Abbey.

### 2.2 Site Location

The application site is located at 19 Alberta Cottage, Station Road, Netley Abbey. The site falls within the boundaries of Eastleigh Borough Council. The site postcode is SO31 5DU (Figure 1).

### 2.3 Site Description

The application site comprises a semi-detached late Victorian villa. The site is broadly orientated along a north-west, south-east axis, on relatively flat topography. The front elevation faces Station Road, with a party wall shared with 21 Station Road - 72 New Road. A pedestrian alleyway provides access to a recessed side front entrance. The site is bounded to the south-west by the Guides and Scouts Hall, and the garden of 21 Station Road - 72 New Road to the north and north-west of the site. The site area measures approximately 135m<sup>2</sup>.



Figure 02 - Front Elevation (to Station Road)



Figure 03 - Flood Risk Map (extract) (site shown in red)

## 2.4 Area Character

The site is suburban in character and is located within the Netley Abbey Conservation Area. The area is mainly characterised by the presence of the New Road - Station Road junction, which is dominated by the presence of Netley Library and a Coop store. The former bank at 21 Station Road/72 New Road, which the site shares common ownership with, contains vacant retail space.

The area is characterised by taller building types and a shallow undulation in terrain leading downwards to the shoreline. There are no parking restrictions for roadside parking, with the exception of double yellow lines to the corners of the New Road-Station Road junction.

A Heritage Statement has been prepared to assist with this application, and is provided separately to this document.

## 2.5 Planning Policy

The Eastleigh Borough Council Local Plan comprises:

*S1 - Sustainable Development*

*S2 - Approach to Development*

*DM1 - General Development Criteria*

*DM23 - Residential Development in Urban Areas*

*DM36 - Community, Leisure, and Cultural Facilities*

*Conservation Area*

*DM12 - Heritage Assets*

Other relevant guidance / SPD's:

*Residential Parking Standards Supplementary Planning Document (January 2009)*

## 3. Survey / Investigation

### 3.1 Flood Risk

The Environment Agency flood risk maps were reviewed and it was identified that the site lies wholly within Flood Zone 1. As no significant building works are proposed, no further flood risk assessment work has been undertaken.

### 3.2 Ecology

As the site is located in a developed area, and comprises residential garden and amenity, it is not anticipated that there are any protected species on site. As such no further assessment work has been undertaken.



Figure 04 – Free Parking at New Road

### 3.3 Arboriculture

There are some hedges and scrub located within the site extents. However, none are within falling distance of the site area. As such no further assessment work has been undertaken.

### 3.4 Transport

The site does not currently benefit from on-site parking and cannot physically accommodate parking due to its local centre location, and enclosure within the street-scene.

The emerging Parking Standards (July 2023) accepts that parking below the minimum standards set out will be supported in the town, district and local centres which have alternative modes of public transport available to serve the proposed development. It is notable therefore that:

- a) There is no greater shortfall than the existing 2/3 bed dwelling which normally would be provided with 2 spaces (January 2009 Residential Parking Standards SPD)
- b) Unrestricted on-road parking is freely available within the site environs, along both Station Road and New Road
- c) The site is located adjacent to public free parking at New Road (29 spaces) (see Figure 04)
- d) The two buses that serve Netley Abbey (No.6 and X.15) stop within 5m of the site

As such, it is not anticipated that the proposal will cause significant issues regarding transport within the site or along adjacent roadways. Notwithstanding the above, the applicant is willing to consider an on-street parking survey (Lambeth model) if this is required to satisfy the LPA.

The proposed works will provide a total of 2no bicycle spaces, and provisions will be made for requisite secure bicycle storage within the communal areas of the site.

### 3.5 Noise Impact

The proposed use is likely to generate no greater impact than the existing arrangement given that both uses fall within the same C3 (Residential) Use Class.

### 3.6 Utilities

No utilities related issues are anticipated as the site area has ready access to water, drainage and electric.

### 3.7 Biodiversity Net Gain

The development is subject to the De Minimis Exemption as the works do not involve the extension of the building, and therefore fall below the 25m<sup>2</sup> threshold.

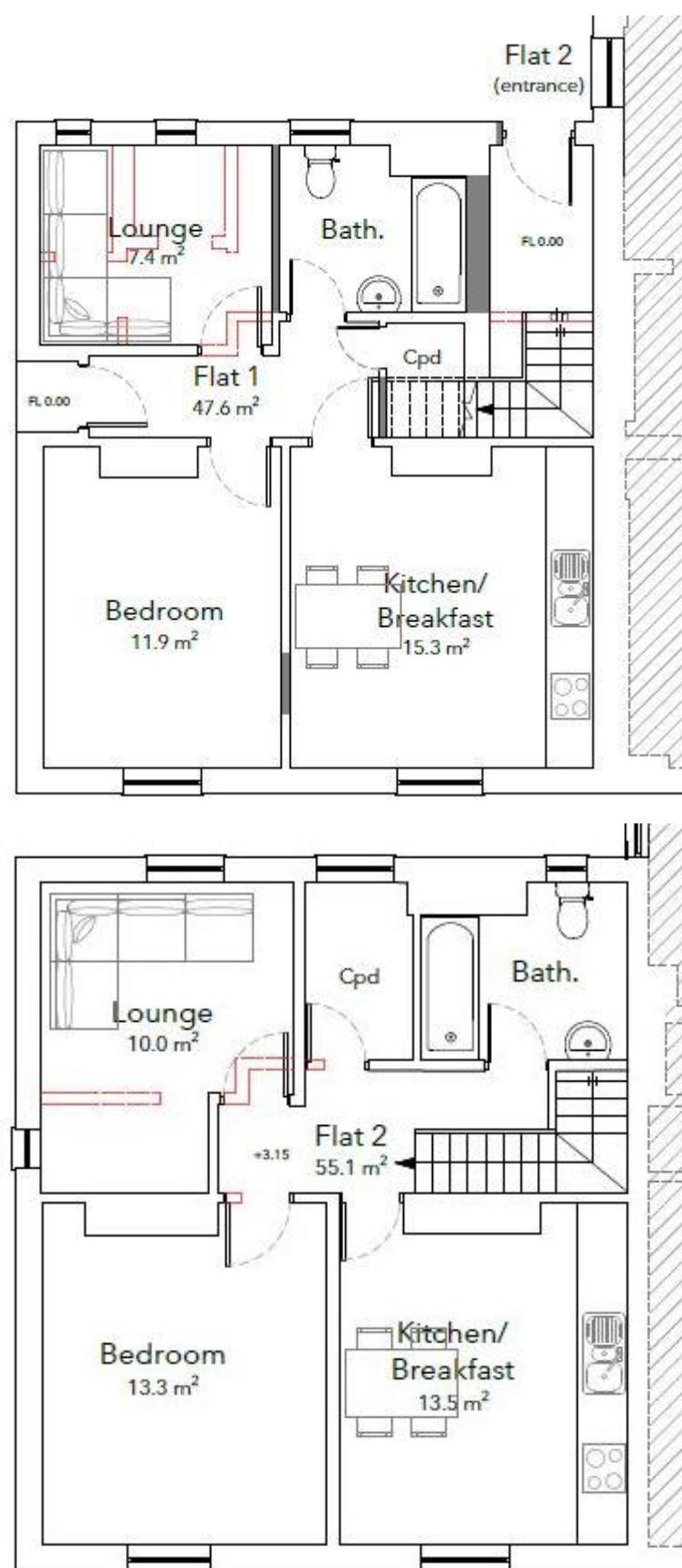


Figure 4 - Proposed General Layout

## 4. Proposals

### 4.1 Amount

The proposals require the subdivision of the existing dwelling to provide 2no 1 bed units. There are no extensions proposed.

### 4.2 Layout

The layout of the proposal looks to retain the existing entrance for sole use by the ground floor apartment. The first floor apartment will be accessed by its own entrance located to the rear of the building, so as to make use of the existing stairwell area, and reduce overall works required to achieve the proposals, and affect to the asset. Each apartment will be provided with a Kitchen, Bathroom, Lounge and 1 bedroom.

Secure bin and bike storage is provided to the rear of the amenity area to accommodate a total of 4 x 240l bins and 2no bicycles within secure storage.

### 4.3 Scale

The scale of the proposals are limited to internal alterations with the exception of a new door within the north elevation and partial blocking up of the original rear entrance.

The amenity area measures 45m<sup>2</sup> and will be retained for use in a communal fashion.

### 4.4 Appearance

As the works are limited to internal alterations, the appearance of the building will remain as existing. The new window and door to the rear of the building will match existing, in style, appearance and material.

### 4.5 Landscaping

The new development proposes the introduction of a new bike and bin store which represents an improvement on the existing arrangement. No other works are proposed to the rear amenity area.

### 4.6 Access & Inclusion

Site access will remain as existing and the stepped approach to the dwelling will be maintained.

### 4.7 Sustainability

Measures to achieve Building Regulations and LPA policy compliance, particularly to meet the demands of the Climate and Environment Emergency Action Plan (June 2020) are anticipated in the form of internal thermal upgrades which retain the quality of the historic asset.

#### 4.8 Foul and Surface Water Drainage

Foul water connections will be made as required. No additional soakaways are required to facilitate the proposals which are limited to internal alterations.

### 5.0 Planning Statement

#### 5.1 Planning Policy Context (NPPF)

The National Planning Policy Framework (NPPF) provides a supportive context for the subdivision of existing dwellings into flats, primarily under the themes of promoting sustainable development, optimising land use, and meeting housing needs.

The NPPF emphasises the need to make efficient use of land, particularly in urban areas. Paragraph 119 of the NPPF highlights the importance of promoting the effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment. Subdividing larger dwellings into flats can be seen as a way to optimise the use of existing housing stock, particularly in areas where there is a high demand for smaller, affordable units. This approach supports the NPPF's objective of making full and efficient use of previously developed land.

Under Paragraph 60, the NPPF stresses the need to significantly boost the supply of housing. It encourages local planning authorities to ensure that a sufficient amount and variety of land can come forward where it is needed. Converting existing dwellings into multiple flats aligns with the goal of increasing housing supply, especially in areas where there may be constraints on available land for new development. Additionally, the subdivision of homes can contribute to a diverse housing mix, meeting the needs of different household types, including single occupants, young professionals, and smaller families.

The NPPF also encourages residential developments, including the subdivision of dwellings, in sustainable locations where there is access to public transport, amenities, and services (Paragraph 105). Subdividing homes into flats in such areas supports sustainable living by reducing the need for private car use, promoting higher density living, and maximising access to local facilities.

The NPPF supports the re-use of existing buildings and brownfield land. Paragraph 120 encourages the re-use of existing resources, including converting existing buildings, as part of a strategy to reduce environmental impact. Subdividing a single dwelling into multiple flats is a form of conversion that aligns with this objective, helping to reduce pressure on greenfield sites.

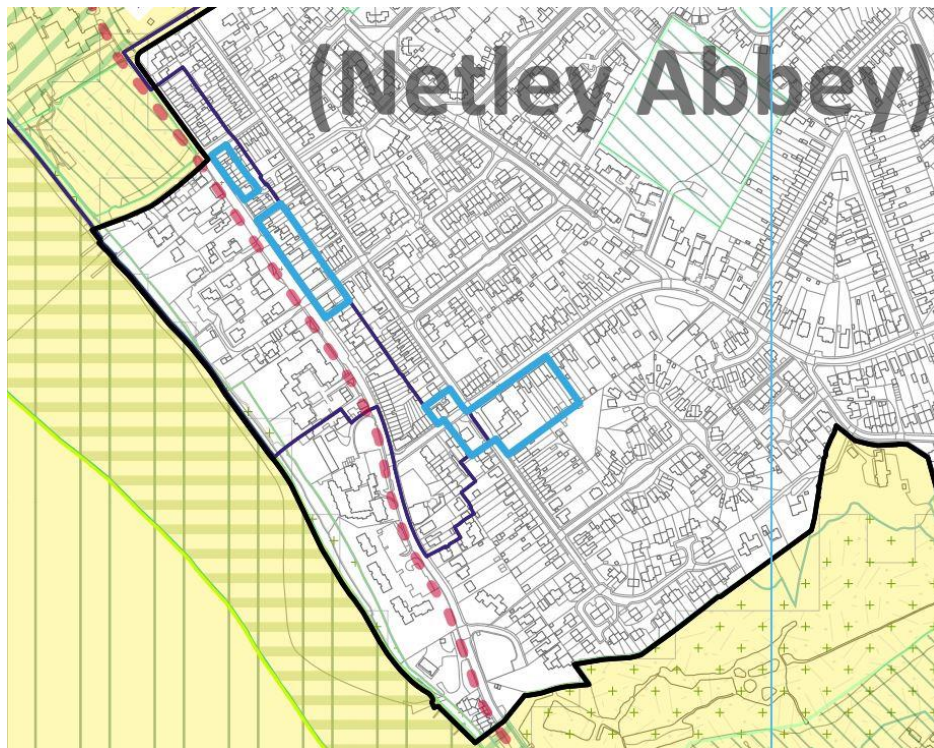


Figure 5 - Planning Policy (extract map)

## 5.2 Planning Policy Context (Local Plan)

### Local Plan Policies

#### Policy S1 - Sustainable Development

Policy S1 underlines the Council's commitment to sustainable development in line with the National Planning Policy Framework (NPPF). It sets out a strategic approach to ensure that all development within the borough contributes to economic, social, and environmental sustainability. The policy emphasises the efficient use of land, resources, and energy, with a focus on reducing carbon emissions and promoting resilience to climate change.

#### Policy S2 - Promotion of New Development

S2 in the Eastleigh Borough Local Plan (2016-2036) is a strategic policy that plays a critical role in shaping the sustainable development of the borough. It defines the role of the 'urban edge', which is a boundary that defines the limits of built-up areas and helps control urban sprawl. By maintaining this boundary, the policy seeks to prevent the encroachment of development into the open countryside.

#### Policy DM1 - General Development Criteria

Policy DM1 sets out general criteria that all new development proposals must meet to be considered acceptable. It covers a range of factors including the impact on residential amenity, transport and access, landscape character, and environmental protection. The policy requires developments to be well-designed, respecting the scale, massing, and appearance of their surroundings, and ensuring they do not have an adverse impact on local infrastructure or the natural environment. This policy is crucial for ensuring that all developments contribute positively to the character and functionality of Eastleigh Borough.

#### Policy DM12 - Heritage Assets

DM12 focuses on the protection and enhancement of heritage assets, which include listed buildings, conservation areas, and sites of archaeological importance within Eastleigh Borough. This policy ensures that any development proposal must conserve and enhance the significance of heritage assets, including their setting. It requires that any planning applications affecting heritage assets must be accompanied by a heritage statement outlining the impact of the proposal and measures to mitigate any potential harm. The goal is to balance development with the preservation of the historical and cultural value of the area.

#### Policy DM23 - Residential Development in Urban Areas

DM23 focuses on residential density to ensure that land is used efficiently within the borough, particularly in urban areas. The policy sets a minimum density of 40 dwellings per hectare for residential developments within defined urban areas, encouraging higher density housing to make the best use of available land and support sustainable growth. However, this density

target can be adjusted based on specific site circumstances, such as local character, accessibility, and the need to maintain high design quality.

#### **Policy DM36 – Community, Leisure, and Cultural Facilities**

DM36 seeks to protect and enhance community, leisure, and cultural facilities within the borough. This policy is designed to ensure that developments contribute to the social well-being of the community by either maintaining existing facilities or providing new ones where needed. It encourages the sustainable provision of facilities that serve the community's needs, particularly in accessible locations.

#### **Supplementary Planning Document: Parking Standards (2009)**

This document sets out guidelines for parking provisions associated with new residential developments within the borough. It aims to ensure that new housing developments provide an appropriate level of parking to meet the needs of residents while also encouraging sustainable travel alternatives. The SPD outlines parking space requirements based on the size of the dwelling (number of bedrooms) and the accessibility of the development, particularly considering proximity to public transport and local amenities.

In addition to car parking, the document also emphasises the importance of providing adequate cycle storage to support environmentally friendly travel options. The SPD is flexible, allowing for reduced parking standards in highly accessible areas, such as town centres or areas well-served by public transport, to encourage reduced car dependency. These standards aim to balance the needs for parking with broader goals of reducing congestion, promoting sustainable transport, and enhancing the quality of life for Eastleigh Borough residents.

#### **Development Rationale**

The site is located within the urban edge boundary for Netley Abbey, within the defined Local Centre. The proposal allows for a concentration of growth within an existing settlement making efficient use of land, and by virtue of its location on defined bus corridors and proximity to local shopping, offers sustainable transport options and provide access to local services. In this context Policies S1 and S2 are satisfied.

The subdivision of dwellings is acceptable within the urban edge. The current density of the immediate site area is approximately 34 dwellings per hectare, which with the introduction of the apartment would increase to 36 dwellings per hectare. This is still below the minimum density of 40 dwellings per hectare as stipulated by Policy DM23.

The proposed conversion is in line with the prevailing neighbourhood character which affords a housing mix with apartments and houses in close proximity. Due to the proposals limited

internal and external alterations, it is considered to be well-designed, respectful of the the scale, massing, and appearance of surroundings, and is not considered to have an adverse impact on local infrastructure or the natural environment. The relationship of adjoining buildings, spaces and views remains broadly the same as the existing arrangement. In this regard Policy DM1 is considered to be met.

The development proposal conserves the heritage asset, including its setting through simple and minor alterations. These external changes are limited to the rear elevation, and therefore are unlikely to adversely impact the neighbourhood character, in particular the effect on the Conservation Area. Internal alterations are limited in scope and nature to achieve the proposals. As such, the subdivision would not materially change the visual appearance of the property or its contribution to the street scene, thereby complying with local planning policies on character preservation. In this context Policy DM12 is satisfied.

The strong accessibility and sustainability of the site is noted by its inclusion within a Policy DM36 area designation, which seeks to promote the retention of community and leisure facilities in accessible locations. Particular emphasis is laid upon these zones being accessible and sustainable, thereby demonstrating that this is a positive location within which to promote residential subdivision.

### 5.3 Other Planning Issues

#### Parking & Highways

The proposed subdivision is within a defined urban edge, specifically located in a local centre, and demarcated as being sustainable and accessible (Policy DM36). Eastleigh Residential Parking Standards SPD acknowledge that developments within urban centres are often well-served by public transport and existing amenities. Therefore, the need for private car parking is typically reduced.

The proximity to established bus routes significantly contributes to the site's sustainability and reduces the dependency on private vehicles. The SPD supports reduced parking requirements for residential developments located in areas with high accessibility to public transport. If the site is within a reasonable walking distance (typically around 400 meters) of regular bus services, this can justify a reduction in the parking provision under the standards. The site finds itself located a mere 5m away from all available bus-routes that service Netley.

The existing property, a 3-bedroom house, would traditionally have a parking requirement as per the standards (typically around 2 to 3 spaces). However, the proposal to convert it into two flats could be seen as creating a situation where the parking demand does not significantly exceed the existing requirement for a single-family dwelling. The SPD states that a 1 bedroom flat typically requires 1 space. Therefore, converting the property to two smaller units aligns

with or even slightly reduces the overall parking requirement when compared to the existing 3 bedroom house.

The SPD allows for flexibility where there is nearby off-site parking that can accommodate residential needs. Given that the proposed flats are within walking distance of a nearby free car park on New Road (29 spaces), as well as unrestricted on-road parking, these spaces can effectively absorb new residents without impacting the surrounding area.

The SPD also emphasises the importance of encouraging sustainable travel modes. Provision of secure cycle storage within the development assists in this justification for reduced car parking provisions.

In summary, the subdivision of the existing 3 bedroom house into two flats with no on-site parking can be justified under the Eastleigh Borough Council's Residential Parking Standards by leveraging the site's location within a local centre, access to public transport, and availability of alternative parking options. The proposal can be framed as being no worse—and possibly better—than the current parking demand for a 3 bedroom dwelling.