

**4/00736/16/FUL - TWO- STOREY/PART REAR SINGLE STOREY EXTENSION TO SIDE OF NO. 2 MARLIN CLOSE TO FORM NEW DWELLING. DIVISION OF PLOT INTO 2 SITES. FORMATION OF NEW CROSSOVERS TO SITE AND PROVISION OF ON-SITE PARKING.. 2 MARLIN CLOSE, BERKHAMSTED, HP4 3JX.
APPLICANT: MRS GEORGINA PRETTY.**

[Case Officer - Rachel Marber]

Summary

The application is recommended for approval.

The principle of residential development in this location is considered acceptable. The proposed new development would not result in detrimental impact to the visual amenity, or spatial form of the street scene. In addition the new dwelling is not considered to have an undue impact upon the residential amenity of the neighbouring properties. The proposed development therefore complies with the National Planning Policy Framework (2012), policies CS1, CS4, CS10, CS11 and CS12 of the Core Strategy (2013), saved policies 10, 13, 18, 21, 58, 99, 100, 101, 111 and appendices 3, 5 and 7 of the Local Plan (1991), and the Durrants (BCA16) Character Area Appraisal (2004).

Site Description

The application site is located on the north side of Marlin Close, Berkhamsted, located within the Durrants Area Character Appraisal (BCA16). The site comprises a corner plot semi-detached property and its side, which adjoins Bourne Road. The boundary treatment for the site consists of 1 metre high hedge. The land falls steeply to the north, No. 16 Bourne Road to the rear of the site is at least 1 storey lower in height compared with 2 Marlin Close.

Marlin Close is characterised by 1940s and 1950s semi-detached and terraced dwellinghouses which are relatively uniformed in regards to architectural detailing, separation gap, size and height.

Proposal

The application seeks permission for a two storey side extension and single storey rear extension to the side of No.2 Marlin Close to convert the semi-detached properties into a terraced unit. A total of six on-site parking spaces have been proposed to serve both No.2 Marlin Close and the new unit.

The current proposal has been amended to feature two rear roof lights instead of the originally proposed rear dormer.

Referral to Committee

The application is referred to the Development Control Committee due to the contrary

views of Berkhamsted Town Council.

Relevant History

4/00737/16/FHA CONSTRUCTION OF BAY WINDOW.CANOPY ROOF TO FRONTAGE.
APERTURE INFILL (SIDE) AND REPOSITIONING OF FRONT DOOR.
ADDITIONAL ON-SITE PARKING.
Granted

4/02441/15/LDP ALTERATIONS TO ROOF FROM HIPPED TO GABLE AND ADDITION OF
REAR DORMER AND FRONT ROOFLIGHTS.
Granted
20/08/2015

Policies

National Policy Guidance

National Planning Policy Framework (NPPF)
National Planning Practice Guidance (NPPG)

Adopted Core Strategy

CS1- Distribution of Development
CS4 - The Towns and Large Villages
CS10 - Quality of Settlement Design
CS11 - Quality of Neighbourhood Design
CS12 - Quality of Site Design

Saved Policies of the Dacorum Borough Local Plan

Policy 10 - Optimising the use of Urban Land
Policy 13 - Planning Conditions and Planning Obligations
Policy 18 - The Size of New Dwellings
Policy 21- Density of Residential Development
Policy 58 - Private Parking Provision
Policy 99 - Preservation of Trees, Hedgerows and Woodlands
Policy 100 - Tree and Woodland Planting
Policy 101 - Tree and Woodland Management
Policy 111 - Height of Buildings
Appendix 3 - Gardens and Amenity Space
Appendix 5 - Parking Provision
Appendix 7 - Small-scale House Extensions

SPG Area Based Policies (2004)

Durrants (BCA16)

Summary of Representations

Comments received from consultees:

Berkhamsted Town Council

Objection

"The committee agree with the concern expressed by o neighbour that the development would effectively create a terrace from what is currently a semi detached property pair. The newly created residence would extend right up to the road boundary. The proposed rear dormer window does not comply with the 1 metre rule. If car parking for the unit is supplied in the current front garden, this will alter the street scene detrimentally on that corner of the road.

Contrary to CS 11 (a, b), CS 12 (f, g), Appendix 3 (3.1, 3.3, 3.6)."

(Received 06/04/16)

HCC Highways

No Objection

"Notice is given under article 18 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that the Hertfordshire County Council as Highway Authority does not wish to restrict the grant of permission subject to the following conditions:

Condition 1. Before commencement of the approved development, details of the proposed access Bourne Road shall be submitted first to the highway authority and shall be completed in accordance with the approved drawing.

Reason: To ensure that the proposed access is designed and constructed to the current Highway Authority's specification as required by the Local Planning Authority and to comply with those policies of the development plan.

Condition 2: Before being brought in to use the new parking areas hereby approved shall be surfaced in tarmacadam or similar durable bound material and arrangements shall be made for surface water from the site to be intercepted and disposed of separately so that it does not discharge in to highway.

Reason: To avoid the carriage of extraneous material surface water from the site into the highway so as to safeguard the interest of highway safety.

Condition 3: A 2mx2m pedestrian visibility sight splay, free from obstruction between a height of 600mm and 2.0m and relative to the back of the footway shall be provided on both sides of vehicular access prior to the operational use and thereafter.

Reason: To ensure a satisfactory standard of the development in the interest of highway safety

Informative: I recommend inclusion of the following advisory note to ensure that any works within the highway are to be carried out in accordance with the provisions of the highway Act 1980.

AN1 . Road Deposits: Best practical means shall be taken at all times to ensure that all

vehicles leaving the development site during construction of the development are in condition such as not to emit dust or deposit mud, slurry or other debris in the highway. This is to minimise the impact of construction vehicles and to improve the amenity area.

AN2. The applicant is advised that storage of materials associated with the development should take place within the site and not extend into within the public highway without authorisation from the highway authority, Hertfordshire County Council. If necessary further details can be obtained from the County Council highways via either the website <http://www.hertsdirect.org/services/transtreets/highways/> or telephone 0300 1234047 to arrange this

AN3. Where works are required within the public highway to facilitate access, the highway authority require the construction of such works to be undertaken to their specification and by a contractor who is authorised to work in the public highway. In relation to the crossover the applicant is advised to see the attached website.

Vehicle crossover guidance

<http://www.hertsdirect.org/docs/pdf/d/vxo.pdf>

and to apply for vehicle crossover

<http://www.hertsdirect.org/services/transtreets/highways/hhonlineservices/vxo/>

Details: The proposed development is in a corner plot at Marlin Road junction with Bourne Road. Marlin Road junction with Bourne Road is a four arm slightly staggered junction with Ash Ridge Road. All three roads are unclassified local access roads. Marlin Road 119 m in length serving some 20+ properties and is a cul-de-sac. Bourne Road is some 248m in length and a through route. There is considerable on-street parking along Marlin Road.

Highway Authority does not wish to restrict the grant of consent, however there is inadequate information on the proposed cross over at Bourne Road. No details are provided on the existing give way , road priority arrangement or on the existing street furniture. The access detail drawing should demonstrate that providing a crossover will have minimum impact on the existing road layout."

(Received 11/04/16)

Thames Water

No Objection

Waste Comments

Thames Water would advise that with regard to sewerage infrastructure capacity, we would not have any objection to the above planning application.

Legal changes under The Water Industry (Scheme for the Adoption of private sewers) Regulations 2011 mean that the sections of pipes you share with your neighbours, or are situated outside of your property boundary which connect to a public sewer are likely to have transferred to Thames Water's ownership. Should your proposed building work fall within 3 metres of these pipes we recommend you email us a scaled ground floor plan of your property showing the proposed work and the complete sewer layout to developer.services@thameswater.co.uk to determine if a building over / near

to agreement is required.

Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

Water Comments

With regard to water supply, this comes within the area covered by the Affinity Water Company. For your information the address to write to is - Affinity Water Company The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333.

Building Control

No Objection

“Regarding the above development, I am pleased to confirm that I have no issues or further comments and proposal is satisfactory.”

(Received 29/03/16)

DBC Trees and Woodlands

No Objection

There are no trees or significant landscape features on this site.

(Received 21/04/16)

Constraints

No specific policy constraints, established residential area of Berkhamsted

Key Considerations

The application site is located within a residential area, wherein accordance to policy CS4 of the Core Strategy (2013) the principle of residential development is generally held to be acceptable subject to compliance with the relevant national and local

policies outlined below. The main issues to the consideration of this application relate to impact upon visual amenity, residential amenity, amenity provision, trees and landscaping, and parking and access. These matters are assessed against the relevant policies in the following paragraphs of this report.

The proposed development would be located on residential garden land. As outlined in the Core Strategy (2013) the LPA recognise that residential gardens are not always suitable for development however, the best use of urban land is sought through the relevant Residential Character Area Appraisals and Local Policies in these circumstances.

Impact on Visual Amenity

Paragraph 60 of the NPPF states that, *'planning policies and decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. It is, however, proper to seek to promote or reinforce local distinctiveness.'*

In addition, paragraph 64 of the NPPF states that *'permission should be refused for development of poor design that fail to take opportunity available for improving the character and quality of an area and the way it functions.'*

Core Strategy (2013), policies', CS1, CS4, CS10, CS11 and CS12 highlight the importance of good design in improving the character and quality of an area; seeking to ensure that developments are in keeping with the surrounding area in terms of size, mass, height and appearance. This guidance is reiterated in the Local Plan (1991) saved policies' 10, 13, 18, 21, 111, Appendixes 3 and 7 and Supplementary Planning Guidance Document, the Durrants Area Character Area Appraisal (2004).

Spatial layout

The spatial layout of the immediate area (Marlin Close and Bourne Road) comprises predominantly of semi-detached and terraced residential dwellings which all have a relatively linear relationship to the street scene, and curvature around adjoining junctions, to add interest. Each property is regimented in regards to build line, size, separation gap and height. The relevant SPG states that in terms of spatial form, *"semi-detached dwellings are encouraged. Terraces and detached houses may be acceptable where the character and appearance of nearby and adjacent development would be respected"*.

The proposal seeks to erect a two storey side extension and subdivide the dwelling into a separate self-contained end of terraced house. The proposed new unit would reflect the immediately neighbouring properties in terms of front and rear build line, height and detailing. As a result the proposed would appear congruous within the

street scene.

The proposed dwelling would remain be located a maximum 1.5 metres from the site boundary and four metres (approximately) from Bourne Road. This would retain the 2 – 5 metre separation distance between properties encouraged with the BCA16 Area Character Appraisal.

The proposed terraced unit would not appear as an incongruous feature within the street scene due to other terraced units on Marlin Close, Nos. 10- 16 and 9 -15. Further attention must be given to recent appeal decisions within the immediate area, such as:

- 41 Tresco Road (4/00116/14/FUL) where a proposed detached dwelling between semi-detached pairs, on a corner plot was granted permission at appeal and costs were awarded against the LPA.
- 13 Cobb Road (4/01970/14/FUL) where permission for a new dwelling on a pair of semi-detached properties to form an end of terraced unit was granted permission at appeal and costs were awarded against the LPA.

Architectural approach and built form

The application site features the side garden of No.2 Marlin Close, which offers very little by way of architectural merit, although adds to the verdant aspect character of the area. Other similar open spaces can be found within the immediate area, especially at junctions. For this reason the loss of this green space would not severely detriment the verdant aspect character of the area. Consequently, there is no objection in principle to the redevelopment of the site into an additional residential unit.

In accordance with the submitted application the proposed dwelling would be of simple, traditional design, comprising of brickwork walls, a plain tiled roof, and white UPVC windows and doors. These materials are considered acceptable and in-keeping with the existing materials of No.4 and 2 Marlin Close. With regard to the fenestration, the windows are considered to be well spaced and proportionate to the size of the dwelling's elevation and similar in style to the neighbouring properties.

Moreover, hipped roofs are prominent in the area, and encouraged as the only architectural requirement in BCA16 SPG Area Character Appraisal. The proposed unit would retain this feature proposing a half hipped roof to create a symmetrical unit with the reflective half hip of No. 4 Marlin Close.

The two proposed areas of hardstanding would reduce the verdant aspect of the area, however, the proposed would remain in-keeping with similar front drive installations in the area; such as No.19 Marlin Close (4/01353/03/FHA) and No.4 Marlin Close (4/00737/16/FHA) and other properties on Bourne Road.

In conclusion, it is considered that the architectural style and built form of the proposed

dwelling would not result in a detrimental impact upon the visual amenity of the area. Therefore, the proposed adheres with saved policies 10, 13, 18, 21, 111 and appendices 3 and 7 of the Dacorum Local Plan (1991) and policies CS1, CS4, CS10, CS11 and CS12 of the Core Strategy (2013), the National Planning Policy Framework (2012) and the Durrants BCA16 Character Area Appraisal (2004).

Impact on Residential Amenity

The NPPF outlines the importance of planning in securing good standards of amenity for existing and future occupiers of land and buildings. Appendix 3 of the Local Plan (1991) and policy CS12 of the Core Strategy (2013), seek to ensure that new development does not result in detrimental impact on neighbouring properties and their amenity space. Thus, the proposed should be designed to reduce any impact on neighbouring properties by way of visual intrusion and loss of light and privacy. Moreover, saved Appendix 7 of the Local Plan advises that alterations should be set within a line drawn at 45 degrees from the nearest neighbouring habitable window.

The proposed new dwelling would not breach the 45 degree line as drawn from the front or rear habitable windows of neighbouring properties 2 Marlin Close or 16 Bourne Road. Owing to the change in site levels, No. 16 Bourne Road is at least 1 storey lower in height than Marlin Close. However, No. 16 Bourne Road was recently extended two storeys to the rear, at 4.6 metres deep (4/00816/14/FHA). As a result it is not considered that the proposed dwelling would result in a further loss of daylight to the rear garden of No. 16 Bourne Road due to the resultant shade caused from their own two storey rear extension. For these reasons the proposed new dwelling would not cause a significant loss of sunlight to the rear garden of No. 16 compared with the existing situation on site.

Moreover, the new dwelling would be located 28 metres (approximately) away from No. 1 Marlin Close (located opposite); 18 metres (approximately) away from No. 16 Bourne Road's side elevation (located to the rear) and 23 metres (approximately) away from No. 24 Ashridge Rise (located adjacent). As a result, due to this distance it is not considered that a significant loss of outlook or privacy to neighbouring residents would result from the proposed dwelling.

Saved Appendix 3 of the Local Plan (1991) states that a dwelling house should be provided with a minimum 11.5 metre deep garden space. The proposed rear garden depth, for the new unit would be 11 metres and No.2 Marlin Close would be 13 metres deep (approximately). Although, the new unit for fall marginal short of this guidance it is not considered reason enough to refuse the proposal.

Thus, the proposed dwelling house is considered sufficient in terms of meeting the external dimension standards as set out within saved Appendix 3 of the Local Plan (1991). Furthermore, given the above the proposed development would not result in a significant loss of outlook, sunlight or privacy to neighbouring residents, the proposal

accords with the NPPF (2012), saved Appendix 3 and 7 of the Local Plan (1991) and policy CS12 of the Core Strategy (2013).

Impact on Trees and Landscaping

Saved policies 99, 100, 101 of the Dacorum Local Plan (1991) and Policy CS12 of the Core Strategy (2013) seek to ensure that retained trees are protected during development and that new planting is a suitable replacement for any removed trees.

No Tree Preservation Orders reside near the site. The DBC Trees and Woodlands Department were consulted on the proposed scheme and provided the following representation:

“There are no trees or significant landscape features on this site.”

Details of a landscaping scheme have been submitted alongside the application to provide soft and hard landscaping to the side and rear of the site. It is considered that such landscaping would be of benefit to the overall visual appearance of the development and its setting. The proposed boundary treatment and retention/restoration of the existing boundary hedge is considered sufficient provision for the area, retaining the verdant aspect character on Bourne Road.

In sum, the proposed development would accord with saved policies 99, 100, 101 of the Dacorum Local Plan (1991) and Policy CS12 of the Core Strategy (2013).

Impact on Parking and Access

Parking arrangements have a major impact on the quality and consequence of the development. The Council's Parking Standards within saved policy 58 and Appendix 5 of the Local Plan (1991) requires 2.25 off street parking spaces for three bed dwellings and 3 parking spaces for four bed properties within Residential Zones 3-4.

No.2 Marlin Close featured no off street parking. However in app ref: 4/00737/16/FHA No.2 Marlin close was granted permission for two parking spaces to the front of property. Further off street parking provision has been provided in the proposed scheme for two bays at the front of the new unit, and a further two parking spaces to the rear of the application site to accommodate further No.2 Marlin Close. Henceforth, the proposal improves upon existing circumstance, proposing sufficient provision for six domestic parking spaces to be shared between No.2 Marlin Close and the proposed new dwellinghouse. Although, the proposed six parking spaces would marginally exceed the 5.25 maximum standard provision the site is able to accommodate this further provision.

Hertfordshire Country Council Highways were consulted on the proposed parking provision and resultant introduction of crossovers; no objections were raised subject to

recommended conditions and informatives.

Due to Highways raising no objection and sufficient off street parking proposed, the development would not result in significant impact to the safety and operation of adjacent highway. Thus, the proposal would be considered compliant with policy CS12 of the Core Strategy (2013) and saved policy 58 and Appendix 5 of the Local Plan (1991).

Sustainability

An online Sustainability Statement and Energy statement through a carbon compliance tool called C-Plan was submitted alongside the application in addition to a sustainability statement. This provided detailing of a proposed sustainable dwelling which would minimise the use of energy and water, is in accordance with Policy CS29 of the Core Strategy.

Consultation Response:

Several concerns were received as a result of the application. The main concerns are addressed below:

Overdevelopment of site/high density development- The additional unit would retain the low range density (15-25 dwellings/ha) of the immediate area as outlined within the SPG for BCA16. Further to this both national and local policy encourage the redevelopment of plots to accommodate for required new homes; this is evident in the outlined appeals above. For this reason the LPA would support garden land development on the basis that it does not detriment the character or appearance of the immediate locality.

Creation of terraced unit- This would not appear despondent within the immediate street scene which features terraced units (please see spatial layout section above).

New dwelling extends to boundary of site- The proposed dwelling would remain four metres (approximately) from Bourne Road. This would retain the 2 – 5 metre separation distance between properties encouraged with the BCA16 Area Character Appraisal. It is also helpful to note that under Class A of the General Permitted Development Order the construction of side extensions to the boundary of the site would not require formal planning consent.

Rear dormer- Following concerns the proposed rear dormer has been omitted from the scheme.

Car parking in front garden- Although the proposed car parking in the front garden of No. 2 Marlin Close would reduce the verdant aspect of the area, planning permission is not normally required to create parking space within the front garden unless a raised

platform is proposed.

Community Infrastructure Levy (CIL)

Policy CS35 requires all developments to make appropriate contributions towards infrastructure required to support the development. These contributions will normally extend only to the payment of CIL where applicable. The Council's Community Infrastructure Levy (CIL) was adopted in February 2015 and came into force on the 1st July 2015.

RECOMMENDATION - That planning permission be **GRANTED** for the reasons referred to above and subject to the following conditions:

- 1 **The development hereby permitted shall be begun before the expiration of three years from the date of this permission.**

Reason: To comply with the requirements of Section 91 (1) of the Town and Country Planning Act 1990 as amended by Section 51 (1) of the Planning and Compulsory Purchase Act 2004.

- 2 **The materials to be used in the construction of the external surfaces of the extension hereby permitted shall match in size, colour and texture those used on number 2 Marlin Close**

Reason: To ensure a satisfactory appearance to the development, in accordance with policy CS12 of the Core Strategy (2013).

- 3 **Notwithstanding the information submitted a detailed section plan regarding the proposed parking provision and retaining wall shown on Site Plan (1608/01) shall be submitted to and approved in writing by the Local Planning Authority prior to construction of the parking spaces and retaining wall.**

Reason: To ensure a satisfactory appearance to the development and vehicle safety; in accordance with policy CS12 of the Core Strategy (2013).

- 4 **Before commencement of the approved development, details of the proposed access on Bourne Road shall be submitted first to the Local Planning Authority and shall be completed in accordance with the approved drawing.**

Reason: To ensure that the proposed access is designed and constructed to the current Highway Authority's specification as required by the Local Planning Authority, to comply with saved policy 58 of the Local Plan (1991) and policy CS12 of the Core Strategy (2013).

- 5 **Before being brought in to use the new parking areas hereby approved shall be surfaced in tarmacadam or similar durable bound material and arrangements shall be made for surface water from the site to be intercepted and disposed of separately so that it does not discharge into the highway.**

Reason: To avoid the carriage of extraneous material surface water from the site into the highway so as to safeguard the interest of highway safety; in accordance with saved policy 58 of the Local Plan (1991) and policy CS12 of the Core Strategy (2013).

- 6 **A 2mx2m pedestrian visibility sight splay, free from obstruction between a height of 600mm and 2.0m and relative to the back of the footway shall be provided on both sides of vehicular access prior to the operational use and thereafter.**

Reason: To ensure a satisfactory standard of the development in the interest of highway safety; in accordance with saved policy 58 of the Local Plan (1991) and policy CS12 of the Core Strategy (2013)

- 7 **The development hereby permitted shall be carried out in accordance with the following approved plans/documents:**

1608/03A
1608/02A
1608/01

Reason: For the avoidance of doubt and in the interests of proper planning.

Informative 1- Thames Water

Waste Comments

Thames Water would advise that with regard to sewerage infrastructure capacity, we would not have any objection to the above planning application.

Legal changes under The Water Industry (Scheme for the Adoption of private sewers) Regulations 2011 mean that the sections of pipes you share with your neighbours, or are situated outside of your property boundary which connect to a public sewer are likely to have transferred to Thames Water's ownership. Should your proposed building work fall within 3 metres of these pipes we recommend you email us a scaled ground floor plan of your property showing the proposed work and the complete sewer layout to developer.services@thameswater.co.uk to determine if a building over / near to agreement is required.

Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground,

water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

Water Comments

With regard to water supply, this comes within the area covered by the Affinity Water Company. For your information the address to write to is - Affinity Water Company The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333.

Informative 2- HCC Highways Guidance Notes

AN1. Road Deposits: Best practical means shall be taken at all times to ensure that all vehicles leaving the development site during construction of the development are in condition such as not to emit dust or deposit mud, slurry or other debris in the highway. This is to minimise the impact of construction vehicles and to improve the amenity area.

AN2. The applicant is advised that storage of materials associated with the development should take place within the site and not extend into within the public highway without authorisation from the highway authority, Hertfordshire County Council. If necessary further details can be obtained from the County Council highways via either the website <http://www.hertsdirect.org/services/transtreets/highways/> or telephone 0300 1234047 to arrange this

AN3. Where works are required within the public highway to facilitate access, the highway authority require the construction of such works to be undertaken to their specification and by a contractor who is authorised to work in the public highway. In relation to the crossover the applicant is advised to see the attached website.

Vehicle crossover guidance

<http://www.hertsdirect.org/docs/pdf/d/vxo.pdf>

and to apply for vehicle crossover

<http://www.hertsdirect.org/services/transtreets/highways/honlineservices/vxo/>

Informative 3- Article 35 Statement

Planning permission has been granted for this proposal. The Council acted pro-actively through early engagement with the applicant at the pre-

application stage which lead to improvements to the scheme. The Council has therefore acted pro-actively in line with the requirements of the Framework (paragraphs 186 and 187) and in accordance with the Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2015.