

<b>Application Number:</b>	P/FUL/2021/02048
<b>Webpage:</b>	<a href="https://planning.dorsetcouncil.gov.uk/">https://planning.dorsetcouncil.gov.uk/</a>
<b>Site address:</b>	Land Adjacent 423 Chickerell Road Chickerell DT3 4DG
<b>Proposal:</b>	Erect 1no. dwelling
<b>Applicant name:</b>	Mr Craig Pile
<b>Case Officer:</b>	Thomas Whild
<b>Ward Member(s):</b>	Cllr Jean Dunseith, Cllr John Worth.

- 1.0** Taking account of representations made during the course of the consideration of the application, the Head of Service considered that under the provisions of Dorset Council's constitution this application should be determined by the Area Planning Committee.
- 2.0** **Summary of recommendation:** That the Committee would be minded to grant planning permission subject to the conditions set out in the report and recommends that the Head of Planning determines the application accordingly.
- 3.0** **Reason for the recommendation:** as set out in paras 16.1 – 16.4 at end:
- The council is currently unable to demonstrate a 5 year housing land supply.
  - Paragraph 11 of the National Planning Policy Framework sets out that permission should be granted for sustainable development unless specific policies in the NPPF indicate otherwise or doing so would result in significant and demonstrable harm.
  - The location is considered to be sustainable and the proposal is acceptable in its design and general visual impact.
  - There is not considered to be any harm to neighbouring residential amenity.
  - The proposal would not give rise to any highways concerns.
  - Likely significant effects on habitats sites will be mitigated through contributions to mitigation secured via CIL.
  - There are no material considerations which would warrant refusal of this application.

## 4.0 Key planning issues

Issue	Conclusion
Principle of development	The council is currently unable to demonstrate a 5 year housing land supply, meaning the presumption in favour of sustainable development applies. Although the site is located outside of the defined development boundary it is sustainably located and planning consent has previously been granted for a dwelling on this site.
Character and appearance	The proposal would relate well to the surrounding area and would not be out of character in the locality.
Impact on amenity	The proposal would not result in any harmful impacts by way of overlooking, overbearing, loss of light or noise and disturbance.
Highways	The proposal would not result in any unacceptable impacts on the highways network.
Habitats sites	The site is located within 5km of Chesil and The Fleet where concern has been raised in respect of additional recreational pressures arising from new dwellings. Mitigation measures have been agreed with natural England and funding towards these will be taken from the council's CIL pot. An appropriate assessment has therefore concluded that likely significant effects will be mitigated.

## 5.0 Description of Site

- 5.1 The application site comprises an undeveloped rectangular parcel of land located to the southern side of Chickerell Road. There are no buildings on the site and there are no trees or other planting. The ground levels fall gently from north to south and continue to fall away further to the south, approaching the coast.
- 5.2 The site is located on the edge of Chickerell. There is sporadic residential development lining the southern side of Chickerell Road and extending to the west and east. Immediately to the west is a detached mid 20<sup>th</sup> century dwellinghouse. The land immediately to the east is currently vacant, although planning consent is in place for the construction of a chalet style property on the site. Development on the southern side of Chickerell Road is generally characterised by a mix of 1 and 2 storey detached dwellings set back from the road with driveways. Several of the properties on the southern side of the road have garages in front of the property either as a detached structure or integrated into the house.
- 5.3 On the opposite side of the road, development densities are higher, comprising more modern estate development, including a terrace of properties which back

onto Chickerell Road. There is a mix of building styles evident and no consistent building form or palette of materials in evidence.

## 6.0 Description of Development

- 6.1 The proposal comprises the construction of a new detached dwellinghouse on the currently vacant site. The dwelling would be 2 storeys in scale, with a reduced eaves line to the western side of the site and gabled front and rear elevations. A garage would be incorporated to the front elevation of the building. The house would be set in from the eastern and western boundaries by approximately 1.2m to either side of the plot, with the upper floor stepping further away from the eastern boundary. The front elevation would sit broadly in line with the fronts of properties either side of the site.
- 6.2 The dwelling would have three storeys of accommodation comprising a ground floor with the garage, hall, open plan kitchen and dining space, an office and separate living room. The first floor comprises four double bedrooms, the master bedroom having an ensuite and dressing room, as well as a family bathroom and a storage cupboard. The dwelling will also have a basement level with a separate dining and sitting area and a sunken courtyard, with bridge over and a garden store.
- 6.3 The proposal is contemporary in appearance and detailing but retains traditional building proportions. Access is to be taken from an existing access onto the southern side of Chickerell Road. The front of the property is to be predominantly laid to hardstanding with space for landscaping on the boundary.

## 7.0 Relevant Planning History

Application Number	Location	Proposal	Decision	Decision Date
WD/D/17/001646	LAND ADJACENT, 423 CHICKERELL ROAD, CHICKERELL	Erect chalet bungalow and garage with access.	Granted	05/09/2017
WD/D/17/001044	LAND ADJACENT, 423 CHICKERELL ROAD, CHICKERELL	Amendment to Planning Permission reference WD/D/16/000541 - alterations to elevations, materials, roof pitch, porch added, garage moved off boundary wall	Refused	16/05/2017
WD/D/16/000541	LAND ADJACENT 423 CHICKERELL ROAD, CHICKERELL ROAD, CHICKERELL	Erect chalet bungalow & garage	Granted	13/07/2016
WD/D/15/001123	Land adj 425 CHICKERELL ROAD, CHICKERELL,	Erect 1 new dwelling	Granted	13/07/2015

	WEYMOUTH, DT3 4DG			
WD/D/14/002912	425 CHICKERELL ROAD, CHICKERELL, WEYMOUTH, DT3 4DG	Construct bungalow with garage and access	Granted	16/01/2015
WD/D/14/001824	LAND ADJACENT 423 CHICKERELL ROAD, CHICKERELL ROAD, CHICKERELL	Pre-application consultation - construction of dwelling		13/08/2014
WD/D/14/000211	LAND ADJACENT 423 CHICKERELL ROAD, CHICKERELL ROAD, CHICKERELL	Pre-Application Consultation - development of a dwelling on the site		04/02/2014

## 8.0 List of Constraints

Land Outside DDBs

Landscape Character; Urban area; Chickerell

NE - SSSI impact risk zone;

NE - SSSI: Chesil & The Fleet ; - Distance: 413.85m

## 9.0 Consultations

9.1 All consultee responses can be viewed in full on the website.

### Consultees

**Natural England** – Concurs with the conclusion of the Appropriate Assessment that likely significant effects on Chesil & The Fleet can be avoided through mitigation.

**DC - Highways** – No objection. Condition recommended in respect of vehicle access construction.

**Chickerell Town Council** – Objection

Although the previous application was granted we would like to point out that it is beyond the development boundary and contrary to the Chickerell Neighbourhood Plan. There is an urgent need to protect the heritage coast from urban sprawl.

Chickerell Town Council also feels that the site is very tight with the development squeezed into the plot which would have an adverse impact on the neighbourhood.

### Representations received

9.2 No third party representations have been received.

## **10.0 Relevant Policies**

### West Dorset Weymouth and Portland Local Plan

10.1 The following policies are considered to be relevant to this proposal:

- INT1 - Presumption in favour of Sustainable Development
- ENV1 - Landscape, seascape & sites of other geological interest
- ENV2 - Wildlife and habitats
- ENV10- The landscape and townscape setting
- ENV12- The design and positioning of buildings
- ENV16- Amenity
- SUS2- Distribution of development
- HOUS6 - Other residential development outside DDB's
- COM7- Creating a safe & efficient transport network
- COM9 - Parking provision

### **Neighbourhood Plans**

10.2 Chickerell Neighbourhood Plan 2019-2036 (made 22/06/2021). The following sections and policies of the neighbourhood plan are considered relevant to the proposal:

- CNP6 – Land at Budmouth Academy Weymouth
- CNP11 – General design principles

### **Other Material Considerations**

10.3 Supplementary Planning Documents/Guidance for Southern/Western Area:

- WDDC Design & Sustainable Development Planning Guidelines (2009)
- Landscape Character Assessment February 2009 (West Dorset)

10.4 National Planning Policy Framework: Paragraph 11 sets out the presumption in favour of sustainable development. Development plan proposals that accord with the development plan should be approved without delay. Where the development plan is absent, silent or relevant policies are out-of-date then permission should be granted unless any adverse impacts of approval would significantly and demonstrably outweigh the benefits when assessed against the NPPF or specific policies in the NPPF indicate development should be restricted.

10.5 Relevant NPPF sections include:

- Section 4. Decision taking: Para 38 - Local planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available...and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.
- Section 5 'Delivering a sufficient supply of homes' outlines the government's objective in respect of land supply with subsection 'Rural housing' at paragraphs 78-79 reflecting the requirement for development in rural areas.
- Section 6 'Building a strong, competitive economy', paragraphs 84 and 85 'Supporting a prosperous rural economy' promotes the sustainable growth and expansion of all types of business and enterprise in rural areas, through conversion of existing buildings, the erection of well-designed new buildings, and supports sustainable tourism and leisure developments where identified needs are not met by existing rural service centres.
- Section 11 'Making effective use of land'
- Section 12 'Achieving well designed places indicates that all development to be of a high quality in design, and the relationship and visual impact of it to be compatible with the surroundings. In particular, and amongst other things, Paragraphs 126 – 136 advise that:
  - The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.
  - It is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes.
  - Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design.
- Section 14 'Meeting the challenges of climate change, flooding and coastal change'
- Section 15 'Conserving and Enhancing the Natural Environment'- In Areas of Outstanding Natural Beauty great weight should be given to conserving and enhancing the landscape and scenic beauty (para 176). Decisions in Heritage

Coast areas should be consistent with the special character of the area and the importance of its conservation (para 178). Paragraphs 179-182 set out how biodiversity is to be protected and encourage net gains for biodiversity.

## 11.0 Human rights

- Article 6 - Right to a fair trial.
- Article 8 - Right to respect for private and family life and home.
- The first protocol of Article 1 Protection of property.

11.1 This recommendation is based on adopted Development Plan policies, the application of which does not prejudice the Human Rights of the applicant or any third party.

## 12.0 Public Sector Equalities Duty

12.1 As set out in the Equalities Act 2010, all public bodies, in discharging their functions must have “due regard” to this duty. There are 3 main aims:-

- Removing or minimising disadvantages suffered by people due to their protected characteristics
- Taking steps to meet the needs of people with certain protected characteristics where these are different from the needs of other people
- Encouraging people with certain protected characteristics to participate in public life or in other activities where participation is disproportionately low.

12.2 Whilst there is no absolute requirement to fully remove any disadvantage the Duty is to have “regard to” and remove or minimise disadvantage and in considering the merits of this planning application the planning authority has taken into consideration the requirements of the Public Sector Equalities Duty. The proposals incorporate design elements that would allow for access by persons with protected characteristics, including level access thresholds to provide access through the ground floor.

## 13.0 Financial benefits

What	Amount / value
Material Considerations	
None	
Non Material Considerations	
CIL Contributions	£38,695 (including indexation).

## 14.0 Climate Implications

14.1 The dwelling would lead to additional CO<sub>2</sub> emissions from heating and electricity usage.

## 15.0 Planning Assessment

## **Principle of development**

- 15.1 The site is located outside of the defined development boundary where, in accordance with policy SUS2 of the Local Plan, development would ordinarily be strictly controlled. However, in this instance planning consent has previously been granted for the construction of a dwelling on the site, and planning permission also exists for the construction of a dwelling on adjacent land.
- 15.2 The council is currently unable to demonstrate a 5 year supply of land for housing delivery and as such relevant development plan policies are considered out of date. In such circumstances, paragraph 11(d) of the National Planning Policy Framework indicates that planning permission should be granted unless:
- i. The application of policies in the framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed or
  - ii. Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.
- 15.3 Paragraph 14 of the NPPF goes on to state that in situations where the presumption in favour of sustainable development applies, the adverse impact of allowing development conflicts with the neighbourhood plan is likely to significantly and demonstrably outweigh the benefits provided that all of the following apply:
- a) The neighbourhood plan became part of the development plan two years or less before the date on which the decision is made;
  - b) The neighbourhood plan contains policies and allocations to meet its identified housing requirement;
  - c) The local planning authority has at least a three year supply of deliverable housing sites (against its five year housing supply requirement, including the appropriate buffer); and
  - d) The local planning authority's housing delivery test was at least 45% of that required over the previous three years.
- 15.4 In this case, points a, c and d are met. However, the made Chickerell Neighbourhood Plan does not include any policies or allocations specifically to meet its identified housing requirement. As such any conflict with the neighbourhood plan is not in itself sufficient to significantly and demonstrably outweigh the benefits of granting planning permission.



- 15.5 The application site does form part of a wider area which is identified in the neighbourhood plan as being safeguarded for the future expansion and community sports provision associated with the neighbouring Budmouth Academy Weymouth. The application site however forms a relatively small part of the overall safeguarded area and it is not considered that the development of this site would significantly prejudice the ability to deliver those uses on the remainder of the site.
- 15.6 The planning history of the site and neighbouring sites is also of particular relevance to the proposals. Planning permission was granted for the construction of a dwelling on the site in September 2017. Although that consent has now lapsed and therefore does not form a material fall-back position, the local plan policies applicable at that time were the same as at present. While a new version of the National Planning Policy Framework has subsequently been published that has not resulted in a significant change in the policies of relevance to this application. While the Chickerell Neighbourhood Plan has subsequently been adopted, with the exception of the policies relating to Budmouth Academy Weymouth, discussed above, the Neighbourhood Plan does not introduce any additional policies which would indicate that planning permission should now be refused.
- 15.7 In addition to the planning history for the site itself, planning consent has also been granted for the construction of a dwelling on adjacent land. That consent remaining extant at present. Therefore, not only would the site sit alongside existing residential development, further dwellings are expected to be constructed and would be experienced as a continuation of the existing development along the southern side of Chickerell Road.
- 15.8 In this instance, taking into account the planning history of the site and neighbouring plots, it is not considered that the specific policies related to in paragraph 11(d)(i) would provide a clear reason for refusing planning permission as the site is not affected by the policies listed in footnote 7 of the NPPF, those being the policies for which paragraph 11(d)(i) applies. It is not considered that the grant of planning permission would give rise to significant or demonstrable harm that would outweigh the benefits associated with the provision of a sustainably located new dwelling in the context of existing housing on the southern side of Chickerell road on a site where planning consent has previously been granted for a similar development, at a time when the council is unable to demonstrate a 5 year supply of housing sites. Therefore the principle of development is considered, on balance, to be acceptable.

### **Character and appearance**

- 15.9 The previously consented scheme for the site was for a chalet bungalow with a separate detached garage to the front of the site. That approval was largely

traditional in appearance. The proposed scheme adopts a more contemporary design approach with a gabled front elevation and an integrated garage projecting from the front of the dwelling. While the overall height of the proposal would be greater than the previous approval, the reorientation of the ridge allows for the opening of a gap in the roofscape.

- 15.10 The overall scale of the proposed dwelling is similar to that of other properties in the vicinity and would mediate between the existing property to the east and the consented building to the west. Although the dwelling would be more overtly contemporary in its detailing than the previously approved scheme, it would not be an inappropriate addition to the street scene, would add visual interest and help to raise design quality locally.
- 15.11 While the garage would be a relatively prominent feature, it would not be as prominent as the garage on the previously approved scheme, being set back into the site. Garages on the frontage of buildings are also established as a feature of the locality.
- 15.12 The comments of the town council have referred to the development being cramped. However, the footprint of the building would be set further from the site boundaries than the previously approved scheme and would be comparable to the plot coverage of development in the vicinity. Although the proposed dwelling is larger than that which was previously approved it is not considered that this increase would lead to an overall cramped development in this case.

### **Amenity**

- 15.13 Owing to the orientation of the building and its relationship with neighbouring properties, it is not considered that the proposal would give rise to harmful impacts upon amenity. There are no properties directly to the rear of the property and to the front the nearest properties are on the opposite side of Chickerell Road, where the relationship is in fact with the rear elevations of properties on Elizabeth Way., which would be approximately 35m away. The dwelling would not have any side facing windows above ground floor level so there would not be any potential for harmful overlooking while the roof orientation and siting avoids concerns in respect of overbearing.

### **Highways**

- 15.14 Access to the site will be taken from the southern side of Chickerell Road. The Highway Authority has reviewed the scheme and has confirmed that it has no objection to the proposal, subject to the imposition of a condition requiring the construction of the first 5m of the access to be in accordance with details to be agreed, prior to the occupation of the development.

### **Habitats**

- 15.15 The application will result in one additional dwelling approx. 0.75km to the north of the Chesil and the Fleet European site.
- 15.16 Natural England, the Appropriate Nature Conservation Body as defined by the Conservation of Habitats and Species Regulations (2017), have previously raised concerns about recreational pressure affecting the integrity of the Chesil and the Fleet European Site.
- 15.17 Natural England cited evidence on the excess recreational use of the Chesil and the Fleet European Site, including:
- 'Chesil Beach 2019 Recreational Activity Strategy', Footprint Ecology (2019) (ref: 549); and
  - Supplementary Advice for Conservation Objectives (SACO) for the Chesil Beach and the Fleet SPA, Natural England (2019).
- 15.18 The Footprint Ecology report confirms that there is currently an unacceptable level of existing recreational pressure at Chesil Beach and the Fleet which is likely to be compromising the integrity of the SAC site features. There are concerns that the trampling of habitats and species by people are resulting in adverse effects on the features of the SAC designation.
- 15.19 The SACO identified significant concerns regarding recreational pressures on the features of the site, in particular Little Tern, which is in unfavourable condition with the target of restoring the population numbers to those upon designation. Recreational pressure, particularly from dog walkers and water sports during the winter period, is thought to be having an adverse effecting the over-wintering birds of the SPA.
- 15.20 Natural England have also raised concerns about air quality upon the Chesil and the Fleet European site as a result of additional vehicular movements from the increase in local population.
- 15.21 Natural England have advised that development which results in an increase in population within 5km of the Chesil Beach and the Fleet European site may contribute to an unacceptable increase in recreational pressures on the features of the designated area.
- 15.22 In the interim period, prior to evidence being gathered and a strategy being adopted, Natural England have suggested that a potential approach is for the local authority to consider interim measures. This would allow planning applications to be determined in the shorter term, prior to a more permanent strategy being adopted.
- 15.23 Natural England have provided a series of measures which they consider likely to provide the mitigation necessary to avoid the unacceptable impacts upon the Chesil and the Fleet European Site in the interim period.

- 15.24 Natural England have also estimated the costs of these measures to be £191,673 per year (Appendix B), which over the period to 2038 equates to a total cost of £3,450,114.
- 15.25 Anticipated housing supply within 5km of the Chesil and the Fleet over the period to 2038 = 6,904 dwellings. Cost charge per dwelling is therefore £3,450,114 / 6,904 = £499.73. The funding to deliver these measures will be taken from Dorset Council's CIL pot.
- 15.26 Having concluded that the application will have a likely significant effect in the absence of avoidance and mitigation measures on the above European sites, an Appropriate Assessment was undertaken by Dorset Council as Competent Authority in accordance with requirements under Regulation 63 of the Conservation of Habitats and Species Regulations 2017, Article 6 (3) of the Habitats Directive.
- 15.27 The Appropriate Assessment concluded that in light of the mitigation provided, there will be no adverse effect on the integrity of the designated sites.

### **Planning balance**

- 15.28 Although the site is located outside of the defined development boundary where development would ordinarily be strictly controlled, the council is currently unable to demonstrate a 5 year supply of deliverable housing sites. The 'tilted balance' established by paragraph 11(d) of the NPPF therefore applies, which states that planning permission should be granted unless specific policies of the framework indicate permission should be refused or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits.
- 15.29 The site is not affected by the specific policies referred to in the framework which indicate that development should be restricted. It has been assessed that the scheme would be acceptable in terms of its character and appearance, impact on neighbours, highways and would avoid harm to habitats sites. In the absence of any other impacts related to the scheme the planning balance therefore weighs in favour of granting planning permission.

## **16.0 Conclusion**

- 16.1 The application site lies outside of the defined development boundary for Chickerell. However the site is considered to be sustainably located, planning permission has previously been granted for the construction of a new dwelling on the site and the council is currently unable to demonstrate a 5 year housing land supply meaning the presumption in favour of development applies. It is not considered that the proposal would result in significant and demonstrable harm to outweigh the benefits and the development would not result in conflicts with specific policies of the NPPF which would indicate that planning permission should be refused.
- 16.2 The contemporary design of the proposal would relate well to neighbouring properties, both existing and for which extant consent exists and the proposal

would be appropriate to the overall character of the area without representing overdevelopment.

16.3 The proposal would not give rise to unacceptable impacts on the amenity of neighbouring properties by way of overlooking, overbearing noise and disturbance or loss of light. The proposal is acceptable in highways terms. Likely significant effects on Habitats Sites will be mitigated through CIL.

16.4 There are not considered to be any other material planning considerations which would warrant refusal of this application.

**17.0 Recommendation:** That the Committee would be minded to grant planning permission subject to the conditions set out in the report and recommends that the Head of Planning determines the application accordingly.

1. The development to which this permission relates must be begun not later than the expiration of three years beginning with the date of this permission.

Reason: This condition is required to be imposed by Section 91 of the Town and Country Planning Act 1990 (as amended).

2. The development hereby permitted shall be carried out in accordance with the following approved plans:

Location Plan - DGA P 01

Proposed Ground Floor Plan - DGA P 05

Proposed first floor basement plan - DGA P 06

Proposed Roof Plan - DGA P 07

Proposed Site Plan - DGA P 08

Proposed Elevations (front) - DGA P 09

Proposed Elevations (side) - DGA P 10

Proposed Elevations (rear) - DGA P 11

Reason: For the avoidance of doubt and in the interests of proper planning.

3. Prior to development above damp proof course level, details (including colour photographs) of all external facing materials for the wall(s) and roof(s) shall have been submitted to, and approved in writing by the Local Planning Authority. Thereafter, the development shall proceed in accordance with such materials as have been agreed.

Reason: To ensure a satisfactory visual appearance of the development.

4. Before the development is occupied or utilised the first 5.0 metres of the vehicle access, measured from the rear edge of the highway (excluding the vehicle

crossing - see the informative note below), must be laid out and constructed to a specification submitted to and approved in writing by the Local Planning Authority).

Reason: To ensure that a suitably surfaced and constructed access to the site is provided that prevents loose material being dragged and /or deposited onto the adjacent carriageway causing a safety hazard.

5. In the event that contamination is found at any time when carrying out the approved development, it must be reported in writing immediately to the Local Planning Authority and an investigation and risk assessment must be undertaken in accordance with requirements of BS10175 (as amended). Should any contamination be found requiring remediation, a remediation scheme, including a time scale, shall be submitted to and approved in writing by the Local Planning Authority. On completion of the approved remediation scheme a verification report shall be prepared and submitted within two weeks of completion and submitted to the Local Planning Authority.

Reason: To ensure risks from contamination are minimised.

6. Before the development hereby approved is first occupied or utilised the turning and parking shall be constructed in accordance with the approved plans. Thereafter, these areas must be permanently maintained, kept free from obstruction and available for the purposes specified.

Reason: To ensure the proper and appropriate development of the site in the interest of highway safety.

### **Informative Notes:**

1. Informative: National Planning Policy Framework Statement

In accordance with paragraph 38 of the NPPF the council, as local planning authority, takes a positive approach to development proposals and is focused on providing sustainable development.

The council works with applicants/agents in a positive and proactive manner by:

- offering a pre-application advice service, and
- as appropriate updating applications/agents of any issues that may arise in the processing of their application and where possible suggesting solutions.

In this case:

- The application was acceptable as submitted and no further assistance was required.

2. Street Naming and Numbering

The Council is responsible for street naming and numbering within our district. This helps to

effectively locate property for example, to deliver post or in the case of access by the emergency

services. You need to register the new or changed address by completing a form. You can find out

more and download the form from our website

[www.dorsetcouncil.gov.uk/planning-buildings-land/street-naming-and-numbering](http://www.dorsetcouncil.gov.uk/planning-buildings-land/street-naming-and-numbering)

3. Informative: The vehicle crossing serving this proposal (that is, the area of highway land between the nearside carriageway edge and the site's road boundary) must be constructed to the specification of the County Highway Authority in order to comply with Section 184 of the Highways Act 1980. The applicant should contact Dorset Highways by telephone at Dorset Direct (01305 221000), by email at [dorsetdirect@dorsetcc.gov.uk](mailto:dorsetdirect@dorsetcc.gov.uk), or in writing at Dorset Highways, Dorset Council, County Hall, Dorchester, DT1 1XJ, before the commencement of any works on or adjacent to the public highway
  
4. Informative: This development constitutes Community Infrastructure Levy 'CIL' liable development. CIL is a mandatory financial charge on development and you will be notified of the amount of CIL being charged on this development in a CIL Liability Notice. To avoid additional financial penalties it is important that you notify us of the date you plan to commence development before any work takes place and follow the correct CIL payment procedure.