

Land east of 95a Beryton Road, Gosport , PO12 4RX

**Planning Application for the erection of a residential
building providing 2 one-bed apartments**

Planning, Design and Access Statement

January 2021

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1 INTRODUCTION

- 1.1 This statement has been prepared by Bluestone Planning on behalf of the applicant, Blecam Ltd owned by Mr Tony Smith and Mr Luke Middleton, in support of a planning application for the erection of a two-storey residential building providing 2 one-bed apartments on land east of 95a Beryton Road, Gosport, PO12 4RX.
- 1.2 The proposal has been brought together in light of pre-application advice from Gosport Borough Council.
- 1.3 In support of the proposal this statement should be read in conjunction with the following submitted documents: -
- Drawings: -
 - 20010-PL-501 Rev B Block and Location Plan
 - 20010-PL-502 Rev B Proposed Floor Plans
 - 20010-PL-503 Rev A Proposed Elevations
 - 20010-PL-504 Indicative 3D Visuals
 - 20010-PL-505 Rev A Indicative Street Scenes
 - Nutrient Budget Calculations
 - Community Infrastructure Levy Additional Information Requirement Form
 - Biodiversity Checklist

2 APPLICATION SITE

- 2.1 The application site is 0.03hectares in size and broadly triangular in shape. It originally formed part of the garden area of the adjacent property 95a Beryton Road, which is now in third party ownership. The application site is bound by Dukes Road to the south; the south-eastern elevation of 95a Beryton Road to the north-west along with a garden fence, and further garden fencing along the north-east boundary. To the south-east of the site facing Dukes Road is a substation compound which is secured by chain link fencing and directly accessible from the road.
- 2.2 The northern part of the site is laid to lawn with some modest ornamental planting. The southern area is predominantly hard standing this includes an old base for an outbuilding, and two areas of off-road parking with individual accesses onto Dukes Road.
- 2.3 The westerly access and hardstanding provide vehicle access to 95a Beryton Road and its off-road parking as well as pedestrian access onto the application site. The easterly access and hardstanding were also used by 95a Beryton Road for off road parking for 2 vehicles, although the westerly access is now predominately used.



Fig 1. Amended aerial photo to show current site layout.
image downloaded from Google Earth 11:20 12/01/2021

2.4 The south-easterly elevation of 95a Beryton Road includes the following windows: -

- One ground floor window which is for the bathroom;
- One first floor window which provides light to the stairwell; and
- The glazed side elevation of the conservatory.

2.5 The western elevation of 48 Dukes Road predominantly aligns with the sub station but does have a small first floor window which appears to be obscure glazed/netted, it is assumed this is either for a bathroom or to provide light into the stairwell.

2.6 Beryton Road is a circular road with the majority of properties built in two-storey semi-detached pairs and rendered white over a large brick plinth and with red tiled, hipped roofs. The properties are set back behind either a front garden or off-road parking. Although the properties were built with a regular spacing between them, notwithstanding those on the curved sections of the road, a proportion of them have been extended to the side reducing these gaps, an example of this is 95 Beryton Road.

- 2.7 The properties on the south side of the western end of Dukes Road, where the application site resides, are mainly two-storey semi-detached pairs made of brick with red/brown tiled, gable ended roofs. These properties are closer to the road edge than those on Beryton with the majority of the properties relying on on-road parking, although some do have off-road tandem parking to the side.
- 2.8 On the southern side of Dukes Road is the Forton Recreation Ground which includes play equipment and sports facilities.

3 PLANNING HISTORY

- 3.1 There is no planning history for the application site or 95a Beryton Road on the Council's website.

4 DEVELOPMENT PROPOSAL

- 4.1 The proposal is to create a new two storey residential building to provide 2 one-bed apartments, with one off-road parking space per dwelling, secure cycle storage, bin storage, and a shared garden space.
- 4.2 The proposed building would follow the corner with an angled front elevation set back behind the existing building line created by 95a Beryton Road to the west and 48 Dukes Road to the east. The rear elevation would broadly align with the rear elevations of the properties on either side.
- 4.3 The main access would be in the part of the front elevation in line with 95a Beryton Road, and all window are in the front and rear elevation with no windows in the side elevations.
- 4.4 The existing western access onto the site would be retained to allow the occupants of 95a Beryton Road access to their off-road parking as well as space to manoeuvre and enter and exit their spaces in a forward gear. This would also provide direct pedestrian access to the front and rear of both the proposed new dwelling and 95a Beryton Road.
- 4.5 The hardstanding relating to the existing eastern site access would be reduced to provide two off road parking spaces. These spaces would require reversing on or off to access but this is how the current access has to be used. This reduction in hardstanding allows the creation of a front garden area, approximately 37.5sqm, for the proposed new building.
- 4.6 The rear garden would measure approximately 97.5sqm and provide a patio area to the rear of the new building as well as space for bin storage and secure cycle storage. This space would be shared between both apartments with the ground floor apartment having direct access onto this via patio doors from the main living space.
- 4.7 The proposed new building would have a footprint of approximately 77.25sqm. The width of the building would average at approximately 10m and the depth would vary between 7.5m – 7.0m with the easterly section, behind the substation, having a narrower depth of 3.45m.
- 4.8 The proposed new building would have a maximum ridge height of 8m with the narrow easterly section having a lower ridge height of 6.8m and the eaves would be 5.15m.

- 4.9 The proposed materials would relate to the surrounding properties, with the lower portion of the ground floor finished in brick and the rest white rendered, with brick soldier courses above the windows and door openings and concrete tile roof in a red/brown.
- 4.10 Internally the proposed new building would be divided into the follow components: -
- A communal entrance space with stairwell to the upper apartment, approximately 10.5sqm;
 - A ground floor apartment of approximately 57.75sqm comprising a bathroom with shower, double bedroom, open plan living space and two storage cupboards (approximately 2.4sqm); and
 - A first-floor apartment of approximately 58.75sqm comprising a bathroom with shower, double bedroom, open plan living space with office nook and one storage cupboard (approximately 1.8sqm).
- 4.11 The site is in flood zone 3 and has no surface water issues. It is understood that there is also no ground contamination of the site.
- 4.12 There are no listed buildings on the site or within its vicinity and it is not within or adjacent to a conservation area, nor within an area of archaeological importance.
- 4.13 The surrounding uses are entirely residential so therefore there will be no conflict with the application site being used for residential purposes in terms of light or noise pollution or ventilation issues.
- 4.14 It is understood that there are no protected trees and no protected species or habitats on the site or adjacent to it.
- 4.15 Dukes Road and Beryton Road are both unclassified residential roads with no parking restrictions. The westerly access onto the site was created last year and this was approved by license from the Local Highways Authority and built in accordance to their standards, planning permission was not required for these works.

5 DESIGN AND ACCESS MATTERS

DEVELOPMENT OF THE PROPOSED DESIGN

- 5.1 Initially the proposal was for a pair of semi-detached properties and this was the scheme put forward for pre-application discussion with the Council.
- 5.2 Within that pre-application response and subsequent discussions with the Council it is evident that the principle of the site's use for residential purposes has been agreed and that it is probable that a two-storey building located broadly in line with adjacent properties is unlikely to compromise the outlook or privacy of occupants of those adjacent properties nor cause harm to the amenity by overshadowing.
- 5.3 However, the following technical concerns were brought to the applicant's attention: -
- Requirements for off road parking provision and accesses, visitor parking and cycle parking provision – it is noted to seek advice from the Local Highway Authority should any new access be required;
 - Requirements to store two 240ltr wheeled bins per dwelling (one for general and one for recycling) and provide kerb-side collection; and
 - Requirements to mitigate against nitrate discharge from wastewater.
- 5.4 The following material planning considerations were also brought to the applicant's attention: -
- **Design:**
 - Ensuring the design, footprint and layout of the development is in-keeping with the surrounding property styles;
 - Proximity to the highways;
 - Separation between the proposal building and surrounding properties (pre-application scheme showed only 1m); as well as how the turn of the corner is treated;
 - Domination of the front area by parking / hardstanding; and
 - The relationship with the windows in properties on either side.
 - **Access:**
 - Ensure rear garden(s) are accessible from the front of the property.

- 5.5 In summary it is clear the Council considers the site suitable for redevelopment for residential purposes but understand there are a number of constraints which may affect this.
- 5.6 The applicant and their design team have gone through a number of iterations as to the best form of development for the site and have settled on a reduced quantum of 2 one-bed apartments within a singular building with shared parking and amenity space, thus ensuring the development is in proportion to the application site.

USE and AMOUNT

- 5.7 The proposal would provide 2 new one-bed dwellings in the form of a ground and first floor apartment.
- 5.8 Each dwelling would have individual parking, cycle and bin storage with a shared front and rear garden.
- 5.9 The proposed dwellings would comfortably exceed the Nationally Described Space Standards, as shown in the below table, ensuring a high standard of living space and flexibility of use for future occupants.

Minimum Nationally Described Space Standards <i>1bed 2person, single storey dwelling</i>	Ground floor apartment	First floor apartment
>50sqm	57.75sqm	58.75sqm
>1.5sqm	2.4sqm	1.8sqm

- 5.10 The proposal would provide 97.5sqm of rear garden (a length of approximately 17.5m), and 37.5sqm of front garden (approximately 6.3m deep). This would provide 67.5sqm of open space per dwelling, with 48.75sqm of that considered functional and private amenity space, which is compatible with standards set out in Council’s Design Supplementary Planning Document.

LAYOUT: WITHIN THE WIDER AREA

- 5.11 The below figure-ground shows how the proposal would fit in within the surrounding development pattern in terms of ratio of open space to building, and the garden shape and size in relation to other properties situated on the inside of a curve within the road layout.



Fig 2. Figure-Ground showing the proposal in situ

- 5.12 One of the key points from the pre-application discussions was regarding the distance between the proposal and 95a Beryton Road. This has been addressed by increasing the distance to 1.5m from the side elevations (although it is noted that 95a does have an unusually large roof overhang so on the roof plans this looks to be closer to 1m) and by setting the proposed building back from the front elevation of 95a by 1.85m. This means that there is a clear visual separation between the proposed new building and 95a when viewed from the road, as illustrated in the 3D modelling (plan 2001-PL-504).
- 5.13 The spacing between the proposed building and 48 Dukes Road is in keeping with the other properties.
- 5.14 It is also clearly shown that the proposal is set back from the road providing a front garden area which is in keeping with the character of the properties along Beryton Road and creates a clear delineation between the parking areas for 95a and the proposed dwelling, in effect retaining the pattern of development with parking areas separated by front gardens and thus hardstanding not overly dominating the street scene.

LAYOUT: OF PROPOSED NEW DWELLINGS

- 5.15 The internal layout of the proposed new apartments reflect modern living requirements including open plan living and space for at home working. Both properties are large

enough to comfortably accommodate one or two people with all primary windows in the living space overlooking the private amenity space to the rear. The bedrooms would be located to the front of the dwellings and set back from the road behind the parking area and front garden thus ensuring defensible space to retain privacy for the ground floor apartment and to limit impact from potential road noise, although the location is indeed a relative quiet residential area.

SCALE

- 5.16 The building is of a height and size comparable to adjacent properties and the application site proportions of open space to built form is also similar.
- 5.17 The width of the building relates well to other properties within the vicinity and the stepping down of the eastern section ensures the overall size of the building would not be dominant in the street scene.

LANDSCAPING

- 5.18 The rear garden would be grassed with an area of patio to the rear of the property allowing new residents to landscape as they see fit. The front garden would be grassed with a simple planting scheme again to allow new residents to personalise.
- 5.19 The existing garden fences will be retained to the side/rear and around the substation with lower fencing to the front boundary with Dukes Road to match that used by 95a Beryton Road.

APPEARANCE

- 5.20 The new building would be simple in form with a gable roof reflecting that of the properties to the east on Dukes Road.
- 5.21 The simple form will include regular window positions reflective of the functionality of the proposed residential use and representative of how the other properties in the vicinity have been designed.
- 5.22 The front door would have a small window detail on either side, include a brick lower plinth with the rest of the property in pale render thus taking design queues from the Beryton Road properties ensuring a cohesive street scene and that the proposed building, although clearly individual in design, is in keeping with its immediate surroundings.

DRAINAGE

- 5.23 95a Beryton Road is at the end of a wastewater drainage run and this can be extended to accommodate the proposed new building before linking into the main street sewer. All necessary licenses will first be sought from Southern Water prior to works commencing.
- 5.24 The site is not known to have any flooding issues or concerns with surface water drainage; therefore, it is considered that a privately maintained soakaway within the application site will best deal with additional surface water from the proposed building. Any replacement hardstanding and the patio will be formed from permeable materials or provide suitable run off into the soft landscaping areas around them.

UTILITIES

- 5.25 The area has suitable utility services to accommodate the additional dwellings and there is suitable internet/communication infrastructure availability as well.

WASTE MANAGEMENT

- 5.26 There site layout allows for bin storage for four 240l wheeled bins (one for general refuse and one for recycling for each property). The storage would be to the rear of the building and around 23m from the rear of the highway footpath, thus an acceptable distance for the bins to be moved by future occupants for kerb-side collection.

ACCESS

- 5.27 The existing western access would allow direct pedestrian access to the front door and rear garden and the existing eastern access would provide vehicular access to the two off road parking spaces.
- 5.28 Internal and external door sizes and room dimensions comply with relevant building regulations in terms of accessibility, although it is noted that the upper floor apartment would not be easily accessible for those in a wheelchair. However, the stairwell is of a size which a stairlift could be attached if required.

6 PLANNING POLICY

- 6.1 The application site is within Gosport Borough and therefore development is controlled by policy at a national and local level. The National Planning Policy Framework (NPPF) sets out the guiding principles for policy making and decision taking and should form the basis of all strategic or local plan making. Local policy is set at borough level and should be specific to the physical, economic and social aspects of that particular jurisdiction.
- 6.2 In accordance with the NPPF, it is necessary for all proposed developments to be first considered in accordance with local policy but where that is out of date, lacking or silent then national policy should be referred to.
- 6.3 Local policy is provided in the form of The Gosport Borough Local Plan 2011-2029 which is supported by Supplementary Planning Documents (SPDs). The council can provide a 5 year housing supply and as of 2019 could provide suitable housing delivery, with an action plan. To that effect it is therefore considered that local policy is in date and so should be the starting point for any planning application assessment.

THE GOSPORT BOROUGH LOCAL PLAN 2011 - 2029

- 6.4 As the primary policy document in relation to this planning application the relevant policies are as follows: -
- LP1 Sustainable Development
 - LP3 Spatial Strategy
 - LP10 Design
 - LP23 Layout of Sites and Parking
 - LP24 Housing
 - LP38 Energy Resources
 - LP39 Water Resources
 - LP40 Waste and Material Resources
 - LP44 Protecting Species and Other Features of Nature Conservation Importance

OTHER RELEVANT GUIDANCE AND SPDs

- 6.5 The following local documents issued by Gosport Borough Council would be of relevance: -
- Design Guide SPD (adopted February 2014)
 - Parking SPD (adopted February 2014)

7 PLANNING JUSTIFICATION

PRINCIPLE OF DEVELOPMENT

- 7.1 The application site is within the urban area on non-protected and non-designated land so is considered a windfall site and suitable for development. The proposal would only provide two new dwellings and could be considered an efficient use of land which would otherwise have no positive public benefit nor used for another purpose (commercial, retail etc) without detriment to the existing surrounding residential properties and the character of the area.
- 7.2 The site is considered sustainable as it is within an existing residential area in close proximity to a wide range of services, public open space and public transport options.
- 7.3 It is therefore considered the principle of a residential development on the application site would be acceptable and in compliance with policies **LP1**, **LP3** and **LP24**, assuming all other policies are complied with.
- 7.4 The acceptable nature of the principle of development is confirmed in the Council's pre-application response.

DESIGN

- 7.5 Policy **LP10** sets out a series of tests to ensure new development is appropriately designed. **Part 1 of LP10** requires that new development takes opportunities to improve the character and quality of an area taking into account any local distinctiveness and the natural and historic environment. The reasoning and details of the proposal are set out in the earlier parts of this statement, as well as a description of the application site and its immediate area.
- 7.6 These details confirm that the proposed building has been designed using physical cues from the immediate residential properties. It is a similar scale and plot ratio of garden / open space to building. The proposed building would be positioned subserviently to the properties on either side, thus not drawing unnecessary attention and ensuring a cohesive street scene is retained. The site also has no historic or natural merit which would dictate the features or layout of the site. With this in mind it is considered that the proposal is therefore compliant with policy **LP10, part 1**.
- 7.7 Policy **LP10, part 2** confirms that proposals within the urban area would be permitted if as series of criteria relating to development form (**a**), public realm and open space (**b, c, d, e**), ease of movement (**f, g, h, i**), safe and high-quality neighbourhoods (**j, k**),

adaptability (**l, m, n, o**) and comprehensive development (**p**). Safe and high-quality neighbourhoods will be discussed in the following section.

- 7.8 As set out in the 'development proposal' and 'design and access matters' sections of this statement it is evident that the proposal is considered to constitute high-quality design in terms of scale, setting, layout, massing, landscaping and appearance in accordance with **part 2, a**).
- 7.9 The application site has good access to Forton Recreational Ground and the site has no biodiversity or landscape features which require protecting nor does it form part of an important view in accordance with **part 2, b) c) d) and e**).
- 7.10 The site would be accessible and well connected to local facilities and public transport links using existing easy to navigate and safe routes in accordance with **part 2, f) g) h) and i**).
- 7.11 The proposal would meet all nationally described standards for sustainability by complying in full with building regulations and the simple internal layout of each dwelling would provide flexibility in terms of how future occupants choose to use the space, i.e. create home office spaces or changes in layout due to mobility issues etc, in compliance with **part 2, l) m) n) and o**).
- 7.12 Taking all this into consideration it is evident that the proposed residential use of the site would constitute comprehensive development of the site without impeding any future development to either property on each side in compliance with **part 2 p**).

AMENITY

- 7.13 Policy **LP10 part 2 j) and k)** look specifically at amenity and impact on the surrounding neighbourhood.
- 7.14 The proposal would provide additional natural surveillance to the residential area thus retaining the existing safe environment and would not undermine the quality of life or community cohesion in this area in compliance with **part 2 j)**.
- 7.15 The use of the application site for residential purposes would be compatible with the surrounding residential uses and so there would not be any harm to amenity for current or future occupants in terms of noise, light, air pollution or vibration.

- 7.16 The council's pre-application response has confirmed that future occupants of the site would not have their amenity harmed in terms of access to light, privacy or outlook by surrounding existing uses.
- 7.17 The proposal has been designed to retain the privacy of adjacent properties with no windows in the side elevations and the rear upper floor windows overlooking either the street or the proposed rear garden space. The proposed front and rear elevations of the new building would be broadly inline with the adjacent properties so as to not encroach on the outlook from those properties. This would also have the same effect in terms of a negligible loss of light to the existing rear gardens. The side windows in both 48 Dukes Road and 95a Beryton Road are secondary and do not pertain to primary living spaces so any slight reduction in light to these windows could not be considered to cause significant harm to the amenity of the occupants of those properties.
- 7.18 When taking all the above into account the proposal can be considered to comply with **part 2 j) and k)** thus ensuring complete compliance with policy **LP10**.

PARKING AND HIGHWAY IMPACT

- 7.19 Policy **LP23** sets out 8 criteria for layout of sites and parking. Parts **1, 3, 4, 5, and 6** are not relevant as they relate to larger site.
- 7.20 The proposal would safeguard the existing public rights of way and would not require any new accesses to be created onto the highway; it would provide off road parking in accordance with the Council's Parking SPD both for cars as well as bicycles and these can be adapted for disability or electric vehicle if required.
- 7.21 The Parking SPD requires for 0.2 visitor parking spaces to be provided per new dwelling. For this proposal that would require less than half a parking space. Dukes Road has existing on road parking provision which is not limited or permitted and so it is considered this could be utilised appropriately for visitor parking.
- 7.22 With this in mind it is considered that the proposal would be in compliance with parts **2, 7 and 8** and so accord with policy **LP23**.

ECOLOGY

- 7.23 The application is submitted with the Hampshire biodiversity checklist, this has been completed and shows there is no requirement for additional ecological surveys. The site is not considered to be ecologically sensitive and has no record of use by protected species.

- 7.24 However, it is noted that the proposal will introduce additional dwellings which are likely to result in increased recreational activity on the coast and so have a consequential impact on the protected species for which the Portsmouth Harbour Special Protected Area (SPA), the Solent and Southampton Water SPA and the Chichester and Langstone Harbours SPA are designated. The applicant is aware that to address this impact a contribution towards appropriate mitigation, in accordance with the Gosport Bird Disturbance Mitigation Protocol, is required and can be secured by condition.
- 7.25 Taking this into account it is therefore considered that the proposal is in compliance with policy **LP44**.

NUTRIENT NEUTRALITY

- 7.26 It is also recognised that the site falls within an area which is now considered to directly impact on the eutrophication of the above-mentioned Solent SPA. This is a relatively new consideration and must be mitigated against by seeking nutrient neutrality from all development which generates additional overnight stays.
- 7.27 This application has been submitted with the completed nitrogen budget calculator which shows the proposal with a nutrient budget of 1.3kg per year (however this has been calculated using the assumption of 2.4 residents per apartment when the proposed dwellings are only suitable for 2 residents each) which needs to be offset. The applicant does not have additional land by which they could create an offset privately for this, and at this stage there are no specific nutrient credit programmes set up, with the Hampshire & Isle of Wight Wildlife Trust still only seeking interest rather than provision; and DEFRA's Solent Nutrient Trading Platform still in the development stages.
- 7.28 Therefore, it can be confirmed that the applicant is willing to work with the Council during the application process to mitigate or off set the nutrient increase provided by this proposal in compliance with policy **LP39**.

8 CONCLUSIONS AND PLANNING BALANCE

- 8.1 Drawing all the above threads together leads to the following conclusions.
- 8.2 Having regard to the development plan and the requirement imposed by section 38(6) of the Planning and Compulsory Purchase Act 2004, the application proposal is considered to accord with all relevant local policy therefore, in accordance with the NPPF, should be positively encouraged as appropriate development.
- 1.1 The principle of development is considered acceptable as the site is within the urban area and surrounding by other residential properties in good proximity to public services and amenities.
- 1.2 The design takes into account the constraints of the site, the amenity of the occupiers of adjacent neighbouring properties, as well as the character of the surrounding area and would provide two well-proportioned one-bedroom apartments with off road parking and private amenity space consummate to similar properties in the area.
- 1.3 The applicant is aware of the requirements to mitigate the impact on the local SPAs and is willing to work with the council to ensure a satisfactory solution to these matters.
- 1.4 It is therefore respectfully requested that planning permission be granted, subject to the imposition of suitably worded planning conditions that meet the NPPF paragraph 206 tests.
- 1.5 Such conditions which may be necessary to make the proposed development acceptable may include:
- Materials
 - Solent Recreational Mitigation Contributions
 - Retention of off-road parking provision

However, this list is not intended to be exhaustive and the applicant is happy to discuss with the council any other proposed conditions through the application process.