

PLANNING STATEMENT

APRIL 2025

11 BARTON ROAD
EASTLEIGH
SO50 6RN

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1. INTRODUCTION

- 1.1. Applecore PDM have been instructed to submit an application for planning permission to Eastleigh Borough Council (the LPA), concerning the development of 11 Barton Road, to form a seven-bedroom house in multiple occupation (HMO).

2. SITE DESCRIPTION

- 2.1. The application site is a two-storey terraced property in Barton Road, of brick-built construction with a tiled roof.
- 2.2. Barton Road runs north to south and is less than 200m in length. Whilst the road contains a uniform terrace of around 30 dwellings, it would be difficult to describe the area as residential in nature.
 - 2.2.1. The road is unusually placed and is bordered on all sides by industrial and commercial buildings, namely the Barton Park Industrial Estate to the west and south, the Barton Farm Industrial Estate to the east, and further commercial ventures on Bishopstoke Road to the north.



- 2.3. According to the governments flood map for planning, the property is in flood zone 1, an area with a low probability of flooding.



- 2.4. The site is not in a conservation area or adjacent to a listed building. The proposed development is also not considered to affect the settings of any heritage assets, the closest of which are listed in the table below:

TYPE	NAME	LOCATION
Conservation Area	Bishopstoke	370m East
Grade II Listed Building	Eastleigh Railway Station	300m West
Grade II Listed Building	Church of the Resurrection	420m North West
Grade II Listed Building	Manor House	470m North East
Grade II Listed Building	Itchen House	480m North East

- 2.5. Despite its somewhat unusual location amid an industrial area, the property nonetheless resides in quite a sustainable location. A short walk east along Bishopstoke Road crosses the railway line and arrives close to a plethora of amenities in the Leigh Road area, with the Swan Centre being less than 15 minutes away, all offering a range of retail and restaurant opportunities.
- 2.6. East of the site comprises less developed land, including the River Itchen.
- 2.7. Eastleigh Railway station, just a few minutes away, has regular departures to Portsmouth, Southampton, Winchester, Salisbury and London. The majority of these stations will offer changes to link travellers to further regions of the UK.
- 2.8. The adjacent bus stop also offers bus links across the Eastleigh and Southampton areas.
- 2.9. The main Eastleigh Bus Station is also located nearby in Upper Market Street.
- 2.9.1. Bus services from these locations include:

SERVICE NUMBER	NOTABLE LOCATIONS (EITHER DIRECTION)
2	Southampton; Swaythling; Portswood; Bishopstoke; Fair Oak
3	Southampton; Bitterne; Hedge End; Botley; Fair Oak
5	Boyatt Wood; Romsey
23	Velmore; Chandlers Ford
24	Southampton Airport; Swaythling; Hedge End
61	Boyatt Wood; Colden Common; Winchester

3. PLANNING HISTORY

- 3.1. The only planning application discovered for the site on the LPAs' online register is as follows:
- PN/24/98648 - Prior Notification for the construction of a single storey flat-roof rear extension (depth 6.00m, height to eaves and overall height 3.00m).

4. PROPOSED DEVELOPMENT

- 4.1. Internal reconfiguration, with utilisation of permitted development rights and prior approval, will facilitate the conversion of the property from a three bedroom dwellinghouse, to a seven bedroom dwellinghouse.
- 4.2. It is important to state, that the change of use proposed cannot be implemented until the internal and external works have been completed.
- 4.2.1. There is always a debate as to whether an HMO benefits from the same development permissions as a standard dwellinghouse, but generally accepted that either a class C3 or C4 property is defined as a dwellinghouse, and therefore benefits from the permitted development rights detailed in Schedule 2, Part 1, of The Town and Country Planning (General Permitted Development) (England) Order 2015
- 4.2.2. Although the property will result in a use outside of these defined use classes (being 'sui generis'), it is imperative to note that:
- The property will still meet the definition of a dwellinghouse; and

- Until the property has become occupied by more than six unrelated persons, the 'sui generis' use would not have commenced.

4.3. EXTERNAL ALTERATIONS

4.3.1. PERMITTED DEVELOPMENT

- 4.3.1.1. Construction of dormer to rear roof slopes (in accordance with Schedule 2, Part 1, Class B)
- 4.3.1.2. Installation of windows to front roof slope (Schedule 2, Part 1, Class C)
- 4.3.1.3. Construction of single storey side/rear extension (Schedule 2, Part 1, Class A)

4.3.2. PRIOR APPROVAL

- 4.3.2.1. Construction of single storey rear extension (as approved under reference PN/24/98648)

4.4. INTERNAL CONFIGURATION

4.4.1. GROUND FLOOR

- 4.4.1.1. 2no. spacious bedrooms, both with ensuite facilities.
- 4.4.1.2. Large, open plan kitchen/diner/communal area, equipped with adequate appliances for the number of occupiers

4.4.2. FIRST FLOOR

- 4.4.2.1. 3no. bedrooms, all with ensuite bathrooms

4.4.3. SECOND FLOOR

- 4.4.3.1. 2no. ensuite bedrooms

4.5. OTHER

- 4.5.1. All rooms will benefit from natural light and ventilation, with mechanical ventilation also installed as required.
- 4.5.2. Party walls to be upgraded in accordance with building regulations
- 4.5.3. Redundant chimney breasts and stacks to be removed.
- 4.5.4. Cycle storage for minimum of seven bicycles to be provided.

5. SPACE STANDARDS

- 5.1. The table below demonstrates how the proposed development complies with both the nationally described space standards (NDSS), as well as the standards defined in the councils own Amenity and Space Standards documentation.

ROOM	EBC STANDARDS	NDSS	PROVIDED
BEDROOM 1	6.51m ²	7.5m ²	11.59m ²
BEDROOM 2	6.51m ²	7.5m ²	7.72m ²
BEDROOM 3	6.51m ²	7.5m ²	11.70m ²
BEDROOM 4	6.51m ²	7.5m ²	8.24m ²
BEDROOM 5	6.51m ²	7.5m ²	7.84m ²
BEDROOM 6	6.51m ²	7.5m ²	10.84m ²
BEDROOM 7	6.51m ²	7.5m ²	12.20m ²
KITCHEN/COMMUNAL	8m ²	-	24.59m ²
BATHROOMS (ENSUITE)	2no. Bathrooms	-	7

6. CONCLUSION

The proposal makes efficient use of the building, which will be upgraded to a high standard of accommodation for future occupiers. It is sited in a sustainable location with good access to transport and amenities. Furthermore, the scheme is compliant with local and national policy and should be considered to be acceptable.