Expiry Date - 29/04/2025

Development Control – Delegated Officer Report

Application Number: AWDM/0282/25 **Recommendation – APPROVE**

Site: **26 Ilex Way Worthing West Sussex BN12 4UY**

Proposal: **Proposed new build single-story dwelling with access off Compton Avenue**

Date of site visit: 11.04.2025

Neighbours checked: Y

Additional neighbour notifications: N

Site and Surroundings

The application site consists of a detached, mid-20th Century, 2-storey house occupying a generous-sized corner plot fronting the north side of Ilex Way on the west side of its junction with Compton Avenue. The dwelling is sited towards the south and west of the plot with soft landscaped gardens wrapping round to the east side and rear (north). The gardens are enclosed on the east side adjoining Compton Avenue by a tall mature conifer hedge and by dense ornamental shrub planting along the northern site boundary. The existing dwelling is served by a vehicle access off Ilex Way.

To the north the site adjoins 3 Compton Avenue, a corner-plot occupied by a detached bungalow. The bungalow is set deep into the site at an angle to its site boundaries but has its principal elevation fronting Compton Avenue. It has been enlarged at the rear by an extension, the southernmost corner of which lies close to the common site boundary with No.26.

The north side of Ilex Way is predominantly made up of 2-storey, detached houses, typically individual in their detailed design but with a unifying 1930's feel including some having an 'art deco' theme. The corridor of holm oaks planted within the island separating the road carriageways is a defining landscape feature of Ilex Way and is included within the Goring Hall Conservation Area. The character of Compton Avenue is different, primarily made up of similar-style bungalows on narrower plots. There are 1 or 2 anomalies, including No.12 Compton Avenue, St Mary's Vicarage, a detached, 2-storey house. The latter adjoins a public footpath along its northern boundary linking to St Mary's Church. The Church (Listed 2*), the churchyard and footpath are all included in the Goring Conservation Area.

Properties on both sides of Compton Avenue follow a regular 'building line' with the dwellings set back behind soft-planted front gardens approximately 12m deep enclosed by low boundary walls and hedge/shrub planting. The generous sized frontages and road carriageway which is bounded on either side by grass verges lends the road an open, spacious character.

The properties on the north side of Ilex Way are characterised by generous sized rear gardens and the application property (along with corner property on the opposite side of the junction of Ilex Way with Compton Avenue) provides a distinct break and sense of space between the buildings in Ilex Way and Compton Avenue.

Proposal

Permission is sought to sub-divide the existing dwelling plot to develop a detached bungalow in the rear garden. The proposed bungalow would occupy a plot 26 metres deep x 15m wide involving the removal of a 15m wide section of the existing conifer hedge fronting Compton Avenue and the tall hedge/shrub planting to the north site boundary. It would have a roughly cross-shaped footprint 12.9m wide x 11.8m deep (overall) set back a minimum 8.5m from the back edge of the pavement with Compton Avenue. The proposed bungalow have a main pitched and hipped roof with a north-south ridge approximately 5m long, with subsidiary projecting gable features to the front (east) and rear (west). The main roof would have an overall height of 5.5m and 2.4m high to the eaves/gutter line. The external walls would be rendered above a brick plinth. The roof would be tiled with render to the face of the front gable feature.

The layout of the bungalow incorporates an integral garage, with parking on the frontage served by a new vehicle access from Compton Avenue.

Relevant Planning History:

AWDM/0911/22 Proposed new build bungalow with rooms in roof and 2no. west facing pitched roof dormers; access off Compton Avenue. Refused 20.07.2021 on the grounds:-

1. *The sub-division of the existing dwelling plot would give rise to an unacceptable form of infill development by reason of its prominent siting, massing, layout and design and would represent an unduly assertive and discordant form of development that would be out of keeping with the existing spacious pattern of development and harmful to local character. It would therefore be contrary to policy 16 of the Core Strategy, policy DM5 of the Draft Submission Worthing Local Plan, the Council's SPD 'A Guide to Residential Development' and the policies of the NPPF.*

2. *The Local Planning Authority is not satisfied that the proposed development would be compatible with the retention of the existing boundary hedge/tree planting adjoining the northern site boundary and in consequence would have an unneighbourly impact on the amenities of No.3 Compton Avenue resulting in a loss of privacy contrary to saved policy H18 of the Worthing Local Plan, policy DM5 of the Submission Draft Worthing Local Plan and the relevant policies of the NPPF.*

Expiry Date - 29/04/2025

Consultations:

WSCC: The local Highway Authority has raised no objection commenting:-

"*Summary and Context*
This application seeks the erection of a single storey dwelling with access. The site is located on Compton Avenue, an unclassified road subject to a speed restriction of 30 mph. Following a review of the submitted application documents, WSCC in its role as Local Highway Authority (LHA) raises no highway safety concerns for this application.

The LHA previously provided consultation advice for this site for similar application AWDM/0911/21, raising no highway safety concerns. The Local Planning Authority (LPA) refused the application on grounds unrelated to highways.

Access and Visibility
A new vehicular access point is proposed on Compton Avenue to serve the site. From inspection of WSCC mapping, there are no apparent visibility concerns with the proposed point of access on Compton Avenue. The proposed access will require the implementation of a vehicle crossover (VCO), which will be subject to a licence obtained through the local WSCC Highway Area Office and constructed to a specification agreed with the local WSCC Highway Area Engineer.

Parking and Turning
A driveway and single-bay garage are proposed to serve the site. The driveway alone appears of suitable size to accommodate at least two off-street car parking spaces in accordance with WSCC Parking Standards. On-site turning may be achievable if the driveway remains unobstructed, although the LHA would not anticipate that reversing out of the site would give rise to an adverse highway safety impact in this location.

I do note that the proposed garage falls short of the minimum internal specifications for a single-bay garage of 3m x 6m as outlined in Manual for Streets (MfS). The applicant is advised to enlarge the garage internally to 3m x 6m, to ensure modern sized cars can fit comfortably inside, and also leave space for bicycle storage.

No details of cycle parking have been provided. The LHA would request that secure cycle parking provision be provided to promote sustainable travel in the area.

Sustainability
The site is situated in a sustainable location within walking/cycle distance of local services, amenities and public transport connections. Cycling is a viable option in the local area.

Conclusion

In summary, 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 116), and that there are no transport grounds to resist the proposal."

In the event of approval the following condition and informative is recommended:-

Cycle Parking
No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with the approved site plan.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

Vehicle Crossover – Minor Highway Works
The applicant is advised that in addition to obtaining planning permission that they must also obtain formal approval from the highway authority to carry out the site access works on the public highway. The granting of planning permission does not guarantee that a vehicle crossover licence shall be granted because the highway license process considers wider factors than are considered by the Highway Authority at planning stage.

Southern Water

Southern Water has raised no objection in principle whilst noting that details of the proposed means of disposal of foul/surface water drainage has not been provided within the submission. The following condition is recommended in the event of approval: -

Construction of the development shall not commence until details of the proposed means of foul/surface water drainage disposal have been submitted to and approved in writing by the Local Planning Authority in consultation with Southern Water.

WSP: The Council's drainage consultant has raised no objection in principle subject to the following conditions:-

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 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 and winter infiltration testing to BRE DG365, or similar approved, will be required to support the design of any infiltration drainage. 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 the Worthing Local Plan.

2. The development hereby approved shall not be occupied until details of the maintenance and management of the sustainable drainage scheme have been submitted to and approved in writing by the Local Planning Authority. The drainage scheme shall be implemented prior to the first occupation of the development hereby approved and thereafter managed and maintained in accordance with the approved details in perpetuity. The Local Planning Authority shall be granted access to inspect the sustainable drainage scheme for the lifetime of the development. The details of the scheme to be submitted for approval shall include:
I. a timetable for its implementation.
II. details of SuDS feature and connecting drainage structures and maintenance requirement for
each aspect including a drawing showing where they are located.
III. a management and maintenance plan for the lifetime of the development which shall include details of design life and the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime. This will include the name and contact details of any appointed management company.

Reason: To ensure that the development achieves a high standard of sustainability and ensure the flood risk is adequately addressed for each new dwelling and not increased in accordance with NPPF and policies of the Worthing Local Plan.

Adur and Worthing Councils:

Environmental Health (Public Health): No objection in principle subject to the following conditions: -

Works of construction or demolition, including the use of plant and machinery, necessary for implementation of this consent shall be limited to the following times: -
Monday - Friday 08:00 - 18:00 Hours
Saturday 09:00 - 13:00 Hours
Sundays and Bank Holidays no work permitted
Any temporary exception to these working hours shall be agreed in writing by the Local Planning Authority at least five days in advance of works

commencing. The contractor shall notify the local residents in writing at least three days before any such works.

Reason: To safeguard the residential amenity of the area.

No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate, but not necessarily be restricted to the following matters: -

(i) the anticipated number, frequency and types of vehicles used during construction;
(ii) the method of access and routing of vehicles during construction;
(iii) HGV construction traffic routings shall be designed to minimise journey distance through the Council's Air Quality Management Area (AQMA);
(iv) the parking of vehicles by site operatives and visitors;
(v) the loading and unloading of plant, materials and waste;
(vi) the storage of plant and materials used in construction of the development;
(vii) the erection and maintenance of security hoarding;
(viii) a commitment to no burning on site;
(ix) the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders);
(x) methods to control dust from the site;
(xi) a commitment to following BS5228: Code of Practice for noise and vibration control on construction and open sites;
(xii) details of public and neighbour engagement both prior to and during construction works.

Reason: As this matter is fundamental in order to consider the potential impacts on the amenity of nearby occupiers during construction.

Representations:

1 representation has been received in support from the occupiers of 3 Compton Avenue commenting:-

"*Despite being close to our property 3 Compton Avenue, my wife and I consider that as the north elevation will have no windows our privacy will not be adversely affected and we would not anticipate any increased noise once the property is occupied.*

We will benefit from the removal of the existing boundary trees between our respective properties that are extremely high and dense and cause a loss of light to our front room and side utility/kitchen. The tree branches extend over the boundary and are a nuisance even though cut back roughly every 2/3 years. The existing boundary fence is rotten and attacked by ivy and needs

replacement. We would ask that a full height fence is erected along the whole of the boundary as would appear to be what is proposed.

The frontage to the proposed bungalow will be a great improvement on that side of Compton Avenue as the existing vegetation extends over the pavement.

Parking is now off street, which was one of the concerns about the 2021 application.

Overall the new application would appear to satisfy concerns from the 2021 application and in keeping with properties in Compton Avenue."

Relevant Planning Policies

Worthing Local Plan: SP1, SP3, SS1, DM1, DM2, DM5, DM15, DM16, DM17, DM18, DM20, DM22
SPD A Guide to Residential Development (WBC 2013)
Revised National Planning Policy Framework (MHCLG 2024)
National Planning Practice Guidance

Planning Assessment

Principle

The Worthing Local Plan was adopted on 28th March 2023 (base date of Plan 2020). 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 78 of the NPPF (2024) requires that local planning authorities should identify and update annually a supply of specific deliverable sites sufficient to provide a minimum of five years' worth of housing against their housing requirement set out in adopted strategic policies, or against their local housing need where the strategic policies are more than five years old. The supply of specific deliverable sites should, in addition, include a buffer (moved forward from later in the plan period) of:
a) 5% to ensure choice and competition in the market for land; or
b) 20% where there has been significant under delivery of housing over the previous three years, to improve the prospect of achieving the planned supply; or
c) From 1 July 2026, for the purposes of decision-making only, 20% where a local planning authority has a housing requirement adopted in the last five years examined against a previous version of the Framework, and whose annual average housing requirement is 80% or less of the most up to date local housing need figure calculated using the standard method set out in national planning practice guidance.

The most recent 5 Year Housing Land Supply position for Worthing (as at 01/04/2024) demonstrates 6.3 years supply of deliverable housing sites.

The most recent HDT (published December 2024) shows that Worthing scored 107% and currently faces no consequences from the HDT.

Having a +5YRHLS position and having passed the HDT with no consequences means that for Worthing, Paragraph 11 c) of the NPPF applies which states: 'For decision-taking this means: c) approving development proposals that accord with an up-to-date development plan without delay '.

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.

There is no objection in principle to the sub-division of the existing plot to provide a 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 sustainability.

Effects on Visual Amenity and the Character of the Area

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). It goes on to state that development that is not well designed should be refused,

LP Policy DM2 states that development proposals must make the most efficient use of land, but this should not be to the detriment of the quality of the environment. It states the optimum density for development should result from a design-led approach to determine the capacity of a site taking into account site context and character, current and future levels of accessibility, the need to achieve high quality design and minimise environmental impacts, including impacts on the amenities of adjoining occupiers.

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.

LP policy DM5 requires all new development to (amongst other things) be of a high architectural and design quality and respect and enhance the character of the site and the prevailing character of the area; enhance the local environment by way of its appearance and character with particular attention being paid to the architectural form, height, materials, density, scale, orientation, landscaping, impact on street scene and the layout of the development; and make a positive contribution to the sense of place, local character and distinctiveness of an area.

The supporting text at paragraph 5.66 makes clear that private residential gardens within the built up area are excluded from the definition of previously developed land and although their development may in some circumstances be acceptable, inappropriate development of residential gardens will be resisted. 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 existing generously proportioned dwelling plot at No.26 is wider than average, but very similar in depth to other dwelling plots on this side of Ilex Way. There is some minor variation in the siting of dwellings within their respective plots. Notably, the dwelling at No.26 is sited to respect the building line of properties in Compton Avenue, as is No.24 on the opposite side of the junction. The front building line of properties on both sides of Compton Avenue is more rigidly consistent than within Ilex Way. The existing garden of No.26 which wraps around the side and rear of this corner plot provides a distinct visual break creating a sense of space and separation between the built form of development in Ilex Way and the different character of development in Compton Avenue.

The main differences compared to the previously refused scheme (AWDM/0911/21) are that the proposed new dwelling plot is slightly wider, but the main change is to the composition of the proposed new dwelling, in particular, its scale, massing and design which is now more traditional in appearance.

The main front wall of the proposed bungalow would be sited approximately 2m forward (east) of the main flank elevation of No.26 Ilex Way and the angled front elevation of No.3 Compton Avenue, with the front-projection extending forward a further 1.4m (3.4m in total). On the other hand, the main ridge of the bungalow and the main ‘bulk’ of its roof would lie behind (west of) the closest part of No.3 Compton Avenue and the eastern elevation of No.26 Ilex Way.

Gaps of 0.935m and 1.25m respectively would be retained between the north and south side walls of the bungalow and the site boundaries. This together with the predominantly hipped form of the roof (aside from the front gable feature) would help avoid an overly cramped appearance.

The modest scale combined with traditional design, proportions and materials of the proposed bungalow, with attractive detailing including the jettied gable

over the front bow window, decorative chimney and horizontally proportioned Critall-style windows would help the proposed dwelling integrate with the street scene of Compton Avenue.

New tree planting and soft landscaping is proposed on the site frontage on either side of the parking area, which will help 'soften' the appearance of the new dwelling in time. Precise details would need to be conditioned in the event of approval, but careful selection of native trees and shrubs suitable for a suburban garden context would provide the bungalow with a setting more consistent with other front gardens in Compton Avenue, and rather more attractive than the existing rather oppressively tall conifer hedge.

The existing 2-storey dwelling fronting Ilex Way would be left with a rear garden depth varying between only 6.8m at its narrowest point to 9.8m, which would be at odds with the generous scale and proportions of this detached dwelling, although somewhat compensated for by the generous width of the side garden at 11.9m.

The separation distance of just 11m between the main 2-storey rear elevation of No.26 Ilex Way and south side wall of the proposed new bungalow is on the very margins of acceptability. On balance, viewed in the localised context of Compton Avenue between its junction with Ilex Way and Bury Drive to the north, it is considered that despite its prominent siting, the modest scale and massing of the proposed bungalow, combined with its traditional detailed design and proportions, would not harmfully detract from existing local character and sense of place.

The proposed development is considered sufficiently remote from the defining features of the conservation area that its setting would not be adversely affected.

Residential Amenity – Neighbours

The most affected neighbouring properties are 3 Compton Avenue to the north and 28 Ilex Way to the west.

<u>3 Compton Avenue</u>
This T-shaped, hipped-roof bungalow occupies the corner on the west side of Compton Avenue and south side of Bury Drive. The bungalow, which has been extended at the rear by a flat-roofed extension, is sited deep in its plot at an angle to the site boundaries. Consequently, it has only a small, irregularly shaped courtyard garden to the rear, but a good-sized, L-shaped garden enclosed by small trees and hedge planting wrapping around the roadside frontages. At its southernmost tip the rear extension to No.3 is sited less than 1m to the common boundary with the garden of No.26. Windows and French doors in the rear elevation of the extension face toward the boundary at an angle. The receipt of light to and outlook from these windows is dominated by the tall hedge/shrub planting within the garden of No.26, and tall trees within the corner of the garden of No.28.

The proposed bungalow would be sited only 0.935m from the common boundary, but with its main 'bulk' sited well forward (east) of the south-west facing windows in the rear of the extension to No.3. The most-affected window would be the bay window the south-east elevation of original bungalow. The light and outlook from this window is currently affected by the somewhat overbearing nature of the tall hedge on the site boundary. The scale and siting of the proposed bungalow would also have some overshadowing impact on this window. However, with its low eaves height and the main 'bulk' of the roof sloping away from the site boundary, the impact will likely be less oppressive than the current situation.

There are no windows proposed in the north elevation of the bungalow and this can be secured as a condition of planning permission along with removal of permitted development rights for roof enlargements and alterations.

28 Ilex Way

There would be a minimum distance of between 6m and 7.9m between the rear elevation of the proposed bungalow and the western site boundary with No.28. There is a detached, timber-clad garden building positioned in the northwest corner of the rear garden of No.28. The top of a window in the east side of the latter is visible above the existing boundary wall facing into the garden on No.26. Windows in the rear of the proposed bungalow would face toward the above-mentioned window in the neighbour's garden building. Although the garden building is apparently of an ancillary nature, a condition would be pertinent requiring the existing boundary treatment to be raised in height to 2m by the addition of fencing on top of the wall.

Residential Amenity – Future Occupiers

The proposed chalet dwelling would have a gross internal floor area of 84sqm (excluding the integral garage) would exceed the Government's so-called nationally described minimum internal space standard of 70sqm for a 2-bedrom 4-person dwelling on one floor. All habitable rooms would be provided with a good standard of natural daylight and outlook towards the front or rear.

Over 100sqm of private rear garden amenity space would be provided for the proposed bungalow which exceeds the Council's minimum standard for a small, detached dwelling.

Highway Safety

The Local Highway Authority notes that the internal dimensions of the proposed integral garage would be too small to be considered usable for garaging a vehicle, but that 2no vehicles could be parked on the site frontage which would meet the parking demand generated by a 2-bedroom dwelling in this location.

Cycle storage could be provided in the sub-standard garage or within a separate small structure in the garden and can be secured by condition.

The site is within a sustainable location, within walking distance of shops and services, and accessible to Goring rail station and bus routes on Goring Road/Mulberry Lane.

This is no objection on transport, parking or access grounds.

Sustainable Development

Policy DM16 states that all new housing should seek to achieve a minimum 20% CO2 reduction compared to Part L of the Building Regulations (2013) and 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).

A Sustainable Construction and Energy Efficiency Statement confirms: -

- the dwelling would be built to high insulation standards with thermal performance levels that meet or exceed those required under Building Regulations Part L (2021).
- an ASHP will be installed for under-floor heating and hot water.
- all fittings (shower, taps, WCs and appliances) will be low-flow and water efficient with a commitment to water usage of no more that 110 litres per person.
- a dedicated EV charging point will be provided adjacent to the onsite parking spaces.
- The dwelling will be fully compliant with Part R of the Building Regulations to ensure access to high-speed digital infrastructure supporting home working and reducing travel demand.
- A rainwater harvesting system and/or water butts will be incorporated to collect rainwater for garden use and reduce stormwater runoff.
- The Developer will seek to use sustainable building materials wherever possible and to reduce embodied carbon through efficient material selection and waste reduction.

Biodiversity

NPPF paragraph 187 requires planning decisions to contribute to and enhance the natural and local environment by (amongst other things) minimising impacts on and providing net gains for biodiversity.
LP policy DM18 requires new development (excluding changes of use and householder development) to provide a minimum 10% net gain for biodiversity.

LP policy DM18 and the provisions introduced under Schedule 7A of the Town and Country Planning Act 1990 require a minimum 10% BNG.

The initial submission sought to demonstrate that this could be achieved onsite by replacing the existing ‘very low distinctiveness’ non-native ornamental hedging on the site boundaries (including the east side of the retained garden to 26 Ilex Way) with new tree planting in the garden of the new dwelling and a new native hedgerow fronting Compton Avenue. However, it was questioned firstly whether a native hedgerow could be accommodated within the narrow margin highlighted on the submitted plan, and secondly whether a native hedgerow would be appropriate in visual amenity terms within a domestic suburban context such as this. It was also pointed out that trees planted in a domestic private garden can only have the same habitat value as ‘vegetated garden’.

The proposals will result in the loss of 224.32sqm of low distinctiveness vegetated garden (-0.0449 habitat units) and approximately 39 metres length of very low distinctiveness non-native ornamental hedgerow (-0.0390 hedgerow units). To meet mandatory 10% BNG 0.0913 Habitat units and 0.0453 Hedgerow units will be required. The Applicant has provided a statement of intent demonstrating a commitment to secure the required offsite Habitat and Hedgerow units from a registered provider.

CIL

The proposed development would be eligible for CIL (Community Infrastructure Levy) at the current indexed rate.

Recommendation

APPROVE Subject to the conditions:-

1. Approved Plans
2. BNG Plan
3. Time Limit
4. Agree Materials
5. Agree Architectural details and windows
6. Agree Hard and Soft Landscaping scheme
7. Agree Boundary Treatments
8. Remove PD rights for extensions, roof enlargements, curtilage outbuildings
9. Remove pd rights for additional openings to N+S side walls and any roof slope
10. Agree cycle storage provision
11. Agree foul and surface water in consult with SW
12. Agree SuDS drainage
13. Agree Maintenance and Management for SuDS drainage
14. Hours of construction work
15. Agree Construction Management Plan
16. Implement sustainability measures
17. Noise emissions ASHP

Informative

Expiry Date - 29/04/2025

Pro-active Amendment
BNG
New Address
CIL
Highway Access

Is recommendation contrary to letter(s) of representation? N

Case Officer:	Jo Morin	Date: 30.04.2025
Authorised by:	Louise Prew	Date: 01/05/2025