Horsham District Council

DELEGATED APPLICATIONS - ASSESSMENT SHEET

APPLICATION NO./ADDRESS:

DC/25/0370
11-13 Police Station , London Road, Pulborough, West Sussex, RH20 1AP

DESCRIPTION:

Conversion of two police houses and station to two 3-bed dwellinghouses and one 1-bed dwellinghouse.

RELEVANT PLANNING HISTORY:

PL/34/73	Additional garage accommodation (From old Planning History)	Application Permitted on 11.04.1973
PL/47/96	Change of use from residential to offices and stores Site: 13 London Road Pulborough	Application Permitted on 21.08.1996
PL/2/99	Change of use from a police house to a police patrol office Site: Police Station London Road Pulborough	Application Permitted on 17.03.1999

DESCRIPTION OF THE SITE

The site is located on London Road in Pulborough within the designated Built-Up-Area boundary. It currently consists of a vacant police station and two residential properties (a three bed and a four bed), operated ancillary to the Police Station.

The police station is believed to have closed around ten years ago as part of a Sussex wide project to replace over 30 police stations with 'community hubs.'

The surrounding development is mixed-use and comprises residential, commercial, and retail uses on either side of London Road. There is existing access from London Road, a parking forecourt to the front and garden area to the rear.

DESCRIPTION OF THE APPLICATION

This application seeks to convert the existing two houses and station to three independent dwellings. The dwelling mix would comprise two 3-bed dwellinghouses and one 1-bed dwellinghouse. The front existing forecourt would provide parking space at two per 3-bed dwellinghouse, one for the 1-bed dwellinghouse and a visitor space. Each dwelling will access one of the existing three-car garages.

The conversion requires just one elevational change to the rear of 12 London Road, the central 1-bed dwellinghouse. This allows for garden access via a new patio door and step.

RELEVANT PLANNING POLICIES

The National Planning Policy Framework (NPPF)

Horsham District Planning Framework (2015):
Policy 1 - Strategic Policy: Sustainable Development
Policy 2 - Strategic Policy: Strategic Development
Policy 3 - Strategic Policy: Development Hierarchy
Policy 15 - Strategic Policy: Housing Provision
Policy 16 - Strategic Policy: Meeting Local Housing Needs
Policy 17 - Exceptions Housing Schemes
Policy 18 - Retirement Housing and Specialist Care
Policy 24 - Strategic Policy: Environmental Protection
Policy 31 - Green Infrastructure and Biodiversity
Policy 32 - Strategic Policy: The Quality of New Development
Policy 33 - Development Principles
Policy 35 - Strategic Policy: Climate Change
Policy 36 - Strategic Policy: Appropriate Energy Use
Policy 37 - Sustainable Construction
Policy 38 - Strategic Policy: Flooding
Policy 39 - Strategic Policy: Infrastructure Provision
Policy 40 - Sustainable Transport
Policy 41 - Parking
Policy 42 - Strategic Policy: Inclusive Communities

Pulborough Neighbourhood Plan (2015-31):
Policy 1: Spatial Plan for the Parish
Policy 15: Design
Policy 16: Water Neutrality

Paragraph 33 of the NPPF requires that all development plans complete their reviews no later than 5 years from their adoption. Horsham District Council is currently in the process of reviewing its development plan however at this stage the emerging policies carry only limited weight in decision making. As the HDPF is now over 5 years old, the most important policies for the determination of this application must be considered as to whether they are 'out of date' (NPPF paragraph 11d). This includes, for applications involving the provision of housing, whether the Council can demonstrate a five year supply of deliverable housing sites (NPPF footnote 8).

The Council is currently unable to demonstrate a five year supply of deliverable housing sites, with the supply currently calculated as being 2.9 years. The presumption in favour of development within Paragraph 11d) of the NPPF therefore applies in the consideration of all applications for housing development within the District (unless footnote 7 or Paragraph 14 applies to relevant applications), with Policies 2, 4, 15 and 26 now carrying only moderate weight in decision making.

All other policies within the HDPF as itemised above have been assessed against the NPPF and are considered to be consistent such that they continue to attract significant weight in decision making.

Horsham District Local Plan (2023-40) (Regulation 19):
Strategic Policy 1: Sustainable Development
Strategic Policy 2: Development Hierarchy
Strategic Policy 3: Settlement Expansion
Strategic Policy 6: Climate Change
Strategic Policy 7: Appropriate Energy Use
Strategic Policy 8: Sustainable Design and Construction
Strategic Policy 9: Water Neutrality
Strategic Policy 10: Flooding
Strategic Policy 11: Environmental Protection
Strategic Policy 12: Air Quality
Strategic Policy 13: The Natural Environment and Landscape Character
Strategic Policy 17: Green Infrastructure and Biodiversity
Strategic Policy 19: Development Quality
Strategic Policy 20: Development Principles
Strategic Policy 23: Infrastructure Provision

Strategic Policy 24: Sustainable Transport
Policy 25: Parking
Strategic Policy 37: Housing Provision
Strategic Policy 38: Meeting Local Housing Needs
Policy 40: Improving Housing Standards in the District

Supplementary Planning Guidance:
Planning Obligations and Affordable Housing SPD (2017)
Community Infrastructure Levy (CIL) Charging Schedule (2017)

Planning Advice Notes:
Facilitating Appropriate Development
Biodiversity and Green Infrastructure

REPRESENTATIONS AND CONSULTATIONS RESPONSES

Where consultation responses have been summarised, it should be noted that Officers have had consideration of the full comments received, which are available to view on the public file at www.horsham.gov.uk

Consultations:

INTERNAL CONSULTATIONS

HDC SNOWS: Comment

Have now added the application to the queue for SNOWS access. By consulting us with this application, you are confirming that the application meets the SNOWS access criteria and is appropriate for a Grampian condition to access SNOWS. If this is not the case, please let us know as soon as possible.

Please note that access to SNOWS cannot be secured until the scheme launches in the next few months. We will send an introductory email to the applicant at the current time. Once the scheme launches, we will contact the applicant directly to discuss access to SNOWS. Once we have confirmed the status of the application's access to SNOWS, we will update you.

HDC Conservation: No comments

WSCC Highways: Advice

This application seeks the conversion of two police houses and station to three residential dwellings. The site is located on London Road, an A-classified 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 site is served by an existing vehicular access point on London Road, and no alterations are proposed to this existing arrangement. From inspection of WSCC mapping, there are no apparent visibility concerns with the existing point of access on to London Road. In addition, the proposals are not anticipated to give rise to a material intensification of use of this existing access point.

The Planning Statement states that six car parking spaces are proposed within the existing front forecourt. The LHA would request that this be increased to seven car parking spaces, to align with the output of the WSCC Car Parking Demand Calculator. There appears to be sufficient space within the forecourt for seven car parking spaces to be accommodated. On-site turning appears achievable, allowing vehicles to exit in a forward gear.
Regarding cycles, each dwelling will be provided with existing garages for storage purposes, and these appear suitable to accommodate cycle parking provision in accordance with WSCC Parking Standards.
Sustainability

The site is situated in a sustainable location within walking/cycle distance of local services and amenities within Pulborough. Cycling is a viable option in the area. The site is also well connected by public transport, with regular bus services available from the nearby A283. Pulborough Railway Station is located approximately 850m southwest of the site.

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.

PUBLIC CONSULTATIONS:

Representations:

None Received

Parish Comments:

Pulborough Parish Council: Support

Members trust that eco and wildlife friendly solutions form part of the garden and landscaping designs.

Member Comments:

None received

HUMAN RIGHTS AND EQUALITY:

The application has been considered having regard to Article 1 of the First Protocol of the Human Rights Act 1998, which sets out a person's rights to the peaceful enjoyment of property and Article 8 of the same Act, which sets out their rights in respect to private and family life and for the home. Officers consider that the proposal would not be contrary to the provisions of the above Articles.

The application has also been considered in accordance with Horsham District Council's public sector equality duty, which seeks to prevent unlawful discrimination, to promote equality of opportunity and to foster good relations between people in a diverse community, in accordance with Section 149 of the Equality Act 2010. In this case, the proposal is not anticipated to have any potential impact from an equality perspective.

PLANNING ASSESSMENT

Principle of Development:

Policies 2 and 3 of the Horsham District Planning Framework state that the district has a distinctive settlement pattern, which the framework seeks to retain and enhance. Development within the built-up area boundaries is accepted in principle, and that appropriate development, including infilling, within the built-up areas will be prioritised.

The site is located within the built-up area of Pulborough. Pulborough is defined as a 'Small Town or Larger Village' with a good range of services and facilities, strong community networks and local employment provision, together with reasonable rail and/or bus services.

Given the location of the site within the built-up area boundary of Pulborough, the principle of development is considered acceptable, subject to all other detailed material planning considerations as discussed below.

Design and Appearance:

Policy 32 of the HDPF states that good design is a key element in sustainable development, and seeks to ensure that development promotes a high standard of urban design, architecture and landscape. Policy 33 of the HDPF states that development proposals should make efficient use of land, integrate effectively with the character of the surrounding area, use high quality and appropriate materials, retain landscaping where feasible (and mitigate loss if necessary) and ensure no conflict with the character of the surrounding town or landscape.

No external changes are proposed to the front or side elevations of the building. To the rear a window will be replaced with French doors to allow access to the garden from the 1 bedroom central dwelling. To the front, the parking forecourt will be softened with planting and grass to the borders and the rear garden will be divided into three private gardens and additional planting. A landscape condition is recommended to include boundary treatment and planting details.

These alterations would not adversely affect the overall character of the building within the wider surrounding area, and additional planting and 'greening' would enhance the setting of the building. As such, the proposal is considered in accordance with HDPF Policies 32 and 33.

Residential Amenity:

Policy 33(2) of the HDPF states that permission will be granted for development that does not cause unacceptable harm to the amenity of the occupiers/users of nearby properties and land.

In this built-up residential area it is generally accepted that there will be a degree of mutual overlooking to the rear and sides of properties that cannot be avoided. No additional windows are proposed at any upper floor elevation and the additional French door to the rear will have no additional impact as it is central to the building and at the same height as the existing rear doors.

It is considered that the proposed development would provide adequate indoor and outdoor living space for occupants. The national space standards have been met for each individual dwelling (albeit the 1 bedroom property only just complies). Suitable distances would be preserved to neighbouring development to ensure that there would not be any harmful overlooking and other properties would not appear as overbearing on the proposed dwellings. As such, it is considered that the proposal would not be dissimilar to the adjacent properties and there would be an appropriate quality level of environment for the future occupiers of the proposed dwellings.

Highways Impacts:

Policy 40 of the Horsham District Planning Framework states that transport access and ease of movement is a key factor in the performance of the local economy. The need for sustainable transport and safe access is vital to improve development across the district. Policy 41 of the Horsham District Planning Framework states that development that involved the loss of existing parking spaces will only be allowed if suitable alternative provision has been secured elsewhere. Adequate parking facilities must be provided within the developments to meet the needs of the anticipated users.

The site is situated in a sustainable location within walking/cycle distance of local services and amenities within Pulborough. Cycling is a viable option in the area. The site is also well connected by public transport, with regular bus services available from the nearby A283. Pulborough Railway Station is located approximately 850m southwest of the site.

The site is served by an existing vehicular access point on London Road, and no alterations are proposed to this existing arrangement. From inspection of WSCC mapping, there are no apparent visibility concerns with the existing point of access on to London Road. In addition, the proposals are not anticipated to give rise to a material intensification of use of this existing access point.

The Planning Statement states that six car parking spaces are proposed within the existing front forecourt. There appears to be sufficient space within the forecourt for seven car parking spaces to be accommodated, which would be the requirement of the WSCC parking Standards for this development. On-site turning appears achievable, allowing vehicles to exit in a forward gear.

Regarding cycles, each dwelling will be provided with existing garages for storage purposes, and these appear suitable to accommodate cycle parking provision in accordance with WSCC Parking Standards.

For these reasons, it is considered that the development is compliant with the above policies.

Water Neutrality:

The application site falls within the Sussex North Water Supply Zone as defined by Natural England which draws its water supply from groundwater abstraction at Hardham. Natural England has issued a Position Statement for applications within the Sussex North Water Supply Zone which states that it cannot be concluded with the required degree of certainty that new development in this zone would not have an adverse effect on the integrity of the Arun Valley SAC, SPA and Ramsar sites.

Natural England advises that plans and projects affecting sites where an existing adverse effect is known will be required to demonstrate, with sufficient certainty, that they will not contribute further to an existing adverse effect. The received advice note advises that the matter of water neutrality should be addressed in assessments to agree and ensure that water use is offset for all new developments within the Sussex North Water Supply Zone.

With respect to a potential solution to achieve water neutrality, one option available to the applicant could be to utilise the emerging Sussex North Offsetting Water Scheme (SNOWS). Under this scheme, it is proposed to allow development supported in a made plan or a post-submission plan the option of offsetting its water demand through the purchasing of water credits via the Council. As the application site is in compliance with the Development Plan, the applicant would therefore have the option of either implementing their approved scheme (which would require a legal agreement to secure the off-site credits) or to use the forthcoming SNOWS scheme to offset the water demand from this development.

The use of the SNOWS scheme as a potential option for developers is supported by recent appeal decisions including a Secretary of State appeal decision. Under appeal decisions for DC/22/1052 & DC/21/2086, the Inspector allowed the appeals subject to a Grampian-style condition preventing the commencement of development unless and until a requisite number of water credits had been purchased pursuant to SNOWS or, alternatively, until bespoke measures to offset residual demand had been approved the Council and subsequently implemented. More recently is the decision of the Secretary of State to allow the appeal at Kilnwood Vale (DC/23/0856) for reserved matters for 280 dwellings. Again, the Secretary of State reached the conclusion under this appeal that a condition would be appropriate giving the applicant the option of utilising the SNOWS scheme to offset the development in terms of water neutrality or for a private scheme for water neutrality, to be agreed by the Council.

Having regard to the appeal decisions and the decision of the Secretary of State, it is considered reasonable to allow development supported in a made plan or a post-submission plan the option of addressing water neutrality through either credits via the SNOWs scheme or for a bespoke solution for water neutrality put forward by the applicant. A condition is therefore recommended which gives the applicant the option of addressing water neutrality through either SNOWs or through their own bespoke solution. This condition would ensure the site is water neutral and would enable the Council to conclude as to the absence of potential adverse effects upon the integrity of the Arun Valley SAC, SPA and Ramsar designations. Natural England have been consulted and have raised no objection to this approach.

<u>Climate Change</u>:

Policies 35, 36 and 37 require that development mitigates to the impacts of climate change through measures including improved energy efficiency, reducing flood risk, reducing water consumption, improving biodiversity and promoting sustainable transport modes. These policies reflect the requirements of Chapter 14 of the NPPF that local plans and decisions seek to reduce the impact of development on climate change. The proposed development includes the following measures to build resilience to climate change and reduce carbon emissions:

- Dedicated refuse and recycling storage capacity
- Opportunities for biodiversity gain
- Cycle parking facilities

In addition to these measures conditions are attached to secure the following:

- Requirement to provide full fibre broadband site connectivity
- Biodiversity mitigation and enhancement
- Cycle parking facilities
- 3x electric vehicle charging points

Subject to these conditions the application will suitably reduce the impact of the development on climate change in accordance with local and national policy.

Biodiversity Net Gain (BNG):

Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021) mandates that every development must achieve at least a 10% Biodiversity Net Gain (BNG (unless the development qualifies as exempt under the Biodiversity Gain Requirements (Exemptions) Regulations 2024) and that every planning permission granted for the development of land in England shall be deemed to have been granted subject to the condition that development must not be begun unless a Biodiversity Gain Plan has been submitted to the planning authority and the planning authority has approved the Plan.

The Biodiversity Gain Plan must show how the development will achieve the required minimum 10% BNG using the statutory biodiversity metric tool, and must demonstrate how the habitats will be managed and maintained for 30 years, starting from the date the development is completed. Off-site gains and significant on-site enhancements will be secured over this period by way of a Legal Agreement.

The Applicant has submitted a Biodiversity Metric which demonstrates a 10.27 % net gain is achievable by way of onsite biodiversity gains. In accordance with Paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 it is recommended that planning permission is deemed to have been granted subject to the "biodiversity gain condition" which means development granted by this notice must not begin unless the developer meets the requirements set out in the Informative attached to this recommendation.

Conclusions:

The proposed development is considered acceptable in principle, subject to all other material considerations

COMMUNITY INFRASTRUCTURE LEVY (CIL)

Horsham District Council has adopted a Community Infrastructure Levy (CIL) Charging Schedule which took effect on 1st October 2017.

It is considered that this development constitutes CIL liable development.

Use Description	Proposed	Existing	Net Gain
District wide residential	251	251	0
		Total Gain	**0**
		Total Demolition	**0**

Please note that the above figures will be reviewed by the CIL Team prior to issuing a CIL Liability Notice and may therefore change.

Exemptions and/or reliefs may be applied for up until the commencement of a chargeable development.

In the event that planning permission is granted, a CIL Liability Notice will be issued thereafter. CIL payments are payable on commencement of development.

Recommendation: Application Permitted

Conditions:

2 **Standard Time Condition**: The development hereby permitted shall begin before the expiration of three years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990.

3 **Pre- Commencement Condition**: No development shall commence until either:

i) Details have been submitted to and been approved in writing by the Local Planning Authority confirming that the necessary credits to achieve water neutrality have been secured via the Sussex North Offsetting Water Scheme;

or

ii) A site-specific water neutrality mitigation scheme has been submitted to and been approved in writing by the Local Planning Authority. The site-specific water neutrality mitigation scheme shall include full details of the means of any and all onsite and offsite mitigation and any necessary agreements pursuant to S106 of the Town and Country Planning Act 1990 to deliver and secure the approved mitigation; and

iii) The development shall not be first occupied until evidence has been submitted to and been approved in writing by the Local Planning Authority confirming that the approved site-specific water neutrality mitigation scheme has been fully implemented. The approved mitigation shall thereafter be retained, maintained and operated to the same or better water performance standard.

Reason: To ensure the development is water neutral to avoid an adverse impact on the Arun Valley SAC/SPA and Ramsar sites in accordance with Policy 31 of the Horsham District Planning Framework (2015), Paragraph 193 of the National Planning Policy Framework (2024), and to enable the Local Planning Authority to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), and s40 of the NERC Act 2006 (Priority habitats & species).

4 Pre-Occupation Condition: No part of the development hereby permitted shall be occupied until full details of all hard and soft landscaping works pertaining to the whole site shall have been submitted to and approved, in writing, by the Local Planning Authority. The details shall include plans and measures addressing the following:

- Details of all existing trees and planting to be retained.
- Details of all proposed trees and planting, including schedules specifying species, planting size, densities and plant numbers and tree pit details.
- Details of all hard surfacing materials and finishes.
- Details of all boundary treatments (including boundaries separating each residential garden).
- Details of any external lighting.

The approved landscaping scheme shall be fully implemented in accordance with the approved details within the first planting season following the first occupation of any part of the development. Unless otherwise agreed as part of the approved landscaping, no trees or hedges on the site shall be wilfully damaged or uprooted, felled/removed, topped or lopped without the previous written consent of the Local Planning Authority until 5 years after completion of the development. Any proposed planting, which within a period of 5 years, dies, is removed, or becomes seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species unless the Local Planning Authority gives written consent to any variation.

Reason: To ensure a satisfactory development that is sympathetic to the landscape and townscape character and built form of the surroundings, and in the interests of visual and neighbouring amenity, in accordance with Policy 33 of the Horsham District Planning Framework (2015).

5 **Pre-Occupation Condition**: No part of the development hereby permitted shall be occupied until the parking, turning and access facilities necessary to serve that dwelling have been implemented in accordance with drawing no. 1848/23/P/01C. The parking, turning and access facilities shall be retained as such thereafter.

Reason: To ensure adequate parking, turning and access facilities are available to serve the development in accordance with Policy 40 of the Horsham District Planning Framework (2015).

6 **Pre-Occupation Condition**: Prior to the first occupation of the new dwelling hereby permitted, the necessary in-building physical infrastructure and external site-wide infrastructure to enable superfast broadband speeds of 30 megabytes per second through full fibre broadband connection shall have been provided to the premises.

Reason: To ensure a sustainable development that meets the needs of future occupiers in accordance with Policy 37 of the Horsham District Planning Framework (2015).

7 **Pre-Occupation Condition**: No part of the development hereby permitted shall be occupied until a scheme for the provision of electrical vehicle charging points for each dwelling, has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be installed prior to first occupation of the development and shall thereafter remain as such.

Reason: To provide electric vehicle car charging space for the use in accordance with Policies 35 and 41 of the Horsham District Planning Framework (2015) and the WSCC Parking Standards.

8 **Pre-Occupation Condition**: No part of the development hereby permitted shall be occupied until the cycle parking facilities serving it have been provided within the garage or side or rear garden for that dwelling. The facilities shall thereafter be retained for use at all times. The cycle parking facilities shall thereafter be retained as such for their designated use.

Reason: To ensure that there is adequate provision for the parking of cycles in accordance with Policy 40 of the Horsham District Planning Framework (2015).

9 **Regulatory Condition**: The development hereby permitted shall be undertaken in strict accordance with the ecological mitigation and enhancement measures set out in Ecological Assessment by The Ecology Co-Op dated 29.09.2023 and Enhancement Strategy by Libby Morris Ecologist dated 24.01.2025.

Reason: As these matters are fundamental to safeguard the ecology and biodiversity of the area in accordance with Policy 31 of the Horsham District Planning Framework (2015), and to enhance Protected and Priority Species/habitats and allow the LPA to discharge its duties under the s40 of the NERC Act 2006 (Priority Habitats & Species).

10 **Regulatory Condition**: No works relating to the hereby construction of the development approved, including deliveries, shall take place outside of 08:00 hours to 18:00 hours Mondays to Fridays and 08:00 hours to 13:00 hours on Saturdays nor at any time on Sundays, Bank or public Holidays, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To safeguard the amenities of adjacent occupiers in accordance with Policy 33 of the Horsham District Planning Framework (2015).

Biodiversity Net Gain Condition

Paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 states that planning permission is deemed to have been granted subject to the "biodiversity gain condition" which means development granted by this notice must not begin unless:

(a) a Biodiversity Gain Plan has been submitted to the planning authority, and
(b) the planning authority has approved the plan.

The planning authority, for the purposes of determining whether to approve a Biodiversity Gain Plan if one is required in respect of this permission is Horsham District Council.

This permission will require the submission and approval of a Biodiversity Gain Plan before development is begun.

For guidance on the contents of the Biodiversity Gain Plan that must be submitted and agreed by the Council prior to the commencement of the consented development please see the link: Submit a biodiversity gain plan - GOV.UK (www.gov.uk)

Statutory exemptions and transitional arrangements
There are statutory exemptions and transitional arrangements which mean that the biodiversity gain condition does not always apply. These can be found at Paragraph: 003 Reference ID: 74-003-20240214 of the Planning Practice Guidance, which can be found at https://www.gov.uk/guidance/biodiversity-net-gain.

Irreplaceable habitat
If the onsite habitat includes irreplaceable habitat (within the meaning of the Biodiversity Gain Requirements (Irreplaceable Habitat) Regulations 2024) there are additional requirements for the content and approval of Biodiversity Gain Plans.

POSITIVE AND PROACTIVE STATEMENT
Statement pursuant to Article 35 of the Town and Country Planning (Development Management Procedure) (England) Order 2015. The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received, in order to be able to, where possible, grant permission.

Plans list for: DC/25/0370
(The approved plans will form Condition 1 on the Decision Notice of all Permitted applications)

Schedule of plans/documents **approved**:

Plan Type	Description	Drawing Number	Received Date
Location & Block plan	Location & Block/Roof Plans	1848/23/P/01C	11.03.2025
Floor plan	Proposed Ground Floor Plans	1848/23/P/02	11.03.2025
Floor plan	Proposed First Floor and Roof Plans	1848/23/P/03	11.03.2025
Elevation plan	Proposed Elevations	1848/23/P/04	11.03.2025
Floor plan	Existing Ground Floor Plan	1848/23/P/05	11.03.2025
Floor plan	Existing First Floor Plan	1848/23/P/06	11.03.2025
Elevation plan	Existing Elevations	1848/23/P/07	11.03.2025
Elevation plan	Existing/Proposed Elevations [Outbuildings- No Change]	1848/23/P/10	11.03.2025

Supporting Statement	Enhancement Strategy by Libby Morris Ecologist dated 24.01.2025	none	11.03.2025
Supporting Statement	Ecological Assessment by The Ecology Co-Op dated 29.09.2023	none	11.03.2025

DELEGATED

Case Officer sign/initial Kate Turner Date: 19/5/25

Authorising Officer sign/initial Tamara Dale Date: 19/5/2025