

Item 1

Case Officer: Chris Wright
Tel. No: (01246) 345787
Planning committee : 29th October 2018

File No: CHE/18/00470/OUT
Plot No: 2/1213

Description – Outline application with all matters reserved for a single detached dwelling with retention of existing two dwellings on land to the rear of 100-102 Highfield Lane, Newbold, Chesterfield (Revised on 03/09/18)

Local Plan - Unallocated
Ward - Moor

1.0 **CONSULTATIONS**

Ward Members	No representations received
Environmental Services	No objection, subject to condition.
Design Services	Additional information required in the reserved matters application.
Yorkshire Water Services	No comments to make.
DCC Highways	Requested changes, these changes have been received, but no further comments from the highways authority.
Coal Authority	comments received
Tree Authority	No objection, with additional comments
Urban Design Officer	No objections, subject to conditions
Neighbours/Site Notice	2 representations received – see report

2.0 **THE SITE**

- 2.1 This application site concerns an area of land to the north of 4 dwellings at 96 – 102 Highfield Lane. The application site includes the two dwellings at no.100 and 102 Highfield Lane together with the parcel to the rear. The four existing dwellings are set back in the street scene when compared with neighbouring properties which are set considerably more forwards. The properties have long slim front gardens, with many outbuildings in the gardens of no.96 and 98. To the front of the garden of no.102 there is also a café called Dottie's.
- 2.2 In-between no.98 and 100 there is an access drive with hedges either side. There is also a mature hedge to the front of no.96 and 98 together with a 1 metre stone wall.
- 2.3 The existing dwellings are 1900s two storey dwellings built in the style of Victorian terraces. The residents of no.96 and 98 park their vehicles to the rear of their dwellings, utilising the access drive. The previous owner of no.100 and 102 would utilise the land to the rear of the houses for multiple uses including for parking vehicles and to store a collection of things such as boats. On a site visit the land had a dilapidated boat and a single storey outhouse within it, as well as appearing to function as a garden for the previous residents of no.100 and 102. It also has a number of mature trees and hedges surrounding the site, as well as a protected tree.
- 2.4 To the north and east of the site there is a school and its grounds. It is within a residential area.

3.0 **RELEVANT SITE HISTORY**

- 3.1 No relevant applications.

4.0 **THE PROPOSAL**

- 4.1 The proposal is for an outline planning application with all matters reserved for one dwelling sited within land to the rear of no.100 and 102. An indicative layout was included but as

no other aspect of the scheme is being considered this is of no significance other than to show that the plot of land is of sufficient size to accommodate a single dwelling. Revised drawings were included which showed a wider access road and parking spaces for no.100 and 102.

5.0 **CONSIDERATIONS**

5.1 **Local Plan Issues**

5.2 The site is situated within the built settlement of Newbold. This area is predominantly residential in nature, and is situated within walking and cycling distance to many Local Centres within Chesterfield.

5.3 Having regard to the nature of the application, policies CS1, CS2, CS10 and CS18 of the Core Strategy and the wider revised National Planning Policy Framework (NPPF) apply. In addition, the Council's Supplementary Planning Document on Housing Layout and Design 'Successful Places' is also a material consideration.

5.4 Policy CS1 (Spatial Strategy) states that the overall approach to growth will be to concentrate new development within walking and cycling distance of centres, and to focus on areas that need regenerating.

5.5 Policy CS2 (Principles for Location of Development) states that when assessing planning applications for new development not allocated in a DPD, proposals must meet the following criteria / requirements:

- a) adhere to policy CS1
- b) are on previously developed land
- c) are not on agricultural land
- d) deliver wider regeneration and sustainability benefits
- e) utilise existing capacity in social infrastructure
- f) maximise walking / cycling and the use of public transport
- g) meet sequential test requirements of other national / local policies

5.6 All development will be required to have an acceptable impact on the amenity of users or adjoining occupiers taking

into account noise, odour, air quality, traffic, appearance, overlooking, shading or other environmental, social or economic impacts.

5.7 Policy CS18 (Design) states that all development should identify, respond and integrate with the character of the site and its surroundings and development should respect the local character and the distinctiveness of its context. In addition it requires development to have an acceptable impact on the amenity of neighbours.

5.8 In addition to the above, the NPPF places emphasis on the importance of good design stating:

“In determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in the area, so long as they fit in with the overall form and layout of their surroundings.” (para131)

“Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents” (para 130).

5.9 In addition to the above, in July 2013 the Council adopted ‘Successful Places’ which is a Supplementary Planning Document which guides Sustainable Housing Layout and Design. The development proposed should be assessed against the design principles set out in this supporting document.

5.10 The proposed development site is situated within walking and cycling distance from several local centres within northern Chesterfield and is located on land that is currently utilised for parking and garden. The site is located within a built-up area where new housing development would be considered appropriate in principle. As such, this proposed development site is considered to be sufficiently sustainable for a development of an additional dwelling and which adheres to the policies CS1 and CS2 of the Core Strategy.

6.0 **Design and Appearance (Including Neighbour Effect)**

6.1 The proposal has been amended from the original scheme. The revised scheme shows a widened access drive to 5.25 metres and right angled parking for 4 vehicles within the front garden of no.100.

6.2 The Council's Urban Design Officer supports the scheme. It is accepted that widening the entrance and track will necessitate the removal of a section of front boundary wall, which is a characterful part of the existing streetscene and a locally distinctive detail. It is therefore recommended that the remainder of the wall is retained and details provided to confirm the length of existing stone wall to be retained and the formation of a suitable end pier. This could be managed by a suitably worded condition together with details of hard and soft landscape.

The subdivision of the front gardens to provide parking will reduce the size and utility of these garden areas, although the plan indicates the provision of rear gardens for these units. It is recommended that these are required to be provided by condition, as amenity space for the occupants of Nos. 100-102 to ensure that the existing dwellings are provided with an appropriate level of private outdoor amenity space. In addition, details of boundary treatments should be confirmed or required by condition.

6.3 Overall the principle of this scheme is considered to be of an appropriate size to accommodate 1 dwelling, but no further assessment can be made of the site until additional information is supplied in a reserved matters application. Overall the proposed development is considered to be appropriately sized to accommodate a dwelling with sufficient space standards and which responds to the provisions of policies CS2 and CS18 of the Core Strategy and the wider SPD.

7.0 **Environmental Services**

7.1 Environmental Services were consulted on this application and no objections have been made however they have

requested that conditions are included in terms of working hours, contaminated land and air quality.

8.0 **Drainage**

- 8.1 Design Services requested information in terms of surface water and foul drainage on site however this is a matter for consideration at a reserved matters stage and is a matter therefore dealt with by condition.

9.0 **Highways Issues**

- 9.1 The Highway Authority was consulted on the application as amended and they have advised:

“The main issue was the width of the access and the revised drawing has increased the width of this and clearly demonstrated off-street parking for the existing dwellings. In view of the above, there are no objections to the proposal and it is recommended that the following conditions are included in any consent”.

- 9.2 The proposal has been amended to increase the width of the access drive and to include 4 parking spaces for the future residents of no.100 and 102. The existing access drive and existing visibility is utilised by the residents of no.96-102. As the proposal would add to the usage of the access drive and would lead to the loss of the existing parking and turning area for the residents of no.100-102 the proposal to include new parking to the frontage and increased width of the drive, as amendments, are welcome and ensure that the development doesn't lead to an increase in risk to highway safety in the local area.
- 9.3 Having regard to the principles of policies CS2 and CS18 of the Local Plan in respect of highway safety it is not considered that the development proposals pose any adverse risk to highway safety. It is considered that sufficient space is available on site to provide an adequate level of turning and off street parking, subject to condition.

10.0 **Coal Mining Risk**

10.1 In respect of potential Coal Mining Risk, the site the subject of the application is situated within the high risk area, but subject to condition no objection has been suggested by the Coal Authority.

11.0 **Trees**

11.1 The following comments were provided by the Council's tree officer:

*"I have no objection to the proposal in principle and in general the location of the dwelling is away from the protected tree of the above mentioned tree preservation order, however the dwelling should be moved further to the south away from the northern boundary with the school so that there is no conflict and perceived nuisance with the existing trees along this boundary.
The dwelling is at present 4 metres from the north boundary. This should be increased to 7 metres so that any overhang branches and rooting environment from the existing trees within the school grounds are not affected.
Conditions should also be attached to protect the trees and their rooting environment if consent is granted to the application".*

11.2 The proposal is an outline application, so the exact placement of the dwelling on site is only indicative. The issue of the possible location of the dwelling can be dealt with at a reserved matters stage having regard to the relationship with trees on the boundary of the site.

11.3 It is unclear if some of the trees on the boundary of the site are under the ownership of the school or the owner of the application site. No information has been included which shows the ownership of the trees surrounding the site.

12.0 **Community Infrastructure Levy (CIL)**

12.1 Having regard to the nature of the application proposals the development comprises the creation of 1 no. new dwelling and the development is therefore CIL Liable. The site the subject of the application lies within the medium CIL zone and therefore the full CIL Liability would be determined at the

reserved matters stage on the basis of a cumulative charge of £50 per sqm (index linked) of gross internal floor area created.

13.0 **REPRESENTATIONS**

13.1 As a result of neighbour consultation 2 letters of representation were received from the residents of 2 houses; the residents were from 17 Pevensey Avenue and 96 Highfield Lane, and these were both provided prior to any amendments.

13.2 The comments received from the residents of 17 Pevensey Avenue included 4 questions:

1. What are the plans for the mature trees on the site?
2. How will the proposal impact on overlooking?
3. Will efforts be made to ensure that bats aren't impacted by the proposal?
4. Can any disruptions from the proposals be kept to a minimum?

13.3 The residents of 96 Highfield Lane also raise some questions/points regarding the proposal:

1. As the proposal would require the utilising of the narrow access road, the hedge may need to be removed to facilitate deliveries, if this occurs will it be replaced afterwards?
2. Who would be responsible for maintenance of the widened access road? Any increased liability costs associated to this would be unfair.
3. Is the lane suitable for increased traffic levels? There are no passing places on the lane. Also, the lane is not wide enough for emergency service vehicles or a bin lorry.
4. Will pedestrian site lines be acceptable, with increased use of the lane, as existing visibility isn't good enough?

13.4 ***Comments:***
Mature trees on site – One of the trees on site is protected and this will need to be considered as part of the reserved matters design. The other trees on site are not protected, but the applicant will be encouraged to retain the majority of the trees that are under their ownership.

Overlooking on site – As this is an outline application with all matters reserved this doesn't include the positioning of the building or its windows, so it is not possible to consider overlooking as part of this application.

Protecting bats – The trees are not affected by the scheme and any bat presence is therefore unlikely to be affected.

Working hours – A working hours condition is included as part of the recommendation, to ensure that the amenity of neighbours is safeguarded.

Replacement hedge – No information has been provided regarding what would replace the hedge that would be removed as part of the road widening on site. It is considered that a replacement hedge would take many years to grow, and that a fence or wall is more likely to be suitable on site.

Maintenance of the access road – This is a private matter between the property owners

Suitability for lane for increased traffic – The revised proposal includes the widening of the drive, which would allow for the passing of vehicles and access for emergency vehicles if required. The Highway Authority has no objection to the proposal.

Pedestrian visibility – It is accepted that the existing pedestrian visibility on site is not very good, but this is currently utilised by the residents of 4 dwellings, with the most negative aspect associated with the hedge on the southern boundaries of no.96 and 98. The residents could trim the hedge to ensure there is improved visibility. This is not a matter which leads to a planning problem.

14.0 HUMAN RIGHTS ACT 1998

14.1 Under the Human Rights Act 1998, which came into force on 2nd October 2000, an authority must be in a position to show:

- Its action is in accordance with clearly established law
- The objective is sufficiently important to justify the action taken
- The decisions taken are objective and not irrational or arbitrary
- The methods used are no more than are necessary to accomplish the legitimate objective
- The interference impairs as little as possible the right or freedom

14.2 It is considered that the recommendation is objective and in accordance with clearly established law.

14.3 The recommended conditions are considered to be no more than necessary to control details of the development in the interests of amenity and public safety and which interfere as little as possible with the rights of the applicant.

14.4 Whilst, in the opinion of the objectors, the development could affect their amenities, it is not considered that this is harmful in planning terms, such that any additional control to satisfy those concerns would go beyond that necessary to accomplish satisfactory planning control

15.0 **STATEMENT OF POSITIVE AND PROACTIVE WORKING WITH APPLICANT**

15.1 The following is a statement on how the Local Planning Authority (LPA) has adhered to the requirements of the Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2012 in respect of decision making in line with paragraph 38 of the July 2018 National Planning Policy Framework (NPPF).

15.2 Given that the proposed development subject to conditions would not conflict with the revised NPPF (July 2018) and with 'up-to-date' Development Plan policies, it is considered to be 'sustainable development' and there is a presumption on the LPA to seek to approve the application. The LPA has been sufficiently proactive and positive in proportion to the nature and scale of the development applied for.

- 15.3 The applicant / agent and any objector will be provided with copy of this report informing them of the application considerations and recommendation / conclusion.

16.0 **CONCLUSION**

- 16.1 The proposals are considered to be appropriate in principle, as it is considered that there is adequate space on site for 1 dwelling. The location of the proposed development site is sufficiently sustainable, is in a residential area and is adequately served by public transport and amenities. As such, the proposal accords with the requirements of policies CS1, CS2, CS18 and CS20 of the Core Strategy and the wider National Planning Policy Framework.

- 16.2 Furthermore subject to the imposition of appropriate planning conditions the proposals are considered to demonstrate wider compliance with policies CS7, CS8, CS9 and CS20 of the Core Strategy and the wider NPPF in respect of Highways, drainage, coal mining and air pollution. This application would be liable for payment of the Community Infrastructure Levy.

17.0 **RECOMMENDATION**

- 17.1 That the application be **GRANTED** subject to the following conditions:

Conditions

1. Approval of the details of the access, scale, layout, external appearance and landscaping of the site (hereinafter called "the reserved matters") shall be obtained from the Local Planning Authority in writing before any development is commenced.
2. Application for approval of all the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.
3. The development hereby permitted shall be begun either before the expiration of five years from the date of this permission, or before the expiration of two years from the

date of approval of the last of the reserved matters to be approved, whichever is the later.

4. Details of the existing and proposed land levels and the proposed floor levels of the dwellings hereby approved shall be submitted in writing concurrently with any application for the reserved matters being submitted to the Local Planning Authority for consideration. The details submitted shall include sufficient cross sections to fully assess the relationship between the proposed levels and immediately adjacent land/dwellings. The dwellings shall be constructed at the levels approved under this condition unless otherwise agreed, in writing, by the Local Planning Authority.
5. Concurrent with the submission of a reserved matters application, precise specifications or samples of the walling and roofing materials to be used shall be submitted to the Local Planning Authority for consideration. Only those materials approved in writing by the Local Planning Authority shall be used as part of the development unless otherwise agreed by the Local Planning Authority in writing.
6. Unless otherwise approved in writing by the Local Planning Authority demolition, remediation or construction work to implement the permission hereby granted shall only be carried out on site between 8:00am and 6:00pm Monday to Friday, 9:00am to 1:00pm on a Saturday and no work on a Sunday or Public Holiday. The term "work" will also apply to the operation of plant, machinery and equipment.
7. Concurrent with a reserved matters application, drawings shall be provided which show the possibility of the proposed new driveway to have visibility splays of 2.4m x 43m over land the subject of the application/highway in both directions, and then agreed in writing with the Local Planning Authority. The area in advance of the sightlines shall be maintained throughout the life of the development clear of any object greater than 1m in height (0.6m in the case of vegetation) relative to adjoining nearside carriageway channel level.
8. The premises, the subject of the application, shall not be occupied until space has been provided within the site

curtilage for the parking and manoeuvring of vehicles, located, designed, laid out and constructed all as agreed in writing with the Local Planning Authority and maintained throughout the life of the development free from any impediment to its designated use.

9. Before any other works are commenced, the existing access to the site shall be widened to 5.25m from the highway boundary to the existing properties in accordance with the revised plan, Drawing 010 Revision A
10. Before any other operations are commenced (excluding demolition/site clearance and improvements to the access under Condition 9 above), space shall be provided within the site curtilage for storage of plant and materials, site accommodation and parking and manoeuvring of site operatives and visitors vehicles, laid out and constructed in accordance with detailed designs to be submitted in advance to the Local Planning Authority for written approval and maintained throughout the contract period in accordance with the approved designs free from any impediment to its designated use.
11. No development shall take place until details of the proposed means of disposal of foul and surface water drainage, including details of any balancing works and off-site works, have been submitted to and approved in writing by The Local Planning Authority.
12. An Electric Vehicle Charging Point shall be installed as part of the build phase and which shall be retained available for use for the life of the development.
13. The premises, the subject of the application, shall not be occupied until space has been provided within the site curtilage for the parking of vehicles, located, designed, laid out and constructed all as agreed in writing with the Local Planning Authority and maintained throughout the life of the development free from any impediment to its designated use.
14. A. Development shall not commence until details as specified in this condition have been submitted to the Local Planning Authority for consideration and those details, or any

amendments to those details as may be required, have received the written approval of the Local Planning Authority.

- I. A desktop study/Phase 1 report documenting the previous land use history of the site.
 - II. A site investigation/phase 2 report where the previous use of the site indicates contaminative use(s). The site investigation/phase 2 report shall document the ground conditions of the site. The site investigation shall establish the full extent, depth and cross-section, nature and composition of contamination. Ground gas, ground water and chemical analysis, identified as being appropriate desktop study, shall be carried out in accordance with current guidance using UKAS accredited methods. All technical data must be submitted to the Local Planning Authority.
 - III. A detailed scheme of remedial works should the investigation reveal the presence of ground gas or other contamination. The scheme shall include a Remediation Method Statement and Risk Assessment Strategy to avoid any risk arising when the site is developed or occupied.
- B. If, during remediation works any contamination is identified that has not been considered in the Remediation Method Statement, then additional remediation proposals for this material shall be submitted to the Local Planning Authority for written approval. Any approved proposals shall thereafter form part of the Remediation Method Statement.
- C. The development hereby approved shall not be occupied until a written Validation Report (pursuant to A II and A III only) has been submitted to and approved in writing by the Local Planning Authority. A Validation Report is required to confirm that all remedial works have been completed and validated in accordance with the agreed Remediation Method Statement.

15. Development shall not commence until intrusive site investigations have been carried out by the developer to establish the exact situation regarding coal mining legacy issues on the site and approval for commencement of development given in writing by the Local Planning Authority. The investigation and conclusions shall include any remedial works and mitigation measures required/proposed for the

stability of the site. Only those details which receive the written approval of the Local Planning Authority shall be carried out on site.

16. To protect the trees during demolition and construction a root protection area (RPA) is to be created to form a construction exclusion zone around the trees on the site. A minimum Root Protection Area (RPA) of six metres from the northern boundary line is required to protect the roots and crowns of the trees. The protective fencing shall conform to BS 5837 and shall be retained during site clearance and whilst any construction is in progress. Notices should be attached to the fencing at regular intervals to this effect.
There shall be no excavations, storage, soil stripping and no grading of the site within the RPA.
The removal of any existing hard surfaces within the RPA should be carried out without the use of any heavy machinery and care must be taken not to disturb tree roots that may be present beneath it. Hand held tools or appropriate machinery should be used to remove the existing surface.
Once the protective fencing is installed, the fencing should be inspected by an officer of the Council before any demolition or construction commences. Once erected, barriers should not be removed or altered without prior approval of the local planning authority or until the development ends.
Any works not agreed within the Root Protection Area must be discussed with the LPA before any operations commence.
17. Prior to completion or first occupation of the development hereby approved, whichever is the sooner; details of treatment of all parts on the site not covered by buildings shall be submitted to and approved in writing by the Local Planning Authority. The site shall be landscaped strictly in accordance with the approved details in the first planting season after completion or first occupation of the development, whichever is the sooner. Details shall include:
 - a) a scaled plan showing vegetation to be retained and trees and plants to be planted:
 - b) proposed hardstanding and boundary treatment:
 - c) a schedule detailing sizes and numbers of all proposed trees/plants

d) Sufficient specification to ensure successful establishment and survival of new planting.

There shall be no excavation or raising or lowering of levels within the prescribed root protection area of retained trees unless agreed in writing by the Local Planning Authority. Any new tree(s) that die(s), are/is removed, become(s) severely damaged or diseased shall be replaced and any new planting (other than trees) which dies, is removed, becomes severely damaged or diseased within five years of planting shall be replaced. Replacement planting shall be in accordance with the approved details (unless the Local Planning Authority gives its written consent to any variation).

Reasons for Conditions

1. The condition is imposed in accordance with article 3 (1) of The Town and Country Planning (General Development Procedure) Order 1995 (as amended).
2. The condition is imposed in accordance with sections 91, 56 and 93 of the Town and Country Planning Act 1990.
3. The condition is imposed in accordance with sections 91, 56 and 93 of the Town and Country Planning Act 1990.
4. In the interests of residential amenities.
5. The condition is imposed in order to ensure that the proposed materials of construction are appropriate for use on the particular development and in the particular locality.
6. In the interests of residential amenities.
7. In the interests of highway safety.
8. In the interests of highway safety
9. In the interests of highway safety
10. In the interests of highway safety
11. To ensure that the development can be properly drained.

12. In the interests of reducing emissions in line with policies CS20 and CS8 of the Core Strategy.
13. In the interests of highway safety.
14. To protect the environment and ensure that the redeveloped site is reclaimed to an appropriate standard.
15. To fully establish the presence and / or otherwise of any coal mining legacy affecting the application site.
16. Required to safeguard and enhance the character and amenity of the area, to provide ecological, environmental and bio-diversity benefits and to maximise the quality and usability of open spaces within the development, and to enhance its setting within the immediate locality in accordance with policies CS9 and CS18.
17. Required to safeguard and enhance the character and amenity of the area, to provide ecological, environmental and bio-diversity benefits and to maximise the quality and usability of open spaces within the development, and to enhance its setting within the immediate locality in accordance with policies CS9 and CS18.

Notes

1. Any new drainage for the proposed building and any amendments to the existing building drainage may require Building Control approval. Consultations with Yorkshire Water will be required should the applicant wish to discharge to a public sewer.
2. Pursuant to Section 184 of the Highways Act 1980 and Section 86(4) of the New Roads and Streetworks Act 1991 prior notification shall be given to the Department of Economy, Transport & Communities at County Hall, Matlock regarding access works within the highway. Information, and relevant application forms, regarding the undertaking of access works within highway limits is available via the County Council's website http://www.derbyshire.gov.uk/transport_roads/roads_traffic/development_control/vehicular_access/default.asp, e-mail highways.hub@derbyshire.gov.uk or telephone Call Derbyshire on 01629 533190.

3. The Highway Authority recommends that the first 5m of the proposed access/driveway should not be surfaced with a loose material (i.e. unbound chippings or gravel etc.). In the event that loose material is transferred to the highway and is regarded as a hazard or nuisance to highway users, the Authority reserves the right to take any necessary action against the householder.
4. Pursuant to Sections 149 and 151 of the Highways Act 1980, steps shall be taken to ensure that mud or other extraneous material is not carried out of the site and deposited on the public highway. Should such deposits occur, it is the applicant's responsibility to ensure that all reasonable steps (e.g. street sweeping) are taken to maintain the roads in the vicinity of the site to a satisfactory level of cleanliness.
5. Ideally, car parking provision should be made on the basis of two spaces per two/three bedroom dwelling or three spaces per four/four plus bedroom dwelling. A single garage should have internal measurements of 3m x 6m, spaces in front of a garage should be 6m in length and other spaces 2.4m x 5.5m. There should be adequate space behind each space for manoeuvring.
6. Construction works are likely to require Traffic Management and advice regarding procedures should be sought from Dave Bailey, Traffic Management, 01629 538686. All road closure and temporary traffic signal applications will have to be submitted via the County Councils web-site; relevant forms are available via the following link -
http://www.derbyshire.gov.uk/transport_roads/roads_traffic/roadworks/default.asp
7. You are notified that you will be liable to pay the Community Infrastructure Levy (CIL) to Chesterfield Borough Council as CIL collecting authority on commencement of development. This charge will be levied under the Chesterfield Borough Council CIL charging schedule and s211 of the Planning Act 2008. A CIL Liability Notice will be issued at the time of a detailed planning permission which first permits development, in accordance with the Community Infrastructure Levy Regulations 2010 (as amended). The extent of liability will be dependent on the permitted Gross Internal Area. This will be calculated on the basis of information contained within a subsequent detailed planning permission.

Certain types of development may eligible for relief from CIL, such as self-build or social housing, or development by charities. Further information on the CIL is available on the Borough Council's website.