



Proposed New Vehicular Access

To Serve Wayside
Woodhouse Lane
Botley SO50 2DJ

DESIGN, ACCESS & PLANNING STATEMENT

JANUARY 2025

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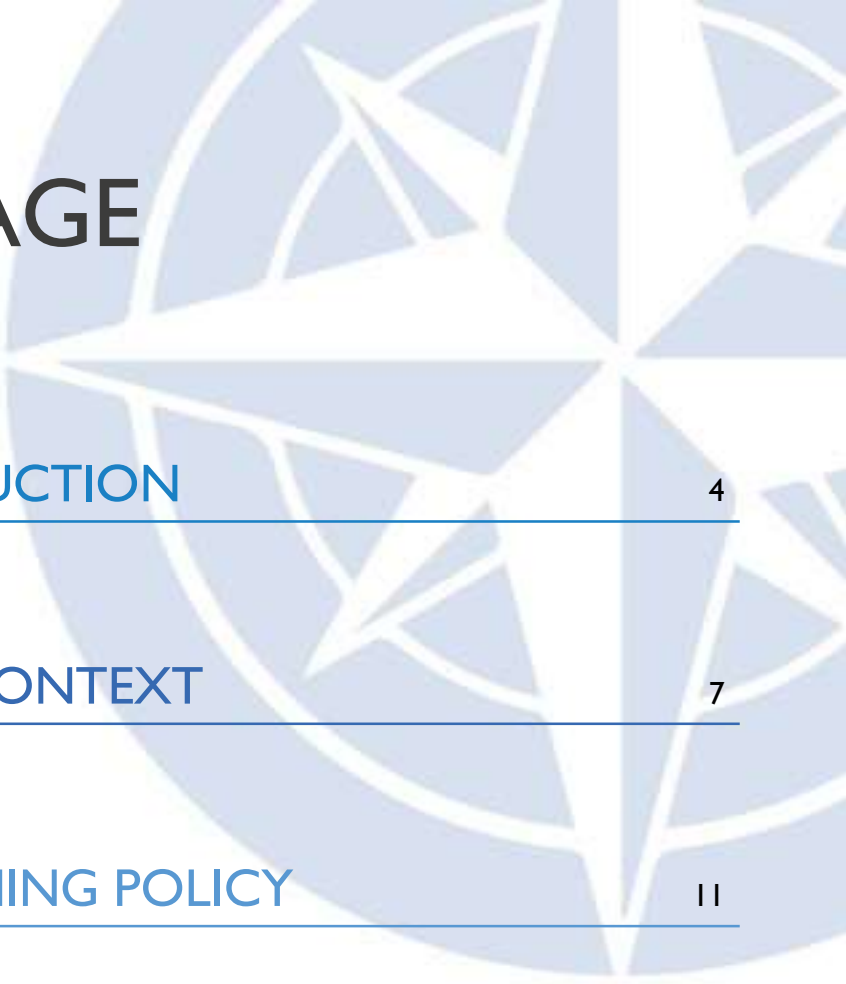
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SECTION ONE

INTRODUCTION

- I.1 The application proposal is for a new vehicular access from the public highway in Woodhouse Lane to serve the residential property at Wayside. The application site is land adjacent to Wayside. It is an area of Highways Authority land, lying between the public highway in Woodhouse Lane and the front boundary of the property at Wayside. It is located in the countryside.
- I.2 The property at Wayside is a semi-detached dwelling lying on the south-west side of Woodhouse Lane near Botley. The residential property at Wayside, to be served by the proposed new vehicular access, is owned by Mr & Mrs Knox and they are the applicants. Planning permission is needed to support an application to the Highways Authority for the licence required for the proposed new access.
- I.3 At present, the existing vehicular access serving the property is shared with the entrance to the bridleway (PROW No: 026/6/1 path) and a section of the track that runs part-way alongside the south-west boundary of the property at Wayside (see photograph 3 below). The right of vehicular access for Wayside over the bridleway (PROW) is subject to the annual renewal of a licence with Hampshire County Council. However, there are no guarantees that a licence will be granted by the County Council each year in perpetuity. The property is currently in process of being sold but as it is not served by a permanent right of access then this situation is not ideal.
- I.4 The existing gates from the bridleway to the property at Wayside are proposed to be stopped up once the proposed new access is in use. The shared use of the bridleway (PROW) would cease thereafter. Thus, by ceasing the vehicular use at the entrance to the bridleway and the section along it, the amenity of the users of the bridleway would be significantly improved and the potential for conflict would be removed.
- I.5 The front boundary of the property at Wayside is owned by the applicants. **The application excludes proposals for any works within the curtilage of the dwelling** nor to the dwelling boundary because these can be carried out by the applicants under permitted development rights. Specifically, under the General Permitted Development Order 2015 (as

amended) Class F of Part 1 of Schedule 2 provides for the laying of hard-standing within the curtilage of a dwellinghouse subject to the relevant criteria and Class A of Part 2 Minor operations provides for the erection of gates, fences etc and, again, subject to the relevant criteria.

1.6 The applicants will be provided with appropriate planning advice by the planning agents in relation to development permitted by the GPDO relevant to the provision of boundary treatments and to hard standing, within the curtilage of the property at Wayside. In due course, once planning permission and, subsequent to that, a Highways Authority licence for the proposed new vehicular access are granted and the new access is constructed and brought in to use, then the legal agreement between the owners of the property at Wayside and the County Council would not be needed and would not be renewed.

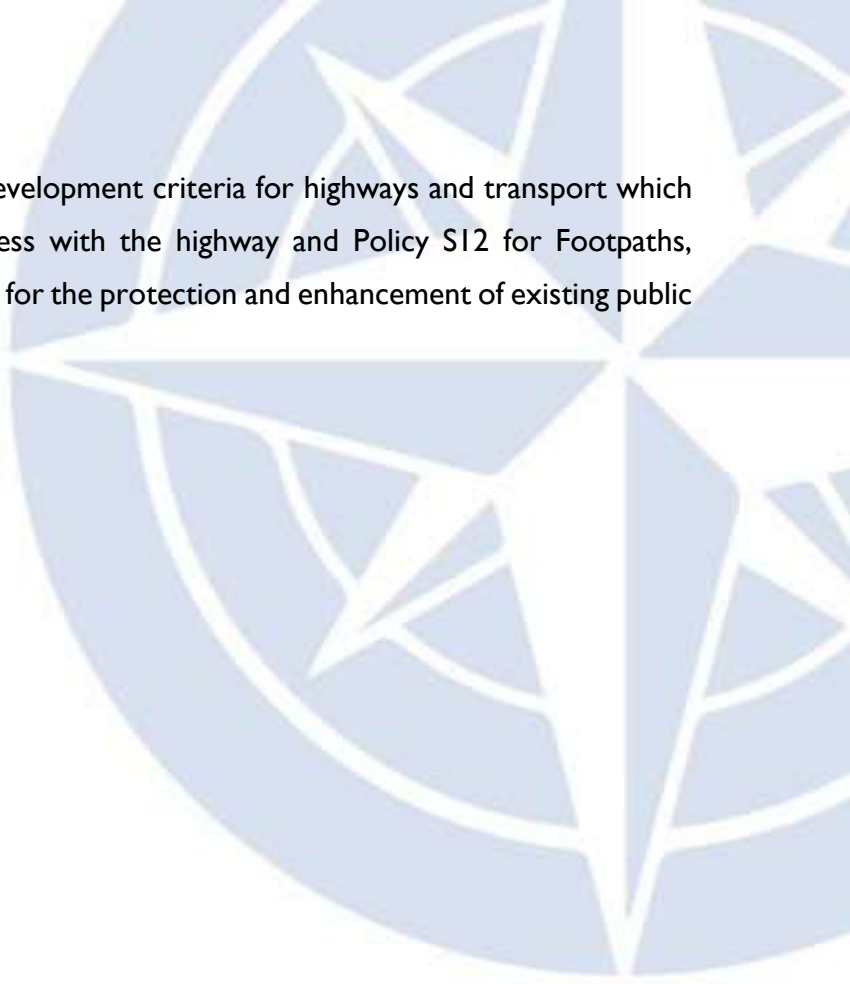
1.7 This Design, Access & Planning Statement is submitted in support of the planning application for the proposed new vehicular access with the public highway and should be read in conjunction with the following documents:

- Application Form
- Notice served on the landowners of the applications site being the Highways Authority – 21 January 2025
- Site Location Plan Ref: E/KB/495.1 scaled 1:1250 @ size A3
- Existing Block Plan Ref: E/KB/495.2 scaled 1:500 @ size A3
- Proposed Site/Block Plan Ref: E/KB/495.3 REV B scaled 1:200 @ size A3
- Highways Technical Note by Nick Culhane, Highways Consultant
- Arboricultural Impact Assessment with AMS by Rowdens Tree Consultancy

1.8 The principle is established by the vehicle access serving the neighbouring property at Glenfield to the north-east. The application is supported by an appropriate Highways assessment which considers the property at Wayside can be provided with its own separate dedicated vehicular access and without any material impact to the safety of highway users nor to users of the shared pedestrian/cycle way that runs parallel to the road frontage.

1.9 It is also considered the proposals for a separate and direct access with the public highway would be beneficial to the amenity of the property at Wayside whilst protecting and significantly improving the amenity of users of the PROW. This principle is supported by

Local Plan Policy DM13 for General development criteria for highways and transport which provides for safe and convenient access with the highway and Policy S12 for Footpaths, cycleways and bridleways and DM12 (f) for the protection and enhancement of existing public rights of way (PROWs).



SECTION TWO

SITE & CONTEXT

- 2.1 As shown by the photographs included with this Statement and the submitted Highways Technical note, the location in Woodhouse Lane has been subject to considerable alteration to the road layout in recent years. The road widening has resulted in extensive increased ground coverage of tarmac including the surfacing of the wide shared pedestrian/cycle ways running parallel to the road network, the provision of a large roundabout at the junction with the B3354 to the north-east as well as extensive removal of hedgerows and trees and replacement with wide verges, kerbstones, fencing, signage and other road furniture such as keep left bollards.
- 2.2 The application site is land owned by the Highways Authority located between the metalled road in Woodhouse Lane and up to, but not including, the front boundary fence of the residential property at Wayside. The front boundary fence at Wayside is owned by the applicants.
- 2.3 The trees along the frontage of the property at Wayside are located within the residential curtilage and, as such, are owned by the applicants. The trees are not subject to TPOs. However, the applicants have sought the professional advice of an Arboricultural Consultant and understand the impacts on trees and Root Protection Areas (RPAs) arising from the proposals. It is understood the necessary action will be undertaken to remove two of the silver birch trees to allow connection between the proposed new access and the existing parking and turning area within the residential curtilage and to protect the RPAs of other nearby tree in accordance with the submitted Arboricultural Report and AMS.
- 2.4 The submitted plans and drawings and photographs included within this statement identify the application land is separated from the metalled road by kerbstones, a strip of mown grass verge, a wide shared pedestrian/cycle way laid to tarmac, and a further strip of mown grass along the outside of the front boundary of the property at Wayside. The existing dropped kerb access is located to the south-west of the application site and is shared with a bridleway (PROW).



PHOTOGRAPH 1 The existing shared access track and gates serving Wayside



PHOTOGRAPH 2 The north east side of application site including the existing access serving the neighbouring dwelling at Glenfield

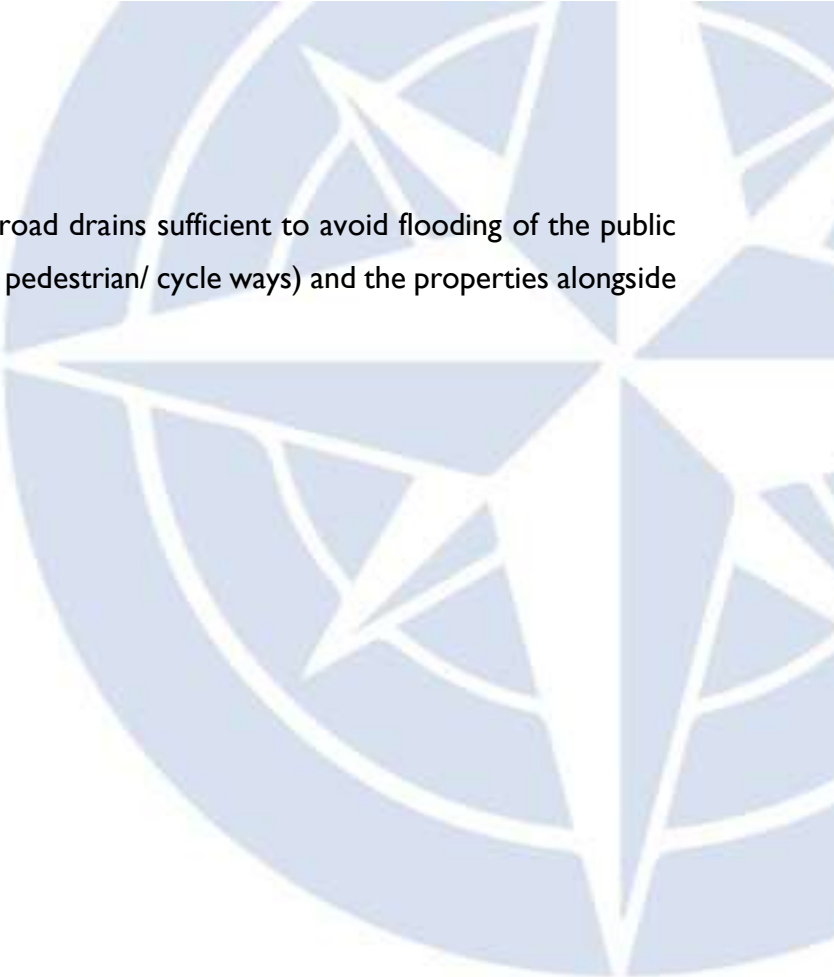


PHOTOGRAPH 3 The south-west side of the application site showing the verge and wide shared pedestrian/cycle way and bridle refuge

- 2.5 The application land includes an electricity pole and tether. It is understood the applicants' contractor has applied to the Electricity Board (Scottish & Southern Electricity (SSE)) for the removal of the electricity pole and tether. The applicants' contractor is awaiting a response from SSE at the time of the application submission. However, the removal of energy infrastructure is a private matter with the Electricity Board and is not a matter that is material to this application. The removal of the pole and tether would reduce the amount of visual clutter within the street scene in this part of Woodhouse Lane which is likely to be an improvement to public amenity and the character of the rural road.

Planning History

- 2.6 The layout of the public highway in Woodhouse Lane has been significantly altered and widened in recent years in order to serve development taking place in the area. A roundabout has been provided at the junction with the B3354 to the north east of the site as part of the highways improvements. The character of Woodhouse Lane has therefore substantially changed due as a result.

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- 2.7 Woodhouse Lane is served by existing road drains sufficient to avoid flooding of the public highway and land (the verges and shared pedestrian/ cycle ways) and the properties alongside it.

SECTION THREE

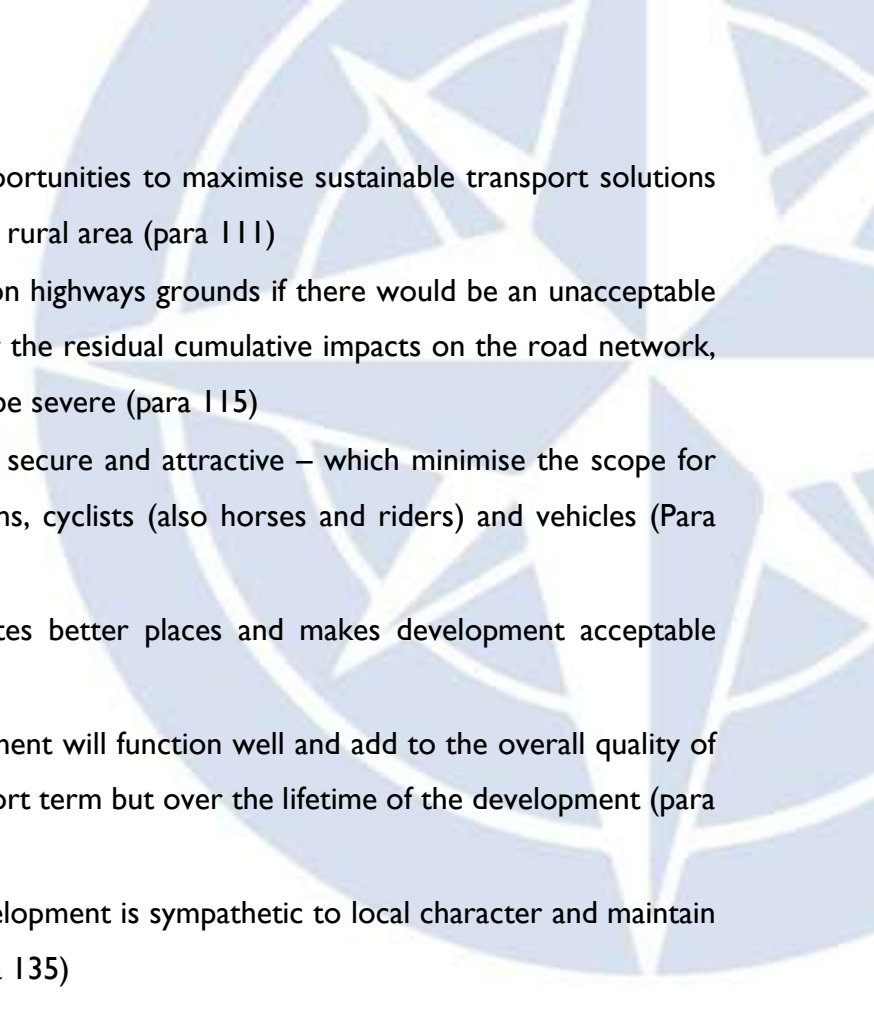
PLANNING POLICY

3.1 Government planning policy guidance is provided by the National Planning Policy Framework (NPPF), which was last updated in September 2023, and the National Planning Practice Guidance (NPPG). The NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable. There are three interdependent, overarching objectives to sustainable development: economic, social progress (including promoting health, social and cultural well-being), environmental protection (to protect and enhance the natural, historic and built environment and biodiversity including making effective use of land), which need to be pursued in mutually supportive ways. However, they are not criteria against which every decision should be judged. Planning decisions should play an active role in guiding development towards sustainable solutions but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of an area.

Government Policy

3.2 In particular the NPPF requires planning to:

- Take the NPPF into account which is a material consideration in planning decisions (Section 1)
- Approve developments which accord with an up to date development plan without delay (para 11)
- Where there are no relevant development plan policies then applications should be approved where the benefits demonstrably outweigh any harm (para 11)
- Approach decisions on proposed development in a positive and creative way. Planning authorities should use the full range of planning tools available and work proactively with applicants to secure developments that will improve the economic, environmental and social conditions of the area (para 39)
- Planning to protect and enhance public rights of way and access, including taking opportunities to improve user facilities and experience (para 105)

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- Take in to account that opportunities to maximise sustainable transport solutions will vary between urban and rural area (para 111)
 - Only refuse developments on highways grounds if there would be an unacceptable impact on highway safety or the residual cumulative impacts on the road network, following mitigation, would be severe (para 115)
 - Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists (also horses and riders) and vehicles (Para 117)
 - Support design which creates better places and makes development acceptable (Section 12)
 - Planning to ensure development 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 (para 135)
 - Planning to ensure that development is sympathetic to local character and maintain a strong sense of place (para 135)
 - Planning to 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 (para 135)
 - Planning to conserve and enhance the natural environment and recognise the intrinsic character and beauty of the countryside (Para 187)
 - Planning to support development that would not have significant harm on Biodiversity (Paras 192 to 195 inc)

Development Plan

3.3 The Development Plan comprises:

- Eastleigh Borough Local Plan which was adopted on 25 April 2022

3.4 Relevant strategic policies include:

- Policy S1 – Delivering Sustainable Development
- Policy S5 – New Development in the countryside
- Policy S9 – Green Infrastructure

- Policy S12 – Footpaths, cycleways and bridleways

3.5 Relevant key development management policies include:

- Policy DM1 – General criteria for new development
- Policy DM6 – Sustainable surface water management
- Policy DM11 – Nature Conservation
- Policy DM13 – General development criteria - transport
- Policy DM14 – Parking

3.6 **Submission Botley Neighbourhood Plan** is in the later stages of preparation and therefore has some materiality to the development proposals.

SECTION FOUR

DEVELOPMENT PROPOSAL

- 4.1 The development proposal is for a new vehicle access to serve the existing dwelling at Wayside only. The application site is the Highways Authority land between the public highway up to the front (north-west) boundary of the property at Wayside only.
- 4.2 **The application excludes proposals for any works within the curtilage of the dwelling which includes the fence and trees along the boundary.** Any works relevant to the proposed new access but taking place within the residential curtilage at Wayside, such as to replacing a section of the front boundary fence with suitable gates and laying of hard-standing to connect the proposed new access to the existing parking and turning at the property, will be carried out under the provisions of the GPDO as clarified at Section 1 above.

Site Layout, Amount and Drainage

- 4.3 Plans and drawings for the proposals are included for consideration. The proposed new vehicular access, being the application site, would be located on the south-west side of the public highway in Woodhouse Lane and between the metalled road and the front boundary fence of the residential property at Wayside. The total site area is approximately 23 sqm of which 8.5 sqm approx. includes existing tarmac forming the wide shared pedestrian/cycle path running parallel to the road with approx. 1 sqm in addition being the existing kerbstones.
- 4.4 Therefore, the total area of additional hard-standing required would amount to approx. 13.5 sqm.
- 4.5 The proposed new access would be designed to allow satisfactory surface water drainage to the existing system serving the public highway in Woodhouse Lane.

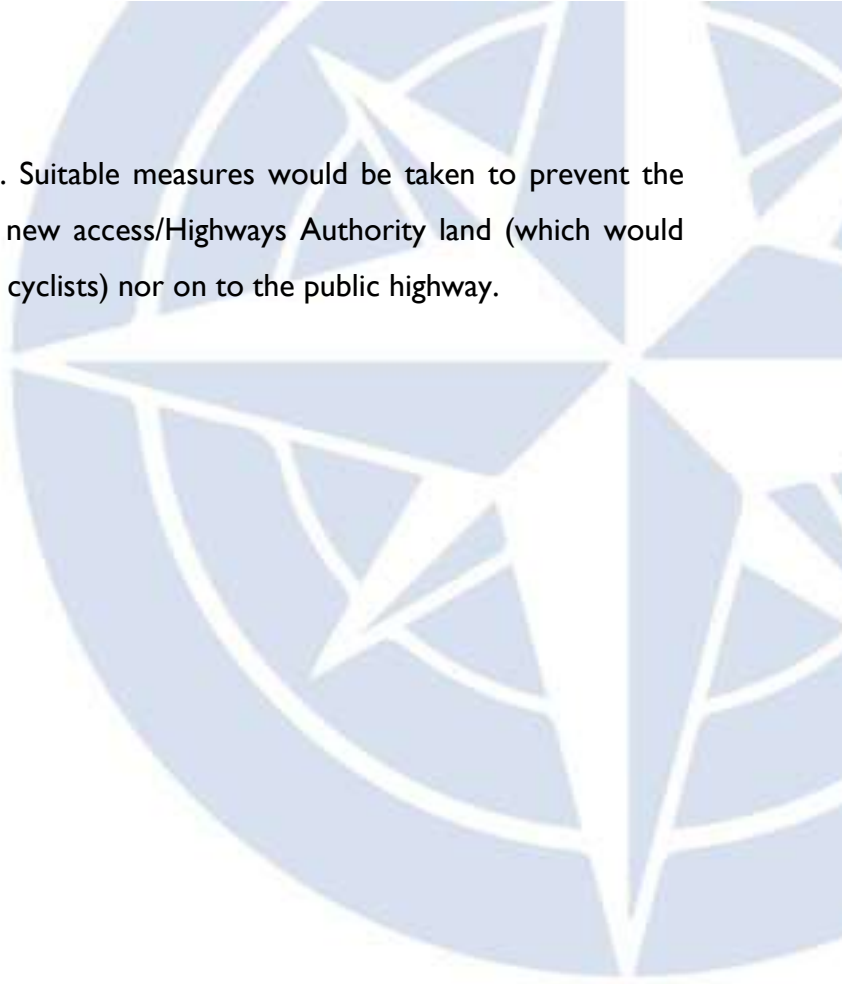
Landscaping, Trees and Ecology

- 4.6 The proposals would involve the loss of a limited area of mown grass verge which would be laid to hard standing in accordance with the Highways Authority's standards. The total area of mown grass to be loss would amount to 13.5 sqm and is relatively small.
- 4.7 As the proposals will not impact on 25 sqm or more of mown grass, the development would be exempt under Paragraph 4 of The Biodiversity Gain Requirements (Exemptions) Regulations 2024.
- 4.8 The nearby trees are located within the residential curtilage at Wayside and are outside of the application site. The trees are not subject to TPOs. The submitted Arboricultural information identifies that, in order for the proposed new access to be connected to the existing parking and turning area within the residential curtilage at Wayside, two of the silver birch trees would need to be removed. This would be replaced elsewhere within the property at Wayside on a two for one basis. The remainder of the nearby trees within the residential curtilage would be retained and the RPAs protected in accordance with the submitted Arboricultural Method Statement (AMS).

Access and Parking

- 4.9 There are no proposals for any change to the number or type of vehicles accessing and parking at Wayside. The proposal is solely for a new vehicle access to serve the existing residential use of the property at Wayside and for the use of the existing access, shared with the bridleway to the south-west, to cease once the new access is brought in to use. There is adequate space within the residential curtilage at Wayside for parking and turning, sufficient to allow vehicles to enter and exit the property in a forward gear.
- 4.10 A section of the existing front boundary fence of the property at Wayside would need to be replaced with suitable gates to allow vehicles to enter and exit via the proposed new access. Any entrance gate or gates would be provided in accordance with the requirements of Class A of Part 2 of Schedule 2 of the GPDO.
- 4.11 Some additional hard standing would be laid inside the curtilage to connect the existing parking and turning area to the proposed new access. As clarified at Section 1 above, the additional hard standing would be provided in accordance with the requirements of Class F

of Part 1 of Schedule 2 of the GPDO. Suitable measures would be taken to prevent the migration of loose material on to the new access/Highways Authority land (which would continue to be used by pedestrians and cyclists) nor on to the public highway.



SECTION FIVE

ASSESSMENT & CONCLUSION

- 5.1 Section 36(6) of the Planning and Compulsory Purchase Act 2004 and Section 70(2) of the Town and Country Planning Act 1990 require applications to be approved in accordance with the development plan, unless material considerations indicate otherwise. The development plan is therefore the starting point. Where there are other material considerations, these must be taken into account and weighed in reaching a decision. As such, the system is designed to operate flexibly and in cases where policy conflict arises material considerations can be sufficient to override policy. However, in this case it is considered there is no conflict with planning policy.
- 5.2 Indeed, the Framework, which is itself an important material consideration, mentions that good planning is a positive and proactive process and makes clear that decision makers should not be rigid in their approach to considering applications.
- 5.3 At the heart of the NPPF is a presumption in favour of sustainable development. Sustainable development is not specifically defined for planning, but it is about improving the environment, making places better for people through good design, enhancement of biodiversity and landscapes to create distinctive character areas and economic regeneration. Planning must be a creative exercise in finding ways to enhance and improve the places in which we live our lives. The purpose of the planning system is to contribute to sustainable development. The scheme proposed achieves this through multi-functional benefits.

Principle of Development

- 5.4 The principle of development is established by the existing vehicle access serving the property at Wayside and at the neighbouring property at Glenfield. The principle of development is supported by Adopted Local Plan Policy DM13 for the provision of access with the public highway. The construction of the proposed new access cannot proceed without the grant of by the Highways Authority of the necessary licence and for which, as set out at Section 1 above, planning permission, is required.

Design and Environmental Sustainability

- 5.5 The design approach to the proposals is for the minimum alterations needed to provide the proposed new access and to maintain the existing character of the public highway and street scene in Woodhouse Lane. The submitted Highways Technical Note and the drawings identify that adequate separation distance would be provided between the proposed new access and that serving the existing access to the bridleway to the south-west.
- 5.6 The proposed access would be constructed to the standards and specifications required by the Highways Authority and would meet national and local requirements. This would include allowing the surface water to drain to the existing SUD system serving the public highway in Woodhouse Lane. This would be sufficient to prevent any flooding and associated risks to highway safety and the safety of the users of the foot/cycle path and to prevent flooding of the adjacent residential properties. The design proposals therefore incorporate sustainable urban drainage in accordance with the requirements of Local Plan Policies DMI, DM6 and DMI3.

Impact on Character, Trees & Green Infrastructure

- 5.7 The proposals should be read in the context of the location in Woodhouse Lane where considerable changes to the road layout and network have taken place in recent years with the consequent impact on the character and amenity of the street-scene. Given this context it is considered the proposed new access to serve the property at Wayside would neither be visually nor physically intrusive and would have no material impact on the character and amenity of the street scene in this location. Additionally, the proposed removal of the electricity pole and tether from the application site would help to reduce visual clutter in the street scene.
- 5.8 The submitted Arboricultural Report and AMS identify that all but two of the silver birch trees along the frontage of the property at Wayside would be retained and the roots (RPAs) protected as required during construction and thereafter from the use of the proposed new vehicular access to the property. Given that the trees are located in the curtilage of the property at Wayside and are within the ownership of the applicants and are not subject to TPOs, then this work can be carried out by the applicants without the need for planning consent.

- 5.9 Nevertheless, the two trees proposed to be felled would be replaced on a 'two for one' basis elsewhere within the garden of the property at Wayside as also set out in the submitted Arboricultural Report. These measures can be controlled by condition as the land within the applicants control and ownership is identified by the submitted site location plan.
- 5.10 The amount of additional hard-standing and kerbstones needed would be kept to the minimum and only a relatively small area of mown grass verge would be laid to hard-surfacing. Only the section of fence needed to allow vehicles to enter and exit the property at Wayside would be replaced with suitable gates (in accordance with the relevant requirements of the GPDO). The remainder of the boundary fence would be retained.
- 5.11 The proposals for the new access would minimise the changes needed to the roadside in Woodhouse Lane and natural softening would be provided by the backdrop of the trees to be retained along the frontage at Wayside. Most of the existing Green Infrastructure (GI) is proposed to be retained and the replacement of the silver birch trees proposed to be removed on a two for one basis represents an increase in terms of tree cover and GI at the property at Wayside.
- 5.12 It is therefore considered the proposed scheme avoids adverse impacts on the existing character and amenity of the road and street scene in Woodhouse Lane in accordance with the requirements of Local Plan policies S1, S5, S9, and DMI.

Ecology

- 5.13 The application site is small in scale and the existing grass verges proposed to be laid to hard surfacing are kept mown. This together with the location adjacent to the metalled road identifies the application site provides only very limited and low quality habitat. Due to the relatively small area of mown verge to be laid to hard surfacing, the site is exempt under the Biodiversity Net Gain Requirements (Exemptions) Regulations 2024.
- 5.14 Nevertheless, the proposed tree planting, on a two for one basis, elsewhere within the garden at Wayside would represent an increase in habitat provision and of better quality and therefore likely to support Biodiversity Net Gain (BNG). It is therefore considered that the proposals would not have an unacceptable impact on biodiversity in accordance with the requirements of Local Plan Policies S5, S9 and DMI.

Impact on Neighbours, Highway Users and Users of the shared Pedestrian/ Cycle Way and the Bridleway (PROW)

- 5.15 The submitted Highways Technical Note (TN) identifies that visibility for vehicles emerging via the proposed new access would be similar to the existing situation. Also that the presence of the existing right turn lane allows for a vehicle to safely rest stationary whilst waiting to turn right in to the property at Wayside.
- 5.16 Given that the proposed new access would be adequately separated from the neighbouring property at Glenfield and its vehicular access, and the use of the existing shared access with the bridleway to the south-west would cease and also that the proposed new access would simply serve the same type and number of vehicles accessing the dwelling at Wayside as before, then it is considered there would be no material change to the use or impact on the residential properties at Wayside and at Glenfield nor on users of the shared pedestrian/cycle path along the road frontage.
- 5.17 The TN confirms that the proposed new access will serve the existing hard standing within Wayside which can accommodate at least two vehicles with adequate on-site turning to ensure that the vehicles can enter and leave the property in a forward gear.
- 5.18 The Highways TN concludes that the proposed new access will result in a significant improvement to highway safety as it will effectively remove any potential conflicts with existing users of the PROW. It has thus been demonstrated the proposals are informed by a highways assessment and would integrate with existing routes and public rights of way whilst protecting and enhancing their function accord with the requirements of Local Plan policies S11 & S12.
- 5.19 The application submission also demonstrates that the proposals would not have an unacceptable impact on residential amenity, the character and appearance of the rural area nor on biodiversity but would protect and enhance the use of the existing PROW, in accordance with the requirements of Local Plan policies S5, S12, DMI and DMI3.

Conclusion

- 5.20 The recent changes to the road layout and local highways network have significantly altered the character of the road and street scene in Woodhouse Lane. The road improvements that have been carried out identify that the existing vehicular accesses serving the neighbouring property at Glenfield and the property at Wayside (currently shared with the adjacent bridleway) are acceptable to Highways requirements.
- 5.21 It is therefore considered the proposals for a new access to serve the property at Wayside would be acceptable to Highways requirements, Moreover given the recent changes to the context, then it is considered there would be no material impact to the character and amenity of the road in Woodhouse Lane nor to the street scene arising from the proposals.
- 5.22 Furthermore, it has been demonstrated there would be no material change to the amenity of users of the shared foot and cycle way that runs along the road frontage arising from the proposals. However, the proposals represent a significant improvement to the amenity of the users of the bridleway (PROW) through the cessation of vehicles accessing Wayside along it. It has therefore been demonstrated that the benefits of the proposals would outweigh any harm and accord with National and Development Plan policy and represent sustainable development and planning permission should be granted.