
Planning Statement

Applicant: Joel Figov and Annabell Mears

Date: November 2025

Site: Land at The Green, Great Cheverell, Wiltshire SN10 5XN

Proposal: Technical Details Consent pursuant to Permission in Principle PL/2024/04957 for the erection of 1 No. self-build dwelling with associated works.



Contents

Sections

- 1.0 Introduction
- 2.0 Planning Context
- 3.0 Summary of Proposals
- 4.0 Planning Policy Context
- 5.0 Planning Assessment
- 6.0 Planning Balance and Conclusions

1.0 Introduction

- 1.1 PlanningSphere are instructed by prospective purchasers, Joel Figov and Annabell Mears, to submit a Technical Details Consent (TDC) application pursuant to Permission in Principle (PiP) PL/2024/04957 for the erection of a new self-build dwelling and associated works at Land at The Green, Great Cheverell.
- 1.2 The application site is an infill greenfield site located on the northern edge of Great Cheverell. The applicants are proposing to erect a detached self-build dwelling, with garage and landscaping that has been designed as a family home
- 1.3 The application proposal has been informed by baseline assessments across a range of disciplines building upon the evidence base prepared for the PiP application. The design has been developed to address all applicable technical and design issues.
- 1.4 This Planning Statement sets out the planning context, a summary overview of the proposals, the planning policy context, and a planning assessment.
- 1.5 The enclosed finalised full planning application:
 - Planning application Fee: £588.00 plus PP administration fee of £85.00
 - Site Location Plan: Greenhalgh Landscape Architecture
 - Access Plan Pack (2 No. drawings): Tumu
 - Architectural Plan Pack (8 No. drawings): Heb homes
 - Drainage Plan Pack (3 No. drawings): Tumu
 - Landscape Architectural Plan Pack (6 No. drawings): Greenhalgh Landscape Architecture
 - Tree Constraint Plan: Assured Trees
 - Arboricultural Impact Assessment and Tree Survey: Assured Trees
 - Access Technical Note: Tumu
 - Design and Access Statement: Greenhalgh Landscape Architecture
 - Ecological Impact Assessment: Ethos
 - Flood Risk Assessment and Drainage Strategy
 - National Rail Planting Guidance
 - Planning Statement: PlanningSphere

2.0 Planning Context

(i) Site Description and Context

- 2.1 The application site comprises part of an underutilised area of agricultural land extending to 0.16 ha. The site is located on the northern edge of the village of Great Cheverell, adjoining existing residential development, and lies c. 7km south of Devizes.
- 2.2 Access to the site is via an existing field gate from The Green. The land ownership extent is relatively flat and broadly triangular. It is bound to the north, its longest side, by the Westbury-Pewsey railway line and the southern boundary of the site is formed by the brick wall of an adjacent dwelling, wooden clad outbuilding and agricultural style garden fencing. The eastern area of the site tapers into a point bounded by a small fence line and vegetation. To the northwest the road sits higher than the site which forms a sloping embankment into the site which is lined by trees and a hedgerow. The embankment levels off towards the southwest corner of the site to form a level entrance from The Green.
- 2.3 The High Street and the centre of the village lie close to the south. There is a small unnamed stream which runs adjacent to the eastern end of the site and is culverted beneath the railway. Topographically, the site is at the confluence of the flat or gently rolling farmland to the north and the steeper, hillier land to the south which meets the Salisbury Plain scarp. There are a number of Public Rights of Way (PRoW) within the immediate and wider vicinity of the site.

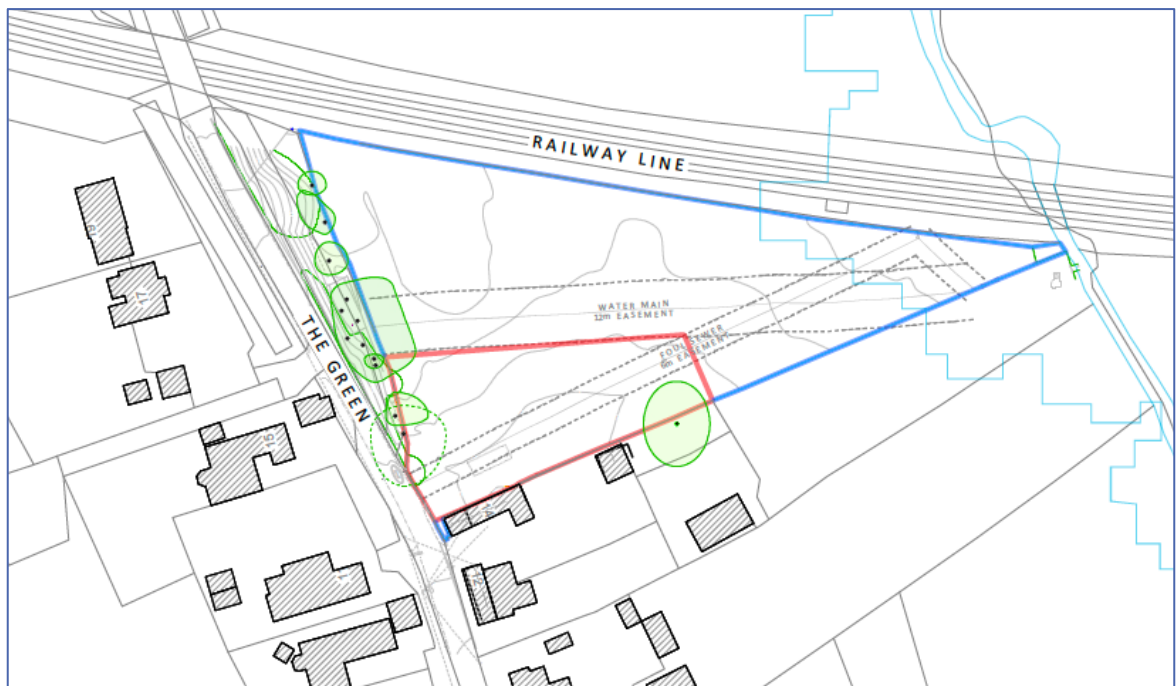


Figure 1. Extract from Site Location Plan.

(ii) Site-specific Planning History

2.4 The relevant recorded planning history is summarised in the table below:

Reference	Description	Decision
PL/2024/04957	Erection of 1 No. self-build dwelling with associated works.	Approved 10.04.2025

(iii) Permission in Principle (PL/2024/04957)

- 2.5 An application for Permission in Principle (PiP) was submitted on behalf of the landowner in May 2024. The application was formulated following a pre-application enquiry submission that was submitted in October 2022 for a scheme of 5 No. self-build plots (ENQ/2022/01767). The proposal was subsequently scaled back to a single plot in response to the discovery of significant drainage easement constraints. The PiP was for a single, self-build dwelling on part of the site, as shown in the extract from the Illustrative Master Plan below.
- 2.6 It was concluded that the site presented an infill plot in a sustainable location and complied with the overarching development strategy set out in Policies 1, 2 and 12 of the Wiltshire Core Strategy. The proposals were considered to be broadly sustainable and would not result in unacceptable landscape harm. The loss of a small area of lower grade agricultural land did not raise significant concerns. It was agreed that technical matters in regard to drainage, flood risk, amenity and ecology would be considered at a Technical Details Consent stage. The permission in principle was recommended for approval and was approved in April 2025.

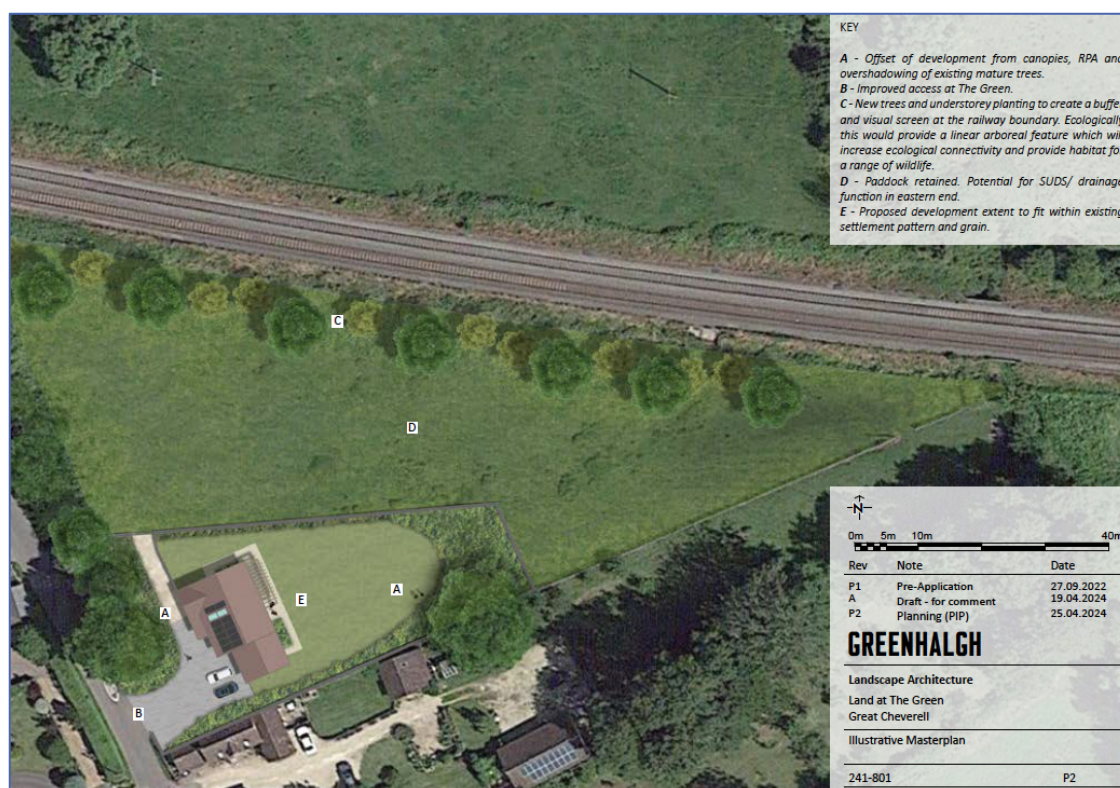


Figure 2. Extract from Illustrative Masterplan submitted with (PL/2024/04957)

3.0 Summary of Proposals

(i) Architectural Proposals

- 3.1 The application seeks Technical Details Consent (TDC) for the erection of a single self-building dwelling and associated works. The dwelling will be located to the north of the application site with gardens to the west, south and east. A double garage will be located to the south of the dwelling, linked by a covered walkway from the house, and will provide storage for cars, bicycles and household/garden items. A bin store will be located on the southern façade of the garage. Perpendicular parking for 3 No. cars is located to the west of the proposed dwelling. Access into the site will be off 'The Green'.



Figure. 3 Extract from the Roof Plan showing the location of the proposed house and garage within the site.

- 3.2 The proposed dwelling is an environmentally friendly, high quality, flat-packed timber home which has been amended to suit the applicants' needs. The building superstructure will be constructed off-site and will follow a 'fabric first' approach to create a highly insulated building envelop which will reduce energy demand. The dwelling will be accessed from a lobby, with a plant room and utility either side. A large dining kitchen is central to the home, with a separate living room to the east. Three bedrooms can be found on the ground floor, one with ensuite, alongside a family bathroom. A further two bedrooms, study and family bathroom are accessed by two staircases and are located in the roof space.



Figure. 4 Extract from the GA Plans showing the floor plans for the proposed dwelling.

- 3.3 The building will be clad in timber and dark grey (RAL 7016 - anthracite) standing seam aluminium, with a dark grey standing seam roof. Windows and roof lights will be timber in a dark grey finish. A series of solar panels will be located on the roof and will generate electricity for the home.

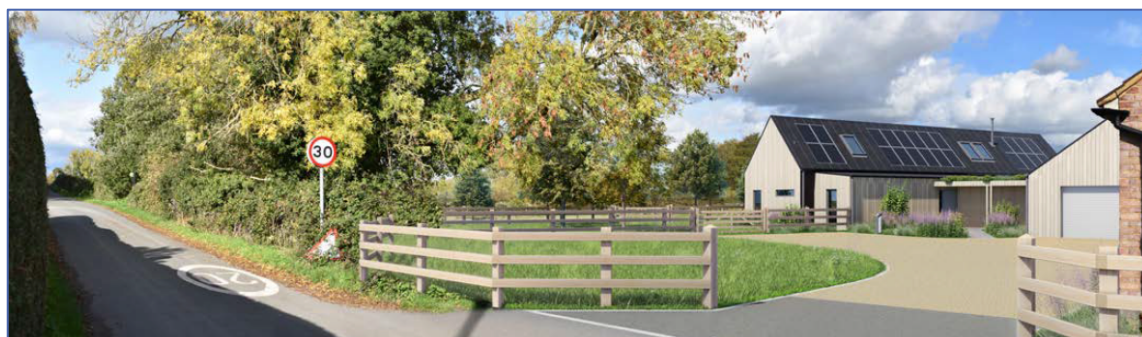


Figure. 5 Computer Generated Image of the proposals, taken from the DAS.

- 3.4 A Bin Store will be located on the southern elevation of the garage, located within the required 30m drag distance from the collection point to the south of the entrance on The Green. The Store will provide additional space to enable the collection and sorting of waste and recycling. Additional facilities for temporary waste storage will be included internally, within the kitchen area. Covered and secure bicycle storage for 4no. bicycles will be located within the proposed garage.
- 3.5 Further details in regard to the proposed dwelling and garage, alongside a Landscape Strategy, can be found in the submitted Design and Access Statement.
- 3.6 The key scheme metrics are summarised below:
- Residential quantum: 1 No. dwellings.
 - Dwelling typology: taking the form of 1 No. open-market house
 - Total proposed residential floor area: 217m² GIA.
 - Proposed parking numbers: 3 external spaces
 - Proposed cycle parking: 4no. spaces, located within the garage.
 - Bin Storage: Located to the south of the garage, with collection point within 30m.

(ii) Landscape Proposals

- 3.7 A Landscape Plan, which was led by a Landscape Strategy, has been prepared for the site. The plan details additional trees, shrubs, and herbaceous and grassland planting within the site. Areas outside of the application site, but within the ownership boundary, will be enhanced with the planting of meadow grassland and native understorey scrub planting. The driveway will be a permeable loose gravel. Self-binding gravel, composite decking, and concrete and flag paving will be used for other hard landscape finishes within the site. A copy of the Landscape Strategy, which was enclosed in the PiP application, has also been included with this TDC submission.

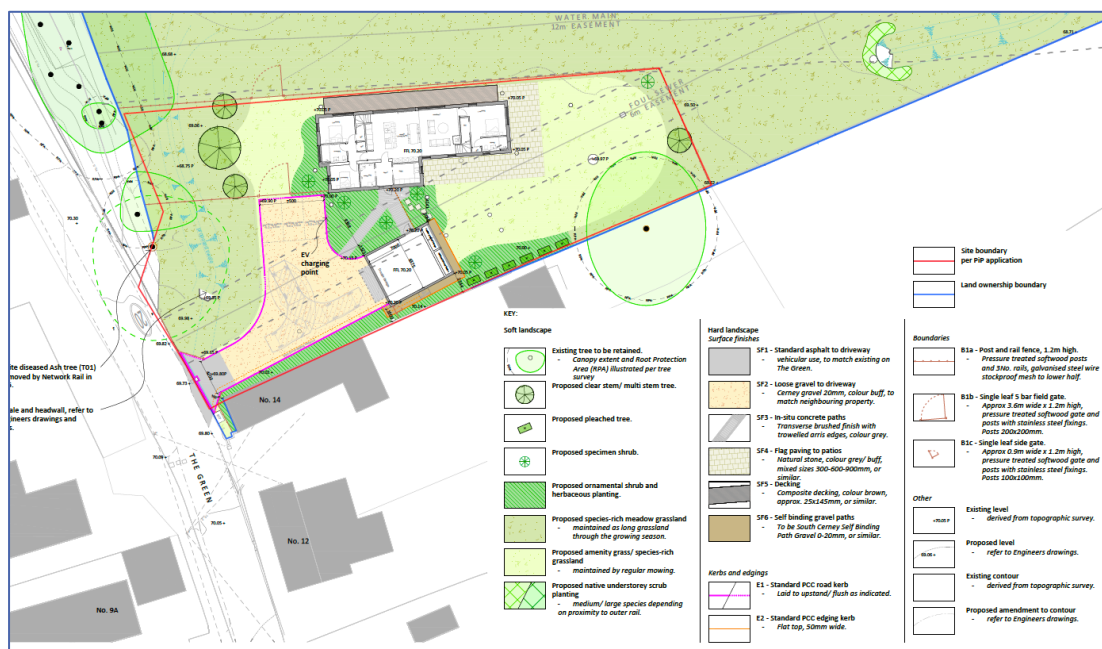


Figure. 6 Extract from the Landscape Plan showing the location of the proposed house and garage within the application site.

(iii) Ecology

- 3.8 An Ecological Impact Assessment was undertaken in April 2024, as part of the PiP application. The site was identified to be comprised of modified grassland with native boundary hedgerows, providing some low-level habitat suitability for protected species. No features of ecological importance were identified. The findings have informed the layout of the proposals to ensure that valuable ecological features, namely the wider hedgerows and trees, are retained, protected and enhanced.
- 3.9 It is noted that the site lies within the consultation zone of the Salisbury Plan Special Area of Conservation (SAC) and within 1km of two local wildlife sites. However, given the size and scale of the development, it was determined that no significant impacts are predicted. It was concluded that the site can be developed without loss of habitat of significant importance or adverse impacts on protected species.

(iv) Access

- 3.10 A Technical Note has been prepared and addresses the requirements of the PiP Informative 1 part 3: Access, intervisibility and parking layout. The submission includes plans showing the arrangement for the proposed access into the site, which has been located to maximise visibility, and vehicle tracking demonstrating adequate space for turning within the site.

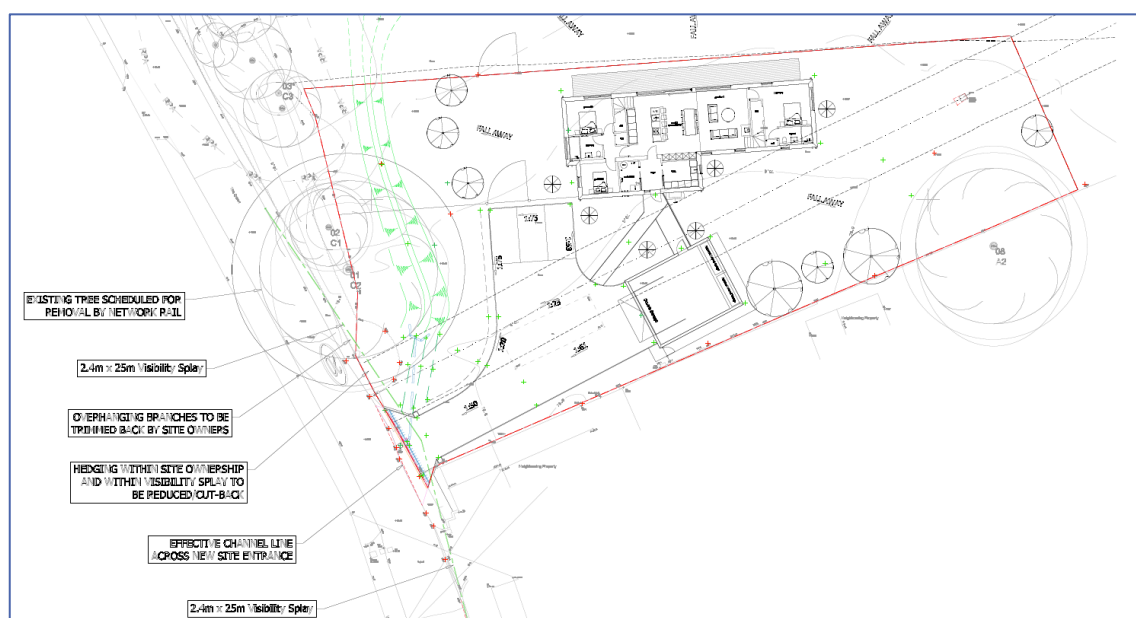


Figure. 7 Extract from the Site Entrance Design

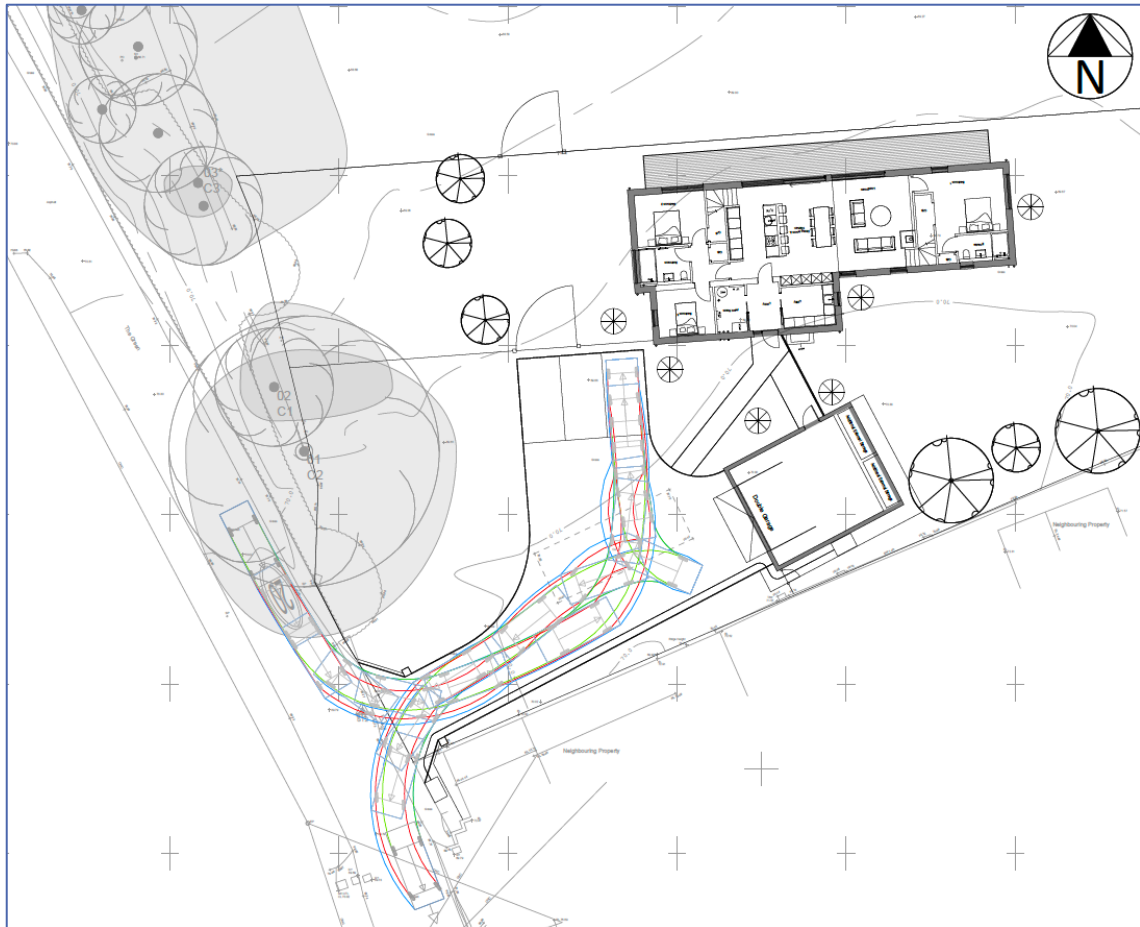


Figure. 8 Extract from the Vehicle Tracking Plan

(v) Flood Risk and Drainage

- 3.11 A Flood Risk and Drainage Strategy has been prepared for the site and is included within the submission. It is concluded that the site is currently at low risk of flooding from rivers, seas, etc. However, the site is predicted to be at future risk (and has previously suffered) from flooding from overland surface water flows and highway drainage related flooding. The proposals and incorporated mitigation will continue to allow the paddock to function as an overflow flood storage provider, but with increased volume, and will allow safe access and egress to the dwelling in a flood event. It is concluded that the development can be undertaken in a sustainable manner without increasing the flood risk to the proposed development or to existing properties/systems, and comply with both national and local standards.

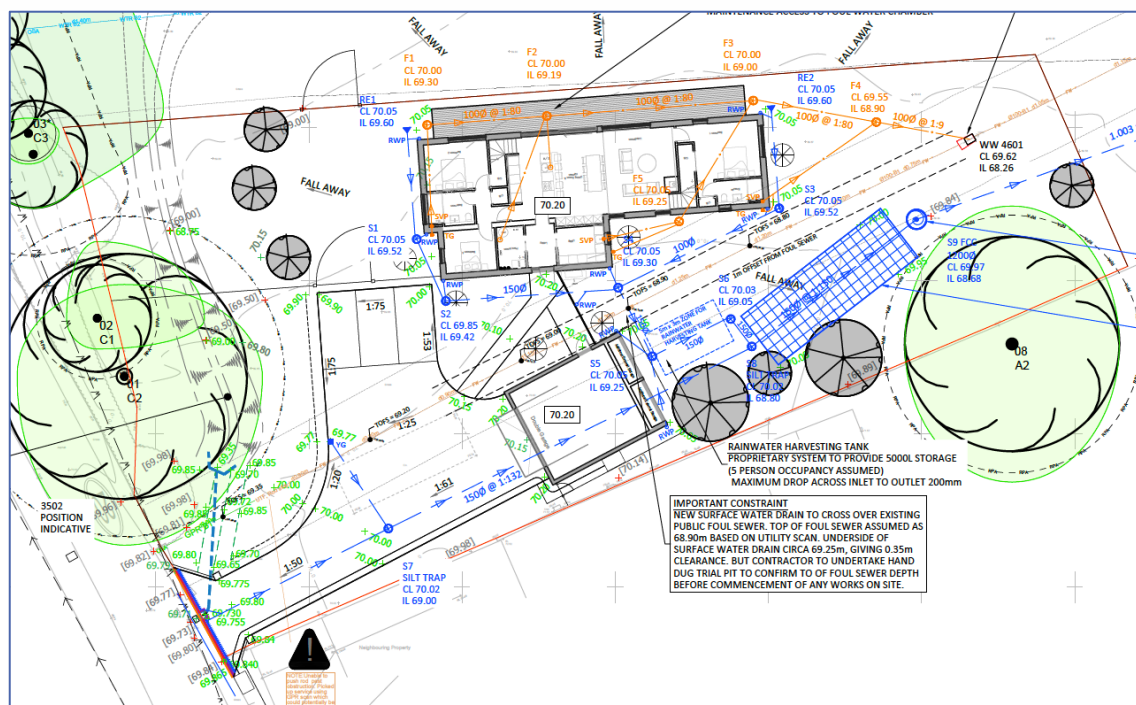


Figure. 9 Extract from the Proposed Drainage Layout Plan, showing locations to a rainwater harvesting tanks and attenuation tank as part of the mitigation proposals.

(vi) Arboriculture

- 3.12 A Tree Survey and Arboricultural Impact Assessment has informed the proposals. There are several off-site trees to the western and southern boundaries, but no trees are located within the application site. No tree removals or tree pruning works will be required to facilitate the proposals. The dwelling and all associated works have been designed to avoid any impact on the Root Protection Areas (RPA's). A construction exclusion zone and robust physical barriers will be used to avoid any potential damage to the RPA's. An ash tree on Network Rail land adjacent to the site entrance is scheduled for removal by Network Rail in January 2026 due to the impact of Ash Dieback Disease and the tree's location overhanging a public highway.

4.0 Planning Policy Context

(i) Development plan

- 4.1 The statutory development plan comprises: the adopted Wiltshire Core Strategy (2015), including the Wiltshire Housing Site Allocation Plan (2020). The Great Cheverell Neighbourhood Area (Cheverell Magna) was approved in October 2025. There is currently no Neighbourhood Plan for the area.

(ii) Wiltshire Core Strategy (2015)

- 4.2 The application site lies within the small village of Great Cheverell which falls within the Devizes Community Area. Small villages are considered to have a low level of services and facilities, and few employment opportunities, with new residential development being limited to meet housing needs (Policy CS1). The application site is not subject to any restrictive landscape or other designations and lies in open countryside, albeit adjacent to existing dwellings and on a paddock that has defensible boundaries on all sides.
- 4.3 The following core policies are applicable to this application:
- **Core Policy 1: Settlement Strategy**, where Great Cheverell is identified as a small village and new residential development being limited to meet housing needs
 - **Core Policy 2: Delivery Strategy**, which sets out the delivery strategy in delivering homes in sustainable locations, as well as limiting the need for development on Greenfield sites.
 - **Core Policy 12: Devizes Community Area**, including identification of the commitment to deliver 490 new homes in the CA (outside of Devizes) during the plan period (up to 2026).
 - **Core Policy 41: Sustainable Construction**, setting standards for sustainable construction, including for conversions and retrofitting.
 - **Core Policy 45: Meeting Wiltshire's Housing Needs**, ensuring that new development addresses local housing need.
 - **Core Policy 48: Supporting Rural Life**, which includes policy in regards to building outside the existing built areas of small villages.
 - **Core Policy 50: Biodiversity and Geodiversity**, where development proposals must demonstrate how they protect features of nature conservation and geological rationale and mitigate to avoid and reduce disturbance of sensitive wildlife and habitats.
 - **Core Policy 51: Landscape**, where development needs to conserve and enhance landscape character, including the character of settlements.
 - **Core Policy 57: Ensuring High Quality Design and Place Shaping**, where a high standard of design in all new development is required, making a positive contribution to the character of Wiltshire.
 - **Core Policy 61: Transport and New Development**, where new development should be located and designed to reduce the need to travel particularly by private car, and to encourage the use of sustainable transport alternatives.
 - **Core policy 67: Flood Risk**, where new development will include measures to reduce rainwater run-off and improve rainwater infiltration where possible.

4.4 Core Policy 2 refers to the delivery of development within small villages:

At the Small Villages development will be limited to infill within the existing built area. Proposals for development at the Small Villages will be supported where they seek to meet housing needs of settlements or provide employment, services and facilities provided that the development:

- i) Respects the existing character and form of the settlement*
- ii) Does not elongate the village or impose development in sensitive landscape areas*
- iii) Does not consolidate an existing sporadic loose knit areas of development related to the settlement.*

(iii) National Planning Policy Framework (December 2024)

4.5 It is noted that a new iteration of the NPPF is likely to be published during the life of this application before the 2025 year end. Relevant paragraphs from the current iteration of the NPPF are set out below:

4.6 Paragraph 60 makes clear that ‘to support the Government’s objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed’.

4.7 Paragraphs 63 (and footnote 28) and 89 of the revised NPPF are highly relevant to the proposal and are set out below:

*63. Within this context of establishing need, the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies. These groups should include (but are not limited to) those who require affordable housing... and **people wishing to commission or build their own homes**²⁸).*

Footnote 28: Under section 1 of the Self Build and Custom Housebuilding Act 2015, local authorities are required to keep a register of those seeking to acquire serviced plots in the area for their own self-build and custom house building. They are also subject to duties under sections 2 and 2A of the Act to have regard to this and to give enough suitable development permissions to meet the identified demand. Self and custom-build properties could provide market or affordable housing.

*89. Planning policies and decisions should recognise that sites to meet local business and community needs in rural areas **may have to be found adjacent to or beyond existing settlements**, and in locations that are not well served by public transport. In these circumstances it will be important to ensure that development is sensitive to its surroundings, does not have an unacceptable impact on local roads and exploits any opportunities to make a location more sustainable (for example by improving the scope for access on foot, by cycling or by public transport). The use of previously developed land, and sites that are physically well-related to existing settlements, should be encouraged where suitable opportunities exist.*

4.8 In respect of transport, Paragraph 115 advises that it should be ensured that ‘safe and suitable access to the site can be achieved for all users’. Paragraph 116 advises that ‘development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe’.

4.9 Paragraph 135 guides that planning decisions should ensure that developments will ‘function well and add to the overall quality of the area’; ‘are visually attractive as a result of good architecture, layout and appropriate and effective landscaping’.

(iv) National Planning Practice Guidance (Published from 2014)

- 4.10 NPPG provides specific guidance in relation to self-build. In response to the question “How can relevant authorities increase the number of planning permissions which are suitable for self-build and custom-build housing?”, NPPG: Paragraph: 025 Reference ID:(57-025-20210508) states:

Relevant authorities should consider how they can best support self-build and custom housebuilding in their area. This could include:

- *Developing policies in their Local Plan for self-build and custom house building*
- *Using their own land if available and suitable for self-build and custom housebuilding and marketing it to those on the register.*
- *Engaging with landowners who own sites that are suitable for housing and encouraging them to consider self-build and custom housebuilding and facilitating access to those on the register where the landowner is interested; and working with custom build developers to maximise opportunities for self-build and custom housebuilding.*

(v) Wiltshire Self Build Register

- 4.11 A data request from WC’s Planning Policy Team received on 20th May 2024 advised the following:
- 1 applicant for Great Cheverell
 - 60 No. applicants within the Chippenham, Melksham/ Devizes areas
 - 19 No. applicants wanting a plot anywhere in Wiltshire Council’s administrative area
 - 902 applicants across Wiltshire’s Administrative Area

(vi) Government Flood Map for Planning

- 4.12 The application site falls within Flood Zone 1. There is a medium risk of surface water flooding outside of the application site boundary, but within the ownership boundary north of the proposed dwelling.

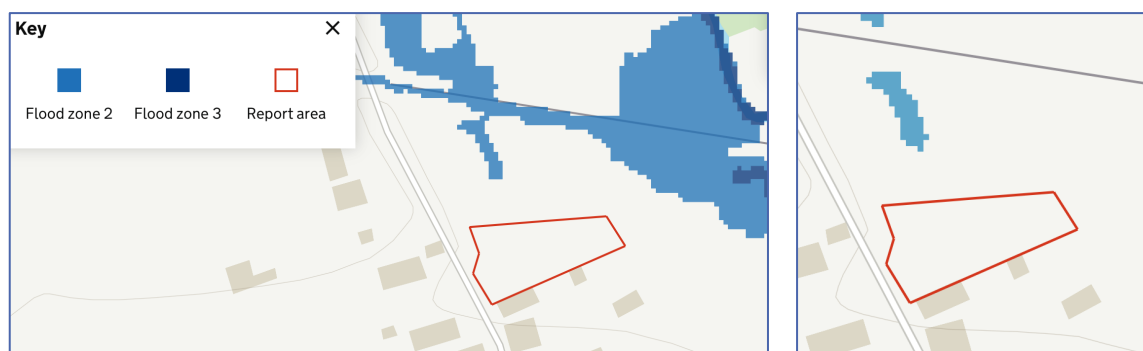


Fig. 10 Extract for the Governments Flood Map for Planning Service showing the location of the site (red outline) in relation to surface water flooding.

(vii) Wiltshire Local Plan Review

- 4.13 A Regulation 19 Draft Plan was submitted to the Secretary of State for Housing Communities and Local Government for examination on 28 November 2024. A Planning

Inspector has been appointed to undertake an independent examination into the soundness and legal compliance of the Plan. The first stage of hearings in relation to the Duty to Cooperate were held on 24 June 2025. Stage 2 commenced on 11 November 2025. The earliest anticipated adoption of the Plan is Q3 2026.

(viii) Nationally Described Space Standards (DCLG: March 2015)

- 4.14 The DCLG issued space standards in March 2015 and updated these in the May 2016. The space standards represent a technical planning standard which is a material consideration in the assessment of planning applications. The standards have been reviewed.

(ix) Wiltshire Local Transport Plan Car Parking Strategy (2011-2026)

- 4.15 The Local Transport Plan outlines the Council's approach to managing transport in a way that supports local needs, and growth and sustainability goals. A new plan, covering the period up to 2038, is currently being drafted.
- 4.16 The Council's Car Parking Strategy sets out the parking standards. The minimum car parking standards are set out in the table below:

Bedrooms	Minimum spaces
1	1 space
2 to 3	2 spaces
4+	3 spaces
Visitor parking	0.2 spaces per dwelling (unallocated)

(x) Wiltshire Local Transport Plan (2014)

- 4.17 The Local Transport Plan states the residential cycle parking should be protected from the weather and be in a lockable enclosure with convenient access to the highway. The minimum cycle parking standards are set-out below:

Land Use	Area	Minimum Cycle Parking Standards
C3 Dwelling houses and flats	All areas	1 covered space per bedroom for up to 3 bedroom dwellings. 3 covered spaces per unit for 4 bedroom dwellings. 4 covered spaces per unit for 5 bedroom dwellings, (etc) + 1 visitor space per 20 bedrooms.
	Exceptions may be made for certain types of special needs housing. Housing for the active elderly should include cycle parking provision.	

(xi) Waste Storage and Collection: Guidance for Developers (2017)

- 4.18 The Supplementary Guidance advises that waste storage areas should be within the boundary of the property and be screened from public view with containers stored away from

windows. Storage areas should be large enough to accommodate the following: 2no. wheel bin (residual waste and plastic bottles and cardboard); 1 no. kerbside box (paper, glass, cans, etc.); and, the option of an additional wheel bin for garden waste. Internal storage should also be provided to allow occupants to temporarily store waste before transferring to an external store.

(xii) Other Legislation and Supplementary Planning Guidance

4.19 The following is relevant to the application:

- Environment Act 2021
- Planning (Listed Building and Conservation Areas) Act 1990
- Revised Wiltshire Planning Obligations Supplementary Planning Document (October 2016)
- Self-build and Custom Housebuilding Regulations 2016
- Self-build and Custom Housebuilding (Time for Compliance and Fees) Regulations 2016.
- Strategic Flood Risk Assessment
- Wiltshire Design Guide (December 2023)
- Wiltshire Local Transport Plan 2011 – 2026 – Car Parking Strategy (March 2011)

5.0 Planning Assessment

- 5.1 Section 38 (6) of the Town and Country Planning and Compulsory Purchase Act 2004 requires local planning authorities to determine planning applications in accordance with the development plan unless material considerations indicate otherwise.

(i) Principle of Development

- 5.2 Great Cheverell is a Small Village as identified by CP12 of the Wiltshire Core Strategy (WCS), where infill development only is allowed under CP2. Infill is defined in the WCS on page 52/53 as: “the filling of a small gap within the village that is only large enough for not more than a few dwellings, generally only one dwelling”. The proposal is for 1 No. dwelling in a paddock that has defensible boundaries on all sides. The location of the dwelling within the wider land ownership is also well related in spatial terms to the existing adjoining housing. The site’s location to the south of the railway fits criteria for infill development and enables the ‘rounding off’ of the existing settlement. The proposal is therefore considered to be compliant with WCS Policy CP2.
- 5.3 A further limb to the planning case for the principle of development is the delivery of a self-build plot in the context of demonstrable need and the statutory duty that is placed on Councils to provide sufficient self-build plots. These arguments were accepted by the Council in granting the PiP and principle of development cannot be revisited in the determination of the Technical Details Consent.

(ii) Character, appearance and landscaping

- 5.4 The scale and design of the proposed dwelling, along with the pallet of proposed external materials and finishes, will relate well to the existing character of the settlement and will not encroach into the open countryside. The site will also be well screened from long range views by existing and proposed vegetation, topography and buildings. On this basis the proposal is considered to be in compliance with WCS Policy 51 as well as Chapters 12 and 15 of the NPPF.

(iv) Arboricultural Implications

- 5.5 The siting of the development will result in no felling or pruning of trees on the application site and will not adversely impact any RPAs of surrounding trees. Mitigation in the form of a construction exclusion zone and physical barriers will offer further protection to the existing trees nearby – noting the proposed removal of an existing Ash tree with die back on adjacent land owned by Network Rail as described in Section 3.0 above and the enclosed Arboricultural Statement. The proposed retention and enhancement of the existing landscape features is in full compliance with WCS Policies 51, 52, and 57, as well as Chapter 15 of the NPPF.

(v) Accessibility and Highways issues

- 5.6 In terms of transport and accessibility, the proposal is considered broadly sustainable in the context of a rural location. Consultation with the Local Transport Authority at the PiP stage confirmed that the adjacent road network could accommodate the movements associated with a single dwelling. The requested detail in terms of visibility, access and parking have been included outlining access via a simple priority access private drive accessed from The

Green. A good standard of exit visibility will be available in both directions. On this basis the proposal is in accordance WCS Policy 61.

(vi) Ecological Implications

- 5.7 The site has been identified as being comprised of modified grassland with native boundary hedgerows providing low-level habitat suitability for protected species. No features of ecological importance have been identified. Due to the size and scale of the proposals, it is concluded that no significant impacts are predicted on the Salisbury Plan SPA or the two local wildlife sites. Therefore, with the adoption of effective mitigation measures (as set out in the Ecological Impact Appraisal), no significant impacts are predicted and the proposals are in accordance with both local and national planning policy, and relevant wildlife legislation. It is also of note that self-build proposals are exempt from mandatory BNG. However, the implementation of the landscaping scheme will deliver net gains in biodiversity.

(vii) Flood and Drainage

- 5.8 The Flood Risk and Drainage Strategy includes measures that offer betterment for the existing flood storage volume of the paddock and incorporate new gulleys which will benefit adjacent residences. The strategy concludes that the development can be undertaken in a sustainable manner without increasing the flood risk to the proposed development or to existing properties/systems, and will also comply with national and local standards. The proposals are therefore in full compliance with WCS Policy 67 and Chapter 14 of the NPPF.

(viii) Residential Amenity

- 5.9 The proposed dwelling has been positioned away from neighbouring properties to eliminate potential concerns regarding privacy and overlooking. The positioning of the garage, as well as the introduction of a run of pleached trees, will act as a visual buffer between the proposed dwelling and the southern neighbouring property. The existing trees/hedgerow to the west of the site will reduce views into the site from The Green. The development would therefore not compromise the residential amenity currently enjoyed by any neighbouring occupiers. In addition, the scale of the proposals would not give rise to any overlooking of the adjacent dwelling or result in any adverse building mass domination.
- 5.10 The dwelling's positioning to the south of the wider paddock is not only sympathetic to the existing settlement pattern and grain, but also locates the house away from the railway line therefore reducing any noise or vibration concerns. The proposals are therefore in full compliance with WCS policies 51 and 57, and Chapter 12 of the NPPF.

(ix) Car and Bicycle Parking and Bin Storage

- 5.11 Supplementary planning guidance has been reviewed in relation to the parking of bicycles and cars, and the provision of waste and recycling storage and collection points. The proposals are in full compliance with the Council's guidance.

6.0 Planning Balance and Conclusion

- 6.1 Planning law requires that applications for planning permission and listed building consent be determined in accordance with the development plan unless material considerations indicate otherwise.
- 6.2 The proposal is pursuant to the Permission in Principle (PL/2024/04957) consent for 1 no. self-build dwelling, with garage and associated works. As requested by the Decision Notice of the PiP Consent, this Technical Details Consent application provides: a full set of plans; a Design and Access Statement; a Site Plan, an Ecological Assessment; details regarding parking, refuse and landscaping; and a Flood Risk Assessment.
- 6.3 The proposal will deliver the following benefits that support the overall planning balance that weighs in favour of granting Technical Details Consent:
- Construction of a new dwelling, contributing to meeting housing need in the context of the Council being unable to demonstrate a 5-year housing land supply.
 - Construction of a new self-build dwelling for the applicants' own occupation, contributing to the unmet demand for self-build homes.
 - Provision of a Flood Risk and Drainage Strategy that will offer betterment for the existing flood storage volume of the paddock, benefitting both the occupier and adjacent residences.
 - A landscape strategy that protects neighbouring trees and offers ecological enhancement of the site.
 - Construction phase expenditure that will support contractors and the local supply chain.
 - Post-development Council Tax revenue and expenditure from future residents in the local economy and support of existing community facilities and services.
- 6.4 In accordance with Paragraph 11c of the NPPF, the Council is respectfully requested to grant technical details consent.