

**Planning Statement in respect of the change of use of 62 Pennine Road, Southampton, SO16 4QQ from a single dwelling to provide two dwellings.**

The following statement seeks to set out the rationale for an application seeking planning permission for the change of use from a 4-bedroom dwelling to that of two dwellings (1 x 3 bed and 1 x 1 bed).

The proposed houses will both have on-site car parking provision and independently accessible rear garden areas. The proposals include external alterations and a single storey extension to the front of the building.

The proposals create an additional dwelling and thus make a contribution to the local housing stock.

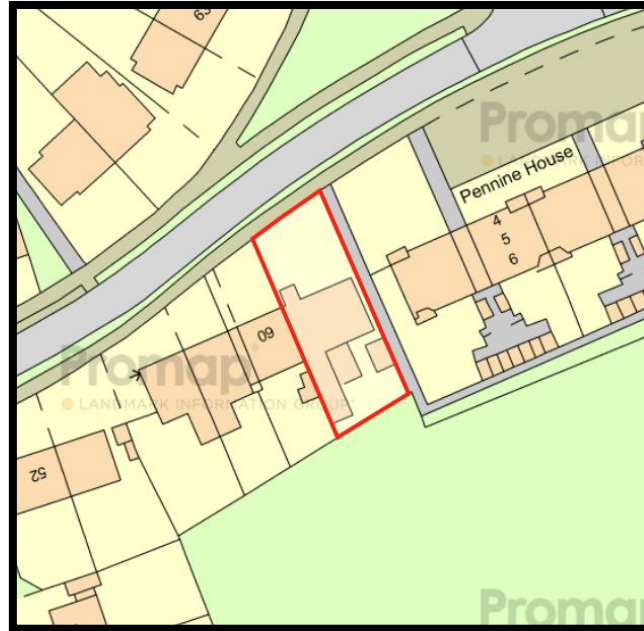
The proposed house is sustainably located and in close proximity to local bus routes, local shops and a superstore, local parks and recreation spaces and medical facilities.



*Photo of site – courtesy of Google Streetview*

## Site and surrounding area

The application site refers to an existing end of terrace house located to south of Pennine Road, Southampton.



The application site has been extended over the years to include single storey rear extensions and a two-storey side extension.

The application site is located in a sustainable location – there are two separate convenience stores within a few minutes walk of the site and a Tesco's Superstore some 750m to its north. There are also local fast food outlets.

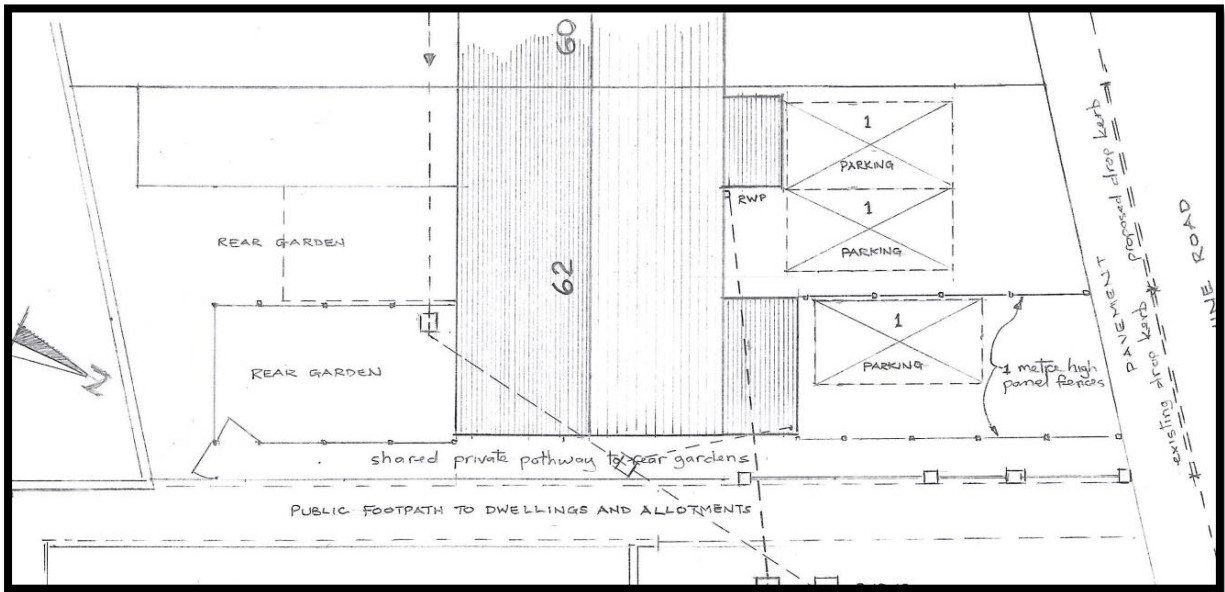
The site is also in close proximity to local health facilities and numerous open spaces/parks.

In addition there are local bus routes that include regular bus routes to both Southampton City Centre, Sholing, Totton and Lordshill.

## Proposed development

The application seeks to convert the existing house into two – providing a three-bedroom mid-terraced house and a one bedroom end of terraced house. Both properties will have an independently accessible rear garden and on-site car parking provision.

The proposed site plan is as follows:



The car parking and rear amenity areas will be as follows:

- Three-bedroom dwelling – two car parking spaces and a rear amenity area of 50sq-m
- One-bedroom dwelling – one car parking space and a rear amenity area of 28sq-m

The internal floor area of the three-bedroom house will be 109sq-m whilst for that of the one-bedroom house will be 56sq-m.

External alterations comprise the provision of a single storey front extension and the demolition of a single storey outshot to the rear of the existing property.

The existing and proposed front elevations are as follows:



*Existing elevation*

*Proposed elevation*

## **Planning history**

Relevant planning applications on-site comprise the following:

1. Erection of a two-storey side extension with accommodation in the roofspace (resubmission) – approved 26<sup>th</sup> October 2005 (application no. 05/01533/FUL)
2. Erection of two-storey side extension with accommodation in the roof space – refused 27<sup>th</sup> September 2005 (application no. 05/01166/FUL).
3. Erection of a single storey rear extension and a front porch – approved 4<sup>th</sup> March 1998 (application no. 980033)

## **Planning Policy**

Section 38(6) of the Planning and Compulsory Purchases Act 2004 and section 70(2) of the Town and Country Planning Act 1990 require that any determination re planning permission be made in accordance with the development plan unless material considerations indicate otherwise.

The revised National Planning Policy Framework was published in December 2023.

Paragraph 47 reinforces S38(6) of the Planning and Compulsory Purchases Act 2004, as follows:

*47. Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. Decisions on applications should be made as quickly as possible, and within statutory timescales unless a longer period has been agreed by the applicant in writing.*

Paras 7 and 8 refer to the principles of sustainable development, as follows:

*7. The purpose of the planning system is to contribute to the achievement of sustainable development, including the provision of homes, commercial development, and supporting infrastructure in a sustainable manner. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs<sup>4</sup>. At a similarly high level, members of the United Nations –including the United Kingdom – have agreed to pursue the 17 Global Goals for Sustainable Development in the period to 2030. These address social progress, economic well-being and environmental protection.*

*8. Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):*

*a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;*

*b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and*

*c) an environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.*

Paragraph 38 seeks to encourage LPA's to take a positive approach to decision making development proposals.

*38. Local planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available, including brownfield registers and permission in principle, and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.*

The National Minimum Space Standards seek to set out the minimum floor areas for new dwellings based on bedroom sizes and anticipated occupancy as per the following extract:

<b>Number of bedrooms(b)</b>	<b>Number of bed spaces (persons)</b>	<b>1 storey dwellings</b>	<b>2 storey dwellings</b>	<b>3 storey dwellings</b>	<b>Built-in storage</b>
1b	1p	39 (37) *			1.0
	2p	50	58		1.5
2b	3p	61	70		2.0
	4p	70	79		
3b	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	
4b	5p	90	97	103	3.0
	6p	99	106	112	
	7p	108	115	121	
	8p	117	124	130	
5b	6p	103	110	116	3.5
	7p	112	119	125	
	8p	121	128	134	
6b	7p	116	123	129	4.0
	8p	125	132	138	

The relevant local plan is the Local Development Plan, that seeks to provide the framework for all development in the city until 2026.

The application site is located in the settlement boundary as per the following extract:



The site is not subject to any site-specific policies and as such the principle of development on-site is acceptable.

The Residential Design Guide (2026) (RDG) comprises Supplementary Planning Guidance setting out detailed design guidance in respect of new development.

The RDG includes references to rear garden sizes as per the following extract:

Type of Property	Back Garden Depth/ Rear Garden Area
Terraced	10 m / 50 m <sup>2</sup>
Semi-detached	10 m / 70 m <sup>2</sup>
Detached	10 m / 90 m <sup>2</sup>
Flats and other developments with communal grounds	20 m <sup>2</sup> per unit
Sheltered accommodation	30 m <sup>2</sup> per unit

SPD in the form of the Parking Standards Supplementary Planning Document (2011) sets out car parking requirements for new housing, as per the following extract:

*Table 1: Residential parking standards*

C3 Residential type	Maximum permitted parking provision	
	Maximum provision	Maximum provision (high accessibility area)
<b>Bedsit/ 1 bed</b>	1 space	1 space
<b>2 beds</b>	2 spaces	1 space
<b>3 beds</b>	2 spaces	2 spaces
<b>4+ beds</b>	3 spaces	2 spaces
<b>Sheltered accommodation</b>	1 space	1 space

### Planning balance

The proposed development seeks to convert an existing dwelling into two and thus provide a additional dwelling on-site and thereby make a contribution to the local housing supply.

The site is located in a sustainable location in close proximity to local shops and services and on local bus routes providing convenient access to Southampton City Centre, amongst other locations. The proposals therefore comply with the overarching objectives of the NPPF (2023) which sets out a presumption in favour of sustainable development – achieved in this case through ensuring that new development is provided in the right place (i.e. the economic objective), has access to social, health and cultural amenities (social) and make effective use of land (environmental).

In addition, the site is located with the settlement boundary and there are no site-specific policies that preclude development. As, such the principle of development at the application site is acceptable.

The proposals incorporate a single storey extension to the front of the building. This is consistent with a number of porches currently found on neighbouring dwellings and as such the proposals are consistent with the immediate area.

Car parking provision meets LPA standards. The current arrangement for the dwelling comprises largely a hardsurfaced area and so there is little potential for the loss of existing landscaping in this area. Furthermore, it is noted that due to the presence of existing boundary walls that on-site vehicles are unlikely to be able to turn on-site. In any event it is noted that Pennine Road is not a classified road and it is argued that reversing onto the highway in this location is acceptable.



The amenity area to both dwellings faces south and as such will be best placed to receive sunlight during most of the day. The current dwelling contains two single storey outshot extensions and it is intended to demolish a conservatory to facilitate the rear amenity area.

The proposals seek to provide a pedestrian rear access to both amenity areas via the side of the dwelling enabling independent access for both dwellings in this regard. 50sq-m of amenity area is provided for the three-bedroom dwelling, whilst it is intended to provide the one-bedroom dwelling with some 30-sq-m.

The internal floor area of the three-bedroom dwelling is 113sq-m whereas that of the on-bedroom dwelling is 56sq-m.

It is noted that the one-bedroom dwelling has relatively small garden and does not quite meet the requirements of the National Minimum Space Standards. However, notwithstanding these points it is argued that the proposals will provide a quality form of accommodation in a sustainable location and thus should be supported.