



Planning, Design and Access Statement

Land to the rear of 1 Beech Road, Hedge End, Southampton, SO30 4FY

14 March 2024

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1 INTRODUCTION

INTRODUCTION

- 1.1 This planning, design and access statement has been prepared by Wessex Planning Ltd on behalf of Mr S Skinner in support of a planning application for the erection of two, detached, 3 bedroom dwellings at Land to the rear of 1 Beech Road, Hedge End, Southampton, SO30 4FY.
- 1.2 The proposals seeks the development of previously unused land, to the rear of 1 Beech Road.
- 1.3 The submission includes the following:
 - Location Plan
 - Site Plan
 - Proposed Floor Plans
 - Proposed Elevations
 - Transport Note

2 SITE CONTEXT AND HISTORY

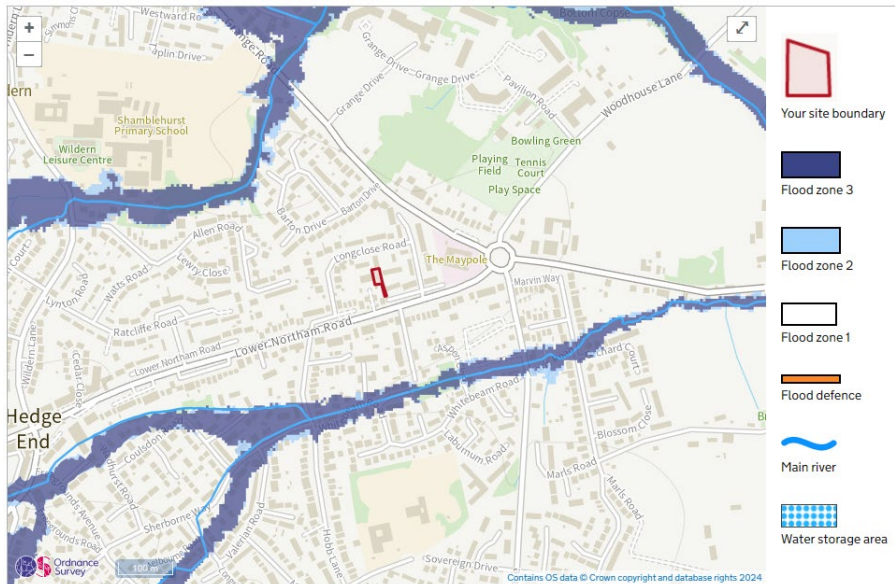
SITE CONTEXT AND HISTORY

- 2.1 The site is currently unused land to the rear of 1 Beech Road, located within the urban edge as designated by the adopted local plan and therefore the principle of development is acceptable, subject to other relevant local plan policies.
- 2.2 The site is bounded on all sides by neighbouring residential dwellings.



SITE CONTEXT AND HISTORY

- 2.3 The site is accessed from Beech Road, via the side of 1 Beech Road.
- 2.4 The site is located in flood zone 1 and therefore has a low probability of flooding from rivers or the sea.



- 2.5 There is no relevant planning history relating to this site available for review on the LPA's planning website.

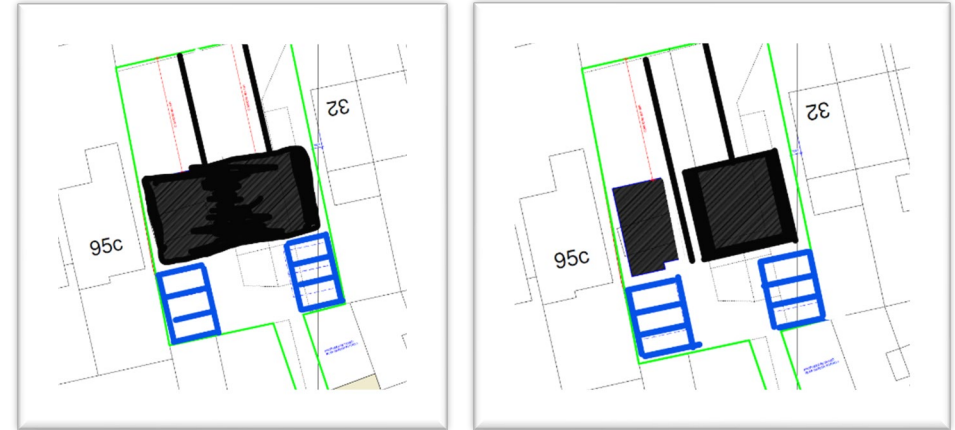
3 DESIGN EVOLUTION

DESIGN EVOLUTION

- 3.1 Following a site visit, an assessment of the site's constraints and opportunities was made.
- 3.2 The access originally formed No 1's side access with a car port over. If this side access was to be used as the main access, 2 new car parking spaces would be required for No 1. The new (smaller) garden of No 1 would also need a new boundary treatment.
- 3.3 Additionally this access required to be assessed for compliance with access requirements in terms of refuse collection etc, with a transport consultant included as part of the project team.
- 3.4 The site is surrounded by residential development and each one of the surrounding dwellings was considered in relation to potential amenity issues.
- 3.5 The bungalow to the north has no habitable windows overlooking the site. Its relationship to the new dwellings needed to replicate or improve on the current relationships between the dwellings in the area.
- 3.6 No 32 Longclose Road (directly to the east) also has no habitable windows on the side elevation, albeit there are habitable windows on the southern elevation, and the 45 degree 'rule of thumb' would need to be considered as part of the design evolution process.
- 3.7 No 95c Lower Northam Road (directly to the west) also has no habitable windows on the side elevation. Although there are two windows, they are small and light non-habitable rooms.
- 3.8 No 97 Lower Northam Road (directly to the south) has habitable windows facing the site but these are more than 30m away at the end of the long rear garden.
- 3.9 After assessing the surrounding dwellings and having an understanding of Eastleigh's requirements for vehicle parking space,

minimum space standards, separation distance requirements and garden sizes, the options for development were then considered.

- 3.10 Initially a development of 3 dwellings was considered, either terraced or 2 x semi detached and 1 detached.



- 3.11 However it was soon realised that with a requirement for two car parking spaces each, there would not be sufficient room for parking or turning on site and so the option for 3 dwellings was quickly dismissed.
- 3.12 The final proposal is described in the section below.

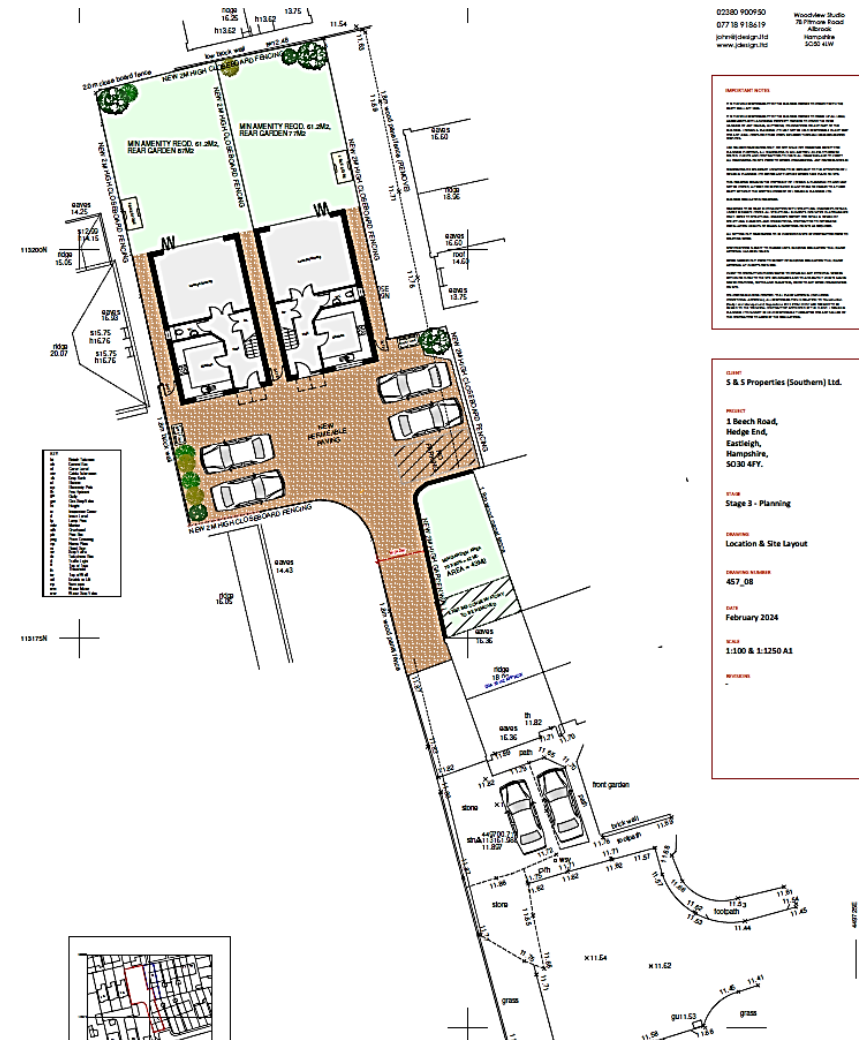
4 PROPOSAL

Use

- 4.1 The proposal is for the construction of 2 x detached 3 bedroom dwellings.

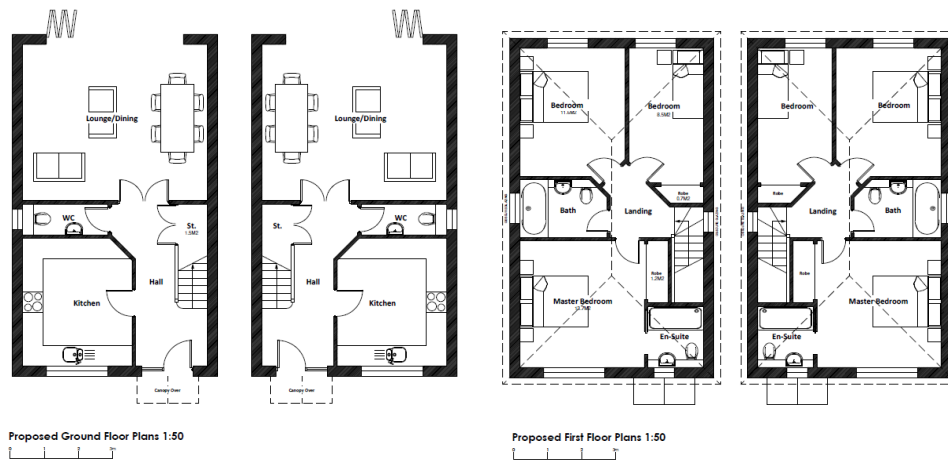
Amount and Layout

- 4.2 The 2 dwellings would be accessed using the existing access and sited centrally on the site to retain the building line of the properties to the west.
- 4.3 Gardens would have a north-western aspect, replicating those of the adjacent dwellings.
- 4.4 2 car parking spaces for each dwelling would be provided to the front of each dwelling.
- 4.5 A new garden area would be provided for No 1 Beech Road surrounded by a wall, to protect it from noise and disturbance of the parking area to the rear.
- 4.6 Two new parking spaces would be provided for No 1 Beech Road to the front of the existing dwelling.

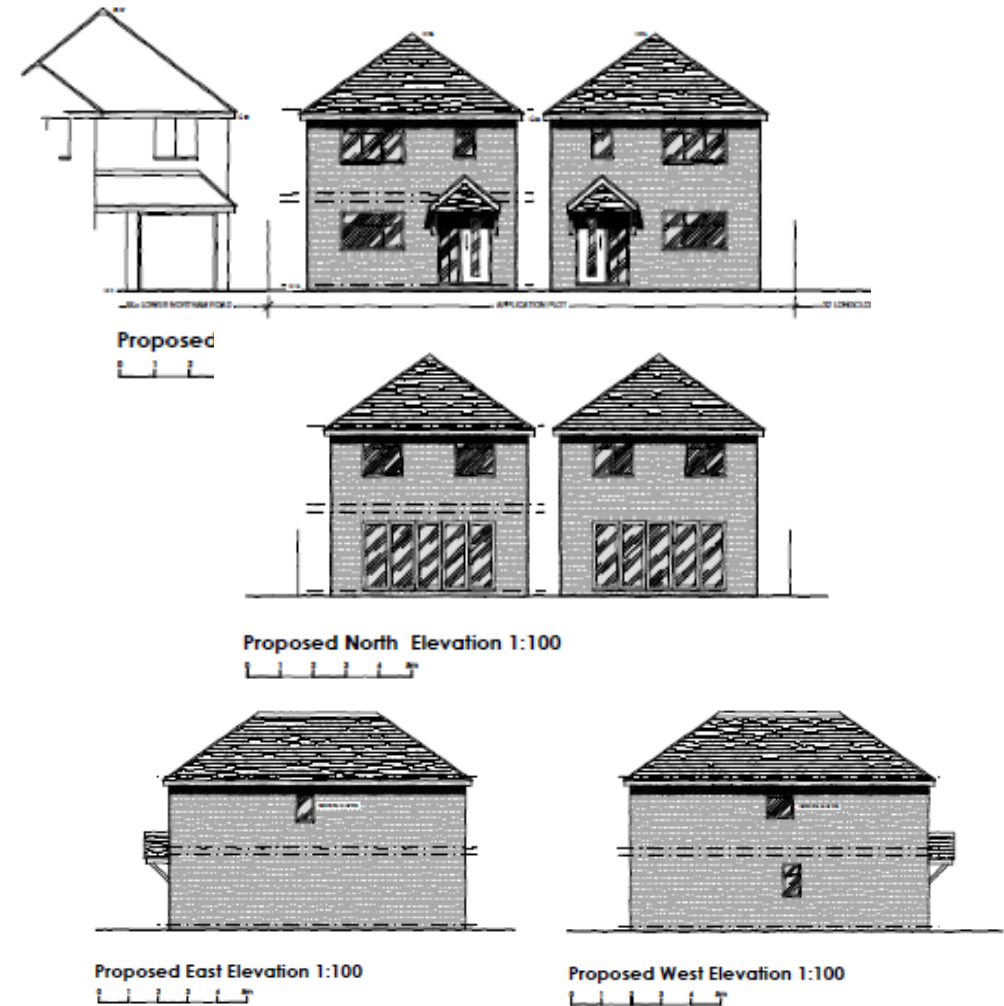


Scale

- 4.7 Each proposed dwellings would have a GIA of 101 sqm and would comprise of an entrance hall, kitchen, lounge/diner and WC on the ground floor, with stairs leading up to the first floor, which would comprise a master ensuite bedroom, two further bedrooms and a family bathroom.



- 4.8 The proposed dwellings would be approximately 4.73 metres in height to the eaves, rising to approximately 7.2 metres at the ridgeline of the roof.
- 4.9 The proposed elevations are shown adjacent.



Design and Appearance

- 4.10 The proposals take their design cue from the context with a very simple but traditional architectural character and form.
- 4.11 As all of the dwellings in the vicinity are constructed from red brick, the proposed dwellings would also be constructed of red brick, beneath grey or brown roof tiles. Windows would be UVPC framed.

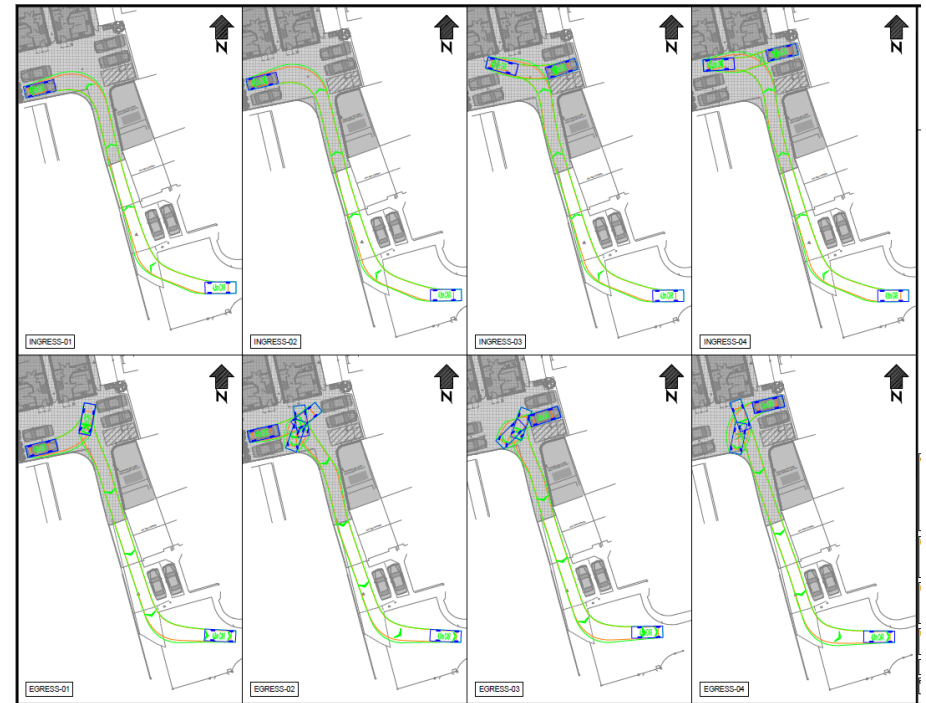
Landscaping

- 4.12 The site is devoid of any trees and consequently, no trees will be impacted by the development.
- 4.13 The access driveway and parking to the front of the dwellings will be finished with permeable paving, which continues around to the side accesses of the dwellings.
- 4.14 The rear gardens will be laid mainly to lawn.
- 4.15 The boundary treatment consists mainly of a 2m high close board timber fence, with a new 2m high garden wall between the access and the rear garden of 1 Beech Road.

Access and Parking

- 4.16 Access to the site would be taken from the existing access along the western boundary of No 1 Beech Road (which has no windows on the western elevation) and takes the form of a simple crossover onto Beech Road.
- 4.17 On-plot parking is indicated to provide 2 parking spaces for each of the proposed dwellings (4 parking spaces in total), with a turning area provided to allow for the turning of cars within the site to enable cars to enter and exit the site in forward gear.
- 4.18 A vehicle tracking plan is provided within the Transport note which demonstrates that vehicles can park and turn on site.

- 4.19 The Transport Note, which accompanies this application confirms that the proposals are acceptable from an access, parking and traffic generation perspective.



5 POLICY CONTEXT

- 5.1 The policy context comprises the Eastleigh Borough Adopted Local Plan 2016-2036 (adopted in April 2022), together with the National Planning Framework and its associated guidance.



- Policy DM13, General development criteria – transport
- Policy DM14, Parking
- Policy DM23, Residential development in urban areas
- Policy DM29, Dwellings with higher access standards
- Policy DM30, Internal space standards for new residential development

- 5.2 The most relevant policies of the adopted Local Plan are detailed below, with the full policy text provided as Appendix 1:

- Strategic policy S2, Approach to new development
- Strategic policy S3, Location of new housing
- Policy DM1, General criteria for new development
- Policy DM2, Environmentally sustainable development
- Policy DM3, Adaptation to climate change
- Policy DM6, Sustainable surface water management and watercourse management

6 OTHER MATERIAL CONSIDERATIONS

OTHER MATERIAL CONSIDERATIONS

National Planning Policy Framework

- 6.1 **Paragraph 70 (d)** states small and medium sized sites can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly. To promote the development of a good mix of sites local planning authorities should support the development of windfall sites through their policies and decisions – giving great weight to the benefits of using suitable sites within existing settlements for homes.
- 6.2 **Paragraph 124 (d)** states Planning policies and decisions should promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively (for example converting space above shops, and building on or above service yards, car parks, lock-ups and railway infrastructure).
- 6.3 **Paragraph 128** states Planning policies and decisions should support development that makes efficient use of land, taking into account:
- a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
 - b) local market conditions and viability;
 - c) the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;
 - d) the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and

e) the importance of securing well-designed and beautiful, attractive and healthy places.

Supplementary Planning Documents (SPD)

- 6.4 The following SPD's carry material weight in the decision making process;
- Eastleigh Borough Quality Places (adopted November 2011)
 - Eastleigh Borough Residential Parking Standards (adopted January 2009)

7 PLANNING ASSESSMENT

Principle

- 7.1 The site is an unused parcel of land located within the urban edge.
- 7.2 Strategic Policy S2 states that within the urban edge there is a presumption in favour of new development, subject to the policies of the local plan.
- 7.3 Strategic Policy S3 states that Eastleigh BC will focus as much new housing development as possible within the existing urban areas.
- 7.4 Policy DM23 states that within the urban edge, new build residential development will normally be permitted subject to the general development criteria and transport policies of the Local Plan.
- 7.5 Paragraph 124(d) of the NPPF states that planning policies and decisions should promote and support the development of under-utilised land.
- 7.6 Accordingly, the proposals accord with Strategic Policies S2 and S3, Policy DM23 and the relevant paragraphs of the NPPF.

Density

- 7.7 Policy DM23 states that within the urban edge, new dwellings will be permitted where a minimum of density of 40 dwellings per hectare (net) is achieved.
- 7.8 The site area of these proposals is 0.056 ha, with 2 new dwellings proposed, yielding a housing density of 35.71 dwellings per hectare.
- 7.9 Accordingly, the proposals are in general accordance with Policy DM23, taking account of the character of the area.

Character and Appearance

- 7.10 The contextual analysis of the site illustrates that almost all the surrounding buildings are of a traditional design constructed in red brick beneath grey or brown roof tiles.

- 7.11 The character of the proposals seeks to replicate this traditional appearance in terms of layout, form, design, architectural character, scale and materials.
- 7.12 As such the proposals accord with Policies DM1 of the Local Plan and the Quality Places SPD.

Residential Amenity

- 7.13 Policy DM1 states, amongst other things, that new development should not have an unacceptable impact on the residential amenities of both new and existing residents, and the character and appearance of urban areas.
- 7.14 The size of the new dwellings accord with minimum space standards and so is in accordance with Policy DM30 of the adopted Local Plan. As such the future occupiers would benefit from sufficient internal space.
- 7.15 The garden sizes, at 87 square metres and 77 square metres are at least 60% of floor area of the dwelling, also accords with the Quality Places SPD requirement.
- 7.16 In relation to the amenity of surrounding development, all required separation distances have been respected between facing windows, and the 45 degree rule has also been respected between the rear window of No 32 Longclose Road and the nearest plot.
- 7.17 As such, the proposals provide a high quality living environment and respects and protects the amenity of existing neighbours. The proposal therefore accords with adopted planning policy DM1, and the requirements of the Quality Places SPD.

Trees and Landscape

- 7.18 No trees will be impacted by this development.

- 7.19 The permeable paved surface of the access, driveway and parking area to the front of the dwellings will be an attractive high quality finish.
- 7.20 With the rear gardens laid to lawn, the development will replicate surrounding development.
- 7.21 Most of the boundary treatment will be of high quality, consisting of a robust 2m high close board timber fence.
- 7.22 Because of its proximity a new 2m high garden wall is proposed around the rear garden of 1 Beech Road. This will protect its garden area from any noise or disturbance from the new parking and turning area to the rear.
- 7.23 In addition, space is available for a short length of hedge to the front of the dwellings to the western side, with a small area on the eastern side available for a small, ornamental tree.
- 7.24 As such the landscaping of the site is considered to be in accordance with policies DM1, DM2 and DM3 and the Quality Places SPD.

Highways and Parking

- 7.25 The transport note confirms that the access, parking and turning area is appropriate for both of the 3 bedroom dwellings and that the proposal accords with Hampshire County Council Highways Standing Advice and the Residential Parking Standards SPD.
- 7.26 The traffic generation from these two dwellings is likely to create 1 traffic movement in the AM and PM peak periods, and 10 two-way traffic movements throughout the whole day.
- 7.27 Appropriate bike and bin storage is also provided.

Nutrients

- 7.28 With regard to nutrient mitigation, it is expected that the proposals will make use of Eastleigh's mitigation schemes.

8 CONCLUSION

CONCLUSION

- 8.1 In conclusion, this proposal has been carefully considered and the design has evolved as a result of a detailed contextual analysis and a careful evaluation of the status of neighbouring dwellings' window and garden positions. As such the proposal does not detrimentally impact residential amenity.
- 8.2 As a result of this contextual analysis the design of the proposal does not seek to stand out from the prevailing character of the dwellings in the area but instead to blend sympathetically with the surroundings.
- 8.3 The layout of the proposal also reflects the existing relationships between the dwellings in the area in terms of building lines, back to back distances etc.
- 8.4 As an underused site within the urban area, it is considered that this proposal is a high quality development which does not overdevelop the site and respects local character and the amenities of neighbours.
- 8.5 Being in accordance with all relevant local plan policy and the Quality Places and Residential Parking standards SPD, it is respectfully requested that the proposal is approved without delay.

9 APPENDIX 1 - POLICIES

Strategic policy S2, Approach to new development

1. *“The Council will promote the delivery, over the plan period 2016-2036, of a minimum of:*
 - a. *14,580 new dwellings;*
 - i. *The pattern of delivery is expected to involve:*
 - *2,572 dwellings completed 1st April 2016 to 31st March 2019;*
 - *7,187 dwellings with planning permission or resolution to grant permission at 1st April 2019;*
 - *1,475 allowance for windfall development*
 - *732 dwellings on new sites allocated in this plan*
 - ii. *The Council will ensure a minimum 5 year supply (plus appropriate buffer) of deliverable sites across Eastleigh Borough.*
 - iii. *The Council will support the provision of an average of 200 (net) new affordable homes per annum as part of the overall net additional homes provided each year (from 2016 to 2036).*
 - iv. *The Council will monitor the delivery of all types and tenures of homes to ensure housing needs are being met.*
 - b. *103,500 sq.m (net) of new employment development (of which 56,800 sq.m to be E(g)(i)/(ii) development);*
 - c. *and related transport infrastructure, open space, sports facilities and other community facilities.*
2. *The urban edge as set out on the policies map defines the main built-up areas within which there is a presumption in favour of new development, subject to the policies of this plan.”*

Strategic policy S3, Location of new housing

1. *“The Borough Council will focus as much new housing development as possible within the existing urban areas, with the remainder on greenfield sites in the form of a number of larger strategic sites, urban extensions and a number of smaller sites to meet more local needs. The Council proposes:*
 - a. *The development of approximately 5,960 dwellings on strategic sites with planning permission at:*
 - i. *South of Chestnut Avenue, Eastleigh at Stoneham Park (1,150 dwellings);*
 - ii. *West of Horton Heath (1,500 dwellings) (HH1);*
 - iii. *West of Woodhouse Lane, Hedge End (605 dwellings) (HE1);*

- iv. *Land north and east of Boorley Green and Botley (1,400 dwellings);*
 - v. *Land to the north-west of Boorley Green (680 dwellings);*
 - vi. *Land at Pembers Hill Farm (250 dwellings); and*
 - vii. *Land north east of Winchester Street (Uplands Farm) (375 dwellings) (BO2).*
- b. *The development of approximately 2,702 dwellings on other large sites which already have planning permission or a Council resolution to grant permission, or will come forward as unidentified windfalls;*
- c. *Provision for approximately 732 dwellings on new smaller greenfield and urban sites within and adjoining the settlements of Allbrook, Bishopstoke, Botley, Bursledon, Chandler’s Ford, Eastleigh, Fair Oak & Horton Heath, Hedge End, Netley and West End.*
2. *The Council anticipates that the new housing development identified in this policy will be delivered in accordance with the housing trajectory.”*

Policy DM1, General criteria for new development

1. *“All new development should (as relevant):*
 - a. *not have an unacceptable impact on, and where possible should enhance:*
 - i. *residential amenities of both new and existing residents; the character and appearance of urban areas, the countryside and the coast;*
 - ii. *biodiversity (avoiding significant adverse impacts); and*
 - iii. *the significance of heritage assets;*
 - b. *make efficient use of the site, maximise opportunities to increase density and have regard to potential development opportunities on adjoining land;*
 - c. *take full and proper account of the context of the site including the character, appearance and land uses of the locality or neighbourhood, and be compatible with adjoining uses and be well integrated with these in terms of mass, scale, materials, layout, density, design and siting, both in itself and in relation to adjoining buildings, spaces and views. Where adjoining development is poor in urban design terms, new development should contribute to improving the character of the area;*
 - d. *not involve the loss of or damage to trees, woodlands, hedgerows, ponds, priority habitats or other landscape features of value to the character of the area, for appearance or biodiversity unless they can be replaced with*

features of equivalent or enhanced value, (recognising that some species and habitats may be irreplaceable);

- e. include a landscape scheme covering the design and layout of external space;*
- f. protect and enhance public rights of way and National Trails and provide fully connected green infrastructure that interlaces the development and connects into the wider network;*
- g. provide satisfactory management arrangements for all landscape, green infrastructure and biodiversity enhancement;*
- h. incorporate provision for people with disabilities and create accessible communities that cater for all;*
- i. incorporate design measures to inhibit criminal and anti-social behaviour;*
- j. incorporate provision for on-site waste management; and*
- k. include provision for public art associated with new large scale development in accordance with the Council's adopted Public Art Strategy."*

Policy DM2, Environmentally sustainable development

1. "The Borough Council requires that:
 - a. all new build residential development (C3 Use Class only) must achieve at the time a Reserved Matters or Full Planning Application is submitted:
 - i. a 19% improvement in predicted carbon emissions, compared with the building regulations standard current at the time, through increased energy efficiency of the building fabric, unless this is superseded by an updated building regulations requirement equivalent to 'zero carbon homes'; and
 - ii. a predicted mains water consumption of no more than 110 litres/person/day.
 - b. all other development that is above 500 sq.m of floorspace measured externally (including extensions and conversions to existing buildings) must achieve BREEAM 'excellent' (or equivalent) or BREEAM 'very good' plus 'passivhaus' certification including a 15% improvement in predicted carbon emissions, compared with the building regulations current at the time, through low or zero carbon energy generation on site or in a Borough location agreed by the Council.

c. all other larger developments above 10,000 sq.m of floorspace should also seek to fund post occupancy evaluation (POE) in addition to the above.

2. *In addition to the above, all development above 500 sq.m of floorspace measured externally (including extensions and conversions to existing buildings) and external spaces within the curtilage serving developments of this size should where practical and viable:*
 - a. incorporate energy-efficient passive design principles, the best use of natural daylight and natural ventilation systems wherever possible;*
 - b. connect to any existing near or adjacent low carbon local energy network unless this is proved unviable;*
 - c. use recycled, low embodied carbon, low environmental impact and locally sourced materials in construction where possible;*
 - d. be designed with sufficient flexibility to enable the life of the building to be extended by re-use for other purposes where feasible;*
 - e. aim to deliver at least 1% of all residential units within the whole scheme which achieve full 'passivhaus' certification."*

Policy DM3, Adaptation to climate change

1. "All development should be designed to adapt to the predicted climate change impacts for the Borough.
 - a. To reduce the potential impacts of surface water flooding, sustainable drainage systems need to be implemented as part of an integrated SuDS strategy for the site in accordance with policy DM6 (Sustainable surface water management and watercourse management) and as part of the landscape framework for the site including green open space and green roofs where appropriate.
 - b. New development should have a cooling strategy which can include:
 - i. cooling through generous green infrastructure and trees
 - ii. areas of shade
 - iii. water cooling
 - iv. building design and orientation to reduce overheating
 - v. 'cool roofs' or green roofs and green walls
 - vi. porous cool pavements
 - c. To adapt to water stress, new development should be designed to reduce demand.

Measures can include:

- i. *reduced residential mains water consumption (as per policy DM2)*
- ii. *water efficient appliances, fittings and leak detection devices for nonresidential and non C3 use class residential development*
- iii. *rainwater harvesting and grey water recycling*
- iv. *drought resistant landscape design and planting*

Policy DM6, Sustainable surface water management and watercourse management

1. *“New development (excluding extensions to dwellings and changes of use), will only be permitted if it incorporates Sustainable Drainage Systems (SuDS). Wherever feasible, naturalised filtration should be included within the treatment train as follows:*
 - a. *On sites of 1 hectare or more, or within 100m of the River Itchen SAC or Solent Maritime SAC, SuDS schemes should include at least three forms of naturalised filtration. On sites within 100m of headwaters and tributaries draining into a SAC, SuDS schemes should include at least three forms of naturalised filtration unless hydrological studies and project-level Habitats Regulations Assessment demonstrate this to be unnecessary to protect the integrity of the SAC and its qualifying features;*
 - b. *On other sites of between 0.5 hectares and 1 hectare, SuDS schemes should include at least two forms of naturalised filtration; and*
 - c. *On other sites of less than 0.5 hectares non-naturalised SuDS e.g. permeable paving will be considered where justified.*
2. *In order to reduce flooding and maintain water quality (in accordance with DM8) SuDS schemes should:*
 - a. *be designed and monitored in accordance with the CIRIA C753 SuDs Manual or equivalent national or local guidance, noting that all receiving waters in the Borough should be classified as protected waters;*
 - b. *manage surface water runoff as close to its source as possible;*
 - c. *ensure that discharge rates are reduced as far as possible and that on greenfield sites these should at least mirror greenfield rates before development;*
 - d. *be provided as part of any application for outline or full planning permission;*
 - e. *where discharge is to a wetland or wet woodland habitat, flows off site must mirror the natural hydrological pathways;*

- f. *include clear arrangements for their whole life management and maintenance.*

3. *Where a watercourse is present on a development site, it should be retained or restored into a natural state and enhanced where possible. The culverting of any watercourse will not generally be permitted, and development should wherever possible remove any existing culverts and increase on-site flood storage. Development should be laid out to enable maintenance of the watercourse.*
4. *Where development drains into a waterway connected to the Natura 2000 or Ramsar network a site specific Construction Environment Management Plan must be prepared before permission.”*

Policy DM13, General development criteria – transport

1. *“All new development must have safe and convenient access to the highway network and make provision for access to, and by, other transport modes including public transport and cycle and pedestrian routes as appropriate. Access arrangements to the highway network must:*
 - a. *meet national and local guidance and standards with all highway improvements meeting the standard required to be adopted by the Highway Authority;*
 - b. *not cause or increase danger to road users or have a significant detrimental impact on the operation or safety of the highway network; and*
 - c. *be provided without unacceptable environmental impact.*
2. *All new development will be assessed to establish whether it should contribute to off-site improvements to transport infrastructure in accordance with Hampshire County Council’s Transport Contributions Policy, to the extent that these are necessitated by the development and proportionate to the scale of development.*
3. *Development proposals that will generate vehicle movements likely to have an adverse impact on traffic conditions beyond the immediate vicinity of the development site must be subject to Transport Assessment and will be required to incorporate and implement mitigation measures such as:*
 - a. *provision of/contribution towards on and off-site highway improvements such as junction improvements and potentially new road links*
 - b. *on-site pedestrian, cycle and public transport infrastructure*

- c. contributions towards relevant off-site sustainable transport infrastructure, public rights of way and service improvements where appropriate
 - d. on-site measures aimed at increasing uptake of non-car travel options (e.g. Travel Plans) to reduce car use.
4. New development intended to serve or accommodate large numbers of people will only be permitted in locations that as well as having adequate road access, or will have as a result of the development, are or can be served by means of transport other than the private car, including bus, train, cycle and pedestrian access."

Policy DM14, Parking

1. "New residential development will be required to provide off-highway parking which is adequate in terms of highway safety/traffic management. Provision will take account of the adopted Eastleigh Borough Council's Residential Parking Standards SPD which sets out minimum requirements for parking provision. Over provision relative to car ownership levels or which would create an ineffective use of space will be avoided. Applications with parking levels which deviate away from the expected standard should be substantiated by robust evidence contained within the transport statement/assessment/travel plan.
2. For out-of-centre development proposals, parking needs will be assessed based on the impacts of the development on neighbouring town, district or local centre or a neighbourhood parade.
3. Within town, district and local centres and in neighbourhood parades, parking needs will be assessed in relation to wider needs within the centre/parade. Where existing provision is inadequate, the provision of additional parking may be permitted subject to a financial contribution towards measures to assist on-street parking management, public transport, cycling and walking.
4. Proposals to provide new car parks, extend existing car parks or provide workplace park and ride facilities will be permitted if:
 - a. it can be demonstrated that this is the only way the transport requirements driving the proposals for car parking provision can be met;
 - b. the proposals form part of a strategy aimed at managing use of the private car, such as a workplace travel plan; and

- c. transport and other environmental assessments demonstrate that the benefits of the proposal (e.g. reduction of on-street parking pressures, reduction of traffic congestion) outweigh any adverse effects; and
- d. the design, layout, planting and landscaping and lighting provision addresses visual and landscape impacts, noise, lighting and impacts on residential amenity; and
- e. the developer pays for any off-site highway improvements necessary from traffic generated by the proposal, and any additional works necessitated by an inability to meet workplace travel plan targets; and
- f. for sites outside the urban edge and in accordance with other policies in the Plan, they are subject to a sequential approach prioritising sites within the urban edge. Proposals in settlement gaps will only be acceptable in exceptional cases (see strategic policy S6)."

Policy DM23, Residential development in urban areas

1. "Within the urban edge as defined on the policies map, residential development through new build, conversion, sub-division or extension will normally be permitted subject to the general development criteria and transport policies of this Local Plan.
2. New dwellings will be permitted provided that:
 - a. where feasible the scheme provides a mix of dwelling types and sizes to meet local needs, including dwellings capable of adaptation to meet changing needs over time and housing for older people in accordance with policies DM24 and DM25;
 - b. affordable housing is provided in accordance with policy DM28;
 - c. a minimum density of 40 dwellings per hectare (net) should be achieved unless site constraints or local character justify a lower density. In areas with good access to public transport and other services and amenities, higher densities will be sought.
3. Where possible residential development sites, including those proposed to be allocated in Chapter 6, should include provision for self and custom build development."

Policy DM29, Dwellings with higher access standards

1. *“The Borough Council requires that development should meet higher national access standards as set out in Part M of the building regulations for new build residential development (or future equivalent):*
 - a. *100% of dwellings meet at least Part M4(1) standard (Visitable dwellings); including*
 - b. *a target of 80% of dwellings on each site meet Part M4(2) standard (Accessible and adaptable dwellings)*

For major new-build development of 40 residential units and above, b. should include:

 - i. *at least 2 dwellings or 7% (if higher number) of all market housing meeting the Part M4(3)(2)(a) standard for wheelchair adaptable dwellings;*
 - ii. *at least 1 dwelling or 8% (if higher number) of all affordable housing meeting Part M4(3)(2)(b) standard for wheelchair accessible dwellings; and*
2. *100% of all specialist housing for older people and adults with disabilities meet the Part M4(3) standard (Wheelchair user dwellings).”*

Policy DM30, Internal space standards for new residential development

1. *“The Borough Council requires that all new dwellings meet as a minimum the Nationally Described Space Standards (or future equivalent).*
2. *Development proposals should be accompanied by a table setting out for every dwelling:*
 - a. *the gross internal floorspace;*
 - b. *extent of built-in storage (sq.m);*
 - c. *number of twin/double bedrooms with their minimum room widths; and*
 - d. *minimum floor to ceiling height for at least 75% of the Gross Internal Area.”*