

<b>Application Number:</b>	P/RES/2022/03490
<b>Webpage:</b>	<a href="https://planning.dorsetcouncil.gov.uk/">https://planning.dorsetcouncil.gov.uk/</a>
<b>Site address:</b>	Land south of Langdon Green Marrowbone Lane Bothenhampton Bridport DT6 4BU
<b>Proposal:</b>	Erection of 1 dwelling with access (reserved matters application to determine appearance, landscaping, layout and scale following the grant of outline planning permission number WD/D/20/002660)
<b>Applicant name:</b>	Mr T Pitfield
<b>Case Officer:</b>	Katrina Trevett
<b>Ward Member(s):</b>	Cllr Bolwell; Cllr Clayton; Cllr Williams

**1.0** The Service Manager for Development Management and Enforcement has decided that the application should be determined by the planning committee given the requests for referral by Dorset Council members.

**2.0 Summary of recommendation:**

Grant subject to conditions.

**3.0 Reason for the recommendation:**

- Outline planning permission has already established the principle for this development.
- Para 11 of the National Planning Policy Framework (NPPF) sets out that permission should be granted for sustainable development unless specific policies in the NPPF (2021) indicate otherwise.
- The proposal is acceptable in its design, finishing height and general visual impact within the AONB landscape.
- There is not considered to be any significant harm to neighbouring residential amenity.
- There are no material considerations which would warrant refusal of this application.

**4.0 Key planning issues**

<b>Issue</b>	<b>Conclusion</b>
Principle of development	Principle established under outline application number WD/D/20/002660 with matters relating to appearance, landscape, layout and scale being reserved and now dealt with by this current application.

<p>Scale, design, impact on character and appearance</p>	<p>Amended plans have overcome initial concerns regarding scale &amp; bulk. The site section drawing shows that the new dwelling will follow the rhythm of properties stepping 'down' the slope without needing to adhere to a bungalow design format. Two storey dwellings are situated on Marrowbone Lane. The new dwelling will incorporate traditional materials (natural stone, brick, coloured render). As such, the proposal will sit in harmony with the site &amp; surroundings in accordance with policy ENV12 of the West Dorset, Weymouth &amp; Portland Local Plan (2015).</p>
<p>Impact on amenity</p>	<p>By virtue of siting levels, layout/orientation/positioning, and distance from the nearest neighbour to the south; this scheme has an acceptable impact on neighbouring amenity in accordance with policy ENV16 of the West Dorset, Weymouth &amp; Portland Local Plan (2015).</p> <p>In terms of visual amenity, the amended design of the proposed dwelling reduces the height and splits the roof planes, so the overall mass and bulk is acceptable. Land levels ensure the visual impact remains that of a dwelling stepping 'down' the lane with a modest roof height overall. Traditional materials and features ensure a high quality visual appearance in accordance with policy ENV12 of the West Dorset, Weymouth &amp; Portland Local Plan (2015).</p>
<p>Impact on landscape</p>	<p>Given that this plot visually infills the gap in the lane and that the site levels ensure that this dwelling appears subservient to the overall slope in which it's sat; the impact on the wider AONB is acceptable in accordance with policy ENV1 and ENV10 of the West Dorset, Weymouth &amp; Portland Local Plan (2015).</p>
<p>Biodiversity</p>	<p>The required biodiversity mitigation (agreed at outline stage) has been shown on the proposed site plan/proposed elevations of the new dwelling in accordance with policy ENV2 of the West Dorset, Weymouth &amp; Portland Local Plan (2015), section 15 of the NPPF (2021) and</p>

	policy L2 of the Bridport Neighbourhood Plan (2020).
Access and Parking	Access was agreed at outline stage. However, the intended parking/turning area within the site has been well designed and therefore this scheme does not raise highway safety concerns in compliance with policies COM7 and COM9 of the West Dorset, Weymouth & Portland Local Plan (2015).
Bothenhampton Conservation Area	The Bothenhampton Conservation Area is a considerable distance from this site but in any event it is considered that the long distance setting impact is acceptable, the Conservation Area setting being preserved and no harm created in accordance with policy ENV4 of the West Dorset, Weymouth & Portland Local Plan (2015) and Section 16 of the NPPF (2021).
Surface Water Flooding	No concerns are raised in regard to surface water flooding, the area of surface water risk (which is the lowest risk category) is outside of the site on the Lane and therefore, having confirmed with the flood risk management team it is considered that this scheme will not result in localised flooding or increase flood risk elsewhere in accordance with policy ENV5 of the West Dorset, Weymouth & Portland Local Plan (2015).
Chesil & Fleet SPA/SAC/RAMSAR	No objections raised by Natural England. The Appropriate Assessment details the necessary mitigation, to be collected via CIL, towards recreational impacts.
Community Infrastructure Levy	The scheme is CIL liable.

## 5.0 Description of Site

- 5.1 Land to the south of Langdon Green is a current 0.16ha greenfield area of land situated between two residential properties (Langdon Green to the north and Glenhaven to the south) on Marrowbone Lane within the south east area of Bothenhampton village. Marrowbone lane is a no through road leading from the main village to Middlehill Farm (at the bottom – most southerly end); it is characterised by the linear form of dwellings that all step along its sloping nature. No dwelling on the

lane is the same and they all vary in scale and appearance; bungalows (including chalet bungalows) are predominant on the east side of the lane with the exception of Middlehill Farmhouse which is two storey. However, The Paddocks development on the west side of the lane is two storey.

5.2 The site falls outside of a DDB, is within the AONB and falls within the 5km Chesil & Fleet recreational impact zone. Footpath W5/13 runs along Marrowbone Lane.

## 6.0 Description of Development

6.1 This scheme seeks to agree the matters that were reserved when outline planning permission was granted (WD/D/20/002660) for the site; as such, the siting, layout, landscaping and appearance of the proposed dwelling are now to be considered, with the principle of development and access being previously agreed.

6.2 The scheme proposes a dwelling in the middle of the plot measuring 14m approximately in width, 8m in depth at two storey height and a further 6m in depth at single storey height. The finishing height is approximately 6.73m. The total floor area being 200m<sup>2</sup>.

6.3 A new detached garage is proposed to be erected to the south east of the proposed dwelling.

## 7.0 Relevant Planning History

WD/D/20/002660 - Outline application for the erection of 1.no dwelling with access

## 8.0 List of Constraints

Bothenhampton Conservation Area – within the setting.

Land Outside Defined Development Boundaries

Neighbourhood Plan - Made; Name: Bridport Area NP; Status Adopted 05/05/2020;

Right of Way: Footpath W5/13;

Risk of Surface Water Flooding Extent 1 in 1000

Area of Outstanding Natural Beauty (AONB)

Special Area of Conservation (SAC) (5km buffer): Chesil & The Fleet (UK0017076);

Minerals and Waste Safeguarding Area :

## 9.0 Consultations

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

Consultation Responses	No Objection	Object	Brief Summary of Comments
Town or Parish Council		x	Object - stands by earlier objection to the original Outline Planning Application (WD/D/20/002660). The development

			would fall onto a Greenfield site, affecting the rural character of the area. It would be clearly visible from the ridge to the south, from footpath W5/13, from the Nature Reserve and from footpath W5/15 and arguably adversely affect the wider landscape setting and the AONB (BANP Policy L1). The property would be outside the defined development boundary, and thus could set a precedent for further infill development (BANP Policy L4). The property would result in increased traffic along the footpath/private track of Marrowbone Lane, and Bothenhampton and would not be consistent with other properties along Marrowbone Lane. We believe the application should be referred to the Planning Committee.
Ward Member(s)			No comments received.
Highways Officer	x		No objections subject to condition.
Flood Risk Management Team	x		The area of surface water flooding is outside of the red line area (on the lane) and is the lowest probability of SW flooding (1:1000). Therefore, no objections raised.

### **Representations received**

- 9.1 One letter of comment received from a neighbour regarding impact to amenity from the single storey east outshot to the new dwelling and that the built form is bungalows along the lane.

## **10.0 Relevant Policies**

### **10.1 Policies**

#### **Adopted West Dorset and Weymouth & Portland Local Plan (2015):**

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
- ENV4 - Heritage assets
- ENV5 - Flood risk
- ENV10 - The landscape and townscape setting
- ENV 12 - The design and positioning of buildings
- ENV 16 - Amenity
- SUS2 - Distribution of development
- COM7 - Creating a safe & efficient transport network
- COM9 - Parking provision

## **Neighbourhood Plans**

Bridport Neighbourhood Plan 2020-2036 (made 5/5/2020)

POLICY HT2 Public Realm

POLICY L2 Biodiversity

POLICY L5 enhancement of the environment

POLICY D1 Harmonising with the Site

POLICY D8 Contributing to the local character

POLICY CC2 Policy CC2 energy and Carbon emissions

POLICY CC3 energy generation to Offset Predicted Carbon emissions

POLICY AM2 Managing Vehicular Traffic

POLICY AM3 Footpath & Cyclepath Network

POLICY AM4 Car Parking Strategy

POLICY H6 Housing Development Requirements

## **10.2 Other Material Considerations**

### **Emerging Local Plans:**

Paragraph 48 of the NPPF provides that local planning authorities may give weight to relevant policies in emerging plans according to:

- the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);
- the extent to which there are unresolved objections to relevant plan policies (the less significant the unresolved objections, the greater the weight that may be given); and
- the degree of consistency of the relevant policies in the emerging plan to the NPPF (the closer the policies in the emerging plan are to the policies of the NPPF, the greater the weight that may be given).

The Dorset Council Local Plan Options Consultation took place between January and March 2021. Being at a very early stage of preparation, the Draft Dorset Council Local Plan should be accorded very limited weight in decision making.

### **Supplementary Planning Document/Guidance**

All of Dorset:

Dorset AONB Landscape Character Assessment

Dorset AONB Management Plan 2019-2024

Supplementary Planning Documents/Guidance For West Dorset Area:

WDDC Design & Sustainable Development Planning Guidelines (2009)

Landscape Character Assessment February 2009 (West Dorset)

Village design statements:

Bothenhampton: includes parish plan (2003)

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.

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 173). Paragraphs 179-182 set out how biodiversity is to be protected and encourage net gains for biodiversity.
- Section 16 'Conserving and Enhancing the Historic Environment'- When considering designated heritage assets, great weight should be given to the asset's conservation, irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance (para 199). The effect of an application on the significance of non-designated heritage assets should also be taken into account (para 203).

#### National Planning Practice Guidance

- Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of Conservation Areas.

### **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.

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.

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.

12.2 The design proposals provide for a safe and suitable access to the application site and well located parking. Construction of the proposed dwelling would be subject to Building Control legislation which sets standards for the design and construction of buildings addressing various matters including accessibility and which help ensure that new buildings are safe, healthy and high-performing.

12.3 Having regard to the information provided in the current application and application WD/D/20/002660, as well as policy requirements, consultation responses received, the regulatory requirements of the building regulations and the recommended conditions; it is satisfied that the proposed development:

- (i) would help to advance equality of opportunity;
- (ii) would assist in fostering good relations; and
- (iii) would have no material adverse impact on individuals or identifiable groups with protected characteristics.

### **13.0 Financial benefits**

Material considerations:

Employment created during the construction phase  
Increased spending in local shops and facilities

Non material considerations:

CIL contributions  
New homes bonus

### **14.0 Environmental Implications**

Construction of the scheme will involve the use of plant, machinery and vehicles, together with any non-electric vehicles post-construction. These will generate emissions including greenhouse gases. However, this has to be balanced against the benefits of providing a new dwelling in a relatively sustainable location. It is pertinent to note that an electric vehicle charging facility is proposed for the new dwelling and 7no. solar PV panels are to be installed on the rear elevation roofscape.

### **15.0 Planning Assessment**

#### **Principle of development:**

15.1 This application seeks approval of reserved matters to agree the appearance, landscaping, layout and scale of the proposed dwelling that was granted outline

planning permission (agreeing access) under WD/D/20/002660. As such, the principle of developing this site with a dwelling is established and whilst the concerns of the Bothenhampton and Walditch Parish Council are fully considered, the location of the development outside the DDB, additional impact on the highway and broader AONB impact have already been considered and a dwelling approved on site.

15.2 The outline planning permission did include an indicative site plan showing the approximate position/floor area limits of the proposed dwelling; this plan was the basis for a broad analysis of impacts but nonetheless was an approved plan on the decision notice and holds a stance for how the new dwelling is formed. Upon the submission of the reserved matters application which requires agreement of layout, the site plan has remained the same as agreed previously.

#### **Impact on visual amenity within the AONB:**

15.3 Whilst the prevailing character along the lane is bungalows on the east side (some of them chalet) with the exception of Middlehill Farmhouse, there is two storey built development on the west side of the lane (the development called The Paddocks). As such, it is clear that development in the lane varies in finish, form, height & appearance and therefore, this scheme will not interfere with a uniform character or be visually out of place as two storey.

15.4 Given the topography of the land and slope of the site, the height difference of the two storeys in comparison to its single storey neighbours will be off-set by the position of the dwelling below Langdon Green, the neighbouring dwelling to the north. A site section plan has been submitted which confirms this; there being approximately 3m between the ridgeline of the new dwelling and the ridgeline of Langdon Green, Langdon Green being 3m higher effectively. As such, in this instance, it is considered that a two storey dwelling is appropriate, acceptable and will accord with established built character set within the hillside but appearing subservient in height and scale to its neighbour. During the consideration of the outline application, the linear form of the existing dwellings stepping down Marrowbone Lane was taken into account and now the siting is confirmed, this characteristic is retained.

15.5 The design of the dwelling has been negotiated on during the course of this scheme with part of the roofline and eaves lowered to vary the height and reduce the visual bulk/mass. There have also been some fenestration changes. The use of natural stone, render and natural slate and the incorporation of a chimney is welcomed. Solar panels will be incorporated within the rear roofscape and biodiversity mitigation measures (as required by virtue of the approved Biodiversity Plan) are included in the finished design of both the house and garage.

15.6 The proposed landscaping incorporates native hedgerow along the eastern and southern boundaries. The north/west boundary hedgerows and trees will be protected. Details of planting and maintenance shall be conditioned. The new

dwelling will have a suitable amount of external amenity area/garden without taking excessive land from open AONB.

15.7 Overall, it is considered that the design of the dwelling, its finishing scale, layout, form, position on the sloping hillside and surrounding landscaping is acceptable and will preserve and enhance the natural beauty of the AONB and visual amenities in accordance with policies ENV1, ENV10 and ENV12 of the West Dorset, Weymouth & Portland Local Plan (2015), policies L5, D1, D8 and HT2 of the Bridport Neighbourhood Plan (2020) and Sections 12 and 15 of the NPPF (2021).

**Impact on neighbouring amenity:**

15.8 Given the intended planting of native hedgerow on the southern boundary, any views down the slope towards the neighbour will be visually screened in time. In any event, the distance from the glazing in the single storey wing of the proposed house to the neighbour's property to the south is over 45m, with open land in between, and the main two storey block of the new house also provides screening because of its siting and orientation, so views are very limited at such an angle. Therefore, the scheme complies with policy ENV16 (Amenity) of the West Dorset, Weymouth & Portland Local Plan (2015).

**Impact on biodiversity:**

15.9 As previously mentioned, the required biodiversity mitigation has been shown on the proposed site plan/proposed elevations of the new dwelling in accordance with policy ENV2 of the West Dorset, Weymouth & Portland Local Plan (2015), section 15 of the NPPF (2021) and policy L2 of the Bridport Neighbourhood Plan (2020).

**Impact on the setting of Bothenhampton Conservation Area (designated heritage asset):**

15.10 The Bothenhampton Conservation Area is a considerable distance (approximately 100m) from this site but in any event it is considered that the long distance setting of this designated heritage asset is not adversely impacted by virtue of the appropriate design, scale, layout & finish of the dwelling and no harm is created. The Conservation Area setting will also be preserved and therefore overall, the scheme complies with policy ENV4 of the West Dorset, Weymouth & Portland Local Plan (2015) and Section 16 of the NPPF (2021).

**Impact on highway safety:**

15.11 In terms of highway safety, access was agreed at the outline stage but it is considered that given the limited vehicular movement intensification to the lane from one extra dwelling and the appropriate design of the parking/turning area within the site that this scheme does not raise highway safety concerns and therefore complies with policies COM7 and COM9 of the West Dorset, Weymouth & Portland Local Plan (2015).

### **Impact from flooding (Surface Water):**

15.12 No concerns are raised in regard to surface water flooding, the area of surface water risk (which is the lowest risk category) is outside of the site on the Lane and therefore, having confirmed with the flood risk management team it is considered that this scheme will not result in localised flooding or increase flood risk elsewhere in accordance with policy ENV5 of the West Dorset, Weymouth & Portland Local Plan (2015).

### **Impact on the Chesil & Fleet SAC/SPA/RAMSAR:**

15.13 In relation to the Chesil & The Fleet SAC/SPA/RAMSAR, Natural England (NE) has adopted an Interim Strategy for mitigating the effects of recreational pressure on Chesil Beach and the Fleet SAC, SPA and Ramsar. NE has advised that a five-kilometre buffer zone should be applied to housing developments coming forward within this area based on an average of 2.4 residents per dwelling. NE has identified various sources of ecological impact relating to increased recreational use of the area and costed appropriate mitigation delivery measures. These total £191,673 per annum. Dorset Council Cabinet in July 2020 considered the Interim Strategy and required mitigation costs in respect of Chesil Beach and The Fleet where recent research and publication of updated Natural England advice demonstrated that new development in the vicinity would have an adverse impact on the integrity of the site. Using CIL as a mechanism for recovering the cost of this mitigation provides Dorset Council with an interim strategy that ensures that planning applications affecting this protected area can be appropriately assessed, in turn, helping to ensure the delivery of sustainable development. Dorset Council has committed to using CIL to fund the interim mitigation strategy agreed with Natural England. The likely annual cost of mitigating the protected area is approximately £192,000 per annum. Mitigation in respect of Chesil Beach and the Fleet will be addressed via the CIL payment. This approach was set out in the appropriate assessment and agreed by Natural England.

### **Community Infrastructure Levy:**

15.14 The adopted charging schedule only applies a levy on proposals that create a dwelling and/or a dwelling with restricted holiday use. All other development types are therefore set a £0 per square metre CIL rate.

15.15 The development proposal is CIL liable. Confirmation of the final CIL charge will be included in a CIL liability notice issued prior to the commencement of the Page 65 development Index linking as required by the CIL Regulations - (Reg. 40) is applied to all liability notices issued, using the national All-In Tender Price Index of construction costs published by the Building Cost Information Service (BCIS) of the Royal Institution of Chartered Surveyors. CIL payments are index linked from the year that CIL was implemented (2016) to the year that planning permission is granted.

## **16.0 Conclusion:**

16.1 Whilst the concerns regarding the principle of development are understood, this has previously been agreed through outline planning permission. The comments raised in terms of bungalows only on Marrowbone Lane do not take account of the two-storey nature of The Paddocks and Millfield Farmhouse (and associated farm buildings) or the relative heights of chalet bungalows also present. In any event, this scheme has to consider harm from allowing a two-storey dwelling in this location. Given the precedent elsewhere on the lane, the relative modest height of the finished dwelling, its lower height to Langdon Green and subservient appearance within the height of the slope overall, it is considered that the two storey dwelling will not be visually dominant or appear out of place with the very mixed (including two storey) dwelling finish on Marrowbone Lane. As such, for the reasons outlined in this report, the development fully accords with Local, Neighbourhood and National planning policies as outlined.

## **17.0 Recommendation:**

Grant subject to conditions:

1. The development hereby permitted shall be carried out in accordance with the following approved plans:
  - 20 122 01D - Site location & block plan
  - 20 122 07 - Proposed site section
  - 20 122 03B - Proposed site plan
  - 20 122 05B - Proposed elevations
  - 20 122 04B - Proposed floor plans

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

2. 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.

3. Prior to the commencement of any development hereby approved, above damp course level, a soft landscaping and planting scheme and confirmation of the self binding gravel colour shall be submitted to, and approved in writing, by the Local Planning Authority. The approved planting scheme shall be implemented in full during the planting season November - March following commencement of the development or within a timescale to be agreed in writing with the Local Planning Authority. The scheme shall include provision for the maintenance and replacement as necessary of the trees and shrubs for a period of not less than 5 year and the landscaping shall be maintained/replaced in accordance with the scheme for 5 years following completion of the scheme. The self binding gravel colour shall be as agreed and retained.

Reason: In the interest of visual amenity within the AONB.

5. Prior to the commencement of any development hereby approved, all existing trees and hedges shown on approved plan 20/122/03 Rev B to be retained, shall be fully safeguarded in accordance with BS 5837:2005 (Trees in relation to construction - recommendations) or any other standard that may be in force at the time that development commences and these safeguarding measures shall be retained for the duration of construction works and building operations. No unauthorised access or placement of goods, fuels or chemicals, soil or other material shall take place within the tree protection zone(s).

Reason: To ensure that trees and hedges to be retained are adequately protected from damage to health and stability throughout the construction period and in the interests of amenity

6. No meter boxes shall be erected on the front (west) facing elevation of the dwelling hereby approved.

Reason: To preserve the visual finish of the dwelling in the interests of visual amenity.

**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. 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.

3. Informative: The applicant is advised that the granting of planning permission does not override the need for existing rights of way affected by the development to be kept open and unobstructed until the statutory procedures authorising closure or diversion have been completed. Developments, in so far as it affects a right of way should not be started until the necessary order for the diversion has come into effect.