

Ward

Broadclyst

Reference

25/0599/PIP

Applicant

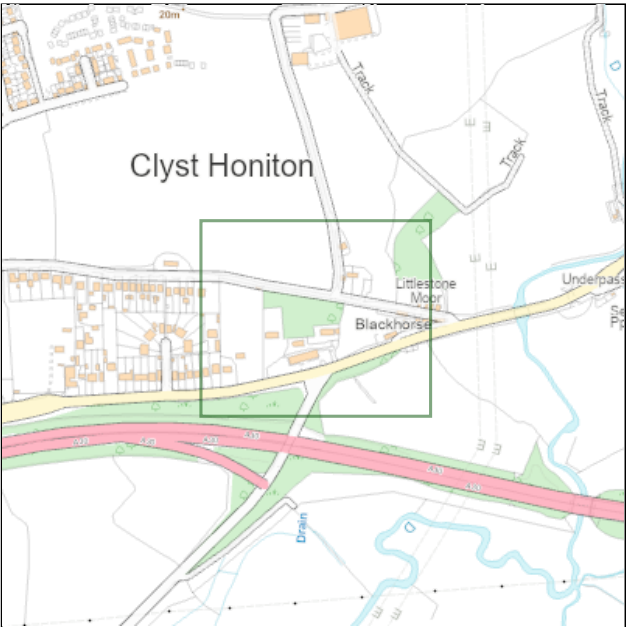
Mrs H Mitchell

Location

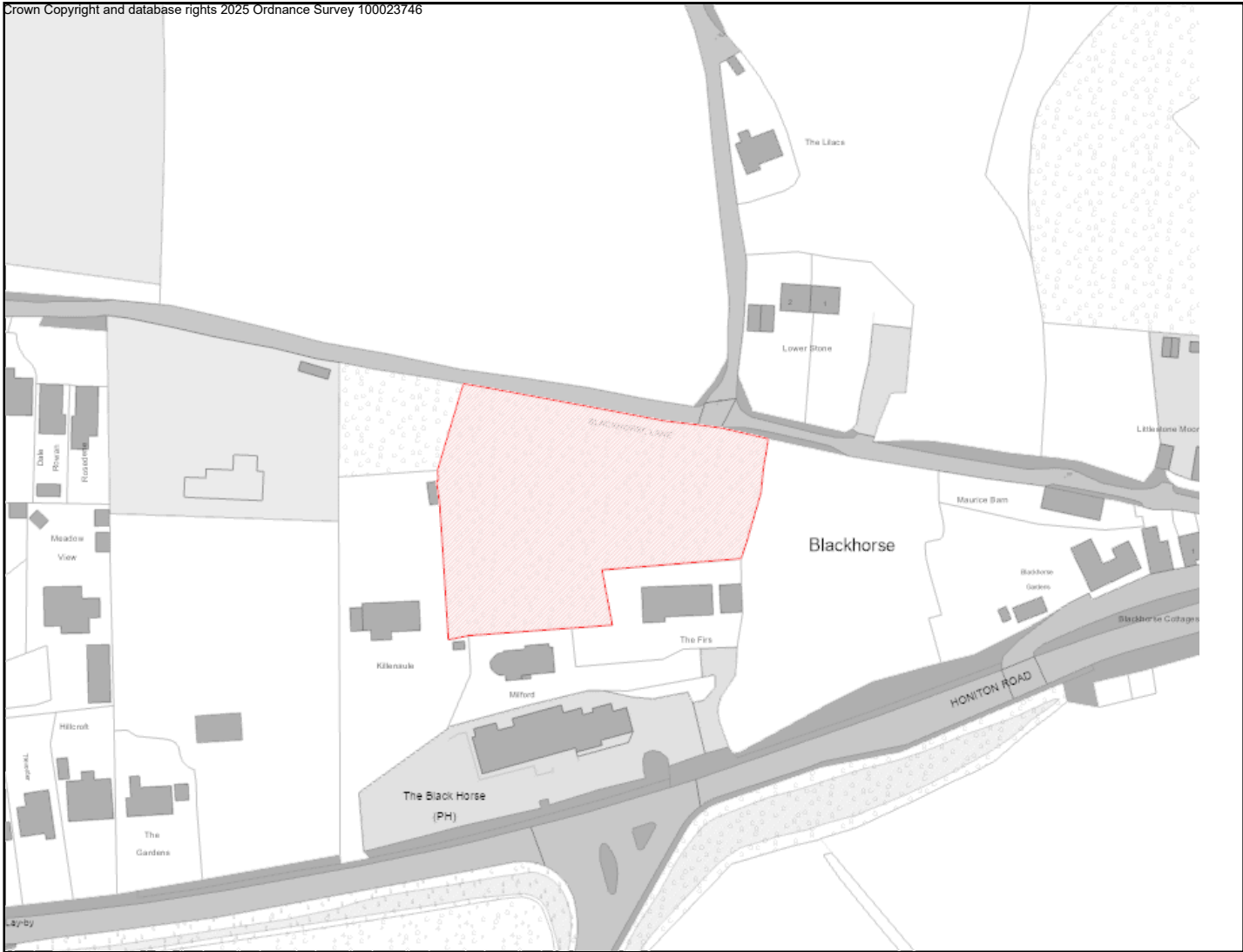
Land Adjacent To The Gardens Blackhorse

Proposal

Permission in principle for the construction of four dwellings



RECOMMENDATION: Approval



		Committee Date: 10.06.2025
Broadclyst (Broadclyst)	25/0599/PIP	Target Date: 23.04.2025
Applicant:	Mrs H Mitchell	
Location:	Land Adjacent To The Gardens Blackhorse	
Proposal:	Permission in principle for the construction of four dwellings	

RECOMMENDATION: Approval

EXECUTIVE SUMMARY

This application is before Planning Committee because it is a departure from the spatial strategy for housing within the Adopted East Devon Local Plan.

Permission in principle is sought for four dwellings on the site. The illustrative site plan indicates the access to the site being made off Blackhorse Lane with the four dwellings positioned on higher land towards the southern and western boundaries of the site. Each dwelling would be provided with a driveway and parking spaces with private gardens.

The permission in principle (PiP) process was introduced through the Town and County Planning (Permission in Principle) Order 2017. It provides an alternative means of obtaining planning permission for housing-led development. It is a two stage process; the first being the permission in principle stage and the second technical details consent (TDC) stage. It is important to note that at PiP stage the relevant considerations are limited to assessment of the land use, location and amount of development proposed with other matters reserved for consideration at TDC stage.

Whilst the site is within the open countryside and therefore contrary to Strategy 7 of the Local Plan, it is considered to be in a sustainable location where there is good access to a range of transport options and with the site being located in close proximity to the Tithebarn/Mosshayne development which is taking place on the northern side of Blackhorse Lane, which will lead to the construction of around 1,500 dwellings in close proximity to the site benefiting from a local centre and recreational facilities, and Exeter Science Park is situated a short distance to the west of the site. This approach is consistent with a number of other small scale housing schemes that have been approved by the Council in the Blackhorse area. It would be unreasonable to argue that this site can be considered unsustainable and as such the land use and location is considered

to be acceptable.

The site has been the subject of a dismissed appeal for 5 dwellings and whilst officers are mindful of the fact that the previous detailed scheme was dismissed on the grounds of character and appearance and that the development had not been designed to mitigate the impacts from airport noise, these are matters that can be dealt with at TDC stage.

This site layout plan that has been submitted with the application is indicative and is not necessarily in a form or layout that would be acceptable for the site. The applicant would have to demonstrate through careful design, levels, retention of vegetation and additional landscaping that a residential development of 4 dwellings on this site would be acceptable in terms of its overall impact on local character and would still need to demonstrate how a revised scheme addresses the Council's previous reasons for refusal and the concerns raised as part of the dismissed appeal whilst addressing relevant policies from the 'made' Broadclyst Neighbourhood Plan.

These issues and issues relating to relationship with neighbouring properties, airport noise, flood risk and drainage, impacts on ecology and trees would be considered at the Technical Detailed Consent stage however having regard for the shape and size of the site and its configuration, it is considered that 4 dwellings could be accommodated in principle such that the amount of development proposed is considered to be acceptable.

At a time when the Council cannot demonstrate having a five year housing land supply, it is not considered that the proposal would give rise to any significant harm that would significantly and demonstrably outweigh the benefits of the scheme when considered as a whole.

It is recommended that Permission in Principle is granted and the application is therefore recommended for approval.

CONSULTATIONS

Local Consultations

Parish/Town Council

23/04/25 - Thank you for consulting Broadclyst Parish Council.

Broadclyst Parish Council has considered the above application for Permission in Principle for up to four dwellings and confirms its support for the proposal, subject to key policy considerations outlined below.

1. National and Local Policy Compliance

' The proposed development, although situated outside the Built-up Area Boundary (BUAB), lies adjacent to recent development and is within a cluster of existing and consented housing.

' The proposal aligns with the principles of sustainable development outlined in the National Planning Policy Framework (NPPF 2024), particularly paragraphs 84'85 regarding rural housing.

' The proposal reflects the evolving spatial strategy of the Emerging East Devon Local Plan (2024'2041), which supports small-scale, well-sited rural housing.

' The site satisfies the criteria set out in Broadclyst Neighbourhood Plan (BNP) Policy H5 by proposing small-scale, well-integrated housing that supports local needs.

2. Amenity Impact

' No significant adverse impact on residential amenity is anticipated at the PiP stage.

' The matter of aircraft noise and appropriate mitigation should be fully addressed at the Technical Details Consent (TDC) stage.

3. Highway Safety and Access

' The site is within ~380m of a regular bus service and has pedestrian and cycle connectivity to key services and employment hubs (e.g., Exeter Science Park, Skypark, Cranbrook).

' Access is via Blackhorse Lane, with sufficient opportunity for safe vehicular and pedestrian ingress/egress to be confirmed at the TDC stage.

4. Environmental Considerations

' The site is located in Flood Zone 1, indicating low flood risk.

' Existing hedgerows should be protected and enhanced in accordance with BNP Policies NE4 and NE5 to maintain biodiversity and landscape character.

5. Design and Heritage

' The site is not within a conservation area or near listed buildings.

' Future design must be in line with BNP Policy D1 ' High Quality Design, ensuring materials, scale, and layout are sympathetic to the area's character.

6. Infrastructure and Services

' The site lies close to local education, healthcare, and utility infrastructure, reinforcing its suitability for residential development.

7. Climate Change and Sustainability

' The future TDC submission must ensure compliance with BNP Policies DC1'DC6, including sustainable drainage, energy efficiency, and provision for renewable energy.

' The development should seek to contribute positively to local climate resilience.

8. Previous Planning Decisions

' While a previous scheme (23/0332/FUL) for 5 dwellings on this site was refused due to overdevelopment and visual impact, the current proposal (reduced to 4 dwellings) addresses scale and integration more appropriately.

Council position

Broadclyst Parish Council supports the granting of Permission in Principle for up to 4 dwellings at this site, provided the following are secured at the Technical Details Consent stage:

' Mitigation of aircraft noise.

' High-quality, locally responsive design as per BNP Policy D1.

' Retention and enhancement of hedgerows (BNP Policies NE4 and NE5).

' Full compliance with sustainability policies (BNP Policies DC1'DC6).

' Biodiversity enhancements and landscape integration.

The proposal is consistent with the Broadclyst Neighbourhood Plan (2021'2031) and reflects the strategic direction of national and emerging local policy. It represents a modest, sustainable extension to the settlement of Blackhorse.

Technical Consultations

Natural England

03/04/25 -

SUMMARY OF NATURAL ENGLAND'S ADVICE

FURTHER INFORMATION REQUIRED TO DETERMINE IMPACTS ON DESIGNATED SITES

The proposed development has the potential to have a harmful effect on terrestrial Sites of Special Scientific Interest (SSSIs) and those Special Areas of Conservation (SACs), Special Protection Areas (SPAs) or Ramsar sites that they underpin.

Natural England's statutory advice on these potential impacts is set out below.

Designated Sites

Further information required - recreational pressure impacts to European Sites (habitats sites) This development site is within the zone of influence (Zol) for recreational pressure impacts to one or more European Sites (habitats sites). Within this Zol, proposals for any net increase in residential units will have a likely significant effect on the qualifying features of the European Site(s) (habitats site(s)) through increased recreational pressure when considered either alone or in combination with other plans and projects. Your authority has measures in place to manage these potential impacts through a strategic solution which Natural England considers will be effective in preventing adverse impacts on the integrity of the site(s). Notwithstanding this, Natural England advises that these measures should be formally checked and confirmed by your authority, as the competent authority, via an appropriate assessment in view of the Natural England Access to Evidence - Conservation Objectives for European Sites and in accordance with the Conservation of Habitats & Species Regulations 2017 (as amended). Providing the appropriate assessment concludes that the measures can be secured, it is likely that Natural England will be satisfied that there will be no adverse effect on the integrity of the European Site(s) (habitats site(s)) in relation to recreational disturbance. Where the proposal includes bespoke mitigation that falls outside of the strategic solution, Natural England should be consulted. Reserved Matters applications, and in some cases the discharge/removal/variation of conditions, where the permission was granted prior to the introduction of the strategic approach, should also be subject to the requirements of the Conservation of Habitats & Species Regulations 2017 (as amended) and our advice above applies.

Environmental Health

01/04/25 - No objections in principle, although details of sound insulation measures sufficient to provide effective resistance to the transmission of airborne sound (due to the close proximity of the development to the 60-63 dB(A) airport noise contours) will need to be submitted to and approved in writing by the Local Planning Authority during the full planning application.

Green Infrastructure Project Manager
27/03/25 -.

There is limited supporting information for this application - although application 22/0549/FUL (Refused) includes detailed information relating to site constraints etc which is useful to understand the baseline of the site (albeit that this is 3 years old).

The planning statement doesn't consider the Clyst Valley Regional Park (which abuts the site to the north and east). Strategy 10 in the adopted Local Plan requires 'All development proposals of the West End will individually and collectively contribute to the implementation and long-term management of green infrastructure initiatives through appropriate contributions and/or on site provision, and Green Infrastructure initiatives should feature in all developments.' At present the applicant does not consider how the development will contribute to the CVRP - should the issues identified below be suitably addressed I would recommend a contribution towards delivery of cycle infrastructure (the Clyst Valley Trail).

The bank, trees and hedge to the northern boundary of the site is an important feature on Blackhorse Lane and should be retained and enhanced as part of any development, with careful design required to the proposed site entrance to work with the topography and strengthen the native vegetation to this edge of the site. As noted below I believe the proposals could require removal of mature trees and vegetation to this boundary in order to achieve access and visibility requirements.

Blackhorse Lane and Mosshayne Lane are important cycling and walking routes and careful design is required to ensure that vehicles entering and exiting the site do not conflict with cyclists, and that visibility is adequate - particularly looking west up Blackhorse Lane. The design for the previous scheme indicated that the bank would need to be reprofiled to enable a safe visibility splay. This would potentially impact on the existing mature oak tree (Category A, T14 in previous tree survey). @Alistair Jeans - there are a number of A and B category trees on the northern boundary of this site which have an important presence in the landscape and may be worth considering for TPOs.

There is a 7m fall from the NW corner of 'The Firs' to the proposed site entrance - with an average slope of c1:7. The drive as indicated would be very steep and I am concerned about the junction with Blackhorse Lane and how the drive would be drained without causing significant run-off into the lane. The slope will also impact on the overall drainage strategy for the site.

All the above issues need to be considered in the design of proposed scheme for the site - and I am not convinced that 4 dwellings can be accommodated whilst appropriately dealing with the issues identified above. At the moment I would recommend refusal in relation to policies (Strategy 10, D1, D2 and D3) as there is insufficient information/detail to demonstrate that 4 dwellings can be accommodated on the site.

Other Representations

1 letter of objection has been received at the time of writing this report raising concerns which can be summarised as:

- Increased traffic on an already busy road with increased conflict with cyclists and walkers.
- Increased surface water runoff
- The site is not in a good location.

PLANNING HISTORY

Reference	Description	Decision	Date
23/0332/FUL	Construction of 5 dwellings with associated new vehicular access off Blackhorse Lane, parking and landscaping	Refusal	18.09.2023

POLICIES

Adopted East Devon Local Plan 2013-2031 Policies
Strategy 7 (Development in the Countryside)

Strategy 5B (Sustainable Transport)

Strategy 10 (Green Infrastructure in East Devon's West End)

D1 (Design and Local Distinctiveness)

D3 (Trees and Development Sites)

EN5 (Wildlife Habitats and Features)

EN14 (Control of Pollution)

TC2 (Accessibility of New Development)

TC7 (Adequacy of Road Network and Site Access)

TC9 (Parking Provision in New Development)

Broadclyst Neighbourhood Plan (Made)

Policy H5- New Housing in Broadclyst Parish

Policy NE4- The Protection and Enhancement of Hedgerows

Policy NE5- Landscape and Biodiversity

Policy D1- High Quality Design

Draft Emerging East Devon Local Plan 2020-2042

SP06- Development Beyond Settlement Boundaries

WS09- Clyst Valley Regional Park

DS01- Design and Local Distinctiveness

TR01- Prioritising walking, wheeling, cycling and public transport

OL01- Landscape Features

Government Planning Documents

NPPF (National Planning Policy Framework 2021)

Government Planning Documents

National Planning Practice Guidance

OFFICER REPORT

Site Location and Description:

The site refers to a parcel of land extending to approximately 0.49Ha in area. The land slopes steeply from south to north with Black Horse Lane at its northern edge. The site is currently undeveloped and comprises of bramble scrub and ruderals. It is bound on its southern and western edge by residential properties and their gardens. There is an existing gated site entrance onto Blackhorse Lane.

The site is located within the open countryside, outside of a housing allocation or built-up area boundary as defined by the East Devon Local Plan and is not the subject of any national or local landscape designations. The northern edge lies just within the Clyst Valley Regional Park. Blackhorse Lane is an important strategic cycle link to Exeter and is expected to become much more used by cyclists once the planned link eastwards to Cranbrook is completed. Mosshayne Lane to the north is identified as the route of the Clyst Valley walking and cycling trail.

Planning History:

Planning permission was refused by the Council for the construction of 5 dwellings with associated new vehicular access off Blackhorse Lane, parking and landscaping (ref 23/0332/FUL). The application was refused for the following reasons:

The proposal by reason of the quantum of development, the layout, design, materials and form of the dwellings would introduce an alien form of development into the site which would be harmful to the semi-rural character and appearance of Blackhorse Lane and the surrounding area. The proposal is considered to be contrary to the provisions of Strategy 7- Development in the Countryside and policy D1- Design and Local Distinctiveness of the East Devon Local Plan 2013-2031, policy D1- High Quality Design of the Broadclyst Neighbourhood Plan and the provisions of the National Planning Policy Framework, 2021. The harm that would be caused to the character and appearance of the area would significantly and demonstrably outweigh the benefits of the scheme when taken as a whole.

The proposal would introduce noise sensitive dwellings within the 60-63 dB noise contours for Exeter Airport. In the absence of a noise report, the impacts from aircraft noise have not been assessed and no information has been provided on the level of noise mitigation required to meet with the "good" design range detailed within British Standard BS 8233. It has not therefore been demonstrated that future occupiers of the development would not be adversely affected by noise from Exeter Airport contrary to the provisions of policy EN14- Control of Pollution of the East Devon Local Plan 2013-2031 and the provisions of the National Planning Policy Framework. The harm that would be caused to the future amenity of occupiers of the development from aircraft noise would significantly and demonstrably outweigh the benefits of the scheme when taken as a whole.

The Council's refusal of planning permission was subsequently appealed (ref APP/U1105/W/3337198) and dismissed by the Planning Inspectorate on the grounds that the proposal would cause harm to the character and appearance of the area and because it had not been demonstrated that the proposal would provide acceptable living conditions for future occupants with regard to airport noise.

Proposed Development

Permission in principle is sought for four dwellings on the site. The illustrative site plan indicates the access to the site being made off Blackhorse Lane with the four dwellings positioned on higher land towards the southern and western boundaries of the site. Each dwelling would be provided with a driveway and parking spaces with private gardens.

Procedure

The permission in principle (PiP) process was introduced through the Town and County Planning (Permission in Principle) Order 2017. It provides an alternative means of obtaining planning permission for housing-led development. It is a two stage process; the first being the permission in principle stage and the second technical details consent (TDC) stage. The PiP route can only be used for housing led development and cannot be used for major development.

Planning obligations cannot be secured at the permission in principle stage.

ANALYSIS:

At PiP stage the relevant considerations are limited to assessment of the land use, location and amount of development proposed with other matters reserved for consideration at TDC stage.

Location and Land Use:

The site is located within the open countryside and outside of a built-up area boundary as defined by the East Devon Local Plan where under the provisions of

Strategy 7- Development in the Countryside, development is only permitted where in accordance with a specific Local or Neighbourhood Plan policy. A number of planning applications for small scale housing schemes in the Blackhorse area have recently been approved by the Council on the basis that there are more notable major residential developments in the area which are considered to give weight to an argument that it would be unreasonable to argue that this site can be considered unsustainable; most notably, these are the Tithebarn/Mosshayne development which is taking place on the northern side of Blackhorse Lane, and will lead to the construction of around 1,500 dwellings in close proximity to the site benefiting from a local centre and recreational facilities, and Exeter Science Park is situated a short distance to the west of the site.

In addition, although Blackhorse Lane is now a no through road for vehicular traffic, it is a designated cycle path which provides easy access to Exeter in the west, and also to Clyst Honiton, Cranbrook and Exeter Airport in the east. Additionally, the former A30, within walking distance to the south of the site, is served by several bus services serving destinations including Exeter, Exeter St. Davids railway station, Exeter Airport, Cranbrook, Ottery St. Mary, Honiton, Axminster, Woodbury and Exmouth. Furthermore, there is a public house situated adjacent to the former A30, within walking distance from the site.

The location of the site close to these services and facilities, benefiting from good access links means that the site can be argued to be well located and close to a range of services and facilities to an extent that could minimise the use of the car.

In considering the previously dismissed appeal, the in respect of the location of the site, the Inspector commented 'The Council says that the appeal site is within a sustainable and accessible location, where car use could be minimised. Additionally, it cites the approval of a number of small scale and notable major housing developments in the Blackhorse area, a local centre, recreational facilities, and the Exeter Science Park. The locational benefits of the scheme weigh moderately in its favour'.

The application site is positioned immediately adjacent to sites that have recent approvals for new residential development, such that the principle in terms of the location and land use is considered to be acceptable.

Amount of Development:

In considering the previous appeal, the Inspector was of the opinion that the site comprises an attractive, undeveloped field on steeply sloping undesignated land, where it joins the narrow and sunken Blackhorse and Mosshayne lanes on its lower side. In that context, the appeal site's contribution to the area derives from its elevated position, particularly when viewed from higher ground on Mosshayne Lane. There are properties beyond the southern and western boundaries of the appeal site of varying design. Additionally, road fronted, pitched roofed bungalows are located further afield, along Blackhorse Lane to the west. In the other direction, some characterful red brick and rendered buildings are found at the lane's hairpin corner. Despite this nearby development and its mixed architecture, the local character surrounding the appeal site is one that boasts a good degree of rural tranquillity.

The Inspector considered the site to be a sensitive sloped setting and in dismissing the appeal was of the opinion that much of the scheme would be highly visible from the adjoining Mosshayne Lane and Blackhorse Lane. These lanes form part of a strategic walking and cycling network and at the time of my visit, were well used for such purposes. Even if the visual effects of the development were reduced over time with successful planting, and the identified permissions and neighbourhood plan allocation were to come forward, the proposal would still irrevocably erode a characterful and well-preserved area within the local landscape

For the above reasons, the proposal would cause harm to the character and appearance of the area. As such, it would be in conflict with Strategy 7 and Policy D1 of the LP; and Policy D1 of the Broadclyst Parish Council Neighbourhood Development Plan, July 2023 which, collectively in this respect, and amongst other things, say that proposals should not harm the distinctive landscape qualities within which they are located. Proposals should respect or compliment local character and will only be permitted where they ensure the scale, massing, density, fenestration, and materials of buildings relate well to their context. There would also be conflict with paragraph 135 of the Framework which, in part, says that decisions should ensure developments are sympathetic to local character and visually attractive as a result of good architecture, layout and appropriate and effective landscaping.

It should be noted that the amount of development proposed by this PiP application has reduced from 5 dwellings to 4. An indicative site layout plan has been provided which shows how the site could be accessed via a new access road from Blackhorse Lane leading to a small cluster of dwellings on the site. This site layout plan is indicative and is not necessarily in a form or layout that would be acceptable for the site. The applicant would have to demonstrate through careful design, levels, retention of vegetation and additional landscaping that a residential development of 4 dwellings on this site would be acceptable in terms of its overall impact on local character and would still need to demonstrate how a revised scheme addresses the Council's previous reasons for refusal and the concerns raised as part of the dismissed appeal whilst addressing relevant policies from the 'made' Broadclyst Neighbourhood Plan.

These issues and issues relating to relationship with neighbouring properties, airport noise, flood risk and drainage, impacts on ecology and trees would be considered at the Technical Detailed Consent stage however having regard for the shape and size of the site and its configuration, it is considered that 4 dwellings could be accommodated in principle such that the amount of development proposed is considered to be acceptable, although not necessarily of the size or siting indicated on the illustrative plan.

Highway Safety:

The site would be accessed via an existing access onto Blackhorse Lane which has been highlighted part of an important cycling and walking route and therefore the

proposed vehicular access would have to be carefully designed to ensure that vehicles entering and exiting the site do not conflict with cyclists, and that visibility is adequate. The design of the site entrance would be considered further at TDC stage and the comments raised by the Council's Green Infrastructure Officer are noted in respect of the requirement to ensure that the site entrance works with the topography of the site and strengthens the native vegetation to this edge of the site.

It should be noted that no concerns were raised in relation to highway safety by the Council in the previously refused scheme or by the Inspector who considered the appeal. In principle, it is considered that a vehicular access onto Blackhorse Lane, with sufficient opportunity for safe vehicular and pedestrian ingress/egress could be achieved, the detailed design of which would be confirmed at the TDC stage.

The proposal would comply with the provisions of policy TC7- Adequacy of Road Network and Site Access of the East Devon Local Plan.

Habitat Regulations Appropriate Assessment:

The nature of this application and its location close to the Pebblebed Heaths and their European Habitat designations is such that the proposal requires a Habitat Regulations Assessment. This section of the report forms the Appropriate Assessment required as a result of the Habitat Regulations Assessment and Likely Significant Effects from the proposal. In partnership with Natural England, the council and its neighbouring authorities of Exeter City Council and Teignbridge District Council have determined that housing and tourist accommodation developments in their areas will in-combination have a detrimental impact on the Exe Estuary and Pebblebed Heaths through impacts from recreational use. The impacts are highest from developments within 10 kilometres of these designations. It is therefore essential that mitigation is secured to make such developments permissible. This mitigation is secured via a combination of funding secured via the Community Infrastructure Levy and contributions collected from residential developments within 10km of the designations. This development will be CIL liable and the financial contribution has been secured by way of the submission of an undertaking under section 111 of the Local Government Act. It is accepted that this does not take the form of a planning obligation and can therefore be accepted as a means of securing the requisite financial contribution. On this basis, and as the joint authorities are working in partnership to deliver the required mitigation in accordance with the South-East Devon European Site Mitigation Strategy, this proposal will not give rise to likely significant effects.

Other Issues:

The concerns raised by the Council Green Infrastructure Officer relating to the fact that Strategy 10- Green Infrastructure in East Devon's West End in the adopted Local Plan requires 'All development proposals of the West End to individually and collectively contribute to the implementation and long-term management of green infrastructure initiatives through appropriate contributions and/or on site provision, and Green Infrastructure initiatives should feature in all developments are noted.

- should the issues identified below be suitably addressed I would recommend a contribution towards delivery of cycle infrastructure (the Clyst Valley Trail).

The Town and County Planning (Permission in Principle) Order 2017 makes it clear that planning obligations cannot be secured at the permission in principle stage and as such the request for financial contribution towards the delivery of cycle infrastructure (the Clyst Valley Trail) cannot reasonably be secured through this application. The applicant would have to demonstrate through the TDC application how the development will contribute to the Clyst Valley Regional Park.

CONCLUSION:

In conclusion, having regard to the balance of the material considerations set out above, it is thought that a grant of PiP for four residential units on the site can be justified in this case.

The NPPF requires Planning Authorities to apply a planning balance, where the social, environmental and economic factors of the scheme are attached relative weight with regard to the guidance of the NPPF and the up to date policies of the Development Plan.

Whilst the proposal represents a departure from policy contained within the East Devon Local Plan by proposing residential development outside of a Built Up Area Boundary, the site is considered to be in a sustainable location where there would be safe and easy access to the wide variety of services and facilities and public transport on offer in close proximity to the site- a view that was reach by the previous Inspector.

Without a 5 year housing land supply there is diminished countryside protection from the relevant parts of Local Plan policies i.e. Strategies 6 and 7 and the tilted balance in favour of sustainable development must be applied. The proposed 4 residential dwellings would make a modest contribution towards housing land supply and the proposal in terms of land use, location and amount of development proposed is considered to be acceptable.

The PPG states that it is not possible for conditions be attached to a grant of PiP and also that its terms may only include the site location and the type and amount of development. It also states that these must be specified, advising that the amount of residential development must be expressed as a range, indicating the minimum and maximum net number of dwellings which are, in principle, permitted. In this case four dwellings have been applied for and it is considered that this represents the optimum quantum that could reasonably be accommodated on the site given the constraints of its size, area and configuration.

The PPG also advises that the default duration of a PiP, where granted by application, is 3 years. Any subsequent application for TDC must be determined within this time period.

On the basis of the above, it is considered that permission in principle should be granted for the development of up-to 4 dwellings on this site.

RECOMMENDATIONS

1. That the Habitat Regulations Appropriate Assessment be adopted
2. That Permission in Principle be granted

Plans relating to this application:

Location Plan

14.03.25

Statement on Human Rights and Equality Issues

Human Rights Act:

The development has been assessed against the provisions of the Human Rights Act 1998, and in particular Article 1 of the First Protocol and Article 8 of the Act itself. This Act gives further effect to the rights included in the European Convention on Human Rights. In arriving at this recommendation, due regard has been given to the applicant's reasonable development rights and expectations which have been balanced and weighed against the wider community interests, as expressed through third party interests / the Development Plan and Central Government Guidance.

Equality Act:

In arriving at this recommendation, due regard has been given to the provisions of the Equality Act 2010, particularly the Public Sector Equality Duty and Section 149. The Equality Act 2010 requires public bodies to have due regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between different people when carrying out their activities. Protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race/ethnicity, religion or belief (or lack of), sex and sexual orientation.