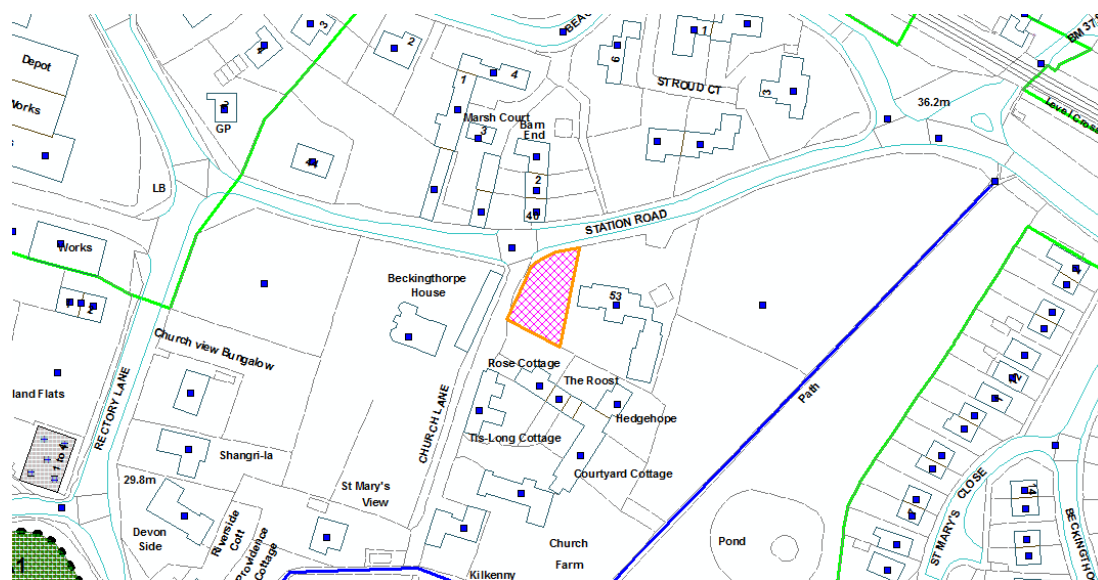


Reference: 15/00125/FUL
Date submitted: 13th February 2015
Applicant: Mr A Mellor
Location: Mulberry House, 53 Station Road, Bottesford
Proposal: Construction of one dwelling



Introduction:-

The application is for the erection of one single storey dwelling on land within the curtilage, and to the west of Mulberry House, 53 Station Road, Bottesford. The site is located within the village envelope and Conservation Area for Bottesford, and is on the corner of Station Road and Church Lane. Mulberry House is a large, two storey, relatively modern detached dwelling set within a substantial plot and accessed from Station Road. The site is bound to the north and the west by a thick conifer hedge and the proposed access to the site would be from Church Lane.

The application was originally submitted for two dwellings, however was amended in May 2015 to a single dwelling.

It is considered that the main issues relating to the application are:

- **Impact upon the Conservation Area and Heritage Assets**
- **Impact upon Highway Safety**

The application is required to be considered by the Committee due to the level of representation received and historic involvement in the site

Relevant History:

Application reference 14/00418/FUL for a pair of semi-detached dwellings at the site was refused by the Planning Committee in November 2014 as members considered that the proposal represented an over-intensive use of the site, highways safety and impact upon the Conservation Area. An appeal has been lodged against this decision and is still in the early stages of determination.

Development Plan Policies:

Melton Local Plan (saved policies):

Policies OS1, BE1

OS1 states that planning permission will only be granted for development within village envelopes where:

- The form, character and appearance of the settlement is not adversely affected;
- The form, size, scale, mass, materials and architectural detailing of the development is in keeping with the character of the locality;
- The development would not have a significantly adverse effect upon the historic built environment or nature conservation features including trees;
- The development would not cause undue loss of residential privacy, outlook and amenities as enjoyed by occupants of existing dwellings in the vicinity;
- Satisfactory access and parking can be made available.

BE1 states that planning permission will not be granted for new buildings unless among other things, they are designed to harmonise with their surroundings, they would not adversely affect the amenity of neighbours and there is adequate access and parking provisions.

Policy H6 states that planning permission for residential development within Village Envelopes shown on the proposals map will be confined to small groups of dwellings, single plots or the change of use of existing buildings.

The National Planning Policy Framework was published 27th March 2012 and replaced the previous collection of PPS. It introduces a ‘presumption in favour of sustainable development’ meaning:

- approving development proposals that accord with the development plan without delay; and
- where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:
 - any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; *or*
 - specific policies in this Framework indicate development should be restricted.

The NPPF offers direction on the relative weight of the content in comparison to existing Local Plan policy and advises that **whilst the NPPF does not automatically render older policies obsolete, where they are in conflict, the NPPF should prevail.**

It establishes 12 planning principles against which proposals should be judged. Relevant to this application are those to:

- Proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs. Every effort should be made to respond positively to wide opportunities for growth.
- Not simply be about scrutiny, but instead be a creative exercise in finding ways to enhance and improve the places in which people live their lives.
- Always seek to ensure high quality design and a good standard of amenity for all existing and future occupants of land and buildings
- Conserve heritage assets in a manner appropriate to their significance
- Actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.

On Specific issues relevant to this application it advises:

Delivering a wide choice of high quality homes

Paragraph 49 of the NPPF states that housing applications should be considered in the context of the presumption in favour of sustainable development. At paragraph 50 it states that local planning authorities should deliver a wide choice of high quality homes, widen opportunity for home ownership and create sustainable, inclusive and mixed communities. Local planning authorities should plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community. In addition they should identify the size, type, tenure and range of housing that is required in particular locations reflecting local demand.

Paragraph 55 states that housing should be located where it will enhance or maintain the vitality of rural communities to promote sustainable development in rural areas, and to avoid the development of new isolated homes in the countryside unless there are special circumstances.

Requiring good design

The Government attached 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. At paragraph 64 the NPPF goes on to state that 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.

Conserving and enhancing the historic environment

Paragraph 131 states that in determining planning applications, local planning authorities should take account of:

- the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- the desirability of new development making a positive contribution to local character and distinctiveness

At paragraph 132 the NPPF states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification.

Paragraph 137 offers further advice for development within the conservation areas, and within the settings of heritage assets, and states that local planning authorities should look for opportunities for new developments in these areas to enhance or better reveal their significance. Where proposals preserve those elements of the setting that make a positive contribution to or better reveal the significance of the asset, they should be treated favourably.

The National Planning Policy Framework does not change the statutory status of the development plan as the starting point for decision making. Proposed development that accords with an up-to-date Local Plan should be approved and proposed development that conflicts should be refused unless other material considerations indicate otherwise. (NPPF paragraph 12).

The Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990 states at section 72 that there is a general duty with respect to Conservation Areas in the exercise of planning functions. Section 72(1) states that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of the area.

Consultations:-

Consultation reply	Assessment of Head of Regulatory Services
Highway Authority: No Objections	Noted.

<p>The Highway Authority has been consulted on the latest application and revision for a single dwelling on the site, and advises that from a highway safety point of view, the reduction in dwellings proposed from 2 to 1 is better, and the proposed site access and parking arrangement should work better too.</p> <p>As the proposal would still result in additional traffic using Church Lane, the previously agreed improvement to the junction visibility splay with Station Road should still be provided.</p> <p>The Officer therefore requests that the formal highway advice dated 4 November 2014, submitted for the previous application, be taken as being relevant for this current application, and that the conditions recommended as part of that advice be imposed on the current application, should the local planning authority be minded to approve it.</p>	<p>The application proposes one single storey, 2 bedroom dwelling. To the south of the dwelling is the proposed vehicular access and parking. The block plan shows parking for two cars, and an area for turning to allow cars to leave the site in a forwards direction. The proposed parking spaces measure approximately 6 metres by 3.4 metres which is considered large enough for 2 modern vehicles to park side by side with access to doors still available.</p> <p>The proposed access is set back from the junction of Station Road / Church Lane by approximately 25 metres. The conditions as recommended by the Highways Officer on the previous planning application (14/00418/FUL) requiring visibility splays of 2.4 metres by 43 metres at the junction of Church Lane and Station Road across the site frontage can be applied to this application should planning permission be granted.</p> <p>The proposal is considered, subject to the imposition of conditions, to meet the objectives of policies OS1 and BE1 in regards to highways safety.</p>
<p>Parish Council: No Objections</p> <p>Following the resubmission of the plans, and the amendments altering the proposal from two dwellings to one dwelling, the Parish Council visited the site and have advised that they have no objections to the latest plans.</p>	<p>Noted.</p>
<p>Conservation Officer: No Objections</p> <p>The development site forms part of the well presented garden area to 53 Station Road, a large relatively modern dwelling situated at the junction of Station Road and Church Lane.</p> <p>The Officer refers to the comments given on the previous application (14/00418/FUL) and comments made in regards to this application when it was initially submitted for two dwellings on the site to which an objection was lodged.</p> <p>The Officer advises that there is no objection to the principal of this development for one single storey dwelling, which overcomes the concerns raised to the proposal initially submitted as it offers a different solution to the development of the site.</p> <p>Whilst the design is simple, the Officer notes that the verge detailing matches that of the host dwelling, and creates a relationship between the two, and also notes that the intention is to use reclaimed materials which is welcomed.</p> <p>Views along Church Lane from the junction with Station Road are virtually uninterrupted by this proposal, thus</p>	<p>Noted.</p> <p>Members are reminded of the general duty to give special attention to the desirability of preserving or enhancing the character or appearance of Conservation areas (s72 of the LB and CA Act 1990).</p> <p>Conservation Areas are 'areas of special architectural or historic interest, the character and appearance of which it is desirable to preserve or enhance'. Conservation Area status does not mean that new development may not take place but must reflect the 'special character' defined by local architectural vernacular scale, siting, massing, details and materials. Special attention should be paid to not only building form but also fenestration and materials.</p> <p>It is considered that the design and siting of this dwelling has been carefully considered with regards to its location in the conservation area. The impact of the proposal on the conservation area and other heritage assets has been discussed in detail below. The proposal is considered to meet the requirements of s72 and satisfy the aims of the NPPF in ensuring the on going protection</p>

<p>protecting its setting within this part of the conservation area.</p>	<p>of the Conservation Area and to provide sustainable development, and the overall aims and objectives of policies OS1 and BE1 in relation to design.</p>
<p>Environment Agency: No Comment</p> <p>The Agency have reviewed the application and advise that as presented, the development is less than a hectare and falls within flood zone 1. It does not fall under the categories of being a high risk to the environment, and does not offer significant environmental benefit, therefore they do not wish to comment further on the proposal.</p> <p>The Environment Agency were consulted on the amended plans and have advised that the advice given previously still stands.</p>	<p>Noted.</p>
<p>Archaeology: No comments</p> <p>Whilst the archaeology department initially advised that the scheme may have archaeological implications, following consultation on the amended plans no further responses have been received.</p>	<p>Noted.</p> <p>It is therefore considered that the scheme would not have any archaeological implications.</p>
<p>Housing Policy: No Objections</p> <p>The Leicester and Leicestershire Strategic Housing Market Assessment (Bline Housing, 2009) supports the findings of the Housing Market Analysis and states that controls need to be established to protect the Melton Borough (particularly its rural settlements) from the over development of large executive housing, and to encourage a balanced supply of suitable family housing (for middle and lower incomes), as well as housing for smaller households (both starter homes and for downsizing). It continues to state that the undersupply of suitable smaller sized dwellings needs to be addressed to take account of shrinking household size which if not addressed will exacerbate under-occupation and lead to polarised, unmixed communities due to middle and lower income households being unable to access housing in the most expensive and the sparsely populated rural areas.</p> <p>This application proposes the development of a single storey two bedroom dwelling which is considered to meet the housing needs of the rural north of the Borough where there is a significant shortfall of this type of dwelling.</p>	<p>Noted.</p> <p>The proposed dwelling is a single storey two bedroom cottage. The Melton Borough Housing Stock Analysis (2006) showed that there is a significant shortfall of two bedroom dwellings, particularly single storey dwellings, in the rural north of the Borough. There is a significant surplus of three and four bedroom houses.</p> <p>The NPPF introduces the presumption in favour of sustainable development. Bottesford is considered to be a particularly sustainable location for new housing as it has a high level of facilities available locally that reduce residents' reliance upon the private car.</p> <p>The proposal is considered to contribute towards the housing needs of the rural north of the Borough, and to meet the objectives of the Housing Market Analysis to encourage a balanced supply of suitable family housing. The proposal is also considered to be within a sustainable location.</p>

Representations:

The application was advertised in the press, a site notice was posted and neighbouring properties were notified. As a result **sixteen letters of representation from 12 households** were received in response to the initial consultation, and **nine letters of representation from 8 households** have been received in response to the amended plans.

Consideration	Assessment of Head of Regulatory Services
<p>Impact Upon Conservation Area & Heritage Assets</p> <p>This part of the village has a distinct and unique historical character – the proposals are not in keeping, therefore should not be allowed.</p> <p>The proposal will not preserve or enhance the conservation area.</p> <p>New dwellings will be visible from every direction, every other building in this area has dated historical character, or is set back and invisible from the road.</p> <p>The application is an over-intensive use of the site and does not blend in with the style and character of neighbouring properties.</p> <p>The dwelling would be located on higher ground, and would therefore be highly visible and detract from the Conservation Area.</p> <p>The proposal involves the removal of the hedge which would affect the view of St Mary’s church.</p> <p>The building would dominate the corner of Church Lane, with the building higher than the barns opposite.</p>	<p>Conservation Areas are 'areas of special architectural or historic interest, the character and appearance of which it is desirable to preserve or enhance'. Conservation Area status does not mean that new development may not take place but must reflect the ‘special character’ defined by local architectural vernacular scale, siting, massing, details and materials. Special attention should be paid to not only building form but also fenestration and materials.</p> <p>It is agreed that this part of the village has a distinct and unique historical character, and as such the applicant has sought to integrate architectural features from the locality into the design of the new dwelling. This is discussed further on within this report.</p> <p>The application is for one single storey dwelling to be located to the west of Mulberry House. The hedge to the north of the site is to remain, which at present stands at a height of 2.7 metres on top of a bank of earth which is approximately 0.5 metres above the level of Church Lane / Station Road. The ridge of the proposed dwelling would be at a height of 5.5 metres, and has been shown through a topographical survey to match the ridge height of the barns to the west of the site. As such the hedge offers a good level of screening of the site from the north and east.</p> <p>When approaching the site from the west along Station Lane there is a significant amount of screening by way of hedges and trees which would mostly screen the site completely from view. The site would be partially visible at the junction of Station Road and Church Lane, where the dwelling will be set back approximately 3.6 metres from the edge of Church Lane behind a highways verge. When approaching the site from the east along Station Road the site would be mostly screened by the existing conifer hedge and the trees within the front garden of Mulberry House. It is likely that only the roof of the dwelling would be visible when relatively close to the site.</p> <p>It is therefore considered that the new dwelling would be for the most part screened from view by hedges, trees and other built forms particularly from the west and east.</p> <p>When viewed from the junction of Station Road and Church Lane, the ridge height would be the same as the barns opposite; at a total height of 37.46AOD (the ridge height of the new dwelling standing at a maximum of 5.5 metres). A condition could be included should the application be approved to ensure that this height is not exceeded.</p>

	<p>As such, it is not considered that the proposal would have a detrimental impact upon the setting of the Grade I listed building St Mary’s Church. The spire of the Church stands at a total height of almost 65 metres, and a new dwelling with a total height of 5.5 metres at a distance of approximately 100 metres from the Church is not considered to harm the listed building, the setting of it or the Conservation Area.</p> <p>It is concluded that the proposal would make a positive contribution to the conservation area and the local character and distinctiveness, providing further accommodation that is needed in the rural north of the Borough.</p>
<p>Highways Safety</p> <p>The application will make the rural country lane to the church into a full blown driveway</p> <p>Church Lane is dangerous for pedestrians as it has no pavement; school children, cyclists, dog walkers, people in wheelchairs and scooters use the road regularly</p> <p>No more traffic should be using Church Lane as it will clog it up</p> <p>Church Lane is located on a bend in Station Road, therefore making the junction blind – traffic should slow down, but doesn’t.</p> <p>The proposals will make the road so hazardous that there would be a serious accident.</p> <p>The proposed access is close to the top of Church Lane, and the visibility is not good enough.</p> <p>The traffic survey submitted by the applicant was taken in the middle of winter and is therefore not a true reflection of the typical levels of traffic movements throughout the year.</p> <p>The proposed access and parking is not sufficient and will lead to further problems in Church Lane.</p> <p>The higher land levels would result in poor sightlines for cars leaving the proposed new property.</p> <p>Mulberry House has no existing access onto Church Lane and should not be allowed to make one.</p> <p>Church Lane has no turning space, cars and vans use driveways to turn around.</p>	<p>Noted.</p> <p>It is not considered that one 2 bedroom dwelling on Church Lane would significantly add to the vehicle movements in the street.</p> <p>The site has sufficient space for vehicles to turn so that they can exit the site in a forwards direction, minimising risk to pedestrians and other road users, and provides off road parking for two cars which is satisfactory for a dwelling of this size.</p> <p>The proposed access is set back from the junction of Station Road / Church Lane by approximately 25 metres and can be conditioned to ensure that there are adequate visibility splays for the access to ensure that pedestrians and other road users can be seen when using the access.</p> <p>The traffic survey submitted along with the planning application is supplementary information to aid decision making, however it is noted that it takes a ‘snapshot’ of the situation at one time. As such, additional advice from the Highways Officer is sought. As such, the Highways Officer has recommended that the application be approved subject to conditions.</p> <p>Mulberry House may have previously had a pedestrian access onto Church Lane, however this has been closed up by the hedge and is no longer evident. It is not proposed that Mulberry House would create a further access onto Church Lane; this application proposes to create an access onto Church Lane only to serve the dwelling which is proposed.</p> <p>The proposal is not considered to cause highways safety issues.</p> <p>The Highways Officer has been consulted upon the proposals and does not consider that the erection of a dwelling on Church Lane would</p>

	cause highways safety issues.
<p>Design</p> <p>The proposed building will be higher than the barns opposite, according to independent measurements.</p> <p>The plans state that the foundations will be level with Church lane, however this is unlikely and the roof will therefore be significantly higher than the barns opposite.</p>	<p>The dwelling is proposed to have a height to the ridge of 5.5 metres, with the AOD of 37.46 which has been shown to be the same height as the barns to Beckingthorpe House opposite the site as part of the documents submitted in support of the planning application. There is no reason to suggest that these measurements are incorrect.</p> <p>The proposed single storey two bedroom dwelling is a fairly simple design, having a rectangular footprint with a dual pitched roof. The total footprint of the dwelling would measure 6.55 metres by 9.55 metres.</p> <p>Internally, the dwelling would have two bedrooms, a bathroom, kitchen and lounge. The main entrance would be onto Church Lane where the two bedroom windows would also be situated. There would be verge detailing to the gable ends as shown in the plans. This copies some of the architectural features observed locally and seen on the gables of Highfield Cottage (40 Station Road), and the barns to Beckingthorpe House (opposite the site).</p> <p>Whilst the applicant has stated that the dwelling would have reclaimed red pantiles used for the roof, no other materials have been stated apart from some to be used for landscaping. As such, if the application is approved, a condition requiring the submission of samples prior to construction would ensure that the materials for the dwelling are suitable.</p> <p>The simple design and architectural features of the building sit well within the conservation area, and in context with neighbouring buildings. In terms of the scale, mass and design, the building is considered to meet the overall objectives of policies OS1 and BE1 of the Melton Local Plan.</p>
<p>Policy</p> <p>There are other potential development sites in Bottesford as identified within the Strategic Housing Land Allocations Assessment (SHLAA) – as such there is no need for this proposal which detracts from the character of the village.</p>	<p>The sites identified within the SHLAA are for larger scale proposals. This application is for one dwelling on the applicants own land.</p> <p>Bottesford has been identified as a sustainable location for further development, and policy H6 of the Melton Local Plan allows for small scale development within the village envelope.</p>
<p>Other Considerations</p> <p>The applicant has not consulted fully with the neighbours prior to submitting the planning application.</p>	<p>The applicant is not required to consult with neighbours prior to the submission of a planning application.</p>

<p>The reasons for refusal as made by the Planning Committee in November 2014 should still stand.</p> <p>The documentation submitted with the application does not answer any of the real issues identified with the application.</p> <p>How will rain water be dealt with?</p> <p>Will the hedge remain? There will be pressure for its removal.</p> <p>The amended plans (May 2015) are confusing as the amendments show one bungalow, but the description is for two dwellings.</p> <p>The amended plans do not fulfil the applicants original reasons for development and this is therefore building for the sake of building.</p> <p>The new access should be onto Station Road either sharing or adjoining the applicants existing access.</p>	<p>Each application is determined on its individual merits.</p> <p>The documentation supporting the application only forms part of the material available in making a decision. Members will also visit the site prior to making a decision.</p> <p>The applicants propose to connect to the existing drainage system. This would be inspected by the Building Control Officer during construction.</p> <p>The hedge along Station Road would remain, and would remain just into Church Lane.</p> <p>Letters were sent advising of the amended plans for one dwelling before the description of the proposal had been altered. As such, a further neighbour letter was sent out with an amended description giving a further 14 days for comments.</p> <p>The application is for one market dwelling, as such the reasons for the dwelling do not form part of the planning process as the house would be sold on the open market.</p> <p>The applicant wishes the new dwelling to access onto Church Lane, as such this is what they have applied for and will be determined.</p>
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Other Material Considerations Not Raised In Consultations:

Consideration	Assessment of Head of Regulatory Services
<p>Residential Privacy & Amenity</p>	<p>The separation distance between the proposal and the existing dwellings to the north is approximately 16 metres. In addition, the majority of the hedge to the north of the site would remain, giving privacy to the north elevation of the dwelling, where there would be a bathroom window on the gable end.</p> <p>On the south elevation there would be a bedroom window and French doors to the lounge. The boundary treatment to the south would be retained as a low brick wall with a leylandii hedge above. This would ensure the residential privacy and amenity of the neighbour to the south and that of the new dwelling. Rose Cottage (to the south) faces the proposed site, however it does not directly face the proposed dwelling, and the separation distance of approximately 20 metres is considered to be acceptable and not to cause harm to the amenity and residential privacy of this dwelling.</p> <p>The barn to the west of the site on Church Lane has no windows, and the separation distance would be approximately 9 metres between the existing barn and the proposed dwelling. Whilst this is lower than that which would normally be expected, it is considered acceptable as there are no windows on</p>

	<p>the barn to the west.</p> <p>The proposed dwelling is considered to meet the overall objectives of policies OS1 and BE1 in regards to residential privacy and amenity.</p>
<p>Policy</p>	<p>The proposed dwelling is within the Bottesford village envelope, and within the designated Conservation Area. As such, saved policies OS1 and BE1 of the Melton Local Plan apply. The dwelling is considered to meet the requirements as set out in these policies in terms of the form, character and appearance of the settlement, and the form, size, scale, mass, materials and architectural detailing of the development. It is not considered that the development would have a significantly adverse effect upon the historic built environment.</p> <p>It is also not considered that the development would cause undue loss of residential privacy, outlook or amenity to occupants of existing dwellings in the vicinity, and satisfactory access and parking can be provided, subject to conditions.</p> <p>Policy H6 supports residential development within the village envelopes, if they are confined to small groups of dwellings or single plots. The proposal is considered to meet with the objectives of policies OS1, BE1 and H6.</p> <p>With regards to the NPPF, Bottesford is considered to be a sustainable location for new housing development. The village has a good level of facilities and services that reduce reliance upon the private motor car for day-to-day needs. The NPPF advises that there is a presumption in favour of sustainable development and that for decision taking this means proposals that accord with the development plan should be approved without delay.</p> <p>The application is therefore considered to be supported by both the saved policies of the Melton Local Plan, and the National Planning Policy Framework.</p>

Conclusion

The application seeks full planning permission for one single storey two bedroom dwelling on the corner of Station Road / Church Lane, Bottesford. The site currently forms the residential garden to the west of Mulberry House, a large, relatively modern, detached dwelling accessed from Station Road.

The proposed dwelling is considered to meet the assessed housing needs of the Borough and would not have a detrimental impact on highway safety. Bottesford is considered to be a sustainable location for new housing due to the wide range of facilities available locally which reduce reliance upon the private car. The proposal is considered to not have any adverse impact on surrounding residential properties and has been designed to preserve the character and appearance of the Conservation Area.

It is considered that the application meets the requirements of the saved policies OS1, BE1 and H6 of the Melton Local Plan, and accords with the objectives of the NPPF in promoting sustainable development. Accordingly the proposal is recommended for approval.

RECOMMENDATION: Permit, subject to conditions

1. The development shall be begun before the expiration of three years from the date of this permission.
2. This decision relates to the approved amended plans for one single storey dwelling received at these offices on 7th May 2015.
3. No development shall start on site until all materials to be used in the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority.
4. The car parking provision shown on the amended plan, including the clear margins of 0.5 metres around the parking spaces shall be provided, hard surfaced and made available for use before the dwelling is first occupied and shall thereafter be permanently so maintained.
5. No vehicular access gates, barriers, bollards, chains or other such obstructions shall be erected to the vehicular access.
6. Before first use of the development hereby permitted, drainage shall be provided within the site such that surface water does not drain into the Public Highway and thereafter shall be so maintained.
7. Before first occupation of the dwelling, the proposed access drive shall be surfaced with tarmac, concrete or similar hard bound material (not loose aggregate) for a distance of at least 5 metres behind the highway boundary and shall be so maintained at all times.
8. Before development commences, visibility splays of 2.4 metres by 43 metres shall be provided at the junction of Church Lane with Station Road across the site frontage. These shall be in accordance with the standards contained in the current County Council design guide and shall thereafter be permanently so maintained. Nothing shall be allowed to grow above a height of 0.6 metres above ground level within the visibility splays.
9. Before first occupation of the dwelling hereby permitted, visibility splays shall have been provided in each direction out of the site access on to Church Lane, in accordance with details that shall first have been submitted to and approved by the local planning authority. These shall be in accordance with the standards contained in the current County Council design guide and shall thereafter be permanently so maintained. Nothing shall be allowed to grow above a height of 0.6 metres above ground level within the visibility splays.
10. Notwithstanding the provisions of Part 1 of Schedule 2 of the Town and Country Planning (General Permitted Development Order) 1995 as amended (or any Order revoking and re-enacting that Order) in respect of the dwelling hereby permitted no development as specified in Classes A, B, D & E shall be carried out unless planning permission has first been granted by the Local Planning Authority.

The reasons for the conditions are:-

1. To comply with the requirements of Section 91 of the Town and Country Planning Act 1990.
2. For the avoidance of doubt; the initial plans being considered unsatisfactory.
3. To enable the Local Planning Authority to retain control over the external appearance as no details have been submitted
4. To ensure that adequate off-street parking provision is made to reduce the possibilities of the proposed development leading to on-street parking problems in the area.
5. To enable a vehicle to stand clear of the highway in order to protect the free and safe passage of traffic, including pedestrians, in the public highway.
6. To reduce the possibility of surface water from the site being deposited in the highway causing dangers to highway users.
7. To reduce the possibility of deleterious material being deposited in the highway (loose stones etc.)
8. To afford adequate visibility at the access/junction to cater for the expected volume of traffic joining the existing highway network and in the interests of general highway safety.
9. To afford adequate visibility at the access/junction to cater for the expected volume of traffic joining the existing highway network and in the interests of general highway safety.
10. To enable the Local Planning Authority to retain control over any further development of the site due to the density of the development proposed.

Officer to contact: **Mrs Sarah Legge**

Date: 11th June 2015