

CFH – Chandlers Ford and Hiltingbury Local Area Committee  
Wednesday 12<sup>th</sup> September 2018.

**Application Number:** F/18/82929  
**Case Officer:** Gary Osmond  
**Received Date:** Tuesday 10 April 2018  
**Site Address:** 37 KINGSWAY, CHANDLER'S FORD, EASTLEIGH,  
SO53 1EL  
**Applicant:** Nigel Stannett

**Proposal:** Construction of 2no. five bedroom detached dwellings, associated amenity space, parking and detached double garage, including new access to Kingsway, following demolition of existing dwelling.

**Recommendation:** PERMIT

### **CONDITIONS AND REASONS**

- 1 The development hereby permitted shall be implemented in accordance with the following plans numbered: 15-072-01 Rev.C, 15-072-02 Rev.A, 15-072-03 Rev.A, 15-072-50 Rev.B, 15-072-51 Rev.A, 15-072-52 Rev.A, 15-072-53 & 15-072-54. Reason: For the avoidance of doubt and in the interests of proper planning.
- 2 The development hereby permitted shall start no later than three years from the date of this decision. Reason: To comply with Section 91 of the Town and Country Planning Act 1990.
- 3 No development shall start until details of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details. Reason: To ensure a satisfactory visual appearance in the interest of the amenities of the area.
- 4 The development hereby permitted shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) by 'Gray Environmental Ltd' dated 13<sup>th</sup> July 2018 and the following mitigation measures as detailed within the FRA: i) provision of compensatory flood storage as detailed in section 4.9 of the FRA; and ii) implementation of the flood proofing measures as detailed in sections 4.1 to 4.6 of the FRA. The mitigation measures shall be fully implemented prior to occupation and subsequently retained in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the Local Planning Authority. Reason: To prevent flooding elsewhere by ensuring that compensatory storage of flood water is provided and to reduce the risk of flooding to the proposed development and future occupants.

- 5 No development shall start until details for the sustainable disposal of surface water and disposal of foul sewerage from the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. The development shall then accord with the approved details. Reason: To ensure satisfactory provision of foul and surface water drainage.
- 6 No development shall start until details for the treatment of site boundaries have been submitted to and approved in writing by the Planning Authority. The development shall not be brought into use until the boundary treatment has been provided in accordance with the approved details and retained thereafter. Reason: In the interests of the visual amenity of the locality and to safeguard the amenities of neighbouring residents.
- 7 No development shall start until details of the new access on to Kingsway including the required bridge and any footway and verge crossing have been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the approved details have been fully implemented. Reason: To ensure satisfactory vehicular access and free flow of water within the stream.
- 8 Prior to commencement, a lighting strategy including details of the proposed lighting design to protect bats shall be submitted to and approved in writing by the Local Planning Authority and shall subsequently be installed in accordance with the agreed scheme. Reason: To protect from excessive illumination the commuting and foraging corridors used by bats.
- 9 Prior to commencement, a Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority. This shall deal with the treatment and protection of all environmentally sensitive areas, habitats and species, their aftercare and maintenance as well as a plan detailing the works to be carried out showing how the environment will be protected during the works. It should include the recommendations outlined in Section 5 of the Preliminary Ecological Appraisal report (ECOSA, November 2016) and include further details of pollution control measures in relation to construction drainage and details of enhancement measures for biodiversity. Prior to first occupation, written confirmation from an appropriately qualified ecologist that the development has been carried out in accordance with the approved CEMP shall be submitted to the Local Planning Authority. Reason: To protect habitat, water quality and bats.
- 10 No excavation, demolition or development related works shall take place on site until a final Arboricultural Method Statement, as per British Standard 5837:2012 (Trees in Relation to Design, Demolition and Construction – Recommendations) has been submitted and approved by the LPA. The final Arboricultural Method Statement must address the heads of terms supplied within the Arboricultural Impact Assessment and provide details of low impact foundations. The approved Arboricultural Method Statement must be adhered to in full, and may only be modified subject to written agreement from the LPA. Reason: To retain and protect the existing trees which form an important part of the amenity of the locality.

- 11 The development must accord with the Arboricultural Impact Assessment, reference "D1639AIAb" produced by Alderwood Consulting dated 8th June. Tree protection must be addressed as per the tree protection plan contained within the report. No excavation, demolition or development related works shall commence until evidence has been submitted and approved by the LPA that the tree protection measures have been installed, as detailed in the tree protection plan. Once approved, no access by vehicles or placement of goods, chemicals, fuels, soil or other materials shall take place within the fenced area. Tree protection measures shall be retained in their approved form for the duration of the work. This condition may only be fully discharged upon completion of the proposed development, subject to submission of monitoring reports. Reason: To retain and protect the existing trees which form an important part of the amenity of the locality.
- 12 No construction or demolition work shall start until a Construction Method Statement has been submitted to, and approved in writing by, the Local Planning Authority. Demolition and construction work shall only take place in accordance with the approved method statement which shall include:
- a) location of temporary site buildings, compounds, construction material and plant storage areas used during demolition and construction;
  - b) the arrangements for the routing/ turning of lorries and details for construction traffic access to the site;
  - c) the arrangements for deliveries associated with all construction works, loading/ unloading of plant & materials and restoration of any damage to the highway [including vehicle crossovers and grass verges].
  - d) the parking of vehicles of site operatives and visitors;
  - e) measures to control the emission of dust and dirt generated by demolition and construction;
  - f) a scheme for controlling noise and vibration from demolition and construction activities (to include piling);
  - g) provision for storage, collection, and disposal of rubbish from the development during construction period;
  - h) measures to prevent mud and dust on the highway during demolition and construction;
  - i) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
  - j) temporary lighting; and
  - k) protection of pedestrian routes during construction.
- Reason: To limit the impact the development has on the amenity of the locality.
- 13 No construction, demolition or deliveries to the site shall take place during the construction period except between the hours of 0800 to 1800 Mondays to Fridays or 0900 to 1300 on Saturdays and not at all on Sundays or Bank Holidays. Reason: To protect the amenities of the occupiers of nearby dwellings.
- 14 No deliveries or collection of plant, equipment or materials shall take place during the construction period between 08:00 to 09:30 hours and 14:30 to 16:00 hours Monday to Friday during Merdon Junior School school term times. Reason: In the interests of pedestrian and highway safety.

- 15 No burning of materials obtained by site clearance or any other source shall take place during the demolition, construction and fitting out process. Reason: To protect the amenities of the occupiers of nearby properties and protected trees.
- 16 No driven piling shall take place on the development hereby permitted. Reason: To protect the amenity of the occupiers of the nearby dwellings.
- 17 Prior to the occupation of any building within each individual phase of the development [or, in accordance with a timetable to be agreed in writing with the Local Planning Authority], as built stage SAP data and as built stage water calculator confirming energy efficiency and the predicted internal mains water consumption to achieve the following shall be submitted to and approved in writing by the Local Planning Authority: In respect of energy efficiency, a standard of a 19% improvement of dwelling emission rate over the target emission rate as set in the 2013 Building Regulations In respect of water consumption, a maximum predicted internal mains water consumption of 105 litres/person/day. The development shall not be carried out otherwise than in accordance with the approved details. Reason: To support a comprehensive approach to high quality design across the site; in line with the guidance set out in the Government's Ministerial Statement of 25 March 2015 which states that Local Planning Authorities should, from the date of its publication, take into account the government's intentions in the statement [and not set conditions with requirements above a Code level 4 equivalent.
- 18 The dwellings hereby permitted shall not be brought into use until a minimum of three car parking spaces have been provided within the curtilage of the dwelling and a turning space has been provided to enable vehicles to enter and leave in forward gear. The parking and turning spaces shall subsequently be retained and kept available for such purposes at all times. Reason: To ensure the adequate provision of on site parking for the purpose of highway safety.

Note to Applicant: In accordance with paragraphs 186 and 187 of the National Planning Policy Framework, Eastleigh Borough Council takes a positive approach to the handling of development proposals so as to achieve, whenever possible, a positive outcome and to ensure all proposals are dealt with in a timely manner.

Note to Applicant: Please note that this development and the associated works on the site may require a permit under the Environmental Permitting (England and Wales) Regulations 2010 from the Environment Agency for any proposed works or structures, in, under, over or within 8 metres of the top of the bank of the Monks Brook, designated as a main river. This was formerly known as a Flood Defence Consent. Some activities may be excluded or exempt. A permit is separate to and in addition to any planning permission granted. The granting of planning permission does not necessarily lead to the granting of a permit. Further details and guidance are available on the GOV.UK website: <https://www.gov.uk/guidance/flood-risk-activities-environmental-permits>.

Note to Applicant: It is requested that the building works are carried out considerately to minimise disruption to the occupiers of the neighbouring properties. The council operates a code of best practice, which is available on the council's website [www.eastleigh.gov.uk](http://www.eastleigh.gov.uk) by following the links to Planning, Guidance on the process, scroll down to Guidance on Aspects of the Planning & Construction Process and select considerate builders advice note.

Note to Applicant: This planning permission does not convey the right for the development to encroach over, under or on land which is not within your ownership, without the consent of the landowner.

Note to Applicant: the permission does not authorise the undertaking of any works involving excavations in the carriageway, footway or verge. A road opening permit must be obtained from Hampshire Highways, HCC call centre number 0845 6035633.

Note to Applicant: In accordance with Appendix C of the Council's adopted Policy Quality Places SPD, the Council requires developers to meet the cost of bins for general and recycling waste. These must be purchased from Direct Services.

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Report:

This application has been referred to Committee because of the site's previous planning history.

### **Description of Application**

1. The application seeks consent for the construction of 2No. five bedroom detached dwellings, with associated amenity space, parking and detached double garage, including with an additional access new access to Kingsway, following demolition of existing dwelling.
2. This is an alternative scheme following the refusal of an application for three dwellings in September last year (F/17/79881).

### **Site Area & Density**

3. The application site is 2920 square metres in area with a current residential density of just over three dwellings per hectare. The proposal for two would equate to a density of just under seven dwellings per hectare, which is not dissimilar to the average density in the surrounding area.

### **Topography, Trees & Boundary Treatment**

4. The site itself is relatively flat and level, although it does lie at a lower level to the road. There are a number of large trees, mainly around the periphery of the site which are subject to Tree Preservation Orders, although there are other smaller trees within the boundaries of the site which are part of the fairly mature garden. The site frontage is marked by a 1.5 metre high hedge, with the majority of the remaining boundaries marked by 1.8 – 2.0 metre high timber fencing.

### **Site Characteristics**

5. The application dwelling is a bungalow dating from the 1950s/60s with a later loft conversion to provide some first floor accommodation with a large box dormer to the rear. It has a modest conservatory to the rear and a large detached garage to the side.
6. The plot is generous in size and appears to have been bought as a double plot, given that there is no No.35 Kingsway. The site is accessed from Kingsway via a small bridge which spans one of two streams which run through the site, one immediately along the site frontage and one which runs across the site from north to south approximately half way into the site. All development within the site sits on this 'island' between the two streams.

### **Character of Locality**

7. The surrounding area is predominantly residential in nature and made up of good size mainly single and two storey detached dwellings on fairly generous plots, although to the rear of the site is Merdon Junior School.

### **Relevant Planning History**

8. The most relevant planning history is the refusal last year of proposals to replace the existing dwelling with three (F/17/79881). This refusal is currently at appeal but a decision on this is not expected for a number of months. The only other record of any planning history was an approval in 1995 for a replacement garage, together with a number of tree works applications.

### **Representations Received**

9. A total of nine representations have been received – eight objecting and one in support – which raise the following issues, concerns and objections:
  - Poor design
  - Not in keeping with character of street
  - Overdevelopment of site
  - Loss of trees and impact on those retained
  - Flooding
  - Loss of bungalow
  - Previous issues have not been adequately addressed

## Consultation Responses

10. **Hampshire Highways** – No objection. Separate consent will be required for the construction of the proposed new access onto Kingsway.
11. **Tree Specialist** – No objection subject to conditions being applied which require the submitted Arboricultural Impact Assessment to be followed in full and further details on tree protection measures being submitted and agreed prior to works commencing on site.
12. **Biodiversity Consultant** – No objection provided conditions are applied requiring the submission of a Construction Environmental Management Plan to be agreed prior to works commencing, together with a lighting strategy to protect bats.
13. **Environment Agency** – No objection subject to conditions being applied requiring the recommendations of the submitted Flood Risk Assessment and the Environment Agency are followed and incorporated into the development.
14. **Chandler's Ford Parish Council** – No comments received.

### Policy Context: Designation Applicable to Site

- Within Built-up Area Boundary
- Within Established Residential Area
- Within Flood Zones 2 & 3

### Development Plan Saved Policies and Emerging Local Plan Policies

- Eastleigh Borough Local Plan Review 2001-2011 saved Policies: 25.NC, 28.ES, 34.ES, 41.ES, 42.ES, 43.ES, 45.ES, 59.BE, 100.T & 104.T
- **Submitted Eastleigh Borough Local Plan 2011 - 2029, July 2014**  
The Eastleigh Borough Local Plan 2011-2029 was submitted for examination in July 2014 but the Inspector concluded that insufficient housing was being provided for in the Plan and that it was unsound. While this has not been withdrawn and remains a material consideration, it can therefore be considered to have extremely limited weight in the determination of this application
- **Emerging Eastleigh Borough Local Plan 2016-2036**  
The Council is at the pre-Submission publication stage (Regulation 19) of the emerging Eastleigh Borough Local Plan for the Period 2016 – 2036. The current consultation stage closed on 6<sup>th</sup> August 2018 with submission to the Secretary of State scheduled for Autumn 2018. The adoption of the Local Plan is anticipated in Summer 2019. Given the status of the emerging Plan, it is considered that limited weight can be attributed to it.

### Supplementary Planning Documents

- Supplementary Planning Document: Quality Places (November 2011)
- Supplementary Planning Document: Biodiversity (December 2009)
- Supplementary Planning Document: Residential Parking Standards (January 2009)
- Supplementary Planning Document: Environmentally Sustainable Development (March 2009)

### **National Planning Policy Framework**

15. Section 2 of the National Planning Policy Framework (July 2018) states that – The purpose of the planning system is to contribute to the achievement of sustainable development, which can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.
16. Achieving sustainable development means that the planning system has three overarching objectives – economic, social and environmental – 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). These objectives should be delivered through the preparation and implementation of plans and the application of the policies in the Framework.
17. Planning policies and 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 each area.
18. So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development (paragraph 11).
19. Section 12 of the NPPF states - The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

### **National Planning Practice Guidance**

20. Where material, this guidance should be afforded weight in the consideration of planning applications.

### **Policy Commentary**

21. The above policies and guidance combine to form the criteria against which this application will be assessed with particular regard to: the relevant planning policies and the principle of development; the layout and design of that proposed and its impact upon the street scene and wider character of the surrounding area; the residential amenity of neighbouring properties and



future occupiers of the development; trees and biodiversity; flooding; parking, traffic and highway matters; and environmental sustainability.

### **Assessment of Proposal: Development Plan and / or Legislative Background**

22. Section 70(2) of the Town and Country Planning Act 1990 and Section 38(6) of the Planning and Compulsory Purchase Act 2004 require a local planning authority determining an application to do so in accordance with the Development Plan unless material considerations indicate otherwise.

The Development Plan in this case comprises the saved policies of the Eastleigh Borough Local Plan Review 2001-2011.

### **Policy & Principle**

23. The application site lies within the urban edge where the basic principle of development is considered to be acceptable, with any formal planning approval being based upon the exact nature, design and impact of that proposed being considered appropriate and in accordance with the relevant Local Plan policies and Supplementary Planning Documents. The most relevant policy in this case is saved Policy 59.BE of the Local Plan which requires development to take full and proper account of the context of the site including the character and appearance of the locality and be appropriate in mass, scale, materials, layout, design and siting. It also requires a high standard of landscape design, a satisfactory means of access and layout for vehicles, cyclists and pedestrians, to make provision for refuse and cycle storage and avoid unduly impacting on neighbouring uses through overlooking, loss of light, loss of outlook, and noise and fumes.
24. The principle of subdividing the existing plot to provide additional dwelling units is acceptable. However, any formal planning approval will be dependent upon the detailed design and impact of that proposed being considered to accord with the relevant saved policies of the adopted Local Plan and Supplementary Planning Documents.
25. Also of relevance is last year's refused application which was refused on a number of grounds: design, pattern of development and character of the area; inadequate details in relation to flood protection; loss of a protected Oak tree; and insufficient information to demonstrate no unacceptable harm to protected species. This latest submission will need to demonstrate that all these issues have been acceptably addressed.

### **Layout, Design, Street Scene & Area Character**

26. This current application seeks consent for the construction of two detached two storey dwellings following the demolition of the existing chalet bungalow. The northernmost plot, Plot 1 would be adjacent to No.39 Kingsway and would utilise the existing site access. The southernmost plot, Plot 2 adjacent to No.33 Kingsway, would be provided with a new site access over the

frontage stream. The dwellings would be of a reasonably traditional appearance with pitched roofs and using brick and tile finishes.

27. The application plot was obviously sold as a double plot, hence there being no No.35 Kingsway. As such, it is reasonable to assume that it is capable of accommodating a pair of dwellings in a way which would respect the existing pattern of development in the immediate area. Certainly in terms of the site's size this is possible but other constraints need to be taken into consideration, such as the two streams which run across the site and protected mature trees both within and immediately adjacent to the site.
28. By now proposing two dwellings it has allowed more room in which to accommodate and position the dwellings so as to work around these trees, their root protection areas and their canopies. Equally, development is pulled back from the banks of the two streams. While tight in some spots, the proposed site layout is considered to be workable and is generally compatible with the existing pattern of development along this section of Kingsway. The increased width of the plots, when compared to those of the refused scheme, also allows for more room between the dwellings which better reflects the spacing between dwellings along Kingsway and will sit far better in terms of the character of the street scene.
29. One of the objections raised is that the scheme proposes two storey dwellings, as opposed to single storey bungalows, which are the predominant form of development along this stretch of the street. These concerns were noted and have led to the submission of amended plans which give the proposed dwellings a much more low-key appearance. Whilst still not bungalows, the eaves heights have been reduced, the roof forms altered to make them much less prominent and grand features such as the double height entrance gables removed. These amendments lessen the visual impact of the development upon the street scene and provide an appropriate transition between the single storey scale of No.39 Kingsway and the two storey scale of No.33 to better integrate with the existing character of the street and immediate surrounding area.
30. Overall therefore, this revised application is considered to accord with the design requirements of saved Policy 59.BE of the adopted Local Plan and the Council's 'Quality Places' SPD.

### **Residential Amenity**

31. When considering residential amenity there are two main areas which must be considered, the impact of that proposed upon the amenity of existing neighbouring occupiers and uses, as well as the amenity of future occupiers of the development.
32. While it is acknowledged that there would be some impact to the outlook of the immediate neighbours, in planning terms the proposed scheme would have no unacceptable impact upon their amenity in terms of loss of privacy, light or outlook.

33. The previous proposal to subdividing the site into three plots would have resulted in rather long and narrow footprints and in centrally located bedrooms with poor outlook. Other amenity concerns related to how usable the external amenity spaces would be due to the shading of large sections of their gardens. The now proposed division of the site into two has allowed the widths of the dwellings footprints to be increased and their depth reduced. This makes for a far more workable internal layout and some additional external amenity space for each. Some concern with regards to shading caused by the large trees on and immediately around the site remains, especially for the southernmost plot but not to the same extent that it would have an unacceptable impact upon the amenity of future occupiers as was the case with the previously refused scheme.
34. Overall therefore, it is considered that this revised scheme is acceptable and accords with the amenity requirements of saved Policy 59.BE of the adopted Local Plan and the Council's Supplementary Planning Document 'Quality Places'.

### **Trees & Biodiversity**

35. The previously submitted scheme for three dwellings required the removal of a mature Oak on the north-eastern boundary with No.39 Kingsway which is protected by a preservation order. Despite this tree having undergone a significant crown reduction in the past, it has responded well and continues to grow, and appears to be in good health, good vigour, good vitality and with no obvious pests or diseases. While not the most prominent tree within the street scene, it can still easily be seen from the street and provides a significant contribution to the sylvan nature of the area. As such its removal would have had a detrimental impact upon the character and appearance of the area, contrary to saved Policy 59.BE of the adopted Local Plan and the proposed loss of this tree was recommended as a reason for refusal.
36. This latest application for two dwellings now allows for this Oak to be retained, as well as all other protected trees within the application site. While these mature trees do form somewhat of a constraint to how the site could be developed, this revised proposal does work around them and supporting information has been submitted and reviewed by the Borough's Tree Specialist who is satisfied that no harm to these trees would result provided the recommendations of the submitted Arboricultural Impact Assessment are followed and further protection detailed agreed with the local authority prior to commencement. Conditions to this effect are recommended.
37. While the application site has no specific nature conservation designations applicable to it, concerns were previously raised by the Borough's Biodiversity Officer that insufficient information has been provided to demonstrate that the proposed development would not result in harm to water quality further downstream when considered in combination with other developments, and that the potential for bat roosts within the site had not been followed up to establish if this was the case.

38. An updated ecological assessment and survey has been submitted in support of the current application and has been reviewed by the Council's ecological consultants. They have raised no objection to that submitted and are of the view that no unacceptable harm would result provided conditions are applied requiring the submission of a Construction Environmental Management Plan to be agreed prior to works commencing, together with a lighting strategy to protect bats. With these recommended conditions the application is considered to accord with saved Policy 25.NC of the adopted Local Plan.

### **Flooding**

39. The application site lies within Flood Zones 2 & 3, areas identified as having a high potential for flooding. It is a requirement for any application relating to new dwellings within these flood zones for a Flood Risk Assessment (FRA) to be submitted. That submitted has been reviewed by the Environment Agency who has raised no objection provided the recommendations of the FRA and their own standing advice are implemented within the design of the completed scheme.

40. Saved Policies 41.ES and 42.ES requires any development which may affect a watercourse to have no adverse impact in terms of drainage and flood water storage. Saved Policy 43.ES requires applications for development which may be affected by flooding to demonstrate that the site is adequately defended from flooding, that measures incorporated into the scheme would prevent danger to life and damage to property, and that the integrity of the flood defence structure is maintained and will not result in flooding elsewhere. Whilst this was used as a reason for refusal of the previous application, the supporting information submitted with the current application has demonstrated that the development can be constructed in a way which will ensure it is protected from potential flooding and that it should not result in any additional flooding concerns elsewhere. As such the requirements of the above policies have been met and the requested conditions are recommended.

### **Parking, Traffic & Highway Matters**

41. The application site is situated close to Merdon Junior School and this part of Kingsway is used by parents to park when dropping off and picking up their children. Concerns had previously been raised that further dwellings and the creation of an additional vehicular access will result in highway safety issues and further parking problems within Kingsway. However, at least three parking spaces can be provided to serve each of the proposed dwellings as required by the Council's 'Residential Parking Standards' SPD. It is also possible to provide sufficient turning space on site. Parking provision could not therefore be used as a reason for refusal.

42. The creation of a new access onto Kingsway does not in itself require planning permission, although consent would need to be obtained from Hampshire County Council in their capacity as the Local Highways Authority.

This proposed new access has been reviewed by Hampshire Highways and no objection to its position or in relation to highway safety has been raised. Equally no concern with regards to increased vehicle movements has been raised.

43. The development is therefore considered to be acceptable in respect to parking provision, the new access, traffic movements and highway safety, and accords with the requirements of saved Policies 59.BE and 104.T of the adopted Local Plan and the above mentioned parking standards supplementary planning document.

### **Environmental Sustainability**

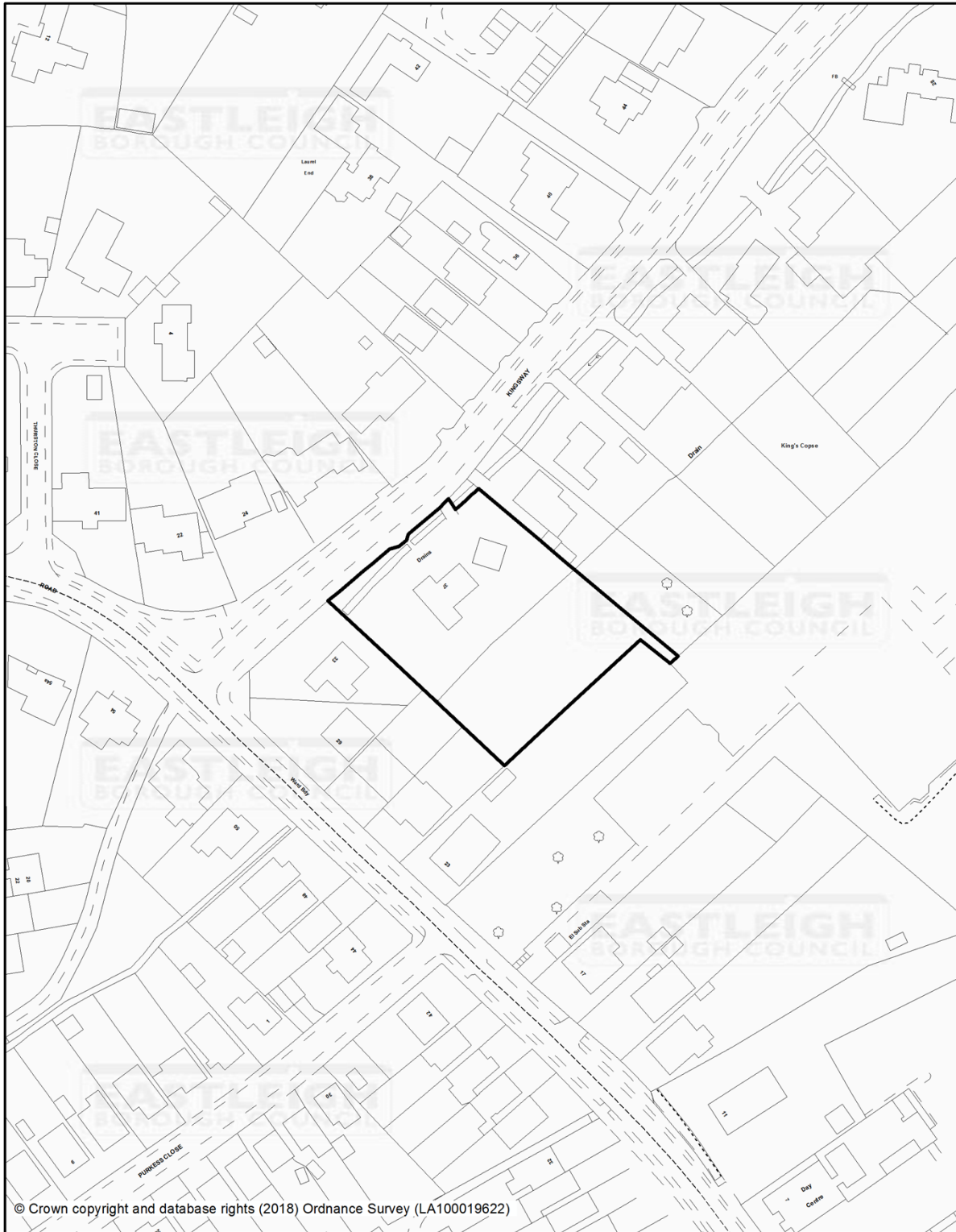
44. The Council's 'Environmentally Sustainable Development' SPD requires all new dwellings to meet a minimum of code level 4 of the Code for Sustainable Homes together with a number of other mandatory requirements on water and energy conservation. However, the code has now been revoked with the intention that these requirements will be assessed by Building Regulations. Notwithstanding this, it is Council policy that any new dwellings must meet the equivalent of Code Level 4 with regards to water and energy conservation. This could be secured via a planning condition.

### **Planning Obligations/Considerations**

45. National Planning Practice Guidance (NPPG) states that tariff based planning obligations cannot be required by new development of ten units or less (and which have a maximum combined floor space of no more than 1000 square metres). Development of this scale will be exempt from the need to provide tariff based planning obligations or affordable housing. The proposed development in this instance falls within this threshold and as such no planning obligations can be requested.

### **Conclusion**

46. It is considered that the proposed subdivision of the existing plot to provide two detached dwellings in the manner proposed has adequately overcome the reasons for refusal of the previous scheme and would result in a development which takes appropriate account of the character and appearance of the surrounding area in a way which will have no adverse impact upon the amenity of any neighbouring properties or that of future occupiers of the development. It retains important protected trees and protection of the natural environment can be secured through appropriate conditions. As such, the application is considered to accord with the requirements of the relevant saved policies of the adopted Local Plan and supplementary planning guidance, as well as the recently revised National Planning Policy Framework, and is recommended for approval subject to the conditions set out above.



**Development  
Management**

Title:

F/18/82929

37 Kingsway, Chandler's  
Ford

Scale:

1:1250

Map Ref:

SU4321SE

Date:

28/08/2018

