

Reference: 17/01182/FUL
Date submitted: 5 October 2017
Applicant: Mr and Mrs Halford
Location: Owl End 24 Mill Lane Frisby on the Wreake
Proposal: Full planning approval for the erection of single, self-build dwelling (resubmission of application 17/00477/FUL)



Proposal:-

This application seeks **full planning permission for the erection of 1 dwelling.**

The application site comprises 0.16 hectares on the northern edge of Frisby on the Wreake. The site is currently utilised as amenity area associated with Owl End positioned to the south of Mill Lane, the southern boundary of the site adjoins 22 Mill lane, to the east of the site is arable land.

The site is separated from Owl End by garden planting and there is tree and shrub planting along the remaining three sides of the property. The site itself is laid to grass, with a range of shrubs and fruit trees in the centre. The site lies outside, but adjoins the Frisby on the Wreake Conservation Area.

It is considered that the main issues arising from this proposal are:

- **Compliance or otherwise with the Development Plan and the NPPF**
- **Impact upon the character of the area**
- **Impact upon residential amenities**
- **Sustainable development**

The application is required to be presented to the Committee due to the level of public interest and previous planning history.

History:-

17/00477/FUL – Two detached dwellings refused - August 2017

Reasons for refusal:

- 1 The proposed development would result in the removal of trees on the site which contribute to the alleviation issues of flooding in the area. This would be contrary to one of the core principles of the NPPF set out in Paragraph 17 to : Promote mixed use developments, and encourage multiple benefits from the use of land in urban and rural areas, recognising that some open land can perform many functions (such as wildlife, recreation, flood risk mitigation, carbon storage, or food production).
- 2 The proposal represents over intensification of the site out of keeping and harmful to its surroundings, contrary to the objectives of Policy BE1 of the adopted Melton Local plan.

The current application seeks to respond to these reasons by reducing the proposal to a single dwelling and reducing the developed area of the site for building purposes, and retaining more undeveloped area and trees.

Planning Policies:-

Melton Local Plan (saved policies):

Policy OS2 - does not allow for development outside the town and village envelopes shown on the proposals map **except** for development essential to the operational requirements of agriculture and forestry, and small scale development for employment, recreation and tourism.

Policy BE1 - allows for new buildings subject to criteria including buildings designed to harmonise with surroundings, no adverse impact on amenities of neighbouring properties, adequate space around and between buildings, adequate open space provided and satisfactory access and parking provision.

Policy C15: states that planning permission will not be granted for development which would have an adverse effect on the habitat of wildlife species protected by law unless no other site is suitable for the development Policy C16.

The National Planning Policy Framework 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 also 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.
- always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings;
- recognising the intrinsic character and beauty of the countryside

- promote mixed use developments, and encourage multi benefits from the use of land in urban and rural areas, recognising that some open land can perform many functions (such as for wildlife, recreation, flood risk mitigation)
- 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.
- Take account of the different roles and characters of different areas, promoting the vitality of urban areas, recognising the intrinsic character and beauty of the countryside and support thriving rural communities.

On Specific issues it advises:

Promoting sustainable transport

- Safe and suitable access to the site can be achieved for all people
- Development should be located and designed (where practical) to give priority to pedestrian and cycle movements, and have access to high quality public transport facilities.
- Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians
- Consider the needs of people with disabilities by all modes of transport.

Delivering a Wide choice of High Quality Homes

- Housing applications should be considered in the context of the presumption in favour of sustainable development.
- LPA's should identify land for 5 years housing supply plus 5% (20% if there is a history of under delivery). In the absence of a 5 year supply housing policies should be considered to be out of date.
- deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities
- identify the size, type, tenure and range of housing that is required in particular locations, reflecting local demand

Require Good Design

- Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.
- Planning decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment.

Conserving and enhancing the natural environment

- Encourage the effective use of land by re-using land that has been previously developed (brownfield land), provided that it is not of high environmental value
- Aim to conserve and enhance biodiversity by taking opportunities to incorporate biodiversity in and around developments

This 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 para. 12)

Consultations:

Consultation reply	Assessment of Head of Regulatory Services
<p>Highways Authority: No objection, subject to condition</p> <p>The County Highway Authority refers the Local Planning Authority to standing advice on this matter.</p>	<p>The proposal will introduce a new access point, the proposed access will be approximately 40 metres east of the right-angle bend in Mill Lane.</p> <p>The proposed access can demonstrate sufficient distances to meet visibility requirement.</p> <p>The Highways Authority have not expressed</p>

	<p>concern over the suitability of the proposed access.</p> <p>There are considered to be no grounds to resist permission based on highways issues.</p>
<p>Parish Council: Objects</p> <p>The Parish Council objects on the following basis</p> <ul style="list-style-type: none"> • The application site is outside the limits to development as detailed in the Frisby Neighbourhood Plan, which is currently undergoing examination. • The access to the site is very limited, down a very narrow lane. It is beyond a blind bend with no pavement. • The area is subject to flooding. The previous application for the site was refused due to concerns about the removal of trees which would increase the surface water flooding. This would be just as much an issue with this application. • The design of the house is out of character with the surrounding village cottages. 	<p>Policy related comments are considered and addressed further down in the Planning Policy response.</p> <p>The proposal is for the erection of one dwelling, the number of cars and their daily trips that can be reasonably associated is not considered as major or likely to result in a severe impact (please refer to the comments of the County Highway Authority above).</p> <p>The site is located within Flood Zone 1, according to the Environment Agency, the risk of flooding is below 0.1% (1 in 1,000) conditions can ensure that suitable methods of drainage are submitted to the Local Planning Authority prior to the commencement of any development.</p> <p>The proposal also reduces the proposal from the erection of two dwellings to one, therefore the reduction in development has allowed for the retention of more trees on the site to aid with drainage.</p> <p>The proposal will be constructed of red brick with slate roof and it is considered would appear in keeping with the surrounding street scene using traditional materials whilst striking a balance in the use of glazing.</p>

Representations:

A Site notice was posted and neighbouring properties consulted. As a result **11 letters of objection have been received from 6 separate households and 1 Action Group**, the representations are detailed below:

Representations	Assessment of Head of Regulatory Services
<p>Highway Safety</p> <p>The issues regarding all the vehicles which require access to lower Mill Lane, (including large delivery lorries, railway vehicles, electricity cable vehicles, Severn Trent vehicles and increasing numbers of tractors and horse boxes), being able to get round the 90 degree corner at the bottom of Mill Lane is already documented.</p> <p>Any additional traffic generated by this development would add to the ever increasing</p>	<p>Drawings submitted demonstrate that sufficient space is available within the application site for vehicles to turn and leave the site in a forward gear.</p> <p>The proposal is for a single dwelling, therefore the cumulative impact of car journeys to and from this proposal is not considered to be of a significant level.</p> <p>As per comments of the County Highway Authority, subject to conditions the proposal</p>

<p>problem and could put pedestrians at risk.</p> <p>The speed and volume of traffic, restricted visibility on the bend in Mill Lane and extensive pedestrian use are definite hazards which are of great concern.</p> <p>The entrance into Mill Lane from Main Street is a blind junction whether entering or departing Mill Lane. The entrance to Mill Lane is very narrow and is restricted to a single lane due to the protrusion of Yew Tree Barn, making it impossible for two cars to pass one another.</p> <p>Residents are aware of this issue, but others, whether cars or commercial vehicles visiting or delivering to Mill Lane, do not take this into account and near collisions are frequent. The centre carriageway markings have been changed over the years but do not improve the danger at the junction as the carriageway is so narrow.</p> <p>Mill Lane is used to access the bridleway at the end by a range of vehicles including, farmers going into their fields, a growing horse stabling/equine centre, allotment holders and Network Rail's continual access (day and night) to the railway crossing – and the speed limit of 30mph is inappropriate for such a narrow lane. The lane is also restricted for bin lorries and larger vehicles accessing, turning and reversing.</p> <p>The lower part of Mill Lane is a single track cul-de-sac. It leads to a bridle lane and footpaths in two directions to Asfordby, and also to the Frisby Lakes footpath. Because of this it sees a regular flow of walkers, dogs, horse riders, children, children on bikes, children in pushchairs, family groups, walking groups, and allotment users with wheelbarrows and trucks. The mix of pedestrians, animals and vehicles is a concern for development, given the restricted vision and narrow road.</p> <p>Most property owners in Mill Lane have at least two cars and many properties have no garaging or off road parking, so park on either side of the lane. This causes traffic flow problems, and restricts the road width considerably for emergency services and other large vehicles. Parking on the lane is more evident in the evenings and at weekends when residents are at home, and is then compounded with visitors to residents or visitors to the area generally.</p> <p>Many walkers and walking groups accessing the footpaths on Mill Lane leave their cars on our</p>	<p>is considered acceptable in terms of highway safety.</p>
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<p>street.</p> <p>When wedding or funeral services are hold in the chapel or church, the top end of Mill Lane is inundated with parked cars.</p> <p>Access is further restricted by refuse vehicles, larger delivery and/or HGV/tradesmen’s vehicles coming up or down or actually working in the lane. At times the lane becomes blocked with these vehicles and residents have to wait for the road to clear to be able to drive in or out. In particular this is a major hazard for emergency vehicles.</p> <p>There have been several refusals and appeal decisions by the Inspectorate in the past, near an almost blind bend. These are mainly on account of the unsuitable width and junction design of Mill Lane and Main Street.</p>	
<p>Local Plan and Neighbourhood Plan</p> <p>The dwelling is outside the current line off development and the line proposed by the Frisby Neighbourhood Plan.</p> <p>Our Neighbourhood Plan has overwhelming support from village residents, why can’t MBC recognise this?</p> <p>The proposal should be refused until the Frisby Village Neighbourhood Plan comes into effect before consideration of any developments, all residents have been extremely supportive of MBC’s requirements and it is the wish of the people for MBC to show the same level of courtesy instead of all the hard work and support being completely ignored.</p>	<p>Please see section later in report which discusses the content of the Neighbourhood Plan and the amount of weight it can be afforded at its current circumstances.</p> <p>The Neighbourhood Plan is recognised fully by MBC and is a material consideration for planning applications, following the advice provided for such plans that are in preparation but not yet finalised set out in the NPPF. These include, but are not limited to, the extent of support (see below).</p> <p>The Local Planning Authority has a statutory duty to determine applications with set periods unless further time is allowed by the agreement of the applicant. It cannot refuse to determine an application to allow a Local or Neighbourhood Plan to progress to conclusion. Matters regarding the Neighbourhood Plan are material considerations and the weight afforded is dependent upon their circumstances at a point in time when the determination is made. There is no question of the NP being ignored.</p>
<p>Flooding</p> <p>This are at the bottom of Mill Lane is on a flooding knife edge</p> <p>When the first plan was rejected the councillors discussed this at length and the impact of removing trees which are currently helping to soak up the water moving down from the field above.</p>	<p>The site is located within Flood Zone 1, according to the Environment Agency, the risk of flooding is below 0.1% (1 in 1,000) conditions can ensure that suitable methods of drainage are submitted to the Local Planning Authority prior to the commencement of any development .</p>

<p>Fewer trees will lead to more water entering onto the lane at its most vulnerable point with inevitable consequences.</p> <p>This would add to flooding problems already faced by the property across the lane from the development site.</p> <p>The removal of any mature trees will only increase the amount of run off water into Mill Lane and ultimately into the garden opposite the site which may be unable to cope with it and be detrimental to its purpose as a productive garden.</p> <p>There continues to be serious flooding and drainage problems along Mill Lane. The Leicestershire County Council and Severn Trent Water have made regular visits to try to improve the drainage and flooding spending many days trying to alleviate matters with virtually no success.</p> <p>After heavy rainfall, Mill Lane floods starting at its lowest point near the Mill house. This happens several times a year, making the road impassable by vehicles, and flooding the Mill house land and the adjacent orchard.</p> <p>Leicestershire County Council, the Lead Local Flood Authority (LLFA), Environment Agency and Severn Trent Water have all failed to resolve these issues.</p> <p>Historically the higher level footpath with black and white railings has been there to allow pedestrians to walk over the flooded area. There are also historic cobblestones and wall, dating from Victorian times (partly exposed), stretching from the bend down to these black and white railings.</p>	<p>The amendment to the proposal and the reduction of development has also allowed the retention of more trees to aid drainage.</p> <p>The Planning Authority has to consider each application on its own merit, conditions could be attached to a permission that would ensure that details of the proposed drainage are submitted to the Local Planning Authority prior to any development commencing. This would require that the site is positively drained and prevent 'run off' from following its natural course as it does at present, This in turn can reduce the extent to which run off contributes to exiting flooding issues as it can be attenuated and/or diverted elsewhere.</p>
<p>Character of the area</p> <p>This is probably the oldest part of the village with an attractive cobbled area along the edge of the roadway leading to the raised footpath (used when the lane is flooded). Any development would necessitate the removal of some of these ancient cobbles.</p> <p>The property will be dominant over facing cottages and will impact on the surrounding area and fail to be in keeping with Mill Lane.</p> <p>The proposal is out of character with the village cottages.</p> <p>The height of the property will impact on the</p>	<p>Whilst the site is residential garden area and therefore considered as greenfield, it relates well to the village and would not be isolated in form.</p> <p>The proposed dwelling would lie on the lower part of the site would follow the landform as per existing built form in that location.</p> <p>These comments are noted</p>

<p>Conservation Area with the grade II listed Mill House close by.</p> <p>With Frisby Parish Council approval, this part of the lane has had time and effort put in by the local community to recover its beauty and character, including clearing undergrowth along the footpath, bulb planting and renovating the walking posts.</p> <p>The lane is recognised by the local community.</p> <p>The ancient cobbles at the edge of the roadway are precious in this ancient area of the village and cutting through them to create the new entrance should definitely not take place.</p> <p>The development has more in keeping with suburbia than, with nearby village houses as per inspectors appeal decision.</p>	<p>The Committee is reminded that S72 of the Listed Buildings and Conservation Areas Act 1990 requires that special attention is paid to the desirability of preserving or enhancing the character or appearance of that area.</p> <p>The proposal is therefore considered maintain separation form the Conservation Area and not impact negatively upon it, therefore satisfying the requirement to preserve its character and appearance.</p>
<p>Other issues raised</p> <p>The new plan fails to address the fundamental issues on which the original application was rejected.</p> <p>Reasons for refusing building on this site will hold from previous application.</p> <p>The application fails to clarify whether existing trees, in particular an old plum and copper beech will be retained.</p> <p>The numerous objections made previously be residents of our concerns for Mill Lane residents who will be adversely affected appears to have been largely ignored.</p> <p>Permission to build would set a dangerous precedent for future speculative development.</p> <p>Continue to oppose these unwarranted and unwanted attempts to ruin its integrity.</p> <p>There are already several housing proposed developments already for Frisby village.</p>	<p>The proposal is to be set into the site which would minimise the visual impact from the development. Windows positions on the proposed elevations demonstrate that no significant overlooking would be caused by this proposal.</p> <p>Planning Policy has changed since the 1980's with, latterly, particular reference to the introduction of the NPPF, this as mentioned above sets a presumption in favour of sustainable development, the application as submitted is required to be determined on its own merits.</p> <p>The impact on Highway safety has been consulted and the expert advice of the Highway Authority sought. Concerns have not been ignored. The advice of the Highway Authority is that the low level of additional traffic would not render highways conditions severe and therefore not attaining the threshold which the NPPF sets fro refusal of applications.</p> <p>Each application is determined on its own merits, taking onto account considerations applicable at the time.</p> <p>Noted</p> <p>Noted</p>

Other Material Considerations not raised through representations:

Consideration	Assessment of Head of Regulatory Services
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<p>Planning Policy</p> <p>Frisby Neighbourhood Plan</p> <p>Policy H3:Limits to Development states that “Development Proposals within the Neighbourhood Plan area will be supported on sites within the Limits to Development (as identified in figure 6 of the Neighbourhood Plan) where it complies with the policies of the Neighbourhood Plan and subject to design and amenity considerations</p> <p>The application site is outside and adjoins the boundary of the ‘limits to development’ identified in the Neighbourhood Plan. The applicable Policy, H3, does not address development beyond the limit to development nor has it been identified that this site is subject of ‘protective’ policies of the Plan in terms of important views, biodiversity, heritage assets etc.</p> <p>The introductory text to policy H3 explains that <i>“The purpose of LTD is to ensure that sufficient sites for new homes and economic activity are available in appropriate locations that will avoid impinging into the local countryside. The Local Plan makes it clear that such a measure is important to clarify where new development activity is best located and defines the extent of a built-up part of a settlement. It distinguishes between areas where, in planning terms, development is acceptable in principle, such as in the built-up area of the parish, and where it would not be acceptable, generally in the least sustainable locations such as in the open countryside.</i></p> <p>Paragraph 216 of the NPPF states that weight may be given to relevant policies in emerging plans, according to :</p> <ul style="list-style-type: none"> • The stage of preparation of the emerging plan (the more advanced the preparation ,the greater the weight that may be given) • The extent to which there are unresolved objections to the relevant policies (the less significant the unresolved objections ,the greater weight that may be given) ;and • The degree of consistency of the relevant policies in the emerging plan to the policies in this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given) 	<p>The Frisby NP is currently at Examination stage and is yet to be the subject of Referendum. The Examination Hearing date has been set for 12th December 2017.</p> <p>The application site lies outside the identified ‘limits to development’ but does not appear to be directly in conflict with associated Policy H3 as it is unclear on the approach to development in such locations. Nor does it appear to conflict with the objectives of the limits to development as explained, i.e. to prevent impinging into the local countryside or least sustainable locations, such as open countryside (the site is currently garden land to a house forming part of the village).</p> <p>On the village envelope, it advises that clearly defined physical features such as walls, fences, hedgerows and roads have been used.</p> <p>In this part of the village the proposed limit to development boundary follows the old village envelope boundary which cuts through gardens and doesn’t appear to follow clearly defined features. Consequently, while the site is outside this line logic and purpose of the boundary in this part of the village is unclear.</p> <p>Other policies seek to resist development in ‘sensitive’ locations such as important views etc. mentioned opposite which the proposal does not impinge upon.</p> <p>In order to consider the weight it should attract, each of the NPPF criteria are addressed in turn:</p> <p>The stage of preparation of the emerging plan</p> <p>The Frisby Neighbourhood Plan is at examination stage.</p> <p>The next stages are:</p> <ul style="list-style-type: none"> • To undertake the Hearing and receive the outcome of the Examination • The Examination outcome to be received and NP Group respond - whether to proceed to Referendum, either with or without amendments, depending on the outcome of the Examination. • MBC determine if it should proceed to Referendum • Referendum (plus some minor administrative steps to allow it to be ‘made’) <p>Section 70 of the Act has recently been amended to require that post examination Neighbourhood</p>
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	<p>Plans be treated as a material consideration in the determination of planning applications. The Frisby NP is not yet at that stage and, accordingly, can only be given less weight than required by this Act.</p> <p>The extent to which there are unresolved objections to the relevant policies</p> <p>There are unresolved objections to the policies in the plan and there is inconsistency between the emerging Neighbourhood and Local Plans. Specifically, there is objection to the delineation of the LTD as it relates to this site which the Examination will need to consider.</p> <p>These are matters which the Examinations of both Plans will have to resolve. This could result in amendments being required before the NP plan proceeds to a Referendum. It cannot be assumed that the Plan will proceed in its current form. In accordance with the NPPF it is reasonable to give less weight to the emerging NP on the basis of unresolved objections relevant to the application.</p> <p>The degree of consistency of the relevant policies in the emerging plan to the policies in this Framework</p> <p>The NP has applied locally derived criteria as a means to deciding site selection. The Examination Hearing proposes to consider consistency of the NP with the NPPF in terms of housing supply and the sequential test in terms of housing allocations, amongst other matters.</p> <p>Making a decision – the planning balance</p> <p>If planning permission were to be refused on the basis of the emerging NP it would have to be because the adverse impacts of any potential conflict with the NP must be given such weight as to significantly and demonstrably outweigh the benefits of residential development in this sustainable location .</p> <p>Therefore, it is considered that the neighbourhood Plan is susceptible to the NPPF criteria that “the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given)” – the objections concerned are considered to be clearly unresolved and significant to the content of the NP, and to this site specifically.</p> <p>Therefore it is considered that whilst the Neighbourhood Plan is progressing well and has reached Examination stage, it can still carry limited weight in the determination of this application.</p>
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<p>The (new) Melton Local Plan – Pre submission version.</p> <p>The Local Plan has recently been submitted to the Planning Inspectorate for examination and consideration.</p> <p>The NPPF advises that: From the day of publication, decision-takers may also give weight to relevant policies in emerging plans according to:</p> <ul style="list-style-type: none"> ● the stage of preparation of the emerging plan (the more advanced the preparation, the greater the weight that may be given); ● the extent to which there are unresolved objections to relevant 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 policies in this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given). <p>The Pre-Submission version of the Local Plan identifies Frisby on the Wreake as a ‘Rural Hub’, in respect of which, under Policy SS3, ‘windfall’ development is permissible adjacent to villages subject to meeting several criteria.</p>	<p>Whilst the Local Plan has progressed it remains in preparation, it can be afforded only limited weight.</p> <p>The proposal comprises a single self build dwelling in a sustainable location and as such is considered to comply with the applicable policies.</p> <p>When assessed against the NPPF criteria opposite:</p> <p>The Local Plan is submitted for Examination and has the following steps to complete:</p> <ul style="list-style-type: none"> • Examination for its ‘soundness’ under the NPPF • Examination results to be published and any ‘modifications’ to be the subject of consultation • Further examination to take place into Modifications • Final Inspectors Report and recommendations • Adoption by MBC <p>There are several hundred representations to the local plan covering very many aspects, including the quantity of housing provided, its distribution and contention in respect of site allocations. It can only be reasonably concluded that very many relevant objections remain unresolved</p> <p>Whilst it is the Council’s view that the Local Plan is consistent with the NPPF (as this is a requirement allowing its submission) this is contested by many parties. As with the NP above, this will be the subject of consideration by the Examination process.</p> <p>It is therefore considered that it can attract weight but this is limited at this stage.</p>
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Conclusion

It is considered that the application presents a balance of competing objectives and the Committee is invited to reconcile these in reaching its conclusion.

This application proposes a dwelling in a sustainable location with a reasonable range of facilities and capacity to accommodate some growth. It is considered that there are material considerations of weight in favour of the application.

The site is considered to perform reasonably well in terms of access to facilities and transport links.

It is considered that balanced against the positive elements are the specific concerns raised in representations, particularly the development of the site from its garden state, additional traffic and the impact on the character of the village and conflict with Policy H3 of the emerging Neighbourhood Plan.

In conclusion it is considered that, on the balance of the issues, there are benefits accruing from the proposal when assessed as required under the guidance in the NPPF in terms of housing supply. The balancing issues are considered to be of limited harm given their scale, significance and in the case of the Neighbourhood Plan, the relative weight it can carry in its current circumstances.

Applying the 'test' required by the NPPF that permission should be granted unless the impacts would "significantly and demonstrably" outweigh the benefits; it is considered that permission can be granted.

Recommendation: PERMIT, subject to:-

1. The development shall be begun before the expiration of three years from the date of this permission.
2. No development shall start on site until all external materials to be used in the development hereby permitted have been agreed in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.
3. The proposed development shall be carried out strictly in accordance with plan drawing numbers
 - o Tree Plan
 - o Elevations
 - o Location Plan
 - o 17/01/001
 - o 17/01/P2/001
 - o ACD 153/001
 - o S1832/01

Received by the Authority on 19 September and 5 October 2017.

4. The development hereby permitted shall not commence until drainage plans for the disposal of surface water and foul sewage have been submitted to and approved by the Local Planning Authority. The surface water disposal shall include recognised Sustainable Drainage techniques. The scheme shall be implemented in accordance with the approved details before the development is first brought into use.
5. No part of the development hereby permitted shall be occupied until such time as vehicular visibility splays of 2.4 metres by 39 metres westbound and 2.4 metres by 43 metres eastbound have been provided at the site access. These shall thereafter be permanently maintained with nothing within those splays higher than 0.6 metres above the level of the adjacent footway/verge/highway.
6. Notwithstanding the submitted plans, the proposed access shall have a width of a minimum of 4.25 metres, a gradient of no more than 1: 12 for a distance of at least 5 metres behind the highway boundary and shall be surfaced in a bound material with a 5.5 metre wide dropped crossing. Drainage shall be provided so water does not drain into the Public Highway and the access once provided shall be so maintained at all times.
7. The development hereby permitted shall not be occupied until such time as the parking and turning facilities have been implemented in accordance with Philip James Architecture drawing number 17/01/001 Rev C. Thereafter the onsite parking provision shall be so maintained in perpetuity.
8. No development shall commence on the site until details of a suitable replacement scheme for the highway trees that are removed as part of this Application has been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details and timetable.

Officer to contact: **Ms Louise Parker**

Date: 20th November 2017