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| **Application Number:** | **AWDM/1110/23** | **Recommendation - APPROVE** |
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| **Site:** | **24 Ethelwulf Road, Worthing** | |
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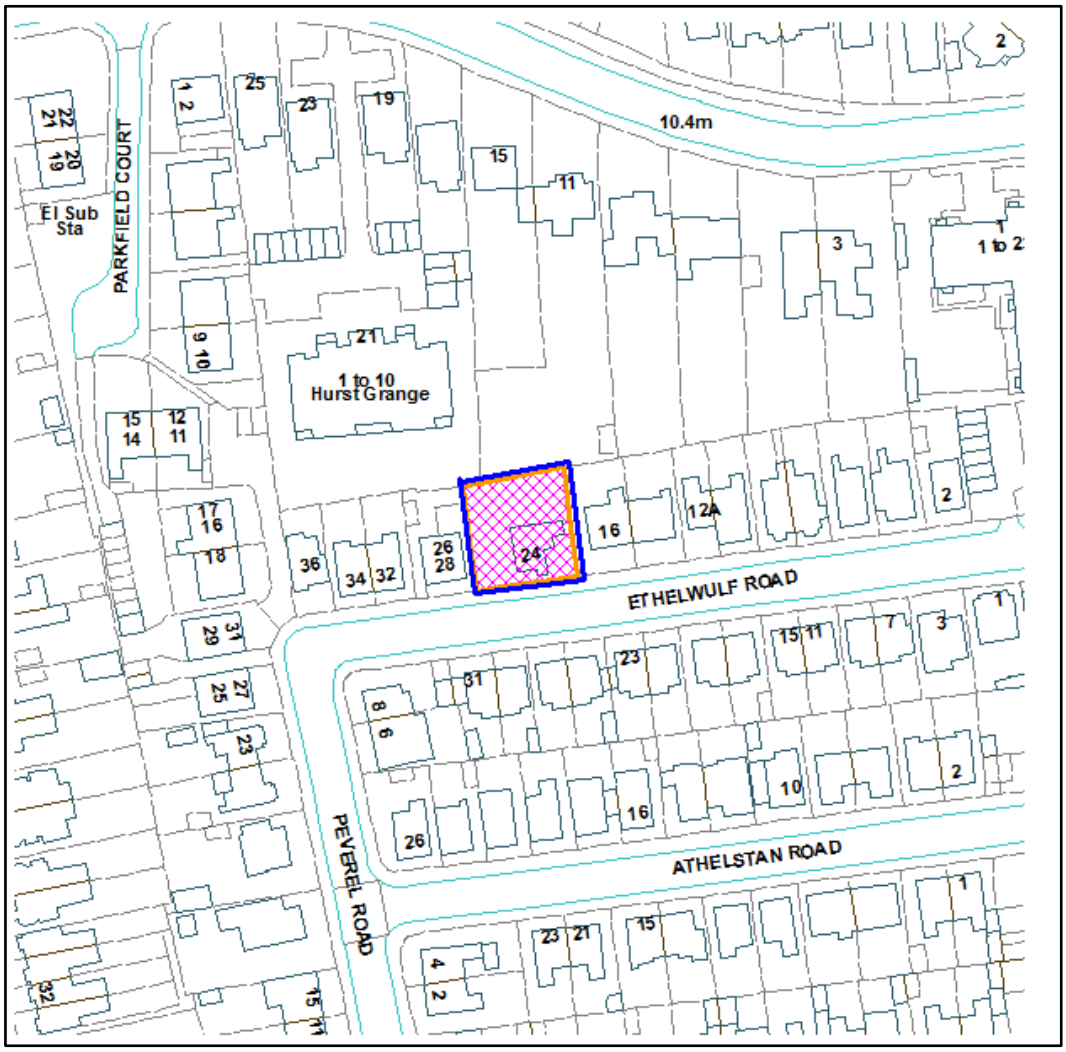
| **Proposal:** | **Proposed development consisting of one new dwelling at Land Adjacent to 24 Ethelwulf Road and relocation of dropped kerb access for 2no. new parking bays on site of existing property.** | |
| | | |
| Applicant: | Ms Izzie Lovering | Ward:Tarring |
| Agent: | Mark Folkes | |
| Case Officer: | Amanda Haslett | |




**Not to Scale**

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**This application has been brought to the Planning Committee at the request of Councillor Rita Garner and Councillor Hazel Thorpe.**

**Proposal, Site and Surroundings**

The site is located to the north side of Ethelwulf Road within a predominantly residential area of West Worthing. The application site is directly to the west of the existing dwelling at 24 Ethelwulf Road and forms part of the garden curtilage for this property. The existing dwelling on site (to be retained) comprises a two storey, detached house with brick to the lower elevations and white render to the upper elevations, with a two storey front bay and pitched roof porch to the front. The property sits within a double width plot, of approximately 21m deep x 20m wide with an overall area of 420m2. There is a single detached garage and garden area to the west side and a large garden space to the rear. The site is enclosed by a low brick wall to the front boundary and dropped kerb providing access to the garage. The site is not within a conservation area, is not a listed building and there are no protected trees on site.

Planning permission is sought to demolish the garage to the west of the existing house, subdivide the plot and erect a new two storey dwelling, to form a semi-detached building with the existing house. The plot as subdivided would provide a new plot for the proposed dwelling of approximately 8.1m wide, having a total area of approximately 170.1m2. The new dwelling would measure approximately 6.25m wide x 8.9m deep with an eaves height of 5.1m and ridge height of 8m. The dwelling would have an asymmetric gable to the front and hipped roof to the rear. The depth, eaves and ridge height of the proposed dwelling would all match those of the existing dwelling at No.24, the width would be marginally narrower. The bay window, brick lower elevations, rendered upper elevations and clay tiles of the existing building would be repeated on the proposed dwelling. A canopy porch would be added to the front elevation. There would be a bay window to the bedroom and a bathroom window at first floor to the front elevation, a single window to the west side at first floor serving the stairs and two bedroom windows at first floor to the rear.

The development would provide a three bedroom (4 person) house with kitchen/ dining room, living room and cloakroom at ground floor and 3 bedrooms, bathroom and ensuite at first floor. The Gross Internal Floor Area would be 96m2.

External space of approximately 115m2 would be utilised as amenity space for the new dwelling and would include a rear garden, patio areas to the rear and side, areas of planting to the front and a path to the front door. Five new trees would be planted across the site including four to the new plot and one to the existing site. A separate cycle store consisting of a timber shed would be located within the rear garden. Bins storage is proposed to the side of the house, behind a fence.

The garage to the existing dwelling at No.24 would be demolished to accommodate the new dwelling. Two new parking spaces are proposed to the side of the existing dwelling at the front of the site. The existing brick wall to the front boundary would be removed and a new dropped kerb and vehicle crossover installed. New planting will be added to the side of the parking area. The existing access and dropped kerb to the garage would be stopped up and the wall reinstated.

The application has been significantly amended since its original submission in terms

of design and appearance and the contemporary window design and vertical cladding have been omitted in favour of more traditional materials.

**Relevant Planning History**

None relevant

**Consultations**

***West Sussex County Council:*** The LHA commented that, '*the WSCC Car Parking Demand Calculator indicates that the proposed dwelling should provide two car parking spaces. Therefore, vehicular parking for the proposed dwelling would have to be accommodated on-street. The LHA does not anticipate that the proposed nil parking provision would lead to a highway safety concern or capacity issue, but the LPA may wish to consider the potential impacts on on-street parking from an amenity point of view.*

*The site is situated in a sustainable location within walking/cycle distance of local services and amenities. Cycling is a viable option in the area. The site is also well connected by public transport, with regular bus services available from nearby South Street. West Worthing Railway Station is located approximately 500m south of the site.*

*THE LHA does not consider that this proposal would have an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (paragraph 111), and that there are no transport grounds to resist the proposal.'*

No objection from a transport/highways aspect subject to conditions requiring car and cycle parking to be provided, a Construction Management Plan to be submitted and agreed and an Informative regarding the requirement for a Vehicle Crossover Licence for the dropped kerb and stopping up of the existing access.

***Southern Water:*** Southern Water requires a formal application for a connection to the public sewer to be made by the applicant or developer.

***Adur & Worthing Councils:***

The ***Environmental Health*** officer recommends a condition restricting the hours of construction (Monday to Saturday). No objections from Private Sector Housing.

The ***Engineer*** at ***WSP*** commented '*Following a review of the submitted information, we would recommend the approval of the application with the following conditions attached:*

*Condition 1: Construction shall not begin until a detailed surface water drainage scheme for the site has been submitted to and approved in writing by the Local Planning Authority. The surface water drainage scheme must prioritise the use of source control Sustainable Drainage Systems (SuDS) in consideration of the Non-Statutory Technical Standards for SuDS and demonstrate no increase in flood risk as a result of the Proposed Development with sufficient supporting evidence provided to support its viability including supporting calculations for the 100% AEP (1 in 1 year),*

*3.33% AEP (1 in 30 year), 3.33% AEP (1 in 30 year) plus climate change, the 1% AEP (1 in 100 year) and the 1% AEP (1 in 100) plus climate change critical storms. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.*
*Reason: To ensure the flood risk is adequately addressed and not increased in accordance with NPPF and Policies of Adur and Worthing Council.*

*Condition 2: No Phase of the Development shall commence, other than works of site survey and investigation, until full details of the proposed surface water drainage scheme have been submitted to and approved in writing by the Local Planning Authority. The design should follow the hierarchy of preference for different types of surface water drainage disposal systems as set out in Approved Document H of the Building Regulations, and the recommendations of the SuDS Manual produced by CIRIA. Winter groundwater monitoring to establish highest annual ground water levels and winter infiltration testing to BRE DG365, or similar approved, will be required to support the design of any infiltration drainage. No building / No part of the extended building shall be occupied until the complete surface water drainage system serving the property has been implemented in accordance with the agreed details and the details so agreed shall be maintained in good working order in perpetuity.*
*Reason: To ensure adequate surface water drainage is provided to serve the development.'*

**Representations**

A total of 12 objections were received from neighbours in relation to the original plans and a further 2 objectors reiterated their objections in relation to the amended plans, following re-consultation on the amended scheme.

The representations received are summarised as follows:

***Noise and Pollution*** - Constant building work, dust and heavy machinery will cause excessive noise for an extended period of time, having an impact on local resident's quality of life, unbearable, incessant noise will affect well being and mental health. Noise and dust would have to be monitored so as to minimise disruption to the residents surrounding the work site.

***Deliveries, Construction, Trade Vehicles*** - Construction of the new house will require multiple delivery vehicles to access the site via a road narrowed by on street parking. There is insufficient parking for builders' vans, tradespeople and deliveries of building materials. Parking of trade/construction/delivery vehicles will severely impact all residents. No room for storage on site so potential storage of materials, waste, skips etc. will be on the road, making the problem even worse. Deliveries of materials will cause chaos for as long as construction takes. Lorries will have to park in the street, blocking the road. Should this plan be granted, work should be halted at weekends when residents try to relax after the working week.

***Highway Safety, Traffic and Parking -*** Ethelwulf Road is not a wide road and parking is already at a premium with multiple cars and vans and is insufficient for current residents. Due to the lack of parking there is dangerous parking on corners and yellow lines. Safety concerns over this have already been raised with the Council. Adding building vehicles into the mix, will exacerbate the issues and seriously impact parking

and safety causing noise and general disruption. The proposed development will also cause similar problems and major disruption to surrounding roads and prevent access for the fire brigade.

According to the council's residential parking demand table 2, this property should have 1.8 parking spaces but no provision for off road parking has been made, WSCC - Highways Authority Consultation Response makes no reference to a Parking Capacity Survey having been undertaken. The proposed double width dropped kerb providing parking for the existing house will reduce the number of on road parking spaces available for other residents. There is not enough parking for the development in relation to the additional house. These plans add unreasonable pressure on parking in this location and should either be rejected or redesigned on this basis.

***Trees -*** The Trees and Hedges section of the Application form has been wrongly completed and needs to be corrected. A perfectly healthy oak tree was felled before the application was submitted which was home to wildlife such as bats and squirrels. The remaining trees and shrubs are *"important as part of the local landscape character."* Any further removal will clearly adversely affect privacy, noise and character for the adjacent properties. The development has an environmental impact due to the removal of trees and hedgerows that have been well cared for. The development would mean compromising trees and any form of greenery outside. There are no TPOs in place, what will happen to new trees?

***Privacy and Light*** - The gap between properties (No.26 and 24) currently allows plenty of natural light into the hall, bathroom and kitchen, the new build will significantly decrease natural light into this flat. The new house will reduce natural light to adjacent properties and impact on privacy and cause overlooking to property opposite. The removal of trees, shrubs and hedges would affect privacy to flats at rear.

***Appearance*** - There is a particular style of house along Ethelwulf road, houses that fit one another and compliment each other. Cladding is out of keeping (now removed from proposal). Building will be completely out of character with the uniformity of all the other houses in Ethelwulf Road. If permission is given this will set a precedent for other property owners in Ethelwulf Road applying for planning permission to infill the gaps alongside their houses. Unnecessary development

***Overdevelopment -*** The plot is too small and the addition of a new property will look cramped, and squeezed in, space is not adequate for a 3 bed house. The proposed new development takes advantage of a small area of space to the west of the existing dwelling and will look cramped and out of place. The planning application amounts to overdevelopment in an already congested area. Cramming 1 additional house into a small space in a narrow road does not benefit anyone other than the developer. The new dwelling also contains an insufficiently small rear garden, which is a poor quality amenity space and is not something the council should support or encourage. Insufficient room to create a new dwelling of any reasonable standard, which would provide an adequate quality of life to someone. The new development is quite simply far too large for the surrounding area. It is virtually the same size as the existing property and will engulf the surrounding area just by its very size. Unnecessary urban infill and overdevelopment.

***Flooding*** - Recently, within the last few years, we have seen more excess water in the Tarring area and this can be substantiated by the existence of the Tarring Flood Action Group. We are having far more heavy rain through climate change, and the road cannot deal with the excess water leading to accumulations at the end of Ethelwulf Road/South Street which frequently occurs, causing flooding. The proposed property will be built on what is currently a garden, which is porous. Construction of a dwelling on that plot has the potential to exacerbate flooding issues. A further question is whether our already antiquated drainage system can cope with the addition of another property in the road, which it was not built for. Confirm consultation with Southern Water regarding the increased output of effluents and water into the local sewerage pipes and take into consideration that a large area of garden will be concreted over thereby diverting annual rainfall into the sewerage system instead of being absorbed by the garden.

***Climate Change*** - The construction will damage the environment and add to Global Warming. The Adur-Worthing Council statement declares that there is a Climate Emergency in July 2019 and that the Council is committed to working towards carbon neutrality by 2030. Hopefully, by not approving this Planning Application then this will help the Council in its endeavours towards gaining Carbon Neutrality by 2030.

***Asbestos*** - Potential for asbestos in the garage to be demolished.

***Housing Need*** - Appreciate that Worthing is in need of housing however there are clearly more appropriate sites to build on than this small plot, this is a garden, not a brownfield site.

**Relevant Planning Policies and Guidance**

Worthing Local Plan 2020-2036:
SP1 Presumption in Favour of Sustainable Development
SP2 Climate Change
SP3 Healthy Communities
SS1 Spatial Strategy
DM1 Housing Mix
DM2 Density
DM5 Quality of the Built Environment
DM15 Sustainable Transport & Active Travel
DM16 Sustainable Design
DM17 Energy
DM18 Biodiversity
DM19 Green Infrastructure
DM20 Flood Risk and Sustainable Drainage
DM21 Sustainable Water Use & Quality
DM22 Pollution

Technical Housing Standards – Nationally Described Space Standard (DCLG 2015)
Supplementary Planning Document 'A Guide to Residential Development (WBC 2013)
Revised National Planning Policy Framework (HCLG 2023)
National Planning Practice Guidance (CLG)

**Relevant Legislation**

The Committee should consider the planning application in accordance with:

Section 70 of the Town and Country Planning Act 1990 (as amended) provides that the application may be granted either unconditionally or subject to relevant conditions, or refused. Regard shall be given to relevant development plan policies, any relevant local finance considerations, and other material considerations

Section 38(6) Planning and Compulsory Purchase Act 2004 that requires the decision to be made in accordance with the development plan unless material considerations indicate otherwise.

**Planning Assessment**

***Principle of Development***

The Worthing Local Plan was adopted on 28th March 2023. Policy SS1 sets out the Housing supply over the period 2020-2036 and gives a total figure of 3672 ( an annual target of 230 dwellings per annum).

Paragraph 76 of the NPPF states that local planning authorities are not required to identify and update annually a supply of specific deliverable sites sufficient to provide a minimum of five years' worth of housing for decision-making purposes where:

a) The adopted plan is less than 5 years old; and

b) That adopted plan identified at least a five year supply of specific, deliverable sites at the time that its examination concluded.

Paragraph 77 goes on to state that where there has been a significant under delivery of housing over the previous three years, the supply of specific deliverable sites should in addition include a buffer of 20% (moved forward from later in the Plan period).

The most recent housing trajectory and 5 year housing land supply for Worthing can be found in the Annual Monitoring Report 2022-23. Table 9 indicates the Five Year Supply measured against the adopted WLP annual target of 230 dwellings plus a 20% buffer, and demonstrates a 7 year supply of deliverable sites.

To maintain the supply of housing paragraph 79 of the NPPF requires local planning authorities to monitor progress in building out sites with planning permission. Where the Housing Delivery test indicates delivery has fallen below 75% of the local planning authorities housing requirement over the previous three years, the presumption in favour of sustainable development applies, in addition to the requirement for an Action plan and 20% buffer.

The latest Housing Delivery Test was published in January 2022, and covers the period from 2018/19 - 2020/21 (prior to adoption of the Local Plan). Worthing Borough Council scored 35%. Therefore the presumption in favour of sustainable development applies as the delivery of housing was less than 75% of the housing requirement over the previous three years.

As part of the Council's commitment to plan positively to meet housing needs it is anticipated that smaller sites (under 10 dwellings) will play a greater role in housing

delivery. Policy SS1 specifically states that the Local Plan will seek to increase the rate of housing delivery from small sites.

The Council's SPD 'A Guide to Residential Development' describes infill development as development that fills a restricted gap in the continuity of existing buildings where the site has existing building curtilages adjoining on at least two sides. It states that infill development requires sensitive design and good landscaping if new buildings are to be fitted successfully into small sites in established residential areas, and that "*insensitive infilling that will negatively impact on areas character or amenity will be resisted*" (paragraph 4.33). Infill development should contribute to the character of the existing locality. In broad terms, a proposal that fails to complement the local area in terms of design, density and layout will be refused.

The site lies within the built up area boundary on former garden land. The preamble to adopted policy DM5 states:

*'Private residential gardens within the built up area are now excluded from the definition of previously developed land. Inappropriate development of residential gardens will be resisted but their development in some circumstances may be acceptable. Applications for development of private residential gardens will be considered carefully and each case will be determined on its own merits. A range of issues, including the size and shape of the garden, impact on neighbouring dwellings, biodiversity, density, and the character of the area, will all be taken into account.'*

The site is within a sustainable location, within walking/cycle distance of local services and amenities and well connected by public transport, with regular bus services from nearby South Street and West Worthing Railway Station located approximately 500m south of the site.

There is no objection in principle to the subdivision of the existing plot to provide a semi-detached dwelling house. The key considerations are the effects on visual amenity and local character, the amenities of existing and future occupiers, access and highway safety matters, biodiversity and flooding.

***Visual amenity***

The NPPF states that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. It requires decision-making to ensure that developments are (amongst other things) visually attractive as a result of good architecture, layout and appropriate and effective landscaping; sympathetic to local character, including the surrounding built environment and landscape setting; function well and add to the overall quality of an area; and establish or maintain a strong sense of place (paragraph 135).

Ethelwulf Road has a traditional character mainly consisting of semi-detached, two storey houses with tile hung bays to the front finished in bricks and render. The plots to the south side of the road have a consistent width, depth and spacing to the sides. The properties to the north side are more varied in width with several detached dwellings, semi-detached buildings and flats. The density and layout for each dwelling remains reasonably consistent throughout the street scene with the application site being slightly wider overall together with the neighbouring site to the east. The application site (as a whole) is the only property in the road that occupies a double

width plot with a single dwelling house and therefore similar development could not be carried out at other plots within the road as there is not enough space to do so.

The proposed dwelling would be consistent with the overall pattern of development in the area forming a semi-detached pair with the host dwelling. The proposed dwelling would reflect the design, asymmetric roof form and materials of the existing building. The window design, size and placement would closely replicate those of the host dwelling, complementing the existing building. The spacing to the side of the new dwelling would be consistent with the layout of development in the street scene that is characteristic of the area. The plot size retained for the host dwelling and as proposed for the new dwelling would be similar (slightly larger) than surrounding plots and would not appear cramped or overdeveloped on the site or disrupt the density, rhythm or layout of development in the locality. The amendments made to the design and appearance of the dwelling ensure that the proposal would respect the prevailing character of the streetscene and make a positive contribution to the distinctiveness of the area.

Part of the front garden for the host dwelling would be replaced with hardstanding to provide 2 parking spaces for No.24. This would involve the removal of a section of wall to the front boundary and the installation of a dropped kerb. The existing driveway serving the garage would be stopped up and the front boundary wall reinstated. The majority of parking in the road is accommodated on street, however there are a number of hardstandings to the frontage similar to that proposed at other properties in the area, most noticeably at No.12, 14, 16 and 31. This type of development is not uncommon in the area and would not detract from the character of the street scene. Replacement of the current hardstanding with a new boundary wall and areas of planting and the addition of planting to the side of the proposed hardstanding would enhance the appearance of the site.

The proposed dwelling would respect the established character of the surrounding street scene and complement the local area in terms of design, form, scale, height, materials, siting, density and layout. The proposal is considered to make a positive contribution to the sense of place, local character and distinctiveness of the area and there would be no adverse impact on the visual amenities of the locality.

***Residential amenity – Future Occupiers***

Internally the new dwelling would provide a kitchen/dining room, living room, cloakroom and hallway at ground floor with stairs leading up to 3 bedrooms, a family bathroom and ensuite at first floor. The Gross Internal Area of 96m2 exceeds the minimum GIA of 84m2 (for a 3-bedroom, 4-person dwelling over 2 floors) as set out in the Government's Technical Housing Standards - Nationally Described Space Standard.

The dwelling is orientated south to north with windows serving principal rooms facing south across the road and north across the rear garden. A single window is proposed to the west side serving the stairs. Outlook from the main habitable rooms would be consistent with the outlook of all other dwellings in the street and openings would provide a good standard of natural light without obstruction.

Sufficient private outdoor amenity space would be provided by the rear gardens for both the host and new dwelling. Additional amenity space would be provided to the

side of the new dwelling (patio) and to the front (garden).

Provision for bin storage is to the west side of the house behind a fence and gate. Secure covered cycle storage is to be accommodated within the rear garden through the provision of a shed.

A good standard of living accommodation and outdoor amenity space would be provided for the proposed dwelling and retained for the host dwelling.

***Residential amenity – effect on existing dwellings***

The most affected neighbours are those to the sides at the flats at No.16 and No.26 and 28, the properties directly opposite at No.25, 27 and 29 Ethelwulf Road and to the rear at No.11 Parkfield Road and the flats at Hurst Grange.

No.26 and 28 is a two storey building occupied as two flats (one at ground floor and one at first floor) located to the west side of the application site and of the same alignment to the front and rear. Two windows to the ground floor side elevation serve a bathroom and kitchen with an inset entrance door. Four windows to the first floor side elevation serve the kitchen and bathroom. A distance of approximately 3.3m would be retained between the side wall of No.26/28 and the side wall of the proposed dwelling bringing the two storey element 6.25m closer than the existing dwelling. This is likely to increase overshadowing, particularly to the ground floor windows of No.26, however, as the openings to the east side of the neighbour's building serve only non-habitable rooms (bathroom and kitchen) and include dual aspect rooms (kitchen) with openings to the rear, the effect on receipt of light to these windows is not considered to be severely diminished or unacceptably harmful and outlook would not be oppressive or overbearing. It is also noted that the resulting spacing between dwellings would be similar (in many cases larger) than the spacing between most other dwellings in the street. The only window proposed to the side of the new dwelling would serve the stairs and would not compromise the privacy of the adjacent occupiers.

The flats at No.16 are located to the east side of the application site and would not be directly affected by the proposed dwelling to the west side other than for the creation of a hardstanding to the side/front of No.24. The proposed hardstanding would be adjacent to the hardstanding at No.16 and would not result in any harm to the amenities of these occupiers. The fence to the side of the site would be retained and new planting would be provided to the side of the parking area maintaining the current level of screening to the site.

No.25, 27 and 29 are located opposite the site to the south and separated by the road. No.29 is positioned directly opposite the proposed new dwelling and whilst outlook from this property would change with a two storey building occupying the space where there was previously a garage, this would be identical to the situation for every other building in the street, as the application site is the only property with a gap to the side. There would be no overshadowing to these properties and no harmful increase in overlooking or loss of privacy over and above that typical for an urban location such as this.

The rear garden to No.11 Parkfield Road adjoins the rear boundary of the application

site however there is a gap of over 55m from the rear elevation of the proposed dwelling and the rear elevation of No.11. At this distance there would be no harm to amenity.

The flats at Hurst Grange located to the north of the site are over 20m from the proposed dwelling and would not suffer any unacceptable loss of privacy or overlooking at this distance. New tree planting is proposed to the west side of the site within the rear garden which would provide additional privacy to residents.

There would be no significant adverse impact on the residential amenities of neighbouring properties arising from this development.

***Trees***

Prior to submission of the application it is understood that a mature oak tree on site was felled. This tree along with others within the residential curtilage are not protected trees and the loss could not have been prevented at that time.

Local Plan Policy DM19 - Green Infrastructure, requires that, *'In all new developments there should be no net loss of trees and any trees removed should, where practical and appropriate, be replaced on a greater than 1:1 basis to support levels of canopy cover and contribute to biodiversity net gain'.* The proposed plans include the provision of five new trees, far exceeding the above ratio and meeting the requirements of the policy and helping to increase the biodiversity of the site. Although the loss of a mature tree can not be instantly compensated for through the provision of young trees, in time this will provide a similar habitat and this impact is mitigated by providing more trees than were previously lost. The planting of native trees can be secured by condition.

***Access and Highways***

A significant number of representations have been received concerning the additional demand for on-street parking in an already congested street resulting from the proposed development.

The application would result in the loss of one garage space for the host dwelling but proposes two off street parking spaces for the host dwelling, thereby increasing provision for the host dwelling by one additional space. The WSCC Car Parking Demand Calculator indicates that the proposed dwelling should provide two car parking spaces. A nil parking provision is proposed for the new dwelling and therefore parking for this property will need to be accommodated on-street. The LHA has assessed the proposal as having nil on-site parking provision but has not raised any objection on highway safety grounds. There are no apparent visibility concerns with the proposed point of access on to Ethelwulf Road and the proposed development is not anticipated to give rise to a significant material intensification of movements to or from the site. Given the limited material increase in vehicles associated with this development the additional demand for parking is considered to be low and any associated impact resulting from this would not outweigh the benefits of providing a new dwelling to help meet housing need.

Secure covered cycle parking is to be provided within the rear garden to encourage sustainable means of transport and to accord with WSCC Parking Guidance.

The site is within a sustainable location, within walking/cycle distance of local services and amenities and well connected by public transport, with regular bus services from nearby South Street and West Worthing Railway Station located approximately 500m south of the site.

There would be no unacceptable impact on highway safety or the operation of the highway network resulting from this proposal and there are no transport grounds to resist the application.

***Flood risk***

The site is identified as being within an area of Ground Water Vulnerability and the Sustainable Water Management Officer was consulted accordingly. Their advice was a recommendation to approve the application subject to pre-commencement conditions requiring the submission of a detailed surface water drainage scheme to demonstrate no increase in flood risk as a result of the proposed development and to ensure that the complete surface water drainage system serving the property is implemented in accordance with the agreed details.

***Sustainability***

Policy DM16 states that all new housing should seek to achieve an A rating (with a minimum expectation of B rating) Energy Performance Certificate.

Policy DM17 requires all development resulting in new housing to incorporate renewable and low carbon energy production equipment to meet at least 10% of the predicted total energy requirements (after CO2 reductions from energy efficiency measures).

The application is accompanied by a Sustainability Statement which proposes the following measures to meet the standards set out in the above policies:

***Ventilation & Airtightness:*** *Ventilation is critical in maintaining indoor air quality and to maximise the health of the occupants. Ventilation is to be provided within the dwelling via background trickle vents to the high performance door and window systems, but also by the opening apertures within each room. The airtightness of the building is important to prevent heat escaping through the superstructure of the building, and in fact contributes to the comfort levels within the building by allowing the occupants control over the temperature and airflow via opening/closing windows.*

***Renewable technology:*** *In order to future proof the development, the dwelling's hot water and heating demands are to be met via high efficiency Air Source Heat Pump.*

***Appliances, lighting and use:*** *The specification and installation of efficient white goods and light fittings throughout the dwelling reduces the energy demand for the dwelling but also has the added benefit of reducing the running costs of the dwelling for the occupants.*

An EPC minimum B rating could be secured by condition to ensure the requirements of Policy DM16 are met. The proposal includes the use of an ASHP to provide heating and hot water for the development which could be ensured by condition to meet the requirements of Policy DM17. Subject to these conditions the application is

considered to meet the requirements for sustainability.

***Ecology and biodiversity***

Policy DM18 requires new development (excluding change of use and householder) to provide a minimum 10% net gain for biodiversity.

The application is accompanied by an Ecological Assessment Summary following a Scoping Survey carried out by JWK Wildlife Surveys which identified the following points, as summarised below:

***Background***

*The proposed development site is dominated by managed amenity habitats with two main onsite structures, including detached dwelling and a garage, lawn, ornamental planting and associated paved and hardstanding areas. The northern, western and eastern margins are bounded by residential properties with similar habitats south, beyond Ethelwulf Road that bounds the southern site extent. Residential land extends for at least 1.5km in all directions dominating the wider landscape. Interspersed discrete areas of open greenspace were noted, the closest 260m north.*

***Protected Species***

*No protected species or secondary signs of protected species were identified at the time of the survey.*

*The site is dominated by common and widespread habitats of poor ecological value and of limited size within a predominantly urban location with no connection to any offsite areas of natural habitat. It is considered based on habitats present that the potential for all protected species groups, excluding breeding birds, to utilise onsite habitats is negligible.*

***Recommendations***

*Due to the discrete nature of the proposed works and limited size of the site dominated by common and widespread amenity habitats of low ecological value it is not considered that any significant negative ecological impacts are likely. However, the potential for some areas of onsite shrub and trees to be utilised by low numbers of breeding birds can not be ruled out and therefore precautionary working methods in relation to vegetation clearance should be followed.*

*Further to the precautionary approach above it is recommended that to mitigate for the loss of any trees that are removed to facilitate the proposals these are replaced by native species in retained areas of the site on a ratio of 1:2, so for every tree that is to be lost, two native species are planted to replace them.*

***Enhancements***

*Government planning policy (National Planning Policy Framework) now explicitly requires local authorities to seek wildlife gains through the planning process and not just offset losses. Therefore, development projects should aim to create ecological enhancements and improve the biodiversity value of sites above and beyond mitigation/compensation requirements. A range of enhancement measures have been*

*recommended below to contribute towards meeting these aims.*

*The landscaping scheme should include a significant proportion of native species-rich planting of local provenance including a range of native trees, shrubs and wildflowers in order to increase the ecological value of the site for wildlife. It is recommended that the non-native dominating species within the hedgerow in the south-eastern corner of the site are replaced with native species.*

*The proposed development presents an opportunity to enhance the site for bats. It is recommended that two bat boxes should be integrated within the proposed structure.*

*It is recommended that two bird boxes should be installed on suitable trees within the site or incorporated on to onsite buildings.*

*A range of insect nesting boxes' could be attached to onsite trees/shrubs within the wider site to encourage insect biodiversity at the site.*

***Conclusion***

*It is considered that based on the results of the completed survey in regard to onsite biodiversity the above details are appropriate to ensure proposed works result in an overall gain in biodiversity value at the site and minimise any negative impacts.*

The existing site is identified as having a low biodiversity value. Small-scale measures, as identified and recommended in the Ecological Assessment such as the provision of bird/bat/insect boxes and native planting of trees/shrubs and hedges could be incorporated which would make a small contribution to promoting biodiversity and could be secured by condition.

The Local Plan policy does not specifically require the 'Biodiversity Metric' to be completed for small sites such as this, and this is not yet a mandatory requirement by government. Nevertheless, the Local Plan does seek 10% and a number of the above measures would contribute to biodiversity enhancement albeit not as required by the Environment Act on schemes submitted after the 1st April. At the present time it is considered that a requirement for 10% would place an unreasonable and disproportionate burden on the developer when weighed against the emphasis on maximising the delivery of new housing on suitable small windfall sites such as this.

***CIL***

The proposed dwelling is CIL liable. The estimated CIL charge is £10,635 (plus indexation). Applying the 2024 index rate gives a CIL charge of £12,156.

**Recommendation**

The Committee is recommended to grant planning permission subject to the following conditions:

**Subject to Conditions:-**

1. Approved Plans
2. Standard Time Limit
3. Materials to match host dwelling No.24

4. Car parking spaces provided
5. Cycle parking provided
6. Construction management plan to be submitted
7. Hours of construction
8. Surface Water Drainage Scheme to be submitted
9. Works carried out in accordance with approved Surface Water Drainage Scheme
10. Details of new boundary treatments
11. Recommendations of Ecological Assessment to be implemented.
12. Nesting bird protection
13. Tree planting and landscaping scheme

Informatives

1. Application approved following revisions
2. Vehicle crossover licence
3. Stopping up existing access
4. Southern Water Sewer connection
5. New address
6. CIL liable

20 March 2024

**Local Government Act 1972**
**Background Papers:**

As referred to in individual application reports

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