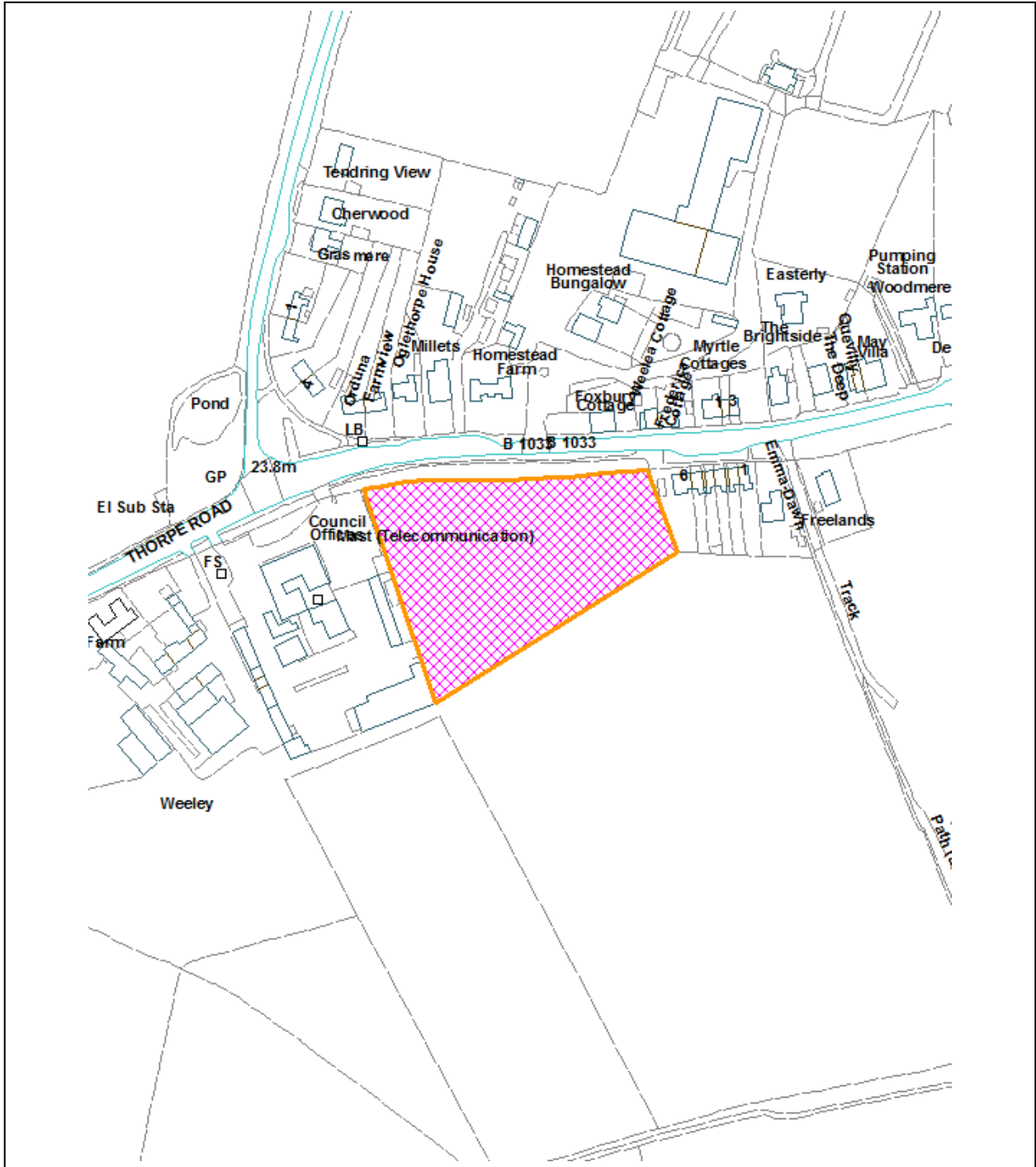


PLANNING COMMITTEE

31 MARCH 2015

REPORT OF THE HEAD OF PLANNING

**A.5 PLANNING APPLICATION - 14/01841/DETAIL - LAND SOUTH OF THORPE ROAD, WEELEY, CO16 9AJ**



DO NOT SCALE

Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.

<b>Application:</b>	14/01841/DETAIL	<b>Town / Parish:</b> Weeley Parish Council
<b>Applicant:</b>	Rose (Properties) Ltd - Mr Steven Rose	
<b>Address:</b>	Land South of Thorpe Road, Weeley, CO16 9AJ	
<b>Development:</b>	Erection of 20 dwellings with associated garages and single access point to Thorpe Road.	

## 1. Executive Summary

- 1.1 Outline planning permission (all matters reserved) was granted in 2014 for the erection of 20 dwellings with associated garages and single access point to Thorpe Road, under planning reference 14/00082/OUT subject to a legal agreement relating to the following matters:
- Affordable Housing
  - Education contributions
  - Public Open Space provision
- 1.2 In accordance with the Member referral scheme Councillor De-Vaux Balbirnie has requested that this application be called in for consideration by planning committee on the grounds of highway impact and traffic issues and concerns over foul water load, storage facilities and flood risk.
- 1.3 The application site occupies an area of land measuring 0.92ha and is situated to the southern side of the B1033 Thorpe Road, immediately adjacent the Tendring District Council Offices. Established residential properties lie to the east through the existence of a terrace of six properties and to the northern side of the B1033 where in a mixture of detached and semi-detached properties front the highway. Homestead Farm and its access are positioned immediately north of the proposal site to the opposite side of the highway.
- 1.4 The site is formed of an expanse of grassland, being part of a larger field. The northern boundary of the site is formed of a hedgerow with Thorpe Road with a ditch running parallel to the hedgerow. The eastern boundary is defined by a fence line with residential dwellings, the western boundary defined by a fence line alongside the Council Office car park and the southern boundary is the remainder of the field. A small pond lies outside of the site opposite the Council Offices.
- 1.5 The land to the south of the development site is currently being promoted for 300 new dwellings through the local plan process.
- 1.6 The principle of development has already been established, the design, siting and scale of the proposed development is considered acceptable with no material harm to visual or residential amenity, or highway safety. The application is therefore recommended for approval.

**Recommendation:** Approve

**Conditions:**

1. Approved Plans
2. Highway conditions
3. Material samples

## 2. **Planning Policy**

National Policy:

National Planning Policy Framework

Local Plan Policy:

*Tendring District Local Plan 2007*

QL2 Promoting Transport Choice

QL3 Minimising and Managing Flood Risk

QL9 Design of New Development

QL10 Designing New Development to Meet Functional Needs

QL11 Environmental Impacts and Compatibility of Uses

QL12 Planning Obligations

HG1 Housing Provision

HG3A Mixed Communities

HG4 Affordable Housing in New Developments

HG6 Dwelling Size and Type

HG7 Residential Densities

COM6 Provision of Recreational Open Space for New Residential Development

EN1 Landscape Character

EN6 Biodiversity

EN6A Protected Species

EN29 Archaeology

TR1A Development Affecting Highways

TR3A Provision for Walking

TR5 Provision for Cycling

TR6 Provision for Public Transport Use

TR7 Vehicle Parking at New Development

*Tendring District Local Plan - Proposed Submission Draft (2012)*

SD1 Presumption in Favour of Sustainable Development

SD5 Managing Growth

SD7 Securing Facilities and Infrastructure

SD8 Transport and Accessibility

SD9 Design of New Development

PRO2 Improving the Telecommunications Network

PRO3 Improving Education and Skills

PEO1 Housing Supply

PEO3 Housing Density

PEO7 Housing Choice

PEO10 Council Housing

PEO18 Community Facilities

PEO19 Green Infrastructure

PLA1 Development and Flood Risk

PLA3 Water Conservation, Drainage and Sewerage

PLA4 Nature Conservation and Geo-Diversity

PLA5 The Countryside Landscape

### 3. **Relevant Planning History**

14/00082/OUT	Erection of 20 dwellings with associated garages and single access point to Thorpe Road.	Approved	20.06.2014
14/00861/TELLIC	Installation of cabinet for superfast broadband.	Determination	01.07.2014
14/01288/TELLIC	To install high speed broadband cabinets.	Determination	19.09.2014
14/01841/DETAIL	Erection of 20 dwellings with associated garages and single access point to Thorpe Road.	Current	

### 4. **Consultations**

- 4.1 Environmental Health -No comment received.
- 4.2 Regeneration - No comment received.

- 4.3 Principal Tree & Landscape Officer - The Tree Survey and report accurately describes the condition of the trees and other vegetation, primarily hedgerows, situated on the land, potentially affected by the development.
- 4.4 The soft landscaping details show new tree, shrub and hedgerow planting that will adequately compensate for the removal of the short section of boundary hedgerow adjacent to the highway and enhance the appearance of the completed development.
- 4.5 Anglian Water Services Ltd - No comment received.
- 4.6 ECC Highways Dept - All housing developments in Essex which would result in the creation of a new street (more than five dwelling units communally served by a single all-purpose access) will be subject to the Advance Payments Code, Highways Act, 1980. The Developer will be served with an appropriate notice within 6 weeks of building regulations approval being granted and prior to the commencement of any development must provide guaranteed deposits which will ensure that the new street is constructed in accordance with acceptable specification sufficient to ensure future maintenance as a public highway by the ECC.
- 4.7 From a highway and transportation perspective the impact of the proposal is acceptable to Highway Authority subject to the following mitigation and conditions:
1. Prior to occupation of the development, the proposed estate road, at its bellmouth junction with Thorpe Road shall be provided in complete accord with Drawing Numbered 1098.L.004 (A) The new road junction shall be constructed at least to binder course prior to the commencement of any other development including the delivery of materials.  
  
Reason: To ensure that all vehicular traffic using the junction may do so in a controlled manner and to provide adequate segregated pedestrian access, in the interests of highway safety and in accordance with Policy DM 1 and 6 of the Highway Authority's Development Management Policies February 2011.
  2. Prior to the proposed access being brought into use, vehicular visibility splays of 78m westerly by 2.4m by 160m easterly, as measured along, from and along the nearside edge of the carriageway, shall be provided on both sides of the centre line of the access and shall be maintained in perpetuity free from obstruction exceeding a height of 600mm.  
  
Reason: To ensure adequate intervisibility between drivers of vehicles using the proposed access and those in the adjoining highway, in the interests of highway safety and in accordance with Policy DM 1 of the Highway Authority's Development Management Policies February 2011.
  3. The internal layout of the proposed development shall be provided in accord with Drawing Numbered 1098.L.004 (A).  
  
Reason: To ensure that all vehicular traffic using the development may do so in a controlled manner and to provide adequate segregated pedestrian access, in the interests of highway safety and in accordance with Policy DM 1 and 6 of the Highway Authority's Development Management Policies February 2011.
  4. Prior to the domestic accesses being brought into use, a 1.5m. x 1.5m. pedestrian visibility splay, relative to the highway boundary, shall be provided on both sides of that access and shall be maintained in perpetuity free from obstruction exceeding a height of 600mm. These splays must not form part of the vehicular surface of the access.  
Reason: To ensure adequate intervisibility between drivers of vehicles using the proposed access and pedestrians in the adjoining highway, in the interests of highway safety and in

accordance with Policy DM 1 of the Highway Authority's Development Management Policies February 2011.

5. No unbound materials shall be used in the surface treatment of the proposed vehicular accesses within 6m of the highway boundary.

Reason: To ensure that loose materials are not brought out onto the highway, in the interests of highway safety and in accordance with Policy DM 1 of the Highway Authority's Development Management Policies February 2011.

6. Prior to the occupation of the proposed dwelling, each of the proposed domestic vehicular accesses shall be constructed to a width of 3.7m and shall be provided with an appropriate dropped kerb vehicular crossing of the footway/highway verge to the specifications of the Highway Authority.

Reason: To ensure that all vehicles using the private drive access do so in a controlled manner, in the interests of highway safety and in accordance with Policy DM 1 of the Highway Authority's Development Management Policies February 2011.

7. The parking spaces / vehicular hardstandings shall be constructed to minimum dimensions of 5.5m x 2.9m.

Reason: To encourage the use of off-street parking, in the interests of highway safety and in accordance with Policy DM 1 and 8 of the Highway Authority's Development Management Policies February 2011.

8. Single garages shall have minimum internal dimensions of 7m. x 3m and shall be provided with vehicular doors a minimum width of 2.3m.

Reason. To encourage the use of garages for their intended purpose and to discourage on-street parking, in the interests of highway safety and in accordance with Policy DM 1 and 8 of the Highway Authority's Development Management Policies February 2011.

9. Prior to the commencement of development, details of the estate roads and footways (including layout, levels, gradients, surfacing and means of surface water drainage) shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that roads and footways are constructed to an acceptable standard, in the interests of highway safety and in accordance with Policy DM 1 and 6 of the Highway Authority's Development Management Policies February 2011.

10. Each internal estate road junction shall be provided with a clear to ground level visibility splay with dimensions of 25m by 2.4m by 25m on both sides. Such visibility splays shall be provided before the road is first used by vehicular traffic and shall be retained free from obstruction at all times.

Reason: To ensure a reasonable degree of intervisibility between drivers of vehicles at and approaching the road junction, in the interests of highway safety and in accordance with Policy DM 1 and 6 of the Highway Authority's Development Management Policies February 2011.

11. The carriageway(s) of the proposed estate road(s) shall be constructed up to and including at least road base level, prior to the commencement of the erection of any dwelling intended to take access from that road(s). The carriageways and footways shall be constructed up to and including base course surfacing to ensure that each dwelling, prior to occupation has a properly consolidated and surfaced carriageway and footway between the dwelling and the existing highway. Until final surfacing is completed, the footway base

course shall be provided in a manner to avoid any up-stands to gullies, covers, kerbs or other such obstructions within or bordering the footway. The carriageways, footways and paths in front of each dwelling shall be completed with the final surfacing within twelve months from the first occupation of such dwelling.

Reason: To ensure that roads and footways are constructed to an acceptable standard, in the interests of highway safety and in accordance with Policy DM 1 and 6 of the Highway Authority's Development Management Policies February 2011.

12. The gradient of the proposed vehicular access shall be not steeper than 4% (1 in 25) for at least the first 6m. from the highway boundary and not steeper than 8% (1 in 12.5) thereafter.

Reason: To ensure that vehicles using the access both enter and leave the highway in a controlled manner, in the interests of highway safety and in accordance with Policy DM 1 of the Highway Authority's Development Management Policies February 2011.

13. Prior to commencement of the proposed development, vehicular turning facilities for service and delivery vehicles of at least size 3 dimensions and of a design which shall be approved in writing by the Local Planning Authority, shall be provided within the site and shall be maintained free from obstruction at all times for that sole purpose.

Reason: To ensure that vehicles using the site access may enter and leave the highway in a forward gear, in the interests of highway safety and in accordance with Policy DM 1 of the Highway Authority's Development Management Policies February 2011.

14. Prior to commencement of the proposed development, details of the provision for the storage of bicycles for each dwelling, of a design which shall be approved in writing with the Local Planning Authority, shall be provided within the site and shall be maintained free from obstruction at all times for that sole purpose.

Reason: To promote the use of sustainable means of transport in accordance with Policy DM 1 and 9 of the Highway Authority's Development Management Policies February 2011.

15. No development shall take place, including any ground works or demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:
- i. the parking of vehicles of site operatives and visitors
  - ii. loading and unloading of plant and materials
  - iii. storage of plant and materials used in constructing the development
  - iv. wheel and underbody washing facilities

Reason: To ensure that on-street parking of these vehicles in the adjoining streets does not occur, in the interests of highway safety and Policy DM 1 of the Highway Authority's Development Management Policies February 2011.

15. Prior to the occupation of any of the proposed dwellings the footway across the entire sites frontage shall be extended to a minimum of 2.0m in width and being provided entirely at the Applicant/Developer's expense including new kerbing, surfacing, any adjustments in levels and any accommodation works to the footway and carriageway channel and making an appropriate connection in both directions to the existing footway.

Reason: To make adequate provision for the additional pedestrian traffic generated within the highway as a result of the proposed development in accord with Policy DM 9 of the Highway Authority's Development Management Policies February 2011.

Informative1: All work within or affecting the highway is to be laid out and constructed by prior arrangement with, and to the requirements and satisfaction of, the Highway Authority, details to be agreed before the commencement of works.

Informative2: Under Section 23 of the Land Drainage Act 1991, prior written consent from the Lead Local Flood Authority (Essex County Council) is required to construct any culvert (pipe) or structure (such as a dam or weir) to control, or alter the flow of water within an ordinary watercourse. Ordinary watercourses include ditches, drains and any other networks of water which are not classed as Main River.

- 4.8 Environment Agency -No comment received.
- 4.9 Essex Wildlife Trust - No comment received.
- 4.10 Natural England - No comment.
- 4.11 ECC SuDS Consultee - No comment.
- 4.12 Essex County Council Archaeology - No objection.
- 4.13 The Council for British Archaeology - No comment received.

## **5. Representations**

5.1 Weeley Parish Council objects to this application on the grounds that:

- It is unacceptable to have an 'open ended' road with strips of land each side to accommodate future road widening;
- The arrangements for disposing of foul water are not satisfactorily explained;
- The surface water drainage strategy is inadequate;
- Inappropriate allocation of garages, car parking and visitor parking;
- The construction method statement identified an area of storage of plant and materials at the rear of the site; and
- Traffic flow is not adequately addressed.

5.2 As a result of the public consultation exercise 30 representations have been received and a 72 name petition in opposition to the proposal. The salient points are summarised below:

- Concern raised that the open ended road will allow future development on the field to the rear of the development;
- 20 new houses represents overdevelopment;
- Increased traffic congestion and highway safety;
- Lack of infrastructure including:
  - inadequate provision for sewage as the pumping station is blocked
  - Holland Brook both overflow and burst its banks
  - surface water run-off
  - inadequate bus and rail services
  - limited school places
  - lack of medical facilities
- Loss of amenity including loss of light;
- The design is not appropriate to its rural location;
- The storage of plant machinery to the rear of the site; and
- Maintenance of hedgerows.



## 6. Assessment

### Site Context

- 6.1 The application site occupies an area of land measuring 0.92ha and is situated to the southern side of the B1033 Thorpe Road, immediately adjacent the Tendring District Council Offices. Established residential properties lie to the east through the existence of a terrace of six properties and to the northern side of the B1033 where in a mixture of detached and semi-detached properties front the highway. Homestead Farm and its access are positioned immediately north of the proposal site to the opposite side of the highway.
- 6.2 The site is formed of an expanse of grassland, being part of a larger field. The northern boundary of the site is formed of a hedgerow with Thorpe Road with a ditch running parallel to the hedgerow. The eastern boundary is defined by a fence line with residential dwellings, the western boundary defined by a fence line alongside the Council Office car park and the southern boundary is the remainder of the field. A small pond lies outside of the site opposite the Council Offices.
- 6.3 The land to the south of the development site is currently being promoted for 300 new dwellings through the local plan process.

### Proposal

- 6.4 This application seeks the approval of reserved matters following the granting of planning permission for 20 dwellings in 2014. All matters in relation to access, appearance, landscaping, layout and scale will be considered as part of this current application.
- 6.5 The majority of the proposed dwellings are two-storey in height, with the exception of plots 8 & 9 which are single-storey. The housing density equates to approximately 20 dwellings per hectare.
- 6.6 The main planning considerations relating to this application are:
- Principle of development;
  - Emerging Local Plan issues;
  - Layout, scale and design;
  - Residential amenity;
  - Highway and parking issues;
  - Infrastructure issues; and
  - Other considerations.

### Principle of development

- 6.7 Outline planning permission (all matters reserved) was granted in 2014 for the erection of 20 dwellings with associated garages and single access point to Thorpe Road, under planning reference 14/00082/OUT therefore the principle of development is already established.

### Emerging Local Plan issues

- 6.8 The land to the rear of the development site is currently being promoted for 300 residential units by Rose Builders for inclusion in the emerging draft Local Plan.

### Layout, Scale and Design

- 6.9 The NPPF in Chapter 6 sets out its commitment in terms of the provision of delivering a wide choice of high quality homes. In support of the overarching aims and objectives of the

NPPF the Tendring District Local Plan Proposed Submission Draft sets out the Councils commitment to sustainable development in Policies SD1, SD2 and SD5 while the requirements for good quality design are set out in Policy SD9.

- 6.10 The outline planning permission granted in 2014 gave consent for 20 dwellings which equates to a density of approximately 20 dwellings per hectares. This density is considered appropriate to this location.
- 6.11 The site's single point of access is taken from Thorpe Road, which has been framed by an appropriate street frontage to Thorpe Road with detached two-storey development set back from the highway by approximately 15 metres, creating a 'gateway' into the site that reflects the existing building line of neighbouring properties to the west.
- 6.12 In terms of provision of private amenity space, Policy HG9 of the Tendring District Local Plan 2007 states that private amenity space for houses with three or more bedrooms shall have a minimum of 100 sqm whilst houses with two bedrooms shall have a minimum of 75 sqm. Policy PEO4 of the draft Local Plan requires development proposals for 2, 3 and 4 bedrooms houses to have private amenity space to be at least equal to the total internal floor area of the dwelling.
- 6.13 In this instance, all units would meet the policy requirements of policy HG9. However some units would fail the garden space requirements under policy PEO4. It is considered that given the status of the draft Local Plan, and limited weight can be applied to the policies contained within it, on balance the gardens sizes proposed are deemed to be acceptable, and the proposal creates an acceptable form of development to future users.
- 6.14 Paragraph 61 of the NPPF states that although visual appearance and the architecture of individual buildings are very important factors, securing high quality and inclusive design goes beyond aesthetic considerations and therefore planning decisions should address the connections between people and the places and the integration of new development into the built environment.
- 6.15 With regards to design, the building form of the proposed dwellings have been designed in accordance with The Essex Design Guide, whereby the traditional buildings of Essex are normally made up of rectangular (not square) plan forms, with pitched roofs spanning the narrower plan dimension. The properties within the surrounding context also appear to have narrow rectangular building forms, and the building form of the proposed dwellings have been sympathetically designed in order to continue this local pattern.
- 6.16 Furthermore, the roof pitch of the 2-storey dwellings within the site is generally shown to be 45/40 degrees, as recommended within the Essex Design Guide. This results in a reduced overall scale of the proposed scheme, and is in keeping with that of the neighbouring properties.
- 6.17 The applicants have given an indication of the appearance and use of materials in the construction of the development; the applicants have suggested the following material pallet:
- Leicester Red Stock;
  - Leicester Autumn Multi;
  - Aldbury Multi;
  - Sandtoft Humber Flanders Plain;
  - Sandtoft Neo Flanders Pantile;
  - Sandtoft Old English Pantile;
  - Sandtoft Shire Terracotta Red Pantile; and
  - Sandtoft Shire Dark Greay Pantile.

- 6.18 Your officer considers that these materials are acceptable.
- 6.19 The house types are varied by both design and size, but all follow an Essex Village orientated design approach with the use of natural materials commonly used in traditional Essex houses. This approach helps to demonstrate that the design is suitable within its immediate surroundings and local context.
- 6.20 The applicant has submitted a soft landscaping scheme which sets out the soft landscaping strategy for the development site. This includes new tree and hedgerow planting as well as retained tree and hedgerows to help assimilate the development into its wider setting. It is considered that the information provided is satisfactory and sufficient to enable the reserved matters relating to the tree and hedgerow protection and soft landscaping to be approved.
- 6.21 Concern has been raised by the Parish Council and Local residents over the 'open ended' road with strips of land each side to accommodate future road widening. The land to the south of the development site is currently being promoted for 300 new dwellings through the local plan process and therefore the developer has provided a road layout that could be adapted to accommodate further levels of development if land to the south of the application site is selected as a housing allocation in the emerging Local Plan. This layout is acceptable in highway safety terms and the scheme is appropriate to this rural location given that the development proposes a density of 20 dwellings per hectare. It is considered that there are no planning reasons to object to the development.

#### Residential Amenity

- 6.22 Policy QL11 of the Tendring District Local Plan (2007) and Policy SD9 of the Tendring District Local Plan Proposed Submission Draft (November 2012) states that new development will only be permitted if, amongst other things, the development will not have a materially damaging impact on the privacy, daylight or other amenities of occupiers of nearby properties.
- 6.23 The main issues to be addressed are the effects of the development upon the residential amenity to occupiers of neighbouring properties. Concern has been raised that the presence of new houses will result in a loss of light to surrounding properties. Whilst this concern is acknowledged there is a separation of approximately 40 metres from the proposed development (including Thorpe Road) and properties on the northern side of Thorpe Road. It is therefore considered by Officers that the proposed scheme will not cause a materially harmful impact on the neighbouring amenity of existing dwellings in terms of overlooking, overshadowing or oppressiveness.

#### Highway and Parking Issues

- 6.24 Paragraph 4 of the NPPF sets out the criteria for promoting sustainable transport and in this regard stipulates in Paragraphs 34 to 36 how this should be approached. The overall aims and objectives of the NPPF are supported by Policies contained within Chapter 7 of the Tendring District Local Plan (2007) as well as by Policies SD8 and PEO4 of the draft Local Plan.
- 6.25 Paragraph 34 indicates that decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.
- 6.26 Paragraph 35 further requires that plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to:

- accommodate the efficient delivery of goods and supplies;
  - 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, avoiding street clutter and where appropriate establishing home zones;
  - incorporate facilities for charging plug-in and other ultra-low emission vehicles; and
  - consider the needs of people with disabilities by all modes of transport.
- 6.27 Paragraph 37 stipulates that there should be a balance of land uses within the area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities.
- 6.28 The proposal indicates the use of a single access point from the B1033. Concerns have been raised by the Parish Council and local residents that the proposed development will result in an unsafe access and increased vehicular movement along Thorpe Road. In this regard the development will lead to an increase in traffic movements in this location, however, the highway is a 'B' class road set within a 30MPH zone and therefore the scheme for 20 dwellings is not considered to lead to any significant impact upon the highway network. Essex County Council, as the Highway Authority has been consulted on the proposed development, and they raise no objection subject to standard controlling conditions.
- 6.29 With regards to parking, the adopted 2009 parking standards require residential units with one bedroom to be provided with at least one parking space, and residential units with 2 bedrooms or more, to be provided with at least two parking spaces. The proposal therefore generates a need for 40 parking spaces in the development. The proposed development provides 40 parking spaces along with 11 visitor parking spaces therefore meeting the adopted standards. The proposed level of car parking is considered to be appropriate for the intended development mix in this sustainable location.
- 6.30 Based on the above it is considered that the application site would comply with the aims and objectives of the NPPF as well as Local Plan Policies with regard to highway safety and parking requirements.

Infrastructure issues

- 6.31 A number of local residents and the Parish Council have raised concern over inadequate surface water run-off provision. The soil conditions will not permit a soak-away, therefore the applicant confirms that the only solution is to ensure that the storm water is to be stored on site and released gradually via a hydro-brake system which matches the natural run-off rate into the nearby brook which is in the ownership of the applicant. Also, the local ward member has raised concern over 'foul water load' and that the Environment Agency's response to the outline application which states that the applicant should confirm with Anglia Water that the additional load can be accommodated. Anglia Water has confirmed technical approval of the adoptable sewer design.
- 6.32 The concerns raised by local residents regarding the general lack of available infrastructure including inadequate bus and rail services, limited school places and lack of medical facilities are noted. However, the principle of development has already been established and these issues are not relevant to this reserved matters planning application. The outline planning permission makes provision for contributions to public open space, an off-site contribution for affordable housing (£64,000) and a contribution of £62,556 for education provision.

### Storage Facilities

- 6.33 Concern has been raised that the 'Construction Method Statement' proposes a compound to the rear of the site for the storage of plant and material which represents the beginning of further development. Part 4 of the General Permitted Development Order permits the provision on land of buildings, moveable structures, works, plant or machinery required temporarily in connection with and for the duration of operations being or to be carried out on, in, under or over that land or on land adjoining that land. The agent has confirmed that the compound and temporary access from will be removed on the completion of development.

## **7 Conclusion**

- 7.1 It is considered that the development of the application site in the manner proposed for 20 residential dwellings, in accordance with the details submitted in support of the Reserved Matters Application would result in a high quality development that could be achieved in compliance with the National and Local Plan Policies identified above and approval of the Reserved Matters application is recommended on this basis.

### Background Papers

None