

COMMITTEE REPORT

Date: 11 April 2013 **Ward:** Skelton, Rawcliffe, Clifton
Without
Team: Major and **Parish:** Skelton Parish Council
Commercial Team
Reference: 13/00382/FUL
Application at: 7 Fairfields Drive Skelton York YO30 1YP
For: Erection of single storey dwelling with rooms in roof (resubmission)
By: Mr S Ward
Application Type: Full Application
Target Date: 23 April 2013
Recommendation: Approve subject to Section 106 Agreement

1.0 PROPOSAL

1.1 This application seeks planning permission for the erection of a dwelling with accommodation over two floors. The proposed dwelling is single storey in eaves height with a ridge height that allows for the creation of two bedrooms and a bathroom within the roof space. The application site is on land to the rear of 7 and 9 Fairfield Drive in Skelton. Previously this land has been part of the rear garden of 7 and 9 Fairfield Drive. The dwelling is of simple design with the front gable elevation facing towards Grange Close where access to the proposed dwelling would be created. The dwelling would sit between 2 Grange Close and 7 Fairfield Drive. The proposal involves the subdivision of the garden of 9 Fairfield Drive in order to create a rear garden for the proposed dwelling whilst retaining a reasonably sized rear garden for 9 Fairfield Drive.

1.2 The application site is within the built up settlement limit of Skelton and is within Flood Zone 1 which is the lowest flood risk category given by the Environment Agency. The site is not within or close to Skelton Conservation Area and there are no listed buildings within the immediate vicinity of the site. There is no significant green landscaping of significant public benefit within the site.

1.3 An application was submitted for a dwelling on this site in 2008 (Ref. No. 08/00745/FUL). The application was refused on two grounds, as follows:

- 1) It is considered that the proposed dwelling, by virtue of its siting, size, scale, and design, would harm the character and appearance of the street scene. The proposed dwelling would appear shoehorned into the site and would represent an overdevelopment of the existing garden area. The siting and design of the proposed dwelling is such that it would appear incongruous within its setting.

Therefore the proposal contravenes Policies GP1, GP10, and H4a of the City of York Draft Local Plan and design principles outlined in Planning Policy Statement 1: Delivering Sustainable Development.

- 2) It is considered that the proposed dwelling, by virtue of its size and siting would harm the living conditions of occupiers of 7 Fairfields Drive. The proposed dwelling would appear dominant and overbearing when viewed from the rear elevation and rear garden of 7 Fairfields Drive. Therefore the proposal is considered contrary to Draft Local Planning Policy GP1.

1.4 The refused application was subject to an appeal which was dismissed. The Inspector generally agreed with the Council's reasons for refusal. In dismissing the appeal the Inspectors expressed concern about the impact of the proposed dwelling on the character and appearance of the area. The concerns expressed in this regard were:

- the fact that the proposed dwelling was close to Grange Close forward of the approximate building line of this street;
- the proposal had a ridge line at right angles to other dwellings;
- the house would sit in a relatively small garden area and
- the house was two storey in height with dormers whereas many dwellings in the area were bungalows.

The Inspector also raised concerns about the impact that the proposed house would have on the living conditions of residents of 7 Fairfield Drive. The Inspector considered that the proposed house would appear unduly dominant from the rear of 7 Fairfield Drive being sited just 7m away from the conservatory with a height of 6.5m to the ridge.

1.5 This is the second application since the appeal decision. An application was submitted in late 2012 (Ref. No. 12/03624/FUL) but was later withdrawn following discussion with the case officer. This latest application seeks to address the previous reasons for refusal with a substantially different house design and an increase in the size of the site. The most significant changes are:

- the proposed house has been set significantly further back from Grange Close
- the site area has been extended to include a section of the rear garden of 9 Fairfield Close
- the house has been re-orientated such that so that it now has a significantly reduced width fronting Grange Close but a greater depth
- the eaves height has been significantly reduced
- the ridge height has been reduced a little
- the proposed house is now significantly further from the rear elevation of 7 Fairfield Drive.

1.6 This application has been called in to be determined by the East Area Planning Committee at the request of Cllr Watt. The reason for calling the application in is:

- 'garden grabbing' applications such as this are very controversial in Skelton and, therefore, need due consideration of the rural aspect.
- it may contravene Design Guideline 8 of the Skelton Village Design Statement.
- it may exceed the proposed Local Plan's housing density for a rural setting.
- having the off-road parking area directly in front of the house's main front aspect will discourage off-road parking resulting in increased car parking on Grange Close; few cars are ever parked on Grange Close at present.

1.7 A site visit is recommended to understand the visual impact of the proposed development and any potential impacts on local residents. A site visit will allow Members to understand the local letters of objection within the context of the site.

2.0 POLICY CONTEXT

2.1 Development Plan Allocation:

City Boundary GMS Constraints: York City Boundary 0001

DC Area Teams GMS Constraints: East Area (2) 0005

2.2 Policies:

CYGP1
Design

CYGP10
Subdivision of gardens and infill devt

CYH4A
Housing Windfalls

CYL1C
Provision of New Open Space in Development

3.0 CONSULTATIONS

INTERNAL

3.1 Environmental Protection Unit - No objections. Informatives were recommended to cover demolition and construction and electric vehicle recharge points.

EXTERNAL

3.2 Skelton Parish Council - No correspondence received at the time of writing the report.

3.3 Kyle and Upper Ouse Internal Drainage Board - No observations to make about the application.

3.4 Local Residents - The neighbour consultation period has not expired due to a delay in sending a consultation letter to 11 Fairfields Drive. Should Members be minded to approve this application it is requested that authority be delegated to officers and Chair and Vice Chair to decide whether to approve the scheme should an objection be received from 11 Fairfields Drive which raises issues which have not already been considered within this report. At the time of writing the report two letters of objection has been received from 7 and 19 Grange Close. A summary of the comments made are below:

- The application makes reference to a "single storey dwelling with rooms above"; the proposal is clearly for a two storey house
- A motor home is currently parked on the site of the house; the proposed house would result in this being displaced onto a local road increasing the problem of locally parked vehicles
- The proposed site is currently the garden areas of Nos 7 & 9 Fairfields Drive and the loss of the garden amenity space would be significant both to current and more importantly future occupants
- The proposed additional property and resulting crowding of buildings will be a poor legacy for future residents
- This infill property will be significantly overlooked via the Velux window and also the garden area from the rear elevations of Nos 7 & 9 Fairfields Drive
- The garden area for the proposed dwelling cannot be considered as adequate
- As the local bus service Skelton / York and return is somewhat limited and virtually non existent at weekends it is inconceivable that more vehicles will not be introduced to this locality
- The proposed house is overdevelopment which will be detrimental to the locality; the proposed dwelling is being "shoe-horned" into the gardens of Nos 7 & 9 Fairfields Drive
- The application makes reference to a similar development at 1 The Meadows which has recently been constructed in Skelton; however this is a prime example of the sort of development which should not be allowed to continue
- The application submission is incorrect when it describes the site as having an access, there is no dropped kerb and at present a fence panel is simply removed in order to get the motor home in and out of the site
- The proposed development could create a hazard to children walking to and from school

- Construction would cause disruption to residents in Grange Close which is a cul-de-sac

4.0 APPRAISAL

4.1 The key issues are:

- principle of development
- visual impact on the street scene
- impact on the living conditions of neighbours
- car parking and bin and cycle storage
- open space

PRINCIPLE OF DEVELOPMENT

4.2 The National Planning Policy Framework (NPPF) states that 'housing applications should be considered in the context of the presumption in favour of sustainable development.' However, Paragraph 53 requires local planning authorities to consider the case for setting out policies to resist inappropriate development of residential gardens, for example where development would cause harm to the local area. Whilst written significantly before the NPPF the Development Control Local Plan Policy GP10 'Subdivision of Gardens and Infill Development' follows this theme by stating that planning permission will be granted for sub-division of existing garden areas or infilling where this would not be detrimental to the character and amenity of the local environment. Policy H4a 'Housing Windfalls' sets more detailed criteria for assessing applications for residential development on non-allocated sites (such as the application site) by stating that developments will be granted where:

- the site is in the urban area and is vacant or underused; and
- the site has good accessibility to jobs, shops and services by non-car modes; and
- it is of an appropriate scale and density to surrounding development; and
- it would not have a detrimental impact on existing landscape features.

4.3 The Skelton Village Design Code, Design Guideline 8 states that the pleasing balance between buildings and spaces should be preserved by amongst other things maintaining reasonable plot sizes. The Guideline states that infill development should only be considered where it can be clearly demonstrated that there will be no detrimental impact on the character and amenity of the surroundings. The Guideline encourages the present pattern of dwellings of various sizes being grouped together. Village Design Statements are a material consideration in planning decisions with added weight where they accord with local and national planning policies.

4.4 The application site is within the settlement limit of Skelton. The occupants of the proposed house would have access to local services and facilities and also those within the wider City by non-car modes. Therefore, the proposed site is considered to be within a sustainable urban location. The application site consists of sections of two garden areas. Although no longer classified as "previously developed (brownfield) land" there are no policies at a local or national level which state that such developments are unacceptable in principle. Each application must be assessed on a case by case basis to establish whether there would be any harm. This analysis is undertaken below when assessing the likely impact on the street scene and neighbouring amenity. However, given the sustainability of the site, the City's need for new housing, and the presumption in favour of sustainable development set out in the NPPF, it is considered that the broad principle of development is acceptable. When the appeal relating to a previous application on this site was determined, the Inspector dismissed the appeal on the grounds of impact on the street scene and neighbouring amenity. No objections were raised to the overall principle of erecting a new dwelling on this site.

VISUAL IMPACT ON THE STREET SCENE

4.5 As stated above both Policy GP10 and H4a require new residential developments to not be detrimental to the character and appearance of the street scene. Policy GP1 'Design' further adds to this and states 'Developments which are considered to be likely to have a significant impact on the character and appearance of the area should be refused.'

4.6 The application site is within a relatively modern housing development which has a typical suburban character. There are a variety of house design and sizes with the estate being a mix of bungalows some with dormers and two storey houses. Houses are detached with front and rear gardens. Fairfields Drive is one of the main entrance roads into Skelton off the A19 with Grange Close being a cul-de-sac which serves a number of other smaller cul-de-sacs. Houses are set back from the street often with car parking to the front.

4.7 The proposed house is set back approximately 6m from the footpath along Grange Close. This allows for a greater sense of space between the proposed house and public areas. The previously refused application was only set back approximately 3m into the site and with a much wider frontage. The proposed development is therefore significantly less imposing on the street scene than the previous application. In addition the proposed house has been pulled significantly further away from the rear of 7 Fairfields Drive. The refused application was just 7m away from the conservatory, the proposed houses is approximately 11m away from the conservatory. The proposed house is 13m away from the main two storey rear elevation of 7 Fairfields Drive. This would retain the sense of space around the proposed dwelling which is characteristic of the area. The proposed house has a similar frontage width to the majority of houses along Grange Close. The proposed

house is separated a similar distance from both neighbouring houses and the highway as other houses on Grange Close. It is considered that the proposed house would therefore read as one house within a row of houses along Grange Close and would not appear overdeveloped.

4.8 The proposed house is simple in its design. It would be constructed of buff brick at ground floor level with cedar cladding above. The roof would be covered in a brown pantile. The roof and brick colours have been chosen to match other houses in the area. Timber cladding is not extensively used in the immediate vicinity of the site but there are a number of examples around this part of Skelton. The proposed house is considered to respect the character of the area. The proposed front elevation contains two windows and a door of a scale which is consistent with other houses in the area. The proposed house would not stand out and has been designed to take account of locally used materials. Grange Close primarily consists of two storey houses, although there are some bungalows. Given this and the modest size of the site, it is considered that a house with a single storey eaves height but with rooms in the roof is an appropriate scale of development in this location. The eaves height of the proposed house is approximately 3m above the ground with the ridge being approximately 6.2m in height. Overall it is considered that the proposed development has overcome the previous reason for refusal relating to the development appearing shoehorned into the site and creating an overdeveloped appearance.

IMPACT ON THE LIVING CONDITIONS OF NEIGHBOURS

4.9 It is considered that the amenity of residents of 7 and 9 Fairfields Drive and of 2 Grange Close is most likely to be affected by the proposed development. The refused application and subsequent appeal both considered that the development proposed at the time would be harmful to the living conditions of residents of 7 Fairfields Drive. Concerns primarily related to the dwelling being overbearing when viewed from the rear of 7 Fairfields Drive due to the modest separation distance and the height of the proposed dwelling.

4.10 The proposed house has been set 4m further from the rear of 7 Fairfields Drive than the previously refused application. Separation distances from the main two storey rear elevation of the house are approximately 13m. There is an 11m separation distance from the conservatory. In addition the elevation facing towards the rear of number 7 has an eaves height of approximately 3m, the roof then hips away such that the ridge is a further 3m from the rear of 7 Fairfields Drive. The increase in separation distances, and the significant reduction in height and massing results in a proposal which is considered acceptable in terms of maintaining a reasonable level of outlook from the rear and garden area of 7 Fairfields Drive. The side elevation of the proposed house which faces 7 Fairfields Drive contains two ground floor openings, one set of doors and a window and a roof light which would serve a staircase.

A 1.8m high close boarded fence is proposed to separate the proposed house from number 7; it is considered that this will ensure that both the residents of the proposed house and 7 Fairfields Drive enjoy a reasonable level of privacy.

4.11 The proposed development results in a reduction in the size of the rear garden of 9 Fairfields Drive. The proposal results in an area of approximately 7.6m by 10m of garden area being lost by 9 Fairfields Drive to allow the proposed house to use this space as a private garden. 9 Fairfields Drive would retain a rear garden area of approximately 10m by 10m which is considered sufficient for day to day needs such as drying clothes, storage, and for a sitting out area. It is considered that the rear garden size of the proposed house is also sufficient to provide a reasonable level of amenity.

4.12 The proposed house would not be directly in line with the rear of 9 Fairfields Drive. It is considered that the proposal would not affect outlook to an extent which is unacceptable. A 1.8m high close boarded fence would be positioned between the proposed garden and the existing retained garden of number 9; this would provide suitable privacy at low level. The proposal includes a Juliet balcony on the rear elevation of the proposed house. From this window it would be possible to look down and into the rear garden of 9 Fairfields Drive. However, this is a common relationship in residential areas. It is not considered that the potential views from the Juliet balcony window into neighbouring dwellings would be significant enough to result in an unacceptable loss of privacy. The angle of visibility from this window towards neighbouring windows is oblique and would not create a significant sense of being overlooked.

4.13 The rear garden of 11 Fairfields Drive is approximately 11m from the rear elevation of the proposed house. The double doors which serve bedroom number one would face towards the curtilage boundary between the proposed house and 11 Fairfields Drive. On the curtilage boundary is a timber fence and some landscaping. It is considered that the separation distances are sufficient to maintain a reasonable level of privacy within the rear garden of 11 Fairfields Drive. There are views into this garden from other neighbouring houses and it is considered that a sufficient separation distance is maintained to ensure there is no sense of being significantly overlooked.

4.14 Number 2 Grange Close is a bungalow next door to the proposed house. This bungalow has windows facing towards the application site. These windows are approximately 5.5m off the curtilage boundary with the proposed house. The proposed house is then set approximately 2m off the boundary. It is considered that this level of separation and the modest eaves height of the proposed house are sufficient to maintain a reasonable outlook from these windows which are understood to be secondary in nature.

The proposed house has three windows in its side elevation facing 2 Grange Close, two on the ground floor which would provide light to the hallway and are specified as being obscure glazed on the proposed plan and a roof light serving the upstairs bathroom. It is not considered that any of these windows would result in a significant loss of privacy for residents of 2 Grange Close. It is recommended that permitted development rights be removed to ensure that developments do not take place which could significantly impact on neighbouring amenity.

CAR PARKING AND BIN AND CYCLE STORAGE

4.15 The proposed house contains two off road car parking spaces. It is not considered that the proposed development would result in a significant number of cars being parked on surrounding streets. The proposed development would require cars parked on site to either reverse into the site or reverse into the street. This is common in this area and it is not considered that the proposed development would have a significant impact on highway safety. A condition is proposed requiring details of the front boundary to be approved. This would ensure that anyone exiting the site would have reasonable visibility and so that any pedestrians can see the vehicles.

4.16 The proposed house has a reasonable sized rear garden as well as hard standing areas to the south of the proposed house. The design also allows for the passage of bicycles and bins past the side of the house into the back garden. A condition is proposed which ensures that cycle parking facilities are installed to encourage sustainable transport choice. Overall it is considered that the proposed development, subject to conditions, would provide adequate facilities for car and cycle parking and bin storage.

OPEN SPACE

4.17 Policy L1c of the Development Control Local Plan seeks to ensure that new developments provide open space for the benefit of future occupiers of any new residential scheme. For small scale developments a commuted sum is sought for off-site provision/upgrade. For a two bedroom house such as that proposed here the latest Supplementary Planning Guidance seeks a sum of £1172. The applicant has agreed to pay this commuted sum towards off-site open space. This would be secured through a unilateral undertaking. At the time of writing this report the legal agreement had not been completed and signed. Should Members be minded to approve this application a decision will not be issued until the Unilateral Undertaking is signed and the neighbour consultation period has expired.

5.0 CONCLUSION

5.1 It is considered that the proposed development has overcome previous reasons for refusal related to the visual impact on the street scene and the impact on neighbouring amenity. The proposal provides adequate cycle and bin storage space and would provide a reasonable level of amenity for future residents of the proposed house which is considered to be in a sustainable location.

5.2 Therefore, this application is recommended for approval subject to the signing of a Unilateral Undertaking to secure a commuted sum payment for off-site open space provision and for the neighbour consultation period to expire. Should any objections be received after Planning Committee and before the consultation period has expired, it is requested that officers are given delegated powers to discuss this with the Chair and Vice Chair who can decide whether the application needs to be referred back to Committee or whether the decision can be issued.

COMMITTEE TO VISIT

6.0 RECOMMENDATION: Approve subject to Section 106 Agreement

1 TIME2 Development start within three years -

2 The development hereby permitted shall be carried out in accordance with the following plans:-

Plans and Elevations Drawing Number 122.001 Revision D

Reason: For the avoidance of doubt and to ensure that the development is carried out only as approved by the Local Planning Authority.

3 Notwithstanding the provisions of Article 3 of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking or re-enacting that Order), development of the type described in Class A (enlargement of dwellinghouse), Class B (enlargement consisting of alteration to the roof), Class C (any other alteration of the roof), and Class E (building or enclosure within the curtilage) of Schedule 2 Part 1 of that Order shall not be erected or constructed.

Reason: In the interests of the amenities of the adjoining residents the Local Planning Authority considers that it should exercise control over any future extensions or alterations which, without this condition, may have been carried out as "permitted development" under the above classes of the Town and Country Planning (General Permitted Development) Order 1995.

4 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking or re-enacting that Order), no window or door openings shall be created/inserted into the external elevations of the dwelling hereby approved other than those shown on the approved plans.

Reason: To protect the amenity of neighbouring residents.

5 Notwithstanding the information contained on the approved plans, the height of the approved development shall not exceed 6.4 metres, as measured from existing ground level. Before any works commence on the site, a means of identifying the existing ground level on the site shall be agreed in writing, and any works required on site to mark that ground level accurately during the construction works shall be implemented prior to any disturbance of the existing ground level. Any such physical works or marker shall be retained at all times during the construction period.

Reason: In the interests of neighbouring residential amenity and the character and appearance of the area.

6 Notwithstanding any proposed materials specified on the approved drawings or in the application form submitted with the application, samples of the external materials to be used including bricks, roof tiles, and cladding shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development. The development shall be carried out using the approved materials.

Reason: So as to achieve a visually cohesive and acceptable appearance.

7 Details of all means of enclosure to the site boundaries shall be submitted to and approved in writing by the Local Planning Authority before the development commences and shall be provided before the development is occupied and thereafter maintained.

Reason: In the interests of the visual amenities of the area, neighbouring residential amenity and highway safety.

8 No development shall take place until there has been submitted and approved in writing by the Local Planning Authority a detailed landscaping scheme which shall illustrate the number, species, height and position of trees and shrubs to be planted. This scheme shall be implemented within a period of six months of the completion of the development. Any trees or plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species, unless alternatives are agreed in writing by the Local Planning

Authority.

Reason: So that the Local Planning Authority may be satisfied with the variety, suitability and disposition of species within the site in the interests of the visual amenity of the area.

9 Prior to the development commencing details of the cycle parking areas, including means of enclosure, shall be submitted to and approved in writing by the Local Planning Authority. The dwelling shall not be occupied until the cycle parking areas and means of enclosure have been provided within the site in accordance with such approved details.

Reason: To promote sustainable transport choice.

10 Prior to the commencement of development details of surface water drainage shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in complete accordance with the approved drainage details.

Reason: So that the Local Planning Authority may be satisfied with these details for the proper drainage of the site.

7.0 INFORMATIVES: Notes to Applicant

1. REASON FOR APPROVAL

In the opinion of the Local Planning Authority the proposal, subject to the conditions listed above, would not cause undue harm to interests of acknowledged importance, with particular reference to:

- principle of the development
- visual impact on the street scene
- impact on the living conditions of neighbours
- car parking and bin and cycle storage
- open space provision

As such the proposal complies with Policies GP1, GP10, H4a, and L1c of the City of York Development Control Local Plan.

2. STATEMENT OF THE COUNCIL'S POSITIVE AND PROACTIVE APPROACH

In considering the application, the Local Planning Authority has implemented the requirements set out within the National Planning Policy Framework (paragraphs 186 and 187) in seeking solutions to problems identified during the processing of the application. The Local Planning Authority took the following steps in order to achieve a positive outcome:

Pre-application discussions were held following the refusal and withdrawal of the previous applications.

3. INFORMATIVE - HIGHWAY CROSSING

You are advised that prior to starting on site consent will be required from the Highway Authority for the works being proposed, under the Highways Act 1980 (unless alternatively specified under the legislation or Regulations listed below). For further information please contact the officer named:

Vehicle Crossing - Section 184 - Stuart Partington (01904) 551361

4. INFORMATIVE - DEMOLITION AND CONSTRUCTION

The developer's attention should also be drawn to the various requirements for the control of noise on construction sites laid down in the Control of Pollution Act 1974. In order to ensure that residents are not adversely affected by air pollution and noise, the following guidance should be attached to any planning approval, failure to do so could result in formal action being taken under the Control of Pollution Act 1974:

(i) All demolition and construction works and ancillary operations, including deliveries to and dispatch from the site shall be confined to the following hours:

Monday to Friday	08.00 to 18.00
Saturday	09.00 to 13.00
Not at all on Sundays and Bank Holidays.	

(ii) The work shall be carried out in such a manner so as to comply with the general recommendations of British Standards BS 5228: Part 1: 1997, a code of practice for "Noise and Vibration Control on Construction and Open Sites" and in particular Section 10 of Part 1 of the code entitled "Control of noise and vibration".

(iii) All plant and machinery to be operated, sited and maintained in order to minimise disturbance. All items of machinery powered by internal combustion engines must be properly silenced and/or fitted with effective and well-maintained mufflers in accordance with manufacturers' instructions.

(iv) The best practicable means, as defined by Section 72 of the Control of Pollution Act 1974, shall be employed at all times, in order to minimise noise emissions.

(v) All reasonable measures shall be employed in order to control and minimise dust emissions, including sheeting of vehicles and use of water for dust suppression.

(vi) There shall be no bonfires on the site.

5. INFORMATIVE - CONTAMINATED LAND

If, as part of the proposed development, the applicant encounters any suspect contaminated materials in the ground, the Contaminated Land Officer at the council's Environmental Protection Unit should be contacted immediately. In such cases, the applicant will be required to design and implement a remediation scheme to the satisfaction of the Local Planning Authority. Should City of York Council become aware at a later date of suspect contaminated materials which have not been reported as described above, the council may consider taking action under Part IIA of the Environmental Protection Act 1990.

6. INFORMATIVE - ELECTRIC RE-CHARGE POINT

In order to facilitate the uptake and recharging of electric vehicles / bikes / scooters, it is recommended that a standard domestic 13A electrical socket be installed on an internal or external wall. This should be capable of charging at a minimum of 3KWh for up to 8 hours without overheating the cabling or socket. Ideally, a 13/32Amp socket should be supplied which can offer up to 7KWh continuous charging with a control and protection function on a specific circuit (to avoid overload through use of other appliances on the circuit). Where mounted on an external wall, a suitable weatherproof enclosure for the socket will be required.

Contact details:

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