

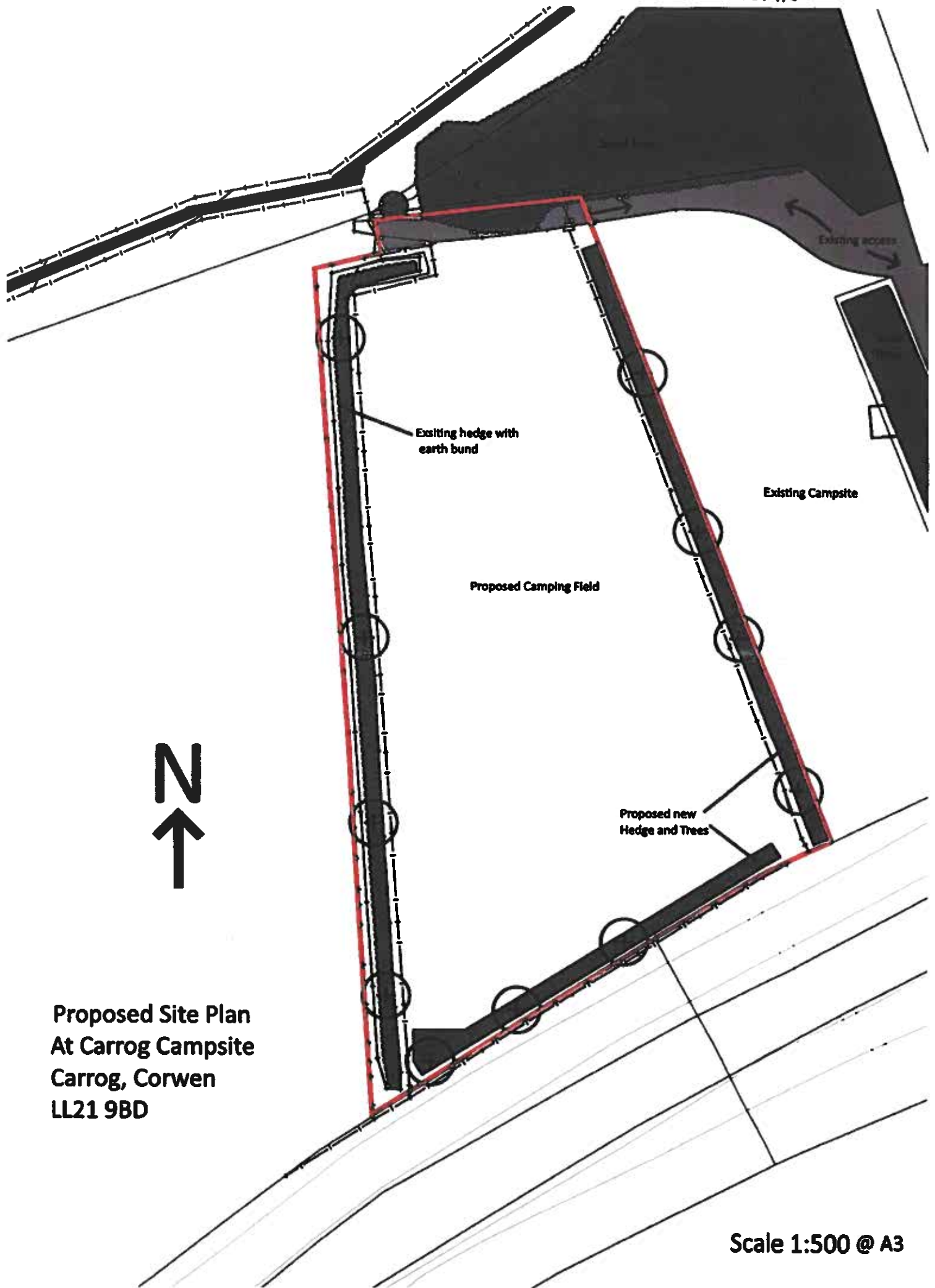
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05/2019/1016

Scale: 1:2500

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SITE PLAN



Proposed Site Plan
At Carrog Campsite
Carrog, Corwen
LL21 9BD

Scale 1:500 @ A3

WARD : Corwen

APPLICATION NO: 05/2019/1016/ PF

PROPOSAL: Change of use of land to provide 14 tent pitches

LOCATION: Land at Station Camp Site Carrog Corwen

APPLICANT: Mr Michael Blair

CONSTRAINTS: C2 Flood Zone
PUBLICITY Site Notice - Yes
UNDERTAKEN: Press Notice - No
Neighbour letters - Yes

REASON(S) APPLICATION REPORTED TO COMMITTEE:
Scheme of Delegation Part 2

- Recommendation to grant / approve – 4 or more objections received

CONSULTATION RESPONSES:

CORWEN COMMUNITY COUNCIL
Response awaited at time of writing report

CLWYDIAN RANGE AND DEE VALLEY AREA OF OUTSTANDING NATURAL BEAUTY
JOINT ADVISORY COMMITTEE

"This is a modest proposal to extend the existing caravan and camping site, and the conclusions of the LVIA that likely landscape impacts will be slight or negligible are accepted. Subject to implementation of the landscape mitigation plan and a seasonal use condition, the Joint Committee has no objection to the proposals. The intention not to install any external lighting is supported."

NATURAL RESOURCES WALES

No objection provided the landscaping plan is implemented and request a planning condition is imposed requiring additional planting along the southern boundary. Recommendations in the ecological reports should be implemented.

DENBIGHSHIRE COUNTY COUNCIL CONSULTEES –

Highway Officer

Capacity of Existing Network

Criteria viii) of Policy RD 1 advises that proposals should not have an unacceptable effect on the local highway network as a result of congestion, danger and nuisance arising from traffic generated and incorporates traffic management/calming measures where necessary and appropriate.

A Transport Statement was requested following concerns relating to the roads leading to the site and to obtain a clearer understanding and full assessment of associated vehicles trips arising from the development. The Transport Statement has provided clear evidence that the trips arising from the development will not cause any highway related issues and the road leading to the site is adequate to serve the additional vehicle movements

Having regard to the scale of the proposed development, the existing highway network and the submitted highways details, it is considered that the proposals would not have an unacceptable impact on the local highways network in terms of capacity.

Accessibility

At 8.7.1 Planning Policy Wales (PPW) specifies that when local planning authorities determine planning applications they should take account of the accessibility of a site by a range of different transport modes. TAN 18 at 6.2 states that walking should be promoted as the main mode of transport for shorter trips. Section 6.2 goes on to specify that when determining planning applications local planning authorities should;

- ensure that new development encourages walking as a prime means for local journeys by giving careful consideration to location, access arrangements and design, including the siting of buildings close to the main footway, public transport stops and pedestrian desire lines;
- ensure that pedestrian routes provide a safe and fully inclusive pedestrian environment, particularly for routes to primary schools;
- ensure the adoption of suitable measures, such as wide pavements, adequate lighting, pedestrian friendly desire lines and road crossings, and traffic calming;

Policy RD1 of the LDP states that development should provide safe and convenient access for disabled people, pedestrians and cyclists. Policy ASA 2 of the LDP identifies that schemes may be required to provide or contribute to the following;

- Capacity improvements or connection to the cycle network;
- Provision of walking and cycling links with public transport facilities;
- Improvement of public transport services.

Having regard to the location and the established use I consider that the existing site and existing arrangements are acceptable and within easy reach of other forms of transport.

It is considered that the proposals are acceptable in terms of accessibility and the policy requirements identified above.

Site Access

Criteria vii) of Policy RD 1 of the Denbighshire Local Development Plan (LDP) requires that developments provide safe and convenient access for disabled people, pedestrians, cyclists, vehicles and emergency vehicles. In order to comply with this requirement site accesses should meet relevant standards. Technical Advice Note 18: Transport (TAN 18) specifies at 5.11 that new junctions must have adequate visibility and identifies Annex B as providing further advice on required standards.

The proposed existing site access arrangements are adequate to serve the proposals and are therefore considered to be acceptable.

Site Layout (including roads, pavements, manoeuvring, lighting etc.)

Criteria vii) of Policy RD1 of the LDP states that development should provide safe and convenient access for disabled people, pedestrians, cyclists, vehicles and emergency vehicles together with adequate parking, services and manoeuvring space.

Specific design guidance is contained within the following documents;

- Manual for Streets
- Denbighshire County Council Highways and Infrastructure: Minimum Specification for the Construction of Roads Serving Residential Development and Industrial Estates
- Denbighshire County Council: Specification for Highway Lighting Installations
- Denbighshire County Council: General Requirement for Traffic Signs and Road Markings

Having regard to the detailed assessments above, taking into consideration the capacity of the existing highway network, accessibility, site access and site layout, Highways Officers would see no reason to object to the proposed development and therefore have no objection to the proposals.

Public Protection Officer
No response received

County Ecologist
No objections subject to the inclusion of conditions to ensure ecological assets are protected

RESPONSE TO PUBLICITY:

In objection

Representations received from:

John Legg, Berwyn House, Carrog Martin Christie, Station House, Carrog Sonia Buckland, Gorphwysfa, Carrog, Corwen David Lloyd Thomas, Bryn Tyner, London Rd., Corwen George Evans, Afon Ro, Carrog Quentin McGuinness, 4, Bryntirion Terrace, Llangollen Martin Williams, Min y Parc, Duke Road, Rhos, Wrexham

Summary of planning based representations in objection:

Principle

- The principle of development is not acceptable; questionable benefits to the local economy.

Highway Safety

- The highway infrastructure is not sufficient for the increase in vehicle movements.

Residential Amenity

- The campsite is detrimental to residential amenity by way of noise.

Visual Amenity

- The proposal would be visually harmful to the character of the area and the Area of Outstanding Natural Beauty (AONB)

In support

Representations received from:

John Blackwell, Parc Service Station, Carrog, Corwen
John Hayward, Parc Service Station, Llidiart y Parc.
Christine Brassey, Pentir, Carrog
Rhys Yaxley, 4 New Inn Terrace, Glyndyfrdwy
Katherine Lloyd, Penarth Farm, Carrog, Corwen
Lawrence Osgood, Cygnet, Carrog
Sarah Kenrick, The Grouse Inn, Carrog
Karl Young, 2 Gwylfa Terrace, Llidiart-Y-Parc, Corwen

Summary of planning based representations in support:

The extension to the campsite would have a positive impact on the rural economy by boosting rural tourism.

EXPIRY DATE OF APPLICATION: 14/3/2020

PLANNING ASSESSMENT:

1. THE PROPOSAL:

1.1 Summary of proposals

- 1.1.1 Full planning permission is sought for the change of use of land to provide an extension to an existing caravan and camping site at Station Camp site in Carrog.
- 1.1.2 The proposal seeks consent for 14 additional tent pitches.

- 1.1.3 The application includes details of landscaping along the site boundaries. No development, such as hard standings, access tracks or any other structures is proposed as part of the application.

1.2 Other relevant information/supporting documents in the application

- 1.2.1 The application has been submitted with a Landscape and Visual Impact Assessment, an Ecology Report, a Transport Statement and correspondence from Welsh Government confirming that there is no objection to the proposal from a highway perspective and that the agricultural land classification of the site is Grade '3b'.

1.3 Description of site and surroundings

- 1.3.1 The main campsite is located in the open countryside, in fields adjacent to a Grade II listed building (Pen-y- Bont), and opposite the entrance to Carrog Station.
- 1.3.2 The site being considered is immediately to the south west of the established campsite, and is screened on its north eastern boundary with mature trees. The north western boundary is relatively open, whilst the south eastern and south western boundaries are partially screened by earth bunds.
- 1.3.3 There are two camping pods located immediately adjacent to the mature trees in the field to the east of the site.
- 1.3.4 The line of the Llangollen - Corwen Railway runs to the south of the site.

1.4 Relevant planning constraints/considerations

- 1.4.1 The site is located within the open countryside outside of any development boundaries as identified in the Local Development Plan (LDP) and lies within the Clwydian Range and Dee Valley AONB.

1.5 Relevant planning history

- 1.5.1 Permission was granted in 2001 for the existing caravan site. This permission included the following controls:
- The site shall only be used for caravans on tour and no caravan shall stay on the site for any period longer than 21 days.
 - No caravans shall remain on site between the 31 October in anyone year and the 1 March in the following year.
 - The number of touring caravans to be located on the site shall not exceed 32 at any one time
- 1.5.2 In 2017, retrospective planning permission was granted by the Planning Committee for the continuation of the use of land for pitches for 2 camping pods and 9 pitches for touring caravans/tents.

1.6 Developments/changes since the original submission

- 1.6.1 None

1.7 Other relevant background information

- 1.7.1 None.

2. DETAILS OF PLANNING HISTORY:

2.1 05/2000/0909/PF - All year round camping and touring caravan site. GRANTED by Planning Committee on 28th December, 2000.

2.2 05/2017/0266/PC - Extension to existing camp site to provide pitches for two camping pods and nine pitches for touring caravans/tents and associated works (retrospective application). GRANTED by Planning Committee on 14th July, 2017.

3. RELEVANT POLICIES AND GUIDANCE:

The main planning policies and guidance are considered to be:

3.1 Local Policy/Guidance

Denbighshire Local Development Plan (adopted 4th June 2013)

Policy PSE5 – Rural economy

Policy PSE12 – Chalet, static and touring caravan and camping sites

Policy VOE1 - Key areas of importance

Policy VOE2 – Area of Outstanding Natural Beauty and Area of Outstanding Beauty

Policy VOE5 – Conservation of natural resources

Supplementary Planning Guidance

Supplementary Planning Guidance Note: Clwydian Range and Dee Valley Area of Outstanding Natural Beauty

Supplementary Planning Guidance Note: Conservation and Enhancement of Biodiversity

Supplementary Planning Guidance Note: Caravans, Chalets & Camping

Supplementary Planning Guidance Note: Trees & Landscaping

3.2 Government Policy / Guidance

Planning Policy Wales (Edition 10) December 2018

Development Control Manual November 2016

Technical Advice Notes

TAN 6 Planning for Sustainable Rural Communities (2010)

TAN 13 Tourism (1997)

TAN 18 Transport (2007)

3.3 Other material considerations

4. MAIN PLANNING CONSIDERATIONS:

In terms of general guidance on matters relevant to the consideration of a planning application, Section 9.1.2 of the Development Management Manual (DMM) confirms the requirement that planning applications 'must be determined in accordance with the approved or adopted development plan for the area, unless material considerations indicate otherwise'. It advises that material considerations must be relevant to the regulation of the development and use of land in the public interest, and fairly and reasonably relate to the development concerned.

The DMM further states that material considerations can include the number, size, layout, design and appearance of buildings, the means of access, landscaping, service availability and the impact on the neighbourhood and on the environment (Section 9.4).

The DMM has to be considered in conjunction with Planning Policy Wales, Edition 10 (December 2018) and other relevant legislation.

The following paragraphs in Section 4 of the report therefore refer to the policies of the Denbighshire Local Development Plan, and to the material planning considerations which are considered to be of relevance to the proposal.

4.1 The main land use planning issues in relation to the application are considered to be:

- 4.1.1 Principle
- 4.1.2 Visual amenity including impact on AONB
- 4.1.3 Residential amenity
- 4.1.4 Ecology
- 4.1.5 Highways (including access and parking)

4.2 In relation to the main planning considerations:

4.2.1 Principle

Policy PSE 5 'Rural Economy', in order to help sustain the rural economy, offers broad support for tourism proposals in the countryside, subject to them being of appropriate scale and nature for its location, and when in the AONB seeks to enhance the nature and distinctive qualities of the local landscape.

Policy PSE 12 'Chalet, static and touring caravan and camping sites', more specifically states that proposals for new touring and caravan sites will be encouraged where the following criteria are met:

- i) the site is small in scale and proportionate to its location, particularly within and adjoining the Area of Outstanding Natural Beauty or Area of Outstanding Beauty, Pontcysyllte Aqueduct and Canal World Heritage Site (including the buffer zone) or other regionally important landscape areas; and
- ii) the development would not result in an over concentration of sites in any one locality to the detriment of the landscape or residential amenity; and
- iii) the development makes a positive contribution to the local biodiversity, and natural and built environment; and
- iv) the development would not appear obtrusive in the landscape and is high quality in terms of layout, design and landscaping in line with the development principles, and it has no adverse highway or community impacts.

Section 5.5 of PPW10 relates to Tourism and sets out a general presumption in favour of encouraging sustainable tourism, where it contributes to economic development, conservation, rural diversification, urban regeneration and social inclusion, while recognising the needs of visitors and those of local communities. Tourism-related development is an essential element in providing for a healthy and diverse local/national economy, but requires development to be sympathetic to the local environment and to the needs of visitors and the local community.

There are local representations questioning the acceptability of the principle of the proposal and the benefits the proposal would bring to the local economy.

The proposal is for the change of use of land to provide an extension to Station Camp, providing 14 tent pitches.

In consideration of Policy PSE 5, the proposal is considered to be small in scale in relation to the adjoining existing camp site, and therefore appropriate in scale and nature to its location.

In consideration of Policy PSE 12, the site is considered to be small in scale and proportionate to its location and would not result in an over-concentration of sites within the locality.

In terms of impact upon the rural economy, and with due respect to the local representations received, it is considered more likely that there would be a positive impact on the local economy rather than a negative impact.

In Officers' opinion, the proposal is acceptable in principle, subject to assessment of the detailed impacts.

4.2.2 Visual amenity including impact on AONB

The Development Management Manual advises at paragraph 9.4.3 that material considerations must be fairly and reasonably related to the development concerned, and can include the number, size, layout, design and appearance of buildings, the means of access, landscaping, service availability and the impact on the neighbourhood and on the environment; and the effects of a development on, for example, health, public safety and crime. The visual amenity and landscape impacts of development should therefore be regarded as a potential material consideration.

PPW 10 Section 6.3.3 states '*All the landscapes of Wales are valued for their intrinsic contribution to a sense of place, and local authorities should protect and enhance their special characteristics, whilst paying due regard to the social, economic, environmental and cultural benefits they provide, and to their role in creating valued places.*'

Policy VOE 2 requires assessment of the impact of development within or affecting the AONB and AOB, and indicates that this should be resisted where it would cause unacceptable harm to the character and appearance of the landscape and the reasons for designation.

This reflects guidance in Planning Policy Wales 10 (PPW 10) which requires planning authorities to give great weight to conserving and enhancing the natural beauty of AONBs, and should have regard to the wildlife, cultural heritage and social and economic well-being of the areas. The special qualities of designated areas should be given weight in the development management process. Proposals in AONBs must be carefully assessed to ensure that their effects on those features which the designation is intended to protect are acceptable. The contribution that development makes to the sustainable management of the designated area must be considered.

Concerns have been raised in respect of the impact on the character and visual amenity of the area and that of the surrounding Area of Outstanding Natural Beauty (AONB).

The AONB Advisory Committee and Natural Resources Wales (NRW) have been consulted and no objections have been raised, concluding that the impacts upon the AONB and visual amenity of the area are acceptable. However, NRW have requested that the planting on the southern boundary of the site should be strengthened with additional planting with native species.

The proposal is for 14 additional tent pitches on land adjacent to the existing camping and caravan site. These tent pitches would only be used during summer months. Additional planting is proposed to strengthen the boundaries of the site, and reduce the visual impact of the site during operational periods.

The application is supported by a Landscape and Visual Impact Assessment. The assessment concludes that the proposal is likely to have a 'slight adverse change' upon landscape character of 'negligible magnitude and a slight adverse visual impact' whilst the site is operational. Overall this results in there being a 'negligible adverse effect' on the landscape/visual amenity, which further reduces to a neutral effect when the site is operable (i.e. during the summer months).

With respect to the comments of objectors, given the comments of the AONB Committee and NRW, Officers consider that the application demonstrates to a reasonable level that the impacts of the proposal are acceptable and would not result in harm to the visual amenity of the area or to the AONB landscape, subject to inclusion of a condition as suggested by NRW requiring planting on the southern boundary of the site to be strengthened with additional native species.

4.2.3 Residential amenity

The Development Management Manual advises at paragraph 9.4.3 that material considerations must be fairly and reasonably related to the development concerned, and can include the number, size, layout, design and appearance of buildings, the means of access, landscaping, service availability and the impact on the neighbourhood and on the environment; and the effects of a development on, for example, health, public safety and crime. The residential amenity impacts of development should therefore be regarded as a potential material consideration.

A number of concerns have been raised in relation to the impact of the proposal on the residential amenity of the area, suggesting the site can be noisy.

The Public Protection Officer has been consulted and has not raised an objection to the proposal in respect of noise.

It is understood that the nearest dwelling is 'Station House', approximately 190 metres east of the site and separated from the application site by the existing campsite and the road (B5437). Another dwelling, 'Wern' is at a similar distance from the application site, but lies to the south west, and is separated from the site by the Llangollen – Corwen railway line. The dwellings within the village are typically over 250 metres away and separated from the site by open fields and the River Dee.

In considering the impact on residential amenity, consideration must be given to the existing situation where by the existing campsite could accommodate 41 caravans/tents at any one time. In Officers' opinion there is little quantifiable evidence to suggest that the existing arrangements have a significantly detrimental impact upon the amenity of residential properties, or that an additional 14 pitches would increase the impact to such a degree as to justify refusing planning permission.

In Officers' opinion, the proposal is unlikely to be unacceptably harmful to residential amenity.

4.2.4 Ecology

Policy VOE 5 requires due assessment of potential impacts on protected species or designated sites of nature conservation, including mitigation proposals, and suggests that permission should not be granted where proposals are likely to cause significant harm to such interests.

This reflects policy and guidance in Planning Policy Wales (Section 6.4), current legislation and SPG 18 – Nature Conservation and Species Protection, which stress the importance of the planning system in meeting biodiversity objectives through promoting approaches to development which create new opportunities to enhance biodiversity, prevent biodiversity losses, or compensate for losses where damage is unavoidable.

There are no representations raising concerns on the ecological impacts of the proposal.

NRW have not objected to the proposal and consider the proposal is not likely to have a significant effect on the River Dee SAC. The County Ecologist does not object to the proposal subject to conditions being imposed which seek to safeguard the sites biodiversity value.

The application is accompanied by a Preliminary Ecological Appraisal, Great Crested Newt Survey, and a Reptile Survey. Natural Resources Wales (NRW) and the County Ecologist have been consulted. Whilst noting that the site features potential habitat for species, none were found. Reasonable Avoidance Measures are proposed.

The application site is located within 170m of the River Dee Special Area of Conservation (SAC).

In consideration of all relevant matters in respect of ecology, it is considered that the recommendations in the submission are acceptable and the proposal would not have any adverse impact on the ecology and biodiversity of the site.

4.2.5 Highways (including access and parking)

The Development Management Manual advises at paragraph 9.4.3 that material considerations must be fairly and reasonably related to the development concerned, and can include the number, size, layout, design and appearance of buildings, the means of access, landscaping, service availability and the impact on the neighbourhood and on the environment; and the effects of a development on, for example, health, public safety and crime. The highway impacts of development should therefore be regarded as a potential material consideration.

Policy ASA 3 requires adequate parking spaces for cars and bicycles in connection with development proposals, and outlines considerations to be given to factors relevant to the application of standards. These policies reflect general principles set out in Planning Policy Wales (PPW) and TAN 18 – Transport, in support of sustainable development. The Parking Standards in New Developments SPG sets out the maximum parking standards for new developments.

Concern have been raised in relation to the capacity of the local highway infrastructure to accommodate the additional vehicular movements with attention drawn to the narrowness of the highway on the adjacent roads.

The Highway Officer's response on the application is set out in detail in the Consultation Responses section of the report. It refers to a range of issues relating to the application including the capacity of the existing highway network, accessibility, site access and site layout including parking matters. The main points of relevance are:

Capacity of Existing Network

A Transport Statement was requested following concerns relating to the roads leading to the site and to obtain a clearer understanding and full assessment of associated vehicles trips arising from the development.

The Transport Statement has provided clear evidence that the trips arising from the development will not cause any highway related issues and the road leading to the site is adequate to serve the additional vehicle movements

Having regard to the scale of the proposed development, the existing highway network and the submitted highways details, it is considered that the proposals would not have an unacceptable impact on the local highways network in terms of capacity.

Accessibility

Having regard to the location and the established the Highway Officer considers that the existing site and existing arrangements are acceptable and within easy reach of other forms of transport.

Site Access

The existing site access arrangements are adequate to serve the proposals and are therefore considered to be acceptable.

Site Layout (including roads, pavements, manoeuvring, lighting etc.)

Having regard to the scale and nature of the proposal no comments/concern have been noted by the Highways Officer in this respect.

The planning application has been submitted with a Transport Statement which assesses the proposal in terms of its impact on the local highway and the adequacy of the access to the site. It takes into account the existing road junctions, highway widths, site accessibility, predicted vehicular movements and road safety records. The

Statement concludes that the site is well located in terms of accessibility, that sufficient passing places are available to allow for two way vehicle movement, the absence of any accident records suggests there are no material safety concerns, that the proposed additional vehicle movements will not materially affect the flow of traffic on the highway and that the access to the site is suitable for the proposed additional use.

Having regard to the submission and the conclusion of the Highway Officer on the capacity of the existing highway network, accessibility, site access and layout, Officers see no fundamental highway grounds to oppose the application.

Other matters

Well – being of Future Generations (Wales) Act 2015

The Well-being of Future Generations (Wales) Act 2015 imposes a duty on the Council not only to carry out sustainable development, but also to take reasonable steps in exercising its functions to meet its sustainable development (or well-being) objectives. The Act sets a requirement to demonstrate in relation to each application determined, how the development complies with the Act.

The report on this application has taken into account the requirements of Section 3 'Well-being duties on public bodies' and Section 5 'The Sustainable Development Principles' of the Well-being of Future Generations (Wales) Act 2015. The recommendation is made in accordance with the Act's sustainable development principle through its contribution towards Welsh Governments well-being objective of supporting safe, cohesive and resilient communities. It is therefore considered that there would be no significant or unacceptable impact upon the achievement of well-being objectives as a result of the proposed recommendation.

5. SUMMARY AND CONCLUSIONS:

5.1 The proposal is considered acceptable in principle and likely to have a beneficial impact on rural tourism.

5.2 It is not considered that there would be any adverse localised impacts in relation to visual amenity, residential amenity, and in highway and ecological terms the proposal is considered acceptable, subject to adequate controls being put imposed through planning conditions. Consultation responses from specialist consultees concur with this view.

RECOMMENDATION: GRANT- subject to the following conditions:-

1. The development to which this permission relates shall be begun no later thaninsert DATE 2025
2. The development hereby permitted shall be carried out in strict accordance with details shown on the following submitted plans and documents unless specified as otherwise within any other condition pursuant to this permission:
 - (i) Proposed Site plan received 25 November 2019
 - (ii) Location plan received 25 November 2019
 - (iii) Existing site plan received 9 December 2019
 - (iv) Great Crested Newt Survey Results received 9 December 2019
 - (v) Reptile Survey Results received 9 December 2019
 - (vi) Preliminary Ecological Appraisal received 9 December 2019
3. Notwithstanding the submitted details, the use hereby proposed shall not be commenced until the written approval of the Local Planning Authority has been obtained to a detailed landscaping scheme, to include details of the location, type, species and standards of all proposed new native species trees, hedgerow shrubs and plants.
4. All planting comprised in the approved details of landscaping shall be carried out no later than the first available planting and seeding season and prior to the commencement of the use of

the land. Any trees or plants which within a period of 5 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 similar size and species.

5. No external lighting shall be installed without the formal written approval of the Local Planning Authority in respect to the detailing of the proposed lighting. The approved scheme shall be implemented strictly in accordance with the approved details.
6. The development hereby approved shall be carried out in strict accordance with the reasonable avoidance and mitigation measures set within the approved ecological assessments.
7. The site shall only be used for the purposes applied for between the 1 March and 31 October each year.
8. The number of tents on site shall not exceed 14 in number at any one time.

The reasons for the conditions are:-

1. To comply with the provisions of Section 91 of the Town and Country Planning Act 1990.
2. For the avoidance of doubt and to ensure a satisfactory standard of development.
3. In the interest of protecting the character of the Area of Outstanding Natural Beauty and visual amenity.
4. In the interest of protecting the character of the Area of Outstanding Natural Beauty and visual amenity.
5. In the interest of protecting the sites ecological value.
6. In the interest of protecting the ecological value of the site.
7. In the interest of protecting visual amenity and the character of the AONB.
8. In the interest of protecting visual amenity and the character of the AONB.