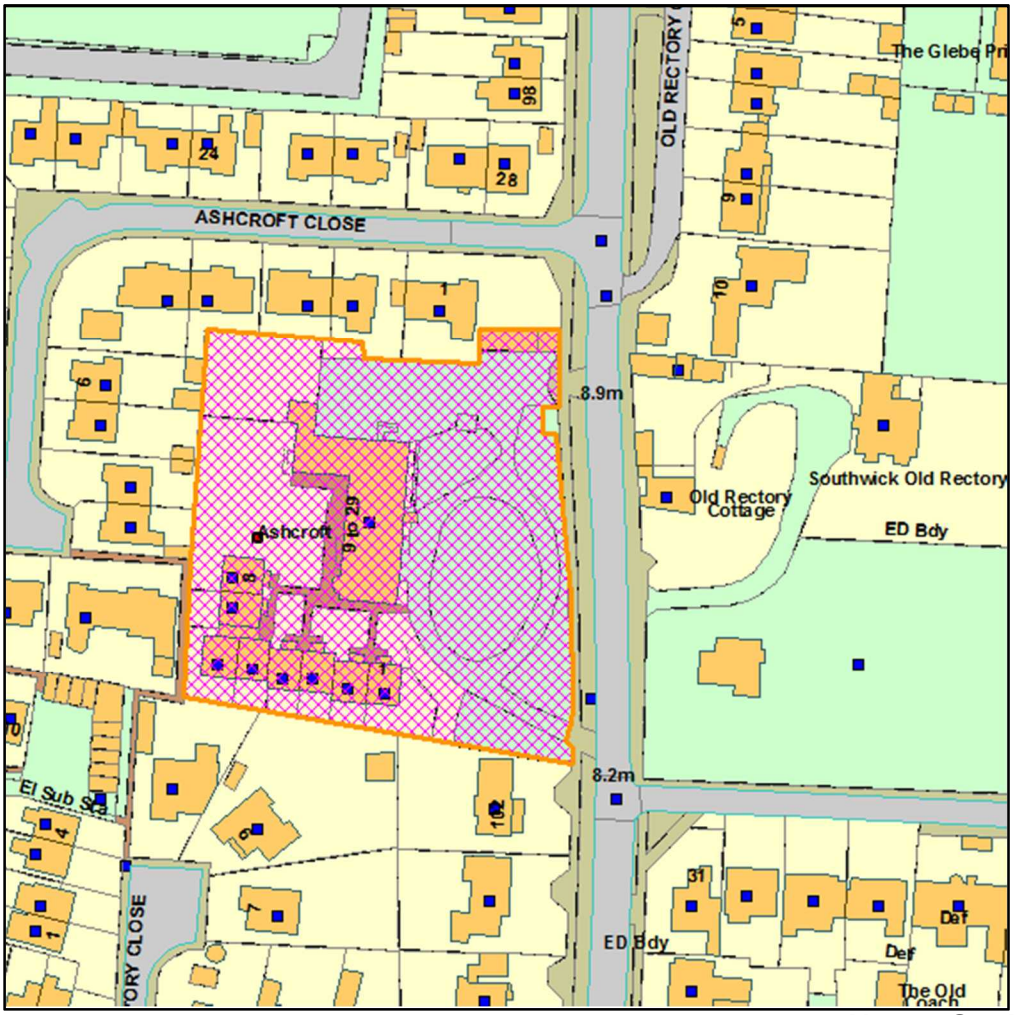
Application Number:	**AWDM/1230/22**	**Recommendation - APPROVE, subject to s106**
Site:	**Ashcroft, 100 Kingston Lane, Shoreham-by-sea**	
Proposal:	**Demolition of the existing main building, retention of the existing bungalows and construction of a new three-storey residential building with ancillary works**	
Applicant:	Adur and Worthing Councils	Ward: Southwick Green
Agent:	Lewis & Co Planning	
Case Officer:	Peter Barnett	



Not to Scale

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Proposal, Site and Surroundings

The application site is located on the western side of Kingston Lane, between Ashcroft Close and Rectory Road/Rectory Close. The site is approximately 0.6 hectares and is a Council sheltered housing site, comprising Ashcroft House and eight bungalows within the grounds. The main 3 storey block (2 floors plus rooms in the roof) has been vacant since 2020 for health and safety reasons.

The development proposal seeks full planning permission for the retention and refurbishment of eight existing bungalows on the south and west boundaries and the demolition of the main building and construction of a new 3 storey building comprising 44 x 1 bedroom units (a net increase of 23 units) for persons over the age of 55. The total number of units including the bungalows would be 52. The building would continue to be managed by Adur District Council and residents would be existing Council tenants or nominated from the Council's housing register.

The site has two existing access points onto Kingston Lane, both along the eastern boundary of the site (south and north access points). 21 parking spaces are to be provided. The main building (Ashcroft House) is currently set back from the road with a large area of the site occupied by a turning circle/driveway to the front of the property.

The site lies outside of any Conservation Area but the Southwick Conservation Area boundary lies immediately opposite the site on the eastern side of Kingston Lane. There are also two listed buildings (Old Rectory and Old Rectory Cottage) in close proximity to the east.

There are a substantial number of trees around the site, particularly along the Kingston Road frontage.

Neighbouring residential properties comprise bungalows to the north and west in Ashcroft Close and to the south in Rectory Close. There are two storey dwellings immediately to the south of the site fronting Kingston Road. The listed Old Rectory Cottage to the east is a two storey building close to the pavement on the opposite side of Kingston Road.

A mix of red and grey brick is proposed with a grey slate roof tile. Soldier course brickwork and projecting brickwork is proposed to add texture and interest.



A comprehensive consultation exercise was carried out with residents prior to the submission of the application, including an exhibition of the plans in March 2022.

The application is supported by a Planning Statement, Design and Access Statement, Heritage Impact Assessment, Noise Assessment, Contaminated Land Assessment, Air Quality Assessment, Preliminary Ecological Appraisal and Bat Survey Report, Daylight, Sunlight and Overshadowing Assessment, Energy Statement, Arboricultural Impact Assessment, Statement of Community Involvement, Sustainable Drainage Assessment and a Transport Statement.

Consultations

West Sussex County Council: No objection from a transport/highways aspect subject to conditions relating to vehicle parking and turning, cycle parking, construction management and a section 106 Obligation requiring contribution of £22,649 to mitigate the impacts of the subject proposal with the provision of additional County Council service infrastructure, highways and public transport that would arise in relation to the proposed development.

Comments as follows:

Access and Visibility: The site gains access from Kingston Lane which is a classified 'C' road restricted by 30mph speed limit. There are no parking restrictions along Kingston Lane. As part of the development proposals the two existing access points onto Kingston Lane will be retained and serve different aspects of the scheme. The northern access serves the parking bays used by the residents of the redeveloped main block and the southern access will serve the parking bays used by the residents of the bungalows along with staff and visitors of the development.
Visibility splays of 2.4m x 43m are achievable along both directions of the two site accesses, which is demonstrated within the Transport Statement. This is in accordance with the Manual for Streets guidance for a posted speed of 30mph speed

limit. Pedestrian intervisibility of 2m x 2m is achievable at both the accesses for safe usage of footways. There is no evidence to suggest the existing access is operating unsafely or that the proposal would exacerbate an existing safety concern.

Parking Arrangements

WSCC Car Parking Guidance and 2011 Census data have been interrogated to determine the level of parking requirement for the proposed development. A total of 21 car parking spaces are provided on site to development split between the northern part of the site (15 spaces) and the southern part of the site (6 spaces).
Due to the development being used as a sheltered house, parking provision for 10 nos. mobility scooters are provided within the main building.
Safe and secure cycle parking provision for 8 nos. bicycles are made within 4 Sheffield stands.

Trip Generation and Highway Impact

With regards to the estimated levels of trip generation by the proposed development the LHA appreciates the intensification of site access with a net increase of 3 two-way vehicle movements during the AM and PM peak hours and 47 two-way movements throughout the day. These trips are split between the two car parks.

Stage 1 Road Safety Audit

The vehicular and pedestrian access points of the both the accessed have been reviewed as part of an independent Stage 1 Road Safety Audit (RSA). The problems raised during the RSA have been resolved.

Sustainable Transport Accessibility

Well-lit footways are present along both sides of Kingston Lane which are conducive to walking and connect onto a wider footway network. Bus stops are located along Rectory Road, within 200m distance and Southwick train station is within 800m distance from the site providing connectivity to wider transport network. Therefore, the site is considered sustainable.

Conclusion

In conclusion, the Local Highway Authority (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 (NPPF), paragraphs 110 -113, as revised 20th July 2021. Therefore, there are no transport grounds to resist this proposal.

LLFA: No comments

Adur & Worthing Councils: The ***Environmental Health*** officer has no objections in principle. The assessment for the air source heat pumps is acceptable. There are no contaminated land issues. Recommend a CMP condition for demolition and construction and the Demolition Notice informative

Tree and Landscape Officer considers that the most important trees will be retained and protected, the use of a No Dig surface near the older Acer T10 should help. The east of the building will be approximately 8 metres from the WSCC street trees, which may need some cooperation from them to allow dappled light to pass.

The ***Engineer*** has the following comments: Flood risk- The application is within flood zone 1, and is adjacent to an area shown to be at risk from surface water flooding. Surface water drainage should be carefully controlled.

Surface water drainage- the application includes a surface water drainage strategy which includes the results of winter infiltration testing and winter groundwater monitoring. The strategy indicates it is proposed to discharge surface water via shallow infiltration features, which we support in principle. There are no public surface water sewers in this area so it is critical that an infiltration scheme is delivered here. At detailed design we will require:
1. All pipes to be labelled with diameter and fall.
2. Evidence to be submitted that incoming connections to infiltration features are above the 1 in 10 year plus 45% cc event water level.
3. Full network calculations to demonstrate an adequately designed network and that the low points within this network do not suffer from exceedance which would pose an offsite risk or risk to the proposed dwellings.
4. Full construction detail drawings.
5. An impermeable areas drawing.
7. An exceedance flows plan.
8. Evidence that proposals are possible considering tree root protection zones.
9. Evidence that the proposals will not be negatively impacted by existing or proposed tree roots.
10. A fully detailed management and maintenance document.

The information submitted is sufficient to have some confidence that a policy compliant drainage design should be achievable. If you are minded to approve this application please do NOT list the strategy or drainage layout as approved and please apply conditions to secure the required detail.

Design and Conservation Architect: Ashcroft House was built as a small country manor house with generous grounds c.1848-73. Although it continued in this domestic use until the late twentieth century, it was then purchased and converted into flats by the Council in 1979. Unfortunately the extensive modern alterations and extensions to this building have resulted in little to no historic interest remaining. Donald Insall Associates' Heritage Impact Assessment explains the extent of these changes in detail.

The Southwick Conservation Area borders the east side of Ashcroft House on the opposite side of Kingston Lane. Ashcroft House is set well back from the road, shielded behind trees and dense planting and is only visible in glimpsed views, so it currently makes a very limited contribution to the setting of the adjacent conservation area.

A comparison of Ashcroft House's footprint with the proposed new building via the 1:500 block plans shows the new scheme to be ambitious in its site coverage. Inevitably the proposed building will sit much closer to Kingston Lane and the Southwick Conservation Area. Due to the narrow planting areas proposed, the new

building will be very visible in the street scene. However, the architect's have striven to break down the new street frontage into three main sections with differing details and materials. This together with a proposed brick and flint, boundary wall, should help to mitigate the impact of the proposals. In order to try to maintain the verdant characteristic currently found in this section of Kingston Lane, the area immediately adjacent to the proposed boundary wall should be carefully soft landscaped with new planting.

Southern Water: Our investigations indicate that Southern Water can facilitate foul sewerage run off disposal and water supply to service the proposed development.We request that should this planning application receive planning approval, the following condition is attached to the consent: Construction of the development shall not commence until details of the proposed means of foul sewerage and surface water disposal have been submitted to, and approved in writing by, the Local Planning Authority in consultation with Southern Water

Adur District Conservation Advisory Group: Approve

Representations

Objection from occupier of 6 Ashcroft Close:

- We will be overlooked in our home and also the garden - affects our privacy
- Affects security as open space at the end of our garden where car park spaces and a road will be.
- Noise, disturbance and traffic smells from the car park spaces at the bottom of our garden
- In order to help the above situation I request a 3m high bungaroosh at the bottom of our garden.

Relevant Planning Policies and Guidance

Adur Local Plan 2017 Policies 1,2,3,15,16,17,18,19,20,21, 22, 28, 29, 20, 31, 33, 34, 35, 36
'Supplementary Planning Guidance' comprising: Development Management Standard No.1 'Space Around New Dwellings and Flats'
Sustainable Energy SPD (August 2019)
Adur Planning and Climate Change Checklist (June 2021)
Planning Contributions for Infrastructure Provision (ADC 2013)
Design Bulletin No.1 'Trees and Landscaping' (ADC 1996)
WSCC Guidance on Parking at New Developments (Sept 2020).
National Planning Policy Framework (July 2021)
Technical Housing Standards – nationally described space standard (DCLG 2015)
Circular 04/07 'Tree Preservation Orders: A Guide to the Law and Good Practice' (DETR 2000)
Circular 11/95 'The Use of Conditions in Planning Permissions' (DoE 1995)

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; and

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.

Section 73A and also Section 72 Planning (Listed Building & Conservation Areas) Act 1990 which require the Local Planning Authority (LPA) to pay special attention to the desirability of preserving or enhancing the appearance of the Conservation Area.

Planning Assessment

Principle

The existing building has some local interest and its demolition has only been considered after initial investigations found that it was not viable to retain and convert it. In order to comply with fire regulations a significant reduction in the number of units would have been required while the cost of conversion was prohibitive.

The Council's Housing Team has provided the following statement in support of the application:

"*Platform 2: Thriving People and Communities of the Councils' 'Platform for Places' outlines the Councils' objective to tackle the challenge of insufficient supply of housing.*

Adur District Council's Local Plan (published in 2017) concludes that the scale of affordable housing need is 'substantial'. There are 756 households currently on the Housing Register, 158 of which are 'older households'.

Within its Housing Strategy (2020-2023), Adur & Worthing Council has recognised the need to increase the supply of affordable housing provided in the district, and has plans to deliver 1,400 affordable homes by 2025. To help meet the need, the Councils' 'Pathways to Affordable Homes' (approved by JSC on 30th March 2021) outlines Adur District Council's intention to self-deliver a minimum of 200 homes by 2025.

Improving the levels of Affordable Housing Supply is Priority 3 of Adur & Worthing Council's Housing Strategy, committing the Councils to increasing access to housing that they can afford, for people of all ages.

Adur & Worthing Councils undertook a Strategic Housing Market Assessment in June 2020. The population of people aged 65+ is expected to increase by 29% over the next 15 years, from 15,000 to 19,500, as residents age and others move into the area. 15% of single elderly people live in accommodation which is socially-rented.

Given the ageing population and higher levels of disability and health problems amongst older people there is likely to be an increased requirement for specialist housing options moving forward. As social housing tenants age, many will need to move from existing, conventional accommodation to housing with support

(approximately 12.5% of those aged 75+).

Added to this, the Councils' 'And Then… Bouncing Back in Post-Pandemic Adur & Worthing' identifies the likely additional need for social housing following the pandemic, and the need to explore other ways to access funding and skills needed to bring forward new homes."

It is clear then that there is an urgent need to provide more Council-owned purpose-built accommodation for the elderly in Adur. A new build development will enable the provision of higher quality, more sustainable dwellings.

Visual amenity, **character and impact on setting of heritage assets**

The existing building sits back from the site boundary with Kingston Road by approximately 30m and is well screened by extensive vegetation and tree cover along the frontage. The proposal will bring the new building much closer to the eastern boundary (approximately only 4m at its closest point and up to 9m elsewhere). Most of the vegetation along the frontage is to be removed, leaving only existing street trees outside of the site and three within the site close to the boundary. A new low front boundary wall of flint with metal railings is proposed which the applicants consider would make a better contribution to the setting of the conservation area than heavily planted areas along that boundary.

This will clearly result in a significant visual change for the street scene, exacerbated by the wider frontage of the building compared with existing (approximately 20m wider).

The building has its greatest bulk in the south eastern wing where there are double banked corridors (rooms on both sides). The front of the building has a wing projecting perpendicular at its northern end to link with another wing running along part of the western boundary. The southern part of the site contains the bungalows to be retained, with a landscaped garden proposed between the bungalows and the new building.

The building will be three storeys with pitched roofs and areas of flat roof. It will be slightly taller than the existing building with a proposed ridge height of 12.15m compared with the existing building 11.46m. The ridge height reduces to 11.57m where it is closer to Kingston Lane and the front of the building steps back at its northern end which, together with the flat roofed 'breaks' in the roofline and front balconies, helps to break up the mass of the building when seen from the street.



The Heritage Statement submitted with the application concludes that:

"it is considered that the proposed demolition and replacement of Ashcroft House would preserve and, in some aspects, enhance the setting of the adjacent designated heritage assets – principally the immediate setting of the Grade- II listed Old Rectory Cottage and the Southwick Conservation Area. This is because the existing positive characteristics the site makes to their setting would be preserved, and the proposed new building and landscape would be of a better design than the existing, which would visibly enhance their setting. Indeed, the reinstatement of a flint boundary wall and provision of improved gates would be a clear enhancement that would reinstate the historic character of Kingston Lane, as well as enhance their setting."

Nevertheless, it is acknowledged that there will be some impact on the setting of the Conservation Area and Listed building resulting from the change in character of the Lane at this point. The semi-rural nature of the Lane will be affected by the removal of the frontage vegetation and the proximity of the new building to the frontage, causing some harm, albeit less than substantial harm. Paragraph 200 of the NPPF states that:

"Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification."

Paragraph 202 goes on to state:

"Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use."

In this case it is acknowledged that there will be less than substantial harm to the heritage assets but it is considered that this harm is outweighed by the public benefits of the proposal, which are the provision of 44 new sheltered housing units for which there is a recognised need locally. The new building is also arguably of better design and architectural quality than the existing building.

The final details of the landscaping scheme can be reserved for future approval but there is scope to increase new planting along the frontage in order to soften the appearance of the building and views into the site from Kingston Lane. The applicant has been asked to relocate the ramped access at the centre of the building, moving it

back from the frontage to enable more space to be provided for hedge planting behind the railings. Their response is awaited. A bin collection store is also shown on the frontage but this will be behind the boundary wall which is raised to 1.7m high at that point and will therefore be hidden from the street.

Residential amenity - for proposed dwellings

The schedule of accommodation shows the provision of 44no. 1 bed flats with a floor area each of 54-56m2 which accords with the nationally described space standard. The flats will be specifically designed to enable flexible layouts that can accommodate wheelchair users and older persons.

The ground floor flats will have a patio while upper floor flats will have a balcony. A new communal landscaped garden will also be provided.

Overall, the standard of amenity for future residents will be much improved.

Residential amenity - effect on existing dwellings

The new building will have a larger footprint and site coverage than the existing, coming much closer to the front (East) boundary. The nearest dwelling is The Old Rectory Cottage which sits hard against the pavement on the opposite side of Kingston Lane, approximately 19.4m from the closest part of the proposed new flats. The Old Rectory Cottage is Grade II listed and has a single window at both ground and first floor in its side elevation which faces the street. At the distance involved, and with the road and pavement in between, partly screened by existing deciduous street trees, the impact on privacy, outlook and light to the Cottage is not considered to be harmful.

To the north, there are bungalows in Ashcroft Close, one of which has rooms in the roof served by a rear dormer. The bungalows will be 17.57m from the nearest part of the building compared with around 24m currently. While closer, the part of the building nearest to the bungalows is a largely blank end gable containing only 1no. small bedroom window on each floor, the top window being fitted with obscured glass. The end flats do not have a balcony close to the edge of the building on the west elevation to further reduce the impact. The nearest balcony will be over 21m away from the rear of the bungalows to the north and will face west.

The main part of the north elevation contains a communal walkway on each level with the flats themselves some 24m from the rear of the nearest bungalows. This is similar to the existing situation in terms of separation distance but there is an improvement in that there is a reduction in the amount of openings facing north, despite the deeper footprint and wider elevation of building proposed.

To the west, the bungalows in Ashcroft Close are in a staggered line, with the closest pair (8 & 9) being 25m from the rear wall of the new building and 23.7m from the front edge of the balconies. The next pair to the north (6 & 7) are further away, at 32m. The building is largely 38m from those bungalows at present. The reduction in separation distance will have some impact, with the rear to rear distance less than that specified in the Council's DM Standard No.1 where 28m from a three storey building is recommended. There is some tree cover on the boundary which will help to some extent but it is acknowledged that there will be non compliance with separation distances to this pair of bungalows. However, on balance, when the benefits of the scheme are taken into account overall, this breach of standards is not considered to be so significant or cause such harm in this case as to warrant refusal.



The impact on the existing bungalows within the site and those neighbouring dwellings to the south is considered to be acceptable. The nearest house, 102 Kingston Lane, abuts the site to the south but has no principal windows in the side elevation facing the site. The bulk of the new building is being brought forward and will project beyond the front of 102. However, the distance of 15m, the lack of principal side windows and its northern orientation relative to 102, means that the impact on residential amenity from the building itself will not be harmful.

The existing access will be re-used and 6no. new parking spaces are shown along the southern boundary with 102 Kingston Lane. Some new landscaping is proposed to soften the impact and to replace existing overgrown low level vegetation while mature existing trees are also shown to be retained. Due to the lack of habitable rooms in 102 closest to the boundary, these new spaces are not considered to result in harm or disturbance.

New spaces are also shown on the western boundary at the rear of 6 Ashcroft Close. No landscaping is currently shown in this location but the applicant has agreed to provide some planting which can be agreed by condition. The method of hard boundary treatment can also be agreed by condition but it is likely that the existing closeboard fence will be retained to provide protection from noise from these 5no. parking spaces.

A daylight and sunlight assessment has been carried out and the results submitted which show that overall the development will meet BRE guidance for all neighbouring dwellings outside of the site, with there being only a negligible impact on their daylight and sunlight. Within the site, there will be a minor adverse effect on one window at 8 Ashcroft. All other windows at that property will be unaffected and the overall impact is not considered to be sufficiently detrimental to amenity to warrant refusal.

A noise assessment has also been carried out in respect of the 4no. air source heat pumps to be located in the existing Stables Building on the northern boundary adjacent to 1 Ashcroft Close. The assessment has found that noise levels from all pumps operating simultaneously will be well below existing background noise levels to not cause disturbance.

Overall, while the development is a more intensive use of the site with greater site coverage and with some increased impact upon residential amenity, such impact has been minimised as far as possible without compromising the delivery of 44 units of much needed sheltered housing. It is not considered that the proposal will cause serious harm to existing residents and this is borne out by there being only 1 letter of objection received in response to the application.

Trees

The site has a reasonable level of tree cover currently, predominantly around the site boundaries. A Tree Survey and Report has been submitted which identifies the trees considered to be worthy of retention. Due to the siting of the new building further forward in the site, much of the vegetation on the eastern boundary is to be removed. A mature Sycamore on the southern boundary is to be retained and the proposed parking spaces in that area shall be subject to a no-dig construction technique in order to protect the existing ground levels and existing tree roots. Similarly, mature trees (Holm Oak/Ash) on the North and West boundaries are also to be retained and will be subject to the same careful construction and protection methods.

The loss of the frontage vegetation will open up the site and will have quite a significant visual impact, resulting in the new building being more prominent in the street scene than the current building. However, new landscaping is to be provided within the site, with the lost shrub vegetation along the front boundary replaced with a new landscaped area along the entire frontage. Mature trees within the street will be

retained to help provide further softening.

Open Space

Accessibility and parking

A Transport Statement has been submitted which confirms that the two existing accesses at either end of the site frontage are to be retained and reused. The existing internal link road is to be removed and new access roads built into the site to serve car parking to the north and south of the new building.

21 parking spaces exist and 21 reconfigured spaces are now proposed (15 spaces to the north, 6 spaces to the south). This equates to 0.4 spaces per unit. The Adur and Worthing Sheltered Housing Team have provided information relating to the level of parking observed at other sites within the district as well as historic parking observed at the existing site. They have found that roughly only a third of residents/households own a car on the sheltered housing schemes within the district, which means parking equates on average to 0.33 spaces per unit.They have also advised that currently just 3 residents living in the 8 bungalows own a car and 10 residents historically owned cars out of 21 residents in the main block when it was operational. Sheltered housing schemes traditionally have a low demand for car parking and this has been used to justify the proposed provision.

In addition, the site is considered to be in a sustainable location as there are bus stops along Rectory Road, within 200m distance, and Southwick train station is within 800m distance from the site.

Provision for storage of up to 10 mobility scooters is also being made within the development.

The development will see an increase in the number of vehicle trips due to the increase in the number of flats, with a net increase of 3 two-way vehicle movements during the AM and PM peak hours and 47 two-way movements throughout the day. This shows that peak hour movements will not increase significantly and there are no highway concerns with the proposal overall.

Flood risk and drainage

The site is not at flood risk but is adjacent to an area shown to be at risk from surface water flooding. The initial drainage strategy includes the results of winter infiltration testing and winter groundwater monitoring. It indicates that it is proposed to discharge surface water via shallow infiltration features and this approach is supported by the Council's Technical Services team. Full details can be reserved by condition.

Sustainability

An Energy Statement was submitted with the application which demonstrates a 55% reduction in CO2 emissions through various measures such as improved building fabric performance, no gas boilers and the use of communal air source heat pumps in a separate plant room located on the northern boundary. 40% of all parking spaces are to contain electric vehicle charging facilities.

The energy strategy meets the current Local Plan policy requirement and the Planning and Climate Change Checklist which encourages a minimum 31% reduction in carbon emissions for all new build housing.

Air Quality

An Air Quality Assessment has been submitted which has found that there will be no significant impact on air quality arising from the development. A mitigation package exceeding the calculated total of £6,541 is to be provided on site through the provision of electric vehicle charging points and air source heat pumps

Contaminated land

A contaminated land report has been provided with a Preliminary Risk Assessment . It has identified a potential location of concern from a sample of made ground showing unacceptable concentrations of arsenic. The sample location is in an area proposed as an access road into the site where no pathways or soft landscaped
areas are present/close and the made ground should be removed prior to construction of the access road. On this basis, the impacted soils are likely to be removed and further remediation is unlikely to be necessary. This can be controlled by way of condition.

An asbestos survey and management strategy has also been recommended as a precautionary measure and it is understood that this has now been completed in advance of demolition.

Ecology and biodiversity

A preliminary ecological assessment has been carried out which recommended that targeted bat surveys should be undertaken. This has been carried out and no roost was found within the building.

A precautionary approach to site clearance is advised to minimise impacts on potential species such as badgers and reptiles but the potential for such species is considered to be low to negligible

Ecological enhancement measures are proposed in the form of new tree and shrub planting to compensate for that being lost, hedgehog and wildlife friendly pathways, nest boxes for birds and artificial roosts for bats.

Recommendation

Grant permission subject to completion of a s106 Agreement to secure a highways contribution of £22,649.

and subject to the following conditions:

1. Approved Plans
2. Standard time limit
3. Landscaping to be approved
4. Vehicle parking and turning to be provided
5. Cycle parking to be provided
6. Construction management plan to be submitted
7. Tree protection to be provided in accordance with submitted details
8. Drainage details to be agreed
9. Samples of external materials to be approved
10. Ecological enhancement measures to be provided as detailed in application
11. Sustainability measures to be provided as detailed in application
12. Waste storage provision as per submitted details
13. Boundary treatment details to be submitted and approved
14. Sample panel of flint wall to be constructed on site
15. Occupancy to be limited to persons of 55 years and older