



planning direct



Planning Statement relating to the erection of two self build dwellings on land to the east of Croft Road, Norton Subcourse, NR14 6RB

On behalf of: Wayne Gaze and Tracey Bloomfield

Prepared by: James Cann

Date: 21 February 2023

NOTICE

This document has been prepared for the stated purpose in Accordance with the Agreement under which our services were commissioned and should not be used for any other purpose without the prior written consent of Planning Direct. We accept no responsibility or liability for the consequences of this document being used for a purpose other than that for which it was commissioned.

© Planning Direct. All rights reserved. No part of this document may be otherwise reproduced or published in any form or by any means, including photocopying, storage on a computer or otherwise, without the prior permission of the copyright holder.

Planning Direct is a trading name of Cicero Communication Ltd. Registered in England and Wales, no. 7986959.

July 2020



The Furnace, The Maltings, Princes Street,
Ipswich, IP1 1SB

 01473 407911

 enquiries@planningdirect.co.uk

 www.planningdirect.co.uk

Table of Contents

Introduction	5
Site and surroundings	6
The proposal	7
Planning decisions	8
Planning policies.....	9
National planning policy	9
Local planning policy	9
Principle of development	11
Sustainable development	12
Economic	13
Social	15
Housing supply	15
Self-build.....	15
Environmental	18
Areas of particular importance	18
Ecology	18
Land contamination	19
Flood risk.....	20
Other considerations	22
Access and parking	22
Residential amenities	24
Summary	26
Appendices.....	27

Introduction

This Planning Statement has been produced on behalf of the applicants to accompany an outline planning application (all matters reserved) proposing the erection of two self-build dwellings on land to the east of Croft Road, Norton Subcourse.

The purpose of the statement is to set out how the proposed development is considered to comply with national and local planning policies and should be assessed favourably by the Local Planning Authority (LPA).

The statement should be read in conjunction with the accompanying plans identified below:

- Location Plan (Ref 2257 Drawing 01 Rev 3)- **Appendix 1**
- Existing Site Plan (Ref 2257 Drawing 02 Rev 1) - **Appendix 2**
- Proposed Site Plan Indicative (Ref 2257 Drawing 03 Rev 3) - **Appendix 3**

Site and surroundings

The extent of the application site is identified within the red line boundary of the Location Plan at **Appendix 1**, and comprises an area of land diagonally adjacent to the settlement boundary of Norton Subcourse on the opposite side of Croft Road (Fen Cottage). The site is in the joint ownership of the applicants.

Although there are no buildings currently on the site, there is evidence that a dwelling once stood on the land and a photograph of the rubble is included at **Appendix 4** along with various other photographs of the site. The site has not been used for agricultural purposes in living memory and is considered to be amenity land. The land within the blue line boundary is not included as part of the development proposals.

The site is located between existing residential dwellings to the north and south in the form of Oasis (formerly known as Alteresa) and Norton Lodge respectively. Oasis is the southernmost dwelling of a group of three homes which physically adjoins the development boundary. To the west and south west of the site and further away from the development envelope lies Church Farm and four residential dwellings including a dwelling built pursuant to application 2019/0122. The dwellings in closest proximity to the site comprise various forms of design in terms of external appearance, number of storeys, orientation, size and mass. As a consequence there is no uniformity in terms of design in the surrounding area.

The site is not located within an area of particular importance as identified within the NPPF such as an Area of Outstanding Beauty or Conservation Area, or within the setting of a Listed Building. The site is also within Flood Zone 1 according to the Environment Agency, following its assessment of a Flood Risk Assessment (FRA) and modelling provided by Evans Rivers and Coastal.

The stretch of highway which runs along the western boundary of the site benefits from a 30 mph speed limit and a limited volume of traffic passes through the road. The site is considered to be functionally linked to the settlements of Norton Subcourse and Thurlton (defined as a Service Village within the Core Strategy) along with the cluster of housing to the south, with local services and facilities within walking distance.

The proposal

The applicants are proposing to erect two self-build dwellings on the site in accordance with the indicative Proposed Site Plan at **Appendix 3**, for their own occupation. It is intended that the dwellings would comprise two storey housing, with four or five bedrooms.

There are exceptional circumstances as to why the applicants require dwellings at this location, which are considered to be strictly private and confidential but the applicants have strong local connections to the area. A separate statement has been produced for the attention of the allocated case officer, and it is requested that neither this document nor any of its contents should be put into the public domain.

Matters pertaining to layout, access, scale and size of the development would be submitted for the approval of the LPA via a reserved matters approval application once the principle of development has been established. The proposed development would nevertheless constitute a low density scheme, which would infill a gap between the significant volume of housing to the north which adjoins the development envelope and includes the village, and the cluster of five dwellings to the south and south west.

Floor plans and elevations of the proposed dwellings would be submitted for the approval of the LPA via a reserved matters approval application, and it is simply the principle of the development which is to be assessed at this outline stage.

Vehicular access to the dwellings would be facilitated from Croft Road, and the stretch of road which runs along the western boundary of the site is subject to a 30 mph speed limit.

Planning decisions

The following planning applications are considered to be relevant to the proposed development and referred to within the statement.

Reference no.	Description	Decision	Date
2019/0122	Erection of a new dwelling on land west of Croft Road, Norton Subcourse, Norfolk.	Approved	14/03/2019
APP/G2435/W/18/3214451	Erection of 30 self build dwellings on land off Hepworth Road, Woodville, DE11 7DW	Allowed on appeal	25/06/2019

Planning policies

National planning policy

The National Planning Policy Framework (NPPF) published in July 2021 sets out the Government's planning policies for England and how these should be applied. The following sections within the Framework are considered to be the most relevant in relation to this application.

- Section 2 Achieving sustainable development
- Section 5 Delivering a sufficient supply of homes
- Section 12 Achieving well designed places
- Section 14 Meeting the challenge of climate change, flooding and coastal change
- Section 15 Conserving and enhancing the natural environment
- Section 16 Conserving and enhancing the historic environment

Local planning policy

The following local policies as identified within the Joint Core Strategy (JCS) and South Norfolk Local Plan (SNLP) and Supplemental Planning Documents are considered to be the most relevant to the planning application.

Joint Core Strategy (JCS)

- Policy 1 Addressing climate change and protecting environmental assets
- Policy 2 Promoting good design
- Policy 3 Energy and water
- Policy 4 Housing delivery
- Policy 5 The Economy
- Policy 15 Service Villages

South Norfolk Local Plan (SNLP) Development Management Policies

- DM1.1 Ensuring Development Management contributes to achieving sustainable development in South Norfolk
- DM1.3 The sustainable location of new development
- DM3.8 : Design Principles applying to all development

-
- DM3.10 : Promotion of sustainable transport
 - DM3.11 : Road safety and the free flow of traffic
 - DM3.12 : Provision of vehicle parking
 - DM3.13 : Amenity, noise, quality of life
 - DM4.2 : Sustainable drainage and water management
 - DM4.5: Landscape Character Areas and River Valleys
 - DM4.10 : Heritage Assets

Supplementary Planning Document (SPD)

- South Place Making Guide
- Parking Standards for Norfolk 2007 (with September 2020 revised use class references added)

Principle of development

It is important to establish the principle of the proposed development in accordance with relevant national and local planning policies.

It is recognised that the site is located beyond the development envelope of Norton Subcourse in accordance with the local authority's Proposals Maps Local Plan and is therefore in the countryside.

Policy 1.3 provides that all new development should be located so that it positively contributes to the sustainable development of South Norfolk as led by the Local Plan. The policy provides that permission for development in the countryside outside of the defined development boundaries of settlements will only be granted if it can be demonstrated that there are overriding benefits in terms of economic, social and environment dimensions as addressed in Policy 1.1.

Policy 1.1 provides that the council will take a positive approach that reflects the presumption in favour of sustainable development, together with a responsibility to meet objectively assessed needs identified in the Local Plan and other unforeseen development needs and opportunities emerging that are generally consistent with the council's vision and objectives for the area.

Policy 1.1 also provides that where there are no directly relevant Policies to the application or the relevant policies are out of date at the time of making the decision, then the Council will consider the impact of the proposal in each of the economic, social and environmental dimensions jointly and simultaneously, for now and in the future. The Council will grant permission unless material considerations indicate otherwise – taking account of whether any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits when assessed against the policies in the National Planning Policy Framework taken as a whole.

It is therefore clear that development proposals on locations outside defined settlement boundaries are acceptable in principle if they are deemed to constitute sustainable development and are generally consistent with the council's vision and objectives for the area.

Sustainable development

The NPPF provides that in order that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development. For decision making this means that development proposals should be approved that accord with an up-to-date development plan without delay.

Section 8 provides that achieving sustainable development means that the planning system has three overarching objectives (**economic**, **social** and **environmental**), which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives).

An assessment of the impact of the proposed development in relation to the three aforementioned objectives is provided. It is considered that there are sufficient social and economic benefits which would override any potential environmental impact given the accessibility of the site to Norton Subcourse and Thurlton.

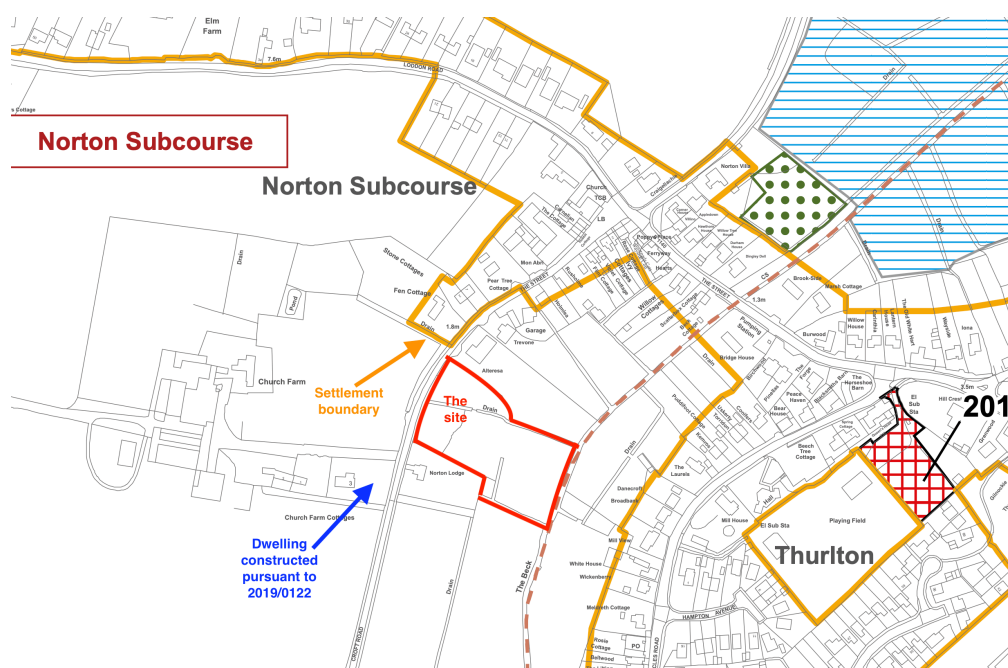
Economic

The NPPF provides that the planning system has an economic role in order to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity, and by identifying and coordinating the provision of infrastructure.

It is important to consider that the development site is in very close proximity to the settlement boundary of Norton Subcourse which physically adjoins Thurlton (defined as a Service Village in the Core Strategy) and provides a wide range of services and facilities.

It was acknowledged by the LPA in relation to application 2019/0122 that it would be possible to walk safely into the village along the verges, to access services and facilities. As a consequence the LPA determined that the proposed development does not conflict with policy DM3.10 of the SNLP which seeks to promote sustainable development.

It is observed that the application site herewith is closer to the development boundary than the dwelling approved under 2019/0122 as demonstrated below.



It is therefore reasonable to assume that the aforementioned assessment can also be credibly applied to the proposed development herewith.

Paragraph 79 of the NPPF provides that to promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities. Planning policies should identify opportunities for villages to grow and thrive, especially where this will support local services. Where there are groups of smaller settlements, development in one village may support services in a village nearby.

It is clear that the erection of two dwellings would result in minor gains to the local economy as it is inconceivable that the prospective occupants would not access services and facilities within Norton Subcourse and Thurlton.

Social

The NPPF provides that the planning system has a social role by supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being.

Housing supply

Section 5 of the NPPF is concerned with delivering a sufficient supply of homes. In particular paragraph 60 states that to support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can be identified where it is required. Paragraph 62 provides that within this context the size, type and tenure of housing required for different groups in the community should be assessed and reflected in planning policies.

Although the LPA's position is that it is able to demonstrate a five year supply of housing, the NPPF provides that this a minimum target and authorities should support opportunities to increase provision of housing in sustainable locations through the planning process. The proposed development will deliver two new homes which will contribute towards the housing supply target of the local authority.

Self-build

The proposed development will deliver two self-build homes which is a type of provision strongly encouraged by the national government, and will be designed to meet the requirements of two specific households. Details pertaining to the acute need for the homes at this location and the personal circumstances involved are set out in detail within an accompanying statement. Suffice to say that the applicants and their family have a long standing affiliation with the village and the dwellings are required for support reasons.

It should be recognised that the delivery of self-build homes is considered to be a 'material consideration' as enshrined in decision making by the Planning Inspectorate.

The local authority has a duty to grant planning permissions to meet the demand for self-build and custom housebuilding in their area. It is required by the provisions of Section 2A of the Self-Build and Custom Housebuilding Act 2015 (as amended) to grant planning permission for enough serviced plots of land to meet the demand for self-build and custom housebuilding in the district which arises in each base period.

Paragraph 61 of the NPPF also provides that the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies (including, but not limited to, those who require affordable housing, families with children, older people, students, people with disabilities, service families, travellers people who rent their homes and **people wishing to commission or build their own homes**).

It is also recognised that custom build dwellings are financially less risky to construct as the builder does not have to rely on securing an end user (buyer). It is acknowledged that few homes within the UK are custom built compared with many other countries, although there is evidence of an increasing demand within the country for this type of housing procurement in recent years.

The proposal would provide 2 additional self-build plots in a sustainable location which would also contribute towards the LPA's general housing supply targets. The applicant is willing to enter into a legal agreement with the local authority in order to ensure the new dwellings adhere to the legal definition of custom and self-build housebuilding.

A planning inspector allowed outline planning consent (APP/G2435/W/18/3214451) for the erection of 30 self-build plots in Woodville, Swadlincote in June 2019, which reversed the initial decision to refuse the application by North West Leicestershire District Council. The application site was outside the defined limits of development and the proposal was deemed to be in conflict with the Local Plan. It is clear that the local authority refused the application due to the effect of the development on the character and appearance of the area and the openness of the Green Belt. But the inspector concluded '*The requirement on planning authorities to permission sufficient plots for custom and self-build is clearly set out in primary legislation, and should be a material consideration in all relevant planning applications. This legislation is important as England is out of step with every other developed country with regards to the number of homes that we build in this way.*'

Furthermore it was concluded that the socio-economic benefits of custom and self-build, would not only serve people using and supporting local services and facilities, it would also create opportunities for the local construction industry to boost employment and training opportunities. On balance it was considered that the economic, social and environmental benefits of the proposal significantly and demonstrably outweighed the conflict with the Local Plan. A copy of the Appeal Decision is included at **Appendix 5**.

The NPPF states that any proposed development that conflicts with a Local Plan should be refused unless other material considerations indicate otherwise. The fact that the 2 proposed dwellings would constitute self-build plots would be considered to outweigh any perceived conflict with the Local Plan, in the event that LPA assesses the proposals as not being entirely policy compliant.

Environmental

The NPPF provides that the planning system has an environmental role by contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

Paragraph 119 provides that planning policies and decisions should promote an effective use of land in meeting the need for homes, while safeguarding and improving the environment.

Areas of particular importance

Although the proposed development would result in the erection of two dwellings on a previously undeveloped site, it should be recognised that the land is not located within an area of particular importance as identified in the NPPF such as an Area of Outstanding Natural Beauty or Conservation Area.

The nearest heritage asset to the site is Church Farm Cottages (List Entry Number 1373189) however the proposed development would not be considered to result in an adverse impact upon its setting. It should be recognised that the application site under outline application 2019/0122 is closer to the heritage asset than the two dwellings proposed herewith, and was not considered by the LPA to impact upon its setting. A Heritage Impact Assessment was not requested by the LPA in support of 2019/0122 or at reserved matters approval stage and it is expected that an identical approach is justifiable here.

Ecology

Paragraph 174 of the NPPF provides that planning decisions should contribute to and enhance the natural and local environment by recognising the character and beauty of the countryside including trees and woodland.

Paragraph 175 of the NPPF provides that when determining planning applications, LPAs should ensure that significant harm to biodiversity resulting from development should be avoided.

Paragraph 177 provides that the presumption in favour of sustainable development does not apply where the plan or project is likely to have a significant effect on a habitats site (either alone or in combination with other plans or projects), unless an appropriate assessment has concluded that the plan or project will not adversely affect the integrity of the habitats site.

The applicant would be willing to submit a Preliminary Ecological Appraisal in support of the application if this is demonstrated as being necessary by the LPA, however it should be noted that the following net gains for biodiversity would be incorporated into the proposed development scheme.

It is intended that a Landscape Plan would be submitted for the approval of the LPA at reserved matters to include the planting of new native species-rich hedgerows and trees between the two plots and around the site. The Landscape Plan is also intended to include boundary treatment proposals. Construction work would be carried out in accordance with BSI (2012), BS 5837:2012 to protect trees and their root protection areas, although existing trees are far beyond the site within the blue line boundary and highly unlikely to be impacted by the development.

Integrated swift boxes, small bird boxes and bat boxes would be installed to the new dwellings and/or garages.

Porous hedgehog friendly fencing would be used within and around the site. Night lighting of the construction site would be minimised as far as possible, and one log pile would be created.

Land contamination

Paragraph 178 of the NPPF provides that a site should be suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination. This includes risks arising from natural hazards or former activities such as mining, and any proposals for mitigation including land remediation (as well as

potential impacts on the natural environment arising from that remediation).

The use of site for residential occupation is considered to be a vulnerable use. The applicants would be willing to submit a desktop land contamination report for the approval of the LPA prior to development works being undertaken, which could be imposed as a pre-commencement condition.

Flood risk

Paragraph 155 of the NNPF provides that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future).

According to the Environment Agency's (EA's) planning maps the site is entirely in Flood Zone 3. Despite the aforementioned the applicant engaged the EA's pre-application service to review flood modelling undertaken by Evans Rivers and Coastal in relation to the proposed development of the site. The EA reviewed the model in conjunction with the Flood Risk Assessment it previously assessed and a copy of its review dated 07 December 2022 is included at **Appendix 6**.

The EA applied a risk based approach during its assessment of the model and confirmed that it was suitable for planning purposes. The review confirmed that:

- The standard methods had been applied to derive the hydrological estimate.
- The industry standard hydraulic modelling software has been used.
- Appropriate sensitivity tests had been undertaken.

The EA recognised that the modelling concluded that fluvial Flood Zones 2 and 3 remain in channel now and with climate change, so the site is in Flood Zone 1 in the present day and in the future. The EA provided that it does not provide flood risk comments for sites in Flood Zone 1 and will have no comments to make with regards to planning applications on this site.

Local policy 4.2 provides that sustainable drainage measures must be fully integrated within design to manage any surface water arising from development proposals, and to minimise the risk of flooding on the development site and in the surrounding area,

unless it can be demonstrated that ground conditions are unsuitable for such measures or there are other exceptional circumstances.

The proposed development would potentially result in the rerouting of an existing ditch which runs through the central part of the site, however details pertaining to the final design and layout of the development to include a Surface Water Drainage Strategy are intended to be submitted for the assessment of the LPA via a reserved matters approval application. The following planning condition is recommended for this purpose:

‘Prior to the commencement of any works to the access, details shall be submitted to and approved in writing by the local planning authority showing the means to prevent the discharge of surface water from the development onto the highway. The approved scheme shall be carried out in its entirety before the access is first used and shall be retained and maintained thereafter in its approved form.’

Other considerations

Other considerations to be taken into account by the LPA pertain to impact upon the safety and capacity of the existing road traffic network, and amenities of the proposed occupants of the development and existing residents living in close proximity to the site.

Access and parking

Section 9 of the NPPF provides that the potential impact of development on transport networks should be considered during the decision making process.

The existing road traffic network is capable of accommodating the development in terms of the safe and free flow of traffic. It is considered that the proposed development of just 2 dwellings would have a minor impact upon the capacity of the road network, as the increase in daily vehicular movements generated would not be negligible.

Paragraph 105 of the NPPF provides that in setting local parking standards for residential development, policies should take into account the accessibility of the development, the type, mix and use of development, the availability of land opportunities for public transport, local car ownership levels and the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

At a local level policy 3.10 provides that all development should support sustainable transport and development objectives, utilise all opportunities to integrate with local sustainable transport networks, be designed to reduce the need to travel and to maximise the use of sustainable forms of transport appropriate to the location.

It is proposed that each dwelling would be served by a separate access point on to Croft Road as per the Proposed Site Plan at **Appendix 3**.

It is considered that the proposed development would incorporate measures to encourage the use of sustainable modes of transport. The Glossary of the NPPF provides that sustainable modes of transport includes any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra low and zero emission vehicles, car sharing and public transport. It is

proposed that electric changing points will be installed to the garages in order to encourage the use of hybrid or electric cars.

It is also the intention to provide secure and lockable cycle storage provision on the site to encourage cycling to and from the village. It should nevertheless be recognised that the service and facilities within Norton Subcourse and Thurlton are within walking distance, as acknowledged by the LPA in its decision to approve the erection of a new dwelling under application 2019/0122. It is also clear that the aforementioned dwelling is slightly further away from the development envelope than the site herewith.

Policy 3.12 is concerned with vehicle parking and provides that planning permission will be granted where appropriate parking provision is provided by the developer to serve the needs of the proposed development. Development should provide sufficient parking problems to avoid highway safety problems and to protect living and working conditions locally. The appropriate parking provision for a development is determined using the parking standards adopted by the LPA as a 'starting point. The adopted parking standards are set out within the Parking Standards for Norfolk 2007 document published by Norfolk County Council and updated in September 2020.

LAND USE	CYCLE PARKING	CAR PARKING*
Class C3 - Dwelling Houses		
<p>The car parking standards set out a maximum per unit. Over a LPA area the average parking provision will reflect car ownership.</p> <p>The accessibility of a site will be determined from a site specific assessment of access to employment and services by walking, cycling and public transport. This will be used to determine the appropriate local parking provision.</p>	<p>None for individual houses with garages or rear gardens for a garden shed.</p> <p>For flats and developments with communal parking:-</p> <p><u>Residents</u></p> <p>1 space / unit</p> <p><u>Visitors:</u></p> <p>1 space / 4 units</p>	<p>General requirement</p> <p>1 space for a 1 bed unit</p> <p>2 spaces for a 2 or 3 bedroom unit</p> <p>3 spaces for a 4 or more bedroom unit</p>

An extract from the document shown above identifies a general requirement of 3 car parking spaces to serve a 4 or more bedroom dwelling. It is intended that the dwellings would comprise at least 4 bedrooms, however there is more than sufficient space within the curtilage of the site to provide at least 3 car parking spaces per dwelling.

UK Crashmap has been consulted in order to establish the safety of the stretch of Croft road which runs adjacent to the site. An extract from the database is included at **Appendix 7** and demonstrates that no road traffic accidents have been reported in close along Croft Road in the past 23 years. As a consequence it is considered that the highway at this location is deemed to be safe.

Residential amenities

Policy 3.13 provides that development should ensure a reasonable standard of amenity reflecting the character of the local area. In all cases particular regard will be paid to avoiding overlooking and loss of private residential amenity space, loss of day light, overshadowing and overbearing impact. Furthermore consideration will be given to the introduction of incompatible neighbouring uses in terms of noise, odour, vibration, air, dusts, insects, artificial light pollution and other such nuisances.

The policy is clear that planning permission will be refused where proposed development would lead to an excessive or unreasonable impact on existing neighbouring occupants and the amenity of the area or a poor level of amenity for new occupiers.

It is considered that the proposed development would not result in any adverse impact upon the amenities of the area. The dwellings in closest proximity to the proposed development are Oasis to the north and Norton Lodge to the south, and there is sufficient space within the curtilage of the site to design a scheme which would avoid any unacceptable impact upon the amenities of either of the aforementioned dwellings.

In terms of existing use classes it is clear that there are no industrial or commercial uses on adjacent or nearby land which would result in an adverse impact upon the prospective occupants of the proposed dwellings, and the predominantly use class of the area is residential.

Details pertaining to the design of the development scheme will be submitted for the approval of the LPA via a reserved matters approval application.

It is clear that there is sufficient scope within the footprint of the proposed dwellings to exceed the minimum National Described Spaces Standards (NDSS) requirements, in relation to gross internal floor space and individual room sizes, for a four bedroom two storey dwelling.

In terms of the character of the area it is intended that the dwellings will differ from each other in relation to design and external appearance, to respect the lack of uniformity of existing development in the area which comprises various built forms. It is considered that a pair of dwellings comprising the same house type would be potentially out of keeping with its surroundings. Furthermore it is considered that the low density form of development is considered appropriate to the semi rural setting of the site, and potential over-development of the site would be avoided by each dwelling being served by a large garden.

Summary

It is the professional opinion of Planning Direct that this application should be assessed favourably by the LPA as it comprises sustainable development which is supported by the provisions of the NPPF and local planning policy. Consistent with the approval of application 2019/0122 which is located further away from the development envelope than the application site, the adverse impact of the proposed development would not significantly or demonstrably outweigh the benefits provided by two self-build dwellings.

Policy 1.1 provides that The Council will work proactively where possible with applicants to find solutions so that development proposals can be approved wherever possible, and to secure development that jointly and simultaneously improves the economic, social and environmental conditions in the area.

The applicant expects the LPA to bring any potential issues arising from the proposal to the attention of Planning Direct at the earliest opportunity, in order that clarifications can be provided and/or solutions agreed where appropriate.

Appendices

Appendix 1 - Location Plan (Ref 2257 Drawing 01 Rev 1)

Appendix 2 - Existing Site Plan (Ref 2257 Drawing 02 Rev 1)

Appendix 3 - Proposed Site Plan Indicative (Ref 2257 Drawing 03 Rev 1)

Appendix 4 - Photographs of the site

Appendix 5 - Appeal Decision APP/G2435/W/18/3214451

Appendix 6 - EA Correspondence dated 07 December 2022

Appendix 7 - UK Crashmap extract