

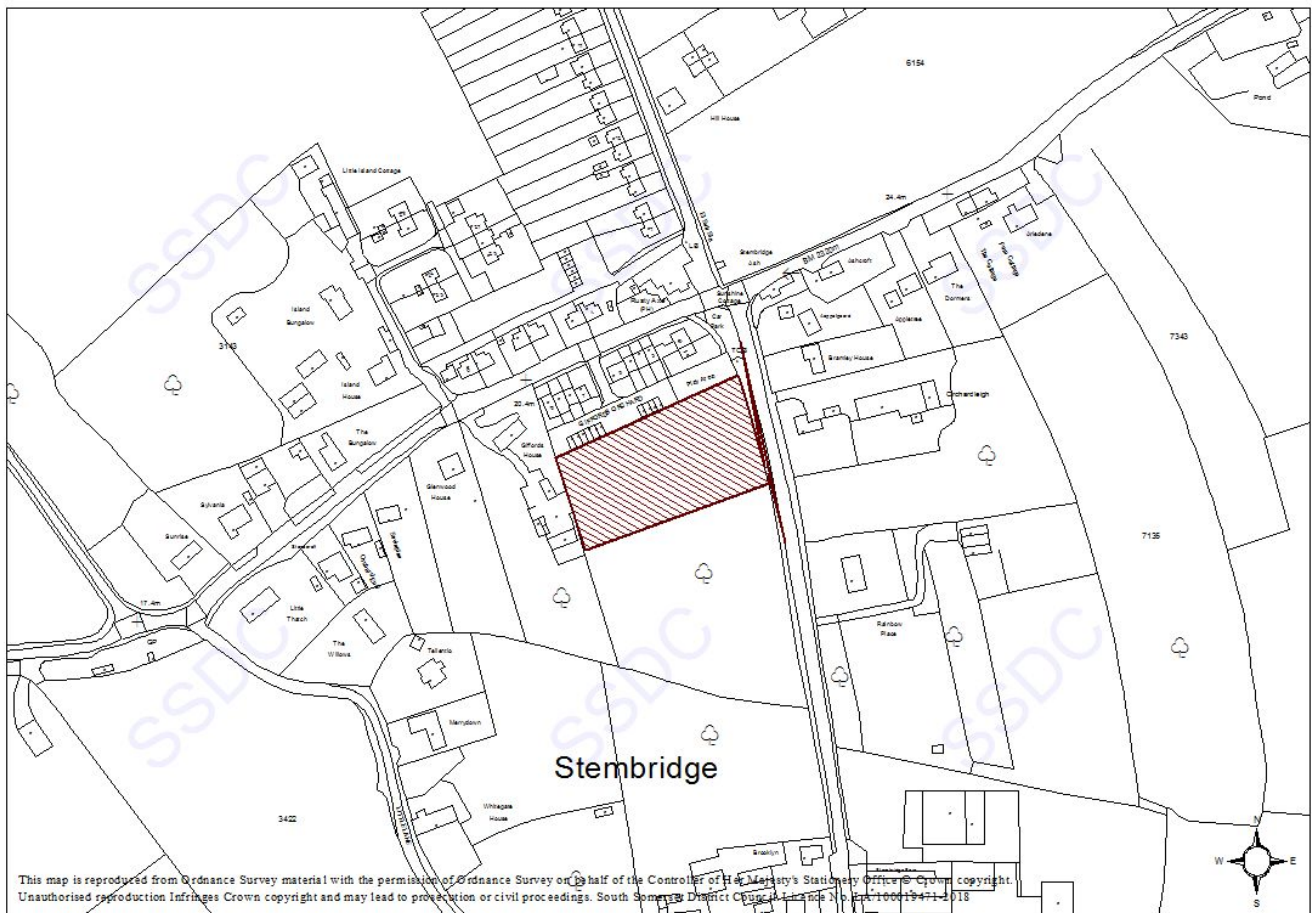
Officer Report On Planning Application: 18/01927/FUL

Proposal :	The erection of 5 dwellings.
Site Address:	Land South Of Giffords Orchard, Stembridge, Martock.
Parish:	Kingsbury Episcopi
BURROW HILL Ward (SSDC Member)	Cllr Derek Yeomans
Recommending Case Officer:	John Millar Tel: (01935) 462465 Email: john.millar@southsomerset.gov.uk
Target date :	14th August 2018
Applicant :	Mr R Stuckey
Agent: (no agent if blank)	Mrs Helen Lazenby, Clive Miller Planning Limited, Sanderley Studio, Kennel Lane, Langport TA10 9SB
Application Type :	Minor Dwellings 1-9 site less than 1ha

REASON FOR REFERRAL TO COMMITTEE

This application is referred to committee at the request of the Ward Member with the agreement of the Vice Chair to enable the issues raised to be fully debated by Members.

SITE DESCRIPTION AND PROPOSAL





The application site is located in the northern part of an existing farmed orchard to the north of the village of Stembridge, and to the west of Kingsbury Episcopi. It is just to the south of the Rusty Axe Inn, close to the junctions of Folly Road, New Cross Hill, Stembridge and Hill Drive. There is relatively dense development to the north of the application site, with the 1970s Giffords Orchard housing development immediately to the north, with other development in depth in the vicinity, particularly of Stembridge, the road to the north. There is lower density, linear development to the east and south. The part of the orchard that contains the application site has been cleared of trees, however the remainder stretching approximately 200m to the south, has recently been served with a Tree Preservation Order.

The application is made for the erection of 5 dwellinghouses in a row to the south of Giffords Orchard. The proposed dwellings would comprise three 3 bedroom and two 4 bedroom properties, of which there would be three detached units and a pair of semi-detached. It is proposed to construct the properties from a mix of natural stone and timber cladding, with double roman roof tiles. Access is sought from New Cross Hill.

HISTORY

None

POLICY

The South Somerset Local Plan (2006 - 2028) was adopted on the 5th March 2015. In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004 (as amended) and Section 70(2) of the Town and Country Planning Act 1990 (as amended), the adopted local plan now forms part of the

development plan. As such, decisions on the award of planning permission should be made in accordance with this development plan, unless material considerations indicate otherwise. Legislation and national policy are clear that the starting point for decision-making is the development plan, where development that accords with an up-to-date local plan should be approved, and proposed development that conflicts should be refused, unless other material considerations indicate otherwise.

Policies of the South Somerset Local Plan (2006-2028)
SD1, SS1, SS2, SS4, SS5, TA5, TA6, EQ1, EQ2, EQ4, EQ5

National Planning Policy Framework
Chapters 2, 4, 5, 8, 9, 12, 14, 15

National Planning Practice Guidance
Design, Natural Environment, Rural Housing, Planning Obligations

Policy-related Material Considerations
Somerset County Council Parking Strategy (September 2013)
Somerset County Council Highways Development Control - Standing Advice (June 2017)

CONSULTATIONS

Parish Council: Object for the following reasons.

1. Storm water - The site location dictates that all storm water will run down the hill to the South of the site into Little Lane. Although the highway drainage was updated down the hill a couple of years ago it still does not cope well with heavy rainfall and Little Lane itself floods regularly within hours of a heavy downpour, leaving Little Lane impassable. Storm water from the roofs of five new properties together with car port roofs can and will exacerbate flooding in Little Lane.
2. Residential impact - It is felt that residents in Giffords Orchard and Beech House will lose some privacy if these properties are built and although the proposed new properties may gain the views of the orchard this is at the detriment of the existing properties in Giffords Orchard, who have enjoyed these views for years.
3. SS2 Development in Rural Settlements - Housing should only be permitted in rural settlements that have key services. Stembridge has one public house. Kingsbury Episcopi has one public house, two churches, a recreation ground which now has a community centre and shop, but as there is no pavement between Stembridge and Kingsbury Episcopi this will inevitably add to more vehicle movements to access them. The Primary School is within walking distance, but again there are no pavements and at this time there is no capacity for more children, they are being turned away, and as these houses could well be occupied by families again this will mean more vehicle movements to transport the children to other schools. These properties are not affordable housing, they are not for present or future generations from this area and it is highly unlikely they would be purchased by local people because of the price.
4. Infrastructure - Broadband speeds are still very slow, despite a new box being installed in Stembridge, water pressure is already low, does the mains sewerage have capacity for five large dwellings and mobile phone coverage is very poor, five more large dwellings will put a further strain on all of these services.
5. Parking - Although each property has a car port and parking spaces, in reality there is never enough parking and inevitably the side of road will be where vehicles will park, including the entrance into the development.

SCC Highway Authority: The proposal is for the development of five new dwellings on existing agricultural land (formally an orchard) in Stembridge, with access from New Cross Hill, a classified un-numbered road.

The Highway does not object to this proposal, as explained below, but does recommend a number of conditions be imposed on any planning consent.

The 5 houses would be expected to generate between 30 and 40 vehicle trips per day, which would not have a material impact on the existing highway network at this location, The Highway Authority therefore does not object to the principle of this development.

The optimal parking provision for this site as set out in the adopted Somerset County Council Parking Strategy (SPS) for a residential development in a Zone B area such as this location is: (14-15 spaces for this proposal).

The proposed overall parking provision of 18 spaces for the 5 dwellings is therefore somewhat in excess of the optimum provision. However, the Highway Authority would in this case wish to ensure that sufficient car parking is provided within the site boundary, to reduce the risk of cars parking on the existing classified road. With this in mind, the Highway Authority raises no objection to the levels proposed.

The Planning Statement refers to the provision of a garden store for cycles, and a condition should be included to provide one secure cycle parking space for each bedroom provided. In addition, electric vehicle charging facilities should be provided as required under the SPS.

The access is within an existing 30mph speed limit, and the applicant has demonstrated that appropriate visibility (being splays of 2.4m by 43m) can be achieved. As access is from a classified road, vehicles must be able to turn within the site to egress in forward gear, and this has been demonstrated by the applicant. The Highway Authority would therefore not object to the proposed access to the public highway, subject to the imposition of a number of conditions to control implementation.

It is noted that the applicant has stated on the application form that the development would create new public roads within the site. However, from the plans and supporting information provided, this would appear not to be the case, and the internal layout has been assessed on the assumption it is to remain in private ownership. If this is not correct, the applicant should confirm which areas are to be offered for adoption.

However, the applicant should be aware that the proposed development may create a private 'street' and as such the Advance Payment Code may apply. If planning consent is granted it may subsequently be possible for the developer to apply for an exemption under Sections 219 to 225 of the Highways Act 1980, providing the applicant can demonstrate satisfactory and enforceable long term arrangements have been made for securing the future maintenance of the road.

With the above in mind, the Highway Authority does not object to this application but recommends that the following conditions be imposed if planning permission is granted:

SSDC Highway Consultant: Refer to SCC comments.

Wessex Water: Wessex Water have raised no objections to this application. Further comment is made in which it is advised that additional runoff created by new roofs and driveways should not increase the risk of flooding. It is suggested that the proposed disposal of surface water via soakaways is acceptable subject to the final agreement of details by the Local Planning Authority. It is also advised that there is a main foul sewer to the east of the site. Advice is given in respect to making new connections for drainage and water supply.

Natural England: No objection.

SSDC Ecologist: No comments or recommendations to make.

Tree Officer: No objection, however has requested a suitable condition to ensure that no damage occurs to the adjoining protected orchard.

REPRESENTATIONS

12 letters of objection have been received from 9 local residents, with concerns raised in the following areas:

- Approval would set a precedent for further development of the orchard.
- The scheme will increase the risk of flooding as existing roadside drainage is inadequate, and the road floods regularly.
- Impact on residential amenity, particularly overlooking of properties and gardens to the east and north.
- Loss of outlook from existing properties.
- Adverse impact on local landscape character, and associated harm to the rural context of the locality.
- Insufficient parking, which is likely to lead to parking on the public highway.
- The site is unsustainable, and the proposal does not comply with the requirements of Local Plan policy SS2, specifically meeting an identified local need and having reasonable access to services.
- Local infrastructure is insufficient i.e. low broadband speed, poor mobile phone signal and no mains gas. Also the local primary school is at capacity.
- Loss of commercial apple orchard.
- Insufficient local consultation has taken place.

1 letter of support has been received on the basis that the proposal will help support village life.

CONSIDERATIONS

Principle of Development

The site is located at the northern edge of Stembridge, close to the public house and a short distance from the local primary school. It is also relatively close to the other services available in the adjoining settlement of Kingsbury Episcopi. Policy SS1 (Settlement Strategy) of the Local Plan highlights the areas where new development is expected to be focused, grouping certain towns and villages into a hierarchy, of settlements including the Strategically Significant Town (Yeovil), Primary Market Towns, Local Market Towns and Rural Centres. All other settlements, including Stembridge and Kingsbury Episcopi, are 'Rural Settlements', which policy SS1 states "will be considered as part of the countryside to which national countryside protection policies apply (subject to the exceptions identified in policy SS2. Policy SS2 states:

"Development in Rural Settlements (not Market Towns or Rural Centres) will be strictly controlled and limited to that which:

- Provides employment opportunities appropriate to the scale of the settlement; and/or
- Creates or enhances community facilities and services to serve the settlement; and/or
- Meets identified housing need, particularly for affordable housing.

Development will be permitted where it is commensurate with the scale and character of the settlement, provides for one or more of the types of development above, and increases the sustainability of a settlement in general. Proposals should be consistent with relevant community led plans, and should

generally have the support of the local community following robust engagement and consultation. Proposals for housing development should only be permitted in Rural Settlements that have access to two or more key services listed at paragraph 5.41 (i.e. local convenience shop, post office, pub, children's play area/sports pitch, village hall/community centre, health centre, faith facility, primary school)."

Usually applications in locations such as this would be considered against the settlement strategy contained within Local Plan policies SS1 and SS2, however the Local Planning Authority are currently unable to demonstrate a five year supply of housing sites. As such, development proposals should be considered in the context of the National Planning Policy Framework, which states that these policies should be considered out of date, as they are relevant to the supply of housing. In such circumstances, the main consideration will be whether any adverse impacts would significantly and demonstrably outweigh the benefits when assessed against the policies in the NPPF taken as a whole.

As a starting point, in the current policy context, Stembridge is a settlement that does contain at least two of the key services listed in paragraph 5.41 of the Local Plan and therefore is considered to be a generally sustainable location, in terms of policy SS2. Specifically there is a public house and primary school. There is also another public house, church, village hall, shop and recreation ground within the adjoining village of Kingsbury Episcopi. It is also noted that there are some bus services operating locally that stop outside of the Rusty Axe public house, a short distance to the north. Taking this into account, and noting the lack of 5 year land supply, it is considered that the development of this site for residential purposes could be acceptable in principle, subject of course to the assessment of other appropriate local and national policy considerations, to determine whether there are any adverse impacts that would significantly and demonstrably outweigh the benefits.

It is noted the objections have been raised in respect to the sustainability of the location, particularly the fact that the school, and nearby services in Kingsbury Episcopi can only be accessed by a walking along an unpaved road. This is acknowledged, however in terms of SS2, and the need to have access to at least 2 local services, the public house is easily accessed from the site, and while not ideal, the school is a relatively short distance, and is usually accessed by car, or by walking along this section of road. It is also noted that there have been other consents granted in the Stembridge area in recent years.

Scale, Design and Appearance

The proposed development comprises two 4 bedroom houses and three 3 bungalows, of which three would be detached, and two semi-detached. The proposed layouts spreads developed from east to west across the northern part of the site. In terms of overall development pattern this is unusual, with local development mainly of linear type, however the site is immediately south of Giffords Orchard, and 20th century housing development, as well as being south of other similarly aged housing where development in depth is particularly prevalent. The proposed houses, in terms of design, scale and materials are considered to be acceptable and adequately respect the character of the immediate surroundings.

Particular concern has been raised about the impact on the viability of the remainder of the orchard, and the potential for further development. This is noted, and has been given consideration by the Local Planning Authority. In particular the orchard extending some 200m south, with the exception of the application site, where trees have been removed, has had a Tree Preservation order imposed on it. The confirmation of this order should give reassurance that additional protection is in place to ensure that further spread of development can be sufficiently controlled. The LPA would have concerns about further development spread southwards, however the proposal as submitted is not considered to have an unacceptable detrimental impact in this regard. Furthermore, the retention of the orchard is seen as key to reducing the impact of the development, and helping to preserve the rural setting between the parts of Stembridge around the site, and further to the south.

Overall, the proposed development is considered to be acceptable from a visual perspective.

Residential Amenity

Concerns were raised by neighbouring residents in Giffords Orchard, to the north, and from Beech House, to the east. In both cases, objections are raised in respect to overlooking, with concern that both the houses themselves, and private gardens will be overlooked. In first considering Beech House, there would be views from plot 1 of the proposal site towards this adjoining dwelling. Notwithstanding this, the distances between the properties would be in excess of 27 metres, which is well over the distances that would be considered to cause unacceptable harm to residential amenity. In this case, the combination of distance, orientation and the fact that the site is separated by the main road do lead to the conclusion that while there may be a degree of overlooking toward this neighbouring property, it would not be reasonable to recommend refusal on the basis of unacceptable harm. Similarly, the properties to the rear are separated by a parking court, with back to back distances between the properties of nearly 32 metres, and approximately 24 metres from the rear of the proposed dwellings to the rear gardens of the Giffords Orchard properties. Plot 5 does come close to the western boundary of the site, abutting the garden of Giffords House. Nonetheless, there are no openings proposed in the west facing elevations.

In respect to overbearing impact, and the possibility of overshadowing, the distance between the proposed properties, and existing dwellings is such that no additional harm is considered to be identified in this respect.

Highway Safety

In assessing highway safety, the County Highway Authority have commented, raising no objections. It is noted that the site can accommodate the appropriate visibility splays, along with parking and turning space. Despite concerns from the Parish Council and local residents in respect to the number of parking spaces proposed, the 18 indicated on the submitted plans are actually in excess of the optimum standards set out by the Highway Authority's Parking Strategy, these being between 14 and 15 spaces. Additionally matters such as providing a properly consolidated surface, drainage to prevent surface water runoff onto the public highway, can be secured by condition.

There are a number of highway conditions requested, not all of which are considered relevant. These conditions will be assessed for reasonableness and imposed accordingly. On this basis, it is considered that the proposal would be acceptable from a highway safety point of view.

Drainage

Concerns have been raised about localised surface water flooding, and the connection of the site to existing foul sewerage provision.

In respect to foul water, Wessex Water have raised no objection, noting that there is a public foul sewer running along the main road, to the east of the site. Clearly, the developer would have to agree appropriate means of connection to existing sewers and water supplies, however Wessex Water have provided details of how to apply for connection to the public system. At this stage there is no reason to assume that connection is not possible, however should this not be able to take place, there are several other options available, however these would ultimately be assessed and dealt with at Building Regulations stage. In this respect, any foul drainage approach will have to be compliant with the appropriate Building Regulations, and any other relevant non-planning legislation.

In considering surface water runoff, the concerns about local flooding are acknowledged, and as such the final drainage systems will need be appropriately addressed. The applicant will have to demonstrate that the final scheme can suitably accommodate any additional surface water runoff, however it is not considered that this could not be achievable. The applicant will have to investigate the ability of land to use infiltration techniques such as soakaways, however should this not be possible, the site is considered large enough to be able to accommodate alternative attenuation measures, as appropriate.

It is considered that an appropriate drainage scheme can be required by condition. It would be unreasonable to expect the drainage scheme to deal with localised flooding issues, however it would certainly have to accommodate any additional runoff generated from this site, and contain it to avoid runoff onto adjoining land.

Ecology

The Council's Ecologist has considered the proposal and raised no objections. Incidentally, all trees on the application site have been felled, however the wider orchard will be unaffected by the development, with additional protection afforded by the recent serving of a Tree Preservation Order.

Other Issues

As of 3rd April 2017, the Council adopted CIL (Community Infrastructure Levy), which is payable on all new residential development (exceptions apply). Should permission be granted, an appropriate informative will be added, advising the applicant of their obligations in this respect.

Conclusion

The proposed development is considered to be acceptable. The design, scale and appearance of the properties are considered to respect the character of the area and will sit appropriately within the local rural setting. It is considered that the proposal will not unacceptably harm to residential amenity, and there will be no adverse impact on highway safety.

RECOMMENDATION

Approve with conditions

01. The proposal reason of size, scale and materials, is acceptable as it respects the character of the site and its surroundings, and has no detrimental impact on local ecology, local flood risk, residential amenity or highway safety. As such, the proposed development is considered to accord with the aims and objectives of policies SD1, TA5, TA6, EA1, EQ2 and EQ4 of the South Somerset Local Plan and the aims and objectives of the NPPF.

SUBJECT TO THE FOLLOWING:

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

Reason: To accord with the provisions of section 91(1) of the Town and Country Planning Act 1990.

02. The development hereby permitted shall be carried out in complete accordance with the following approved plans: 6753-01, 6753-02, 6753-03, 6753-04, 6753-05, 6753-06 and 6753-07.

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

03. No work shall be carried in respect to the construction of the external surfaces of the dwellings hereby permitted unless details of materials (including the provision of samples) to be used for the external walls and roofs, have been submitted to and approved in writing by the Local Planning Authority. Such details shall include finish of the roof verges, and the provision of a sample panel of new stonework for inspection on site. Once approved such details shall be fully implemented and thereafter shall not be altered without the prior written consent of the Local Planning Authority.

Reason: In the interests of visual amenity, in accordance policy EQ2 of the South Somerset Local Plan (2006-2028) and the aims and objectives of the National Planning Policy Framework.

04. No work shall be carried in respect to the installation of any windows (including any roof lights) and doors, unless details of the recessing, materials and finish have been submitted to and approved in writing by the Local Planning Authority. Once approved such details shall be fully implemented as such.

Reason: In the interests of visual amenity, in accordance policy EQ2 of the South Somerset Local Plan (2006-2028) and the aims and objectives of the National Planning Policy Framework.

05. Prior to commencement of the development, site vegetative clearance, demolition of existing structures, ground-works, heavy machinery entering site or the on-site storage of materials, a scheme of tree and hedgerow protection measures shall be prepared by a suitably experienced and qualified arboricultural consultant in accordance with British Standard 5837: 2012 - Trees in relation to design, demolition and construction and submitted to the Council for their approval. Upon approval in writing from the Council, the tree and hedgerow protection measures (specifically the fencing and signage) shall be installed and made ready for inspection. A site meeting between the appointed building/groundwork contractors and a representative of the Council (to arrange, please call: 01935 462670) shall then be arranged at a mutually convenient time. The locations and suitability of the tree and hedgerow protection measures shall be inspected by a representative of the Council and confirmed in-writing by the Council to be satisfactory prior to any commencement of the development (including groundworks). The approved tree and hedgerow protection requirements shall remain implemented in their entirety for the duration of the construction of the development and the protective fencing and signage may only be moved or dismantled with the prior consent of the Council in-writing.

Reason: To preserve the health, structure and amenity value of existing landscape features (trees and hedgerows), in accordance policy EQ2, EQ4 and EQ5 of the South Somerset Local Plan (2006-2028) and the aims and objectives of the National Planning Policy Framework.

06. No works shall be undertaken until there has been submitted to and approved in writing by the Local Planning Authority, a scheme of tree and shrub planting. Such a scheme shall confirm the use of planting stock of UK-provenance only, the planting locations, numbers of individual species, sizes at the time of planting, details of root-types or grafting and the approximate date of planting. The installation details regarding ground-preparation, weed-suppression, staking, tying, guarding and mulching shall also be included in the scheme. All planting comprised in the approved details shall be carried out within the next planting season following the commencement of any aspect of the development hereby approved; and if any trees or shrubs which within a period of ten years from the completion of the development die, are removed or in the opinion of the Council, become seriously damaged or diseased, they shall be replaced by the landowner in the next planting season with trees/shrubs of the same approved specification, in the same location; unless the Local Planning Authority gives written consent to any variation.

Reason: In the interests of visual amenity and to ensure the planting of new trees and shrubs, in accordance policy EQ2, EQ4 and EQ5 of the South Somerset Local Plan (2006-2028) and the aims and objectives of the National Planning Policy Framework.

07. The applicant shall ensure that all vehicles leaving the site are in such condition as not to emit dust or deposit mud, slurry or other debris on the highway. In particular (but without prejudice to the foregoing), efficient means shall be installed, maintained and employed for cleaning the wheels of all lorries leaving the site, details of which shall have been agreed in advance in writing by the

Local Planning Authority and fully implemented prior to the commencement of construction of the dwellings hereby approved, and thereafter maintained until the construction works discontinue.

Reason: In the interests of highway safety, in accordance with policy TA5 of the South Somerset Local Plan and the aims and objectives of the National Planning Policy Framework.

08. Before the dwellings hereby permitted are first occupied, a properly consolidated and surfaced access in accordance with that shown on drawing 6753-01 shall be constructed (not loose stone or gravel) details of which shall have been submitted to and approved in writing by the Local Planning Authority. The access shall be constructed in accordance with the agreed design and shall be maintained in the agreed form thereafter at all times.

Reason: In the interests of highway safety, in accordance with policy TA5 of the South Somerset Local Plan and the aims and objectives of the National Planning Policy Framework.

09. The gradient of the proposed access shall not be steeper than 1 in 10. Once constructed the access shall thereafter be maintained in that condition at all times.

Reason: In the interests of highway safety, in accordance with policy TA5 of the South Somerset Local Plan and the aims and objectives of the National Planning Policy Framework.

10. Any entrance gates erected shall be hung to open inwards and shall be set back a minimum distance of 5.0m from the nearside carriageway edge.

Reason: In the interests of highway safety, in accordance with policy TA5 of the South Somerset Local Plan and the aims and objectives of the NPPF.

11. No work shall commence in relation to the construction of the dwellings hereby permitted unless details of foul and surface water drainage to serve the development, including details to prevent the discharge of surface water onto the highway, or elsewhere beyond the site, have been submitted to and approved in writing by the Local Planning Authority. Such approved drainage details shall be completed and become fully operational before the dwelling hereby permitted is first occupied. Following its installation such approved scheme shall be permanently retained and maintained thereafter.

Reason: To ensure that the site is adequately drained, in the interests of residential amenity, highway safety and to protect against increased risk of flooding, in accordance with policies SD1, TA5 and EQ1 of the South Somerset Local Plan and the aims and objectives of the National Planning Policy Framework.

12. The proposed access road, including turning head, shall be constructed in accordance with details shown on the submitted plan, drawing number 6753-01, and shall be available for use before first occupation of any dwelling hereby approved. Once constructed the access road and turning head shall be maintained thereafter in that condition at all times.

Reason: In the interests of highway safety, in accordance with policy TA5 of the South Somerset Local Plan and the aims and objectives of the National Planning Policy Framework.

13. The areas allocated for parking and turning on the submitted plan, drawing number 6753-01, shall be kept clear of obstruction and shall not be used other than for parking and turning of vehicles in connection with the development hereby permitted.

Reason: In the interests of highway safety, in accordance with policy TA5 of the South Somerset Local Plan and the aims and objectives of the National Planning Policy Framework.

14. There shall be no obstruction to visibility greater than 600 millimetres above adjoining road level in advance of lines drawn 2.4 metres back from the carriageway edge on the centre line of the access and extending to points on the nearside carriageway edge 43 metres either side of the access. Such visibility shall be fully provided before the development hereby permitted is commenced and shall thereafter be maintained at all times.

Reason: In the interests of highway safety, in accordance with policy TA5 of the South Somerset Local Plan and the aims and objectives of the National Planning Policy Framework.

15. The proposed new residential development shall include 16amp electric charging points for electric vehicles, accessible to all residences, details of which shall have been submitted to and approved in writing by the Local Planning Authority, as required by Policy TA1 (ii) (low carbon travel) of the adopted South Somerset Local Plan and paras 35, 93 and 94 of the NPPF. Once approved, such details shall be completed and maintained in accordance with the details and timetable agreed.

Reason: To ensure that the development is resilient and sustainable in accordance with policy TA1 of the South Somerset Local Plan (2006-2028) and the aims and objectives of the National Planning Policy Framework.

16. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order), the use of any garage hereby permitted, as part of this development shall not be used other than for the parking of domestic vehicles and not further ancillary residential accommodation, or any other purpose whatsoever.

Reason: In the interests of highway safety, in accordance with policies TA5 and TA6 of the South Somerset Local Plan (2006-2028) and the aims and objectives of the National Planning Policy Framework.

17. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no additional windows, including dormer windows, or other openings (including doors) shall be formed in the dwellings hereby permitted without the prior express grant of planning permission.

Reason: In the interests of residential amenity in accordance with policy EQ2 of the South Somerset Local Plan and the aims and objectives of the NPPF.

18. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), there shall be no extensions to the dwellings hereby permitted without the prior express grant of planning permission.

Reason: In the interests of residential amenity, and to safeguard the character and appearance of the area in accordance with policy EQ2 of the South Somerset Local Plan and the aims and objectives of the NPPF.

Informatives:

01. Please be advised that approval of this application by South Somerset District Council will attract a liability payment under the Community Infrastructure Levy. CIL is a mandatory financial charge

on development and you will be notified of the amount of CIL being charged on this development in a CIL Liability Notice.

You are required to complete and return Form 1 Assumption of Liability as soon as possible and to avoid additional financial penalties it is important that you notify us of the date you plan to commence development before any work takes place. Please complete and return Form 6 Commencement Notice.

You are advised to visit our website for further details <https://www.southsomerset.gov.uk/cil> or email cil@southsomerset.gov.uk.

02. The applicant will be required to secure an appropriate legal agreement/ licence for any works within or adjacent to the public highway required as part of this development, and they are advised to contact Somerset County Council to make the necessary arrangements well in advance of such works starting.
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