

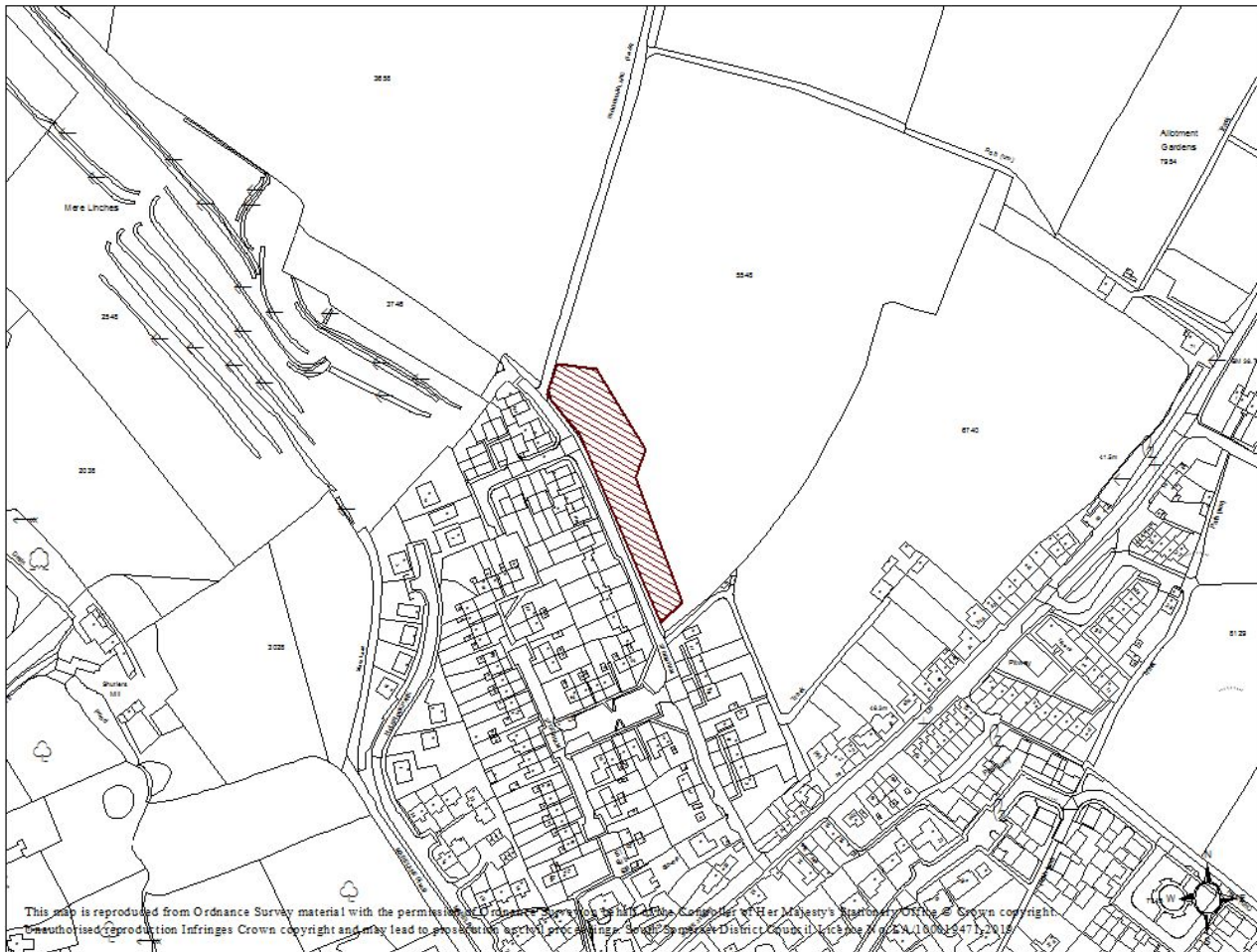
## Officer Report On Planning Application: 18/01481/OUT

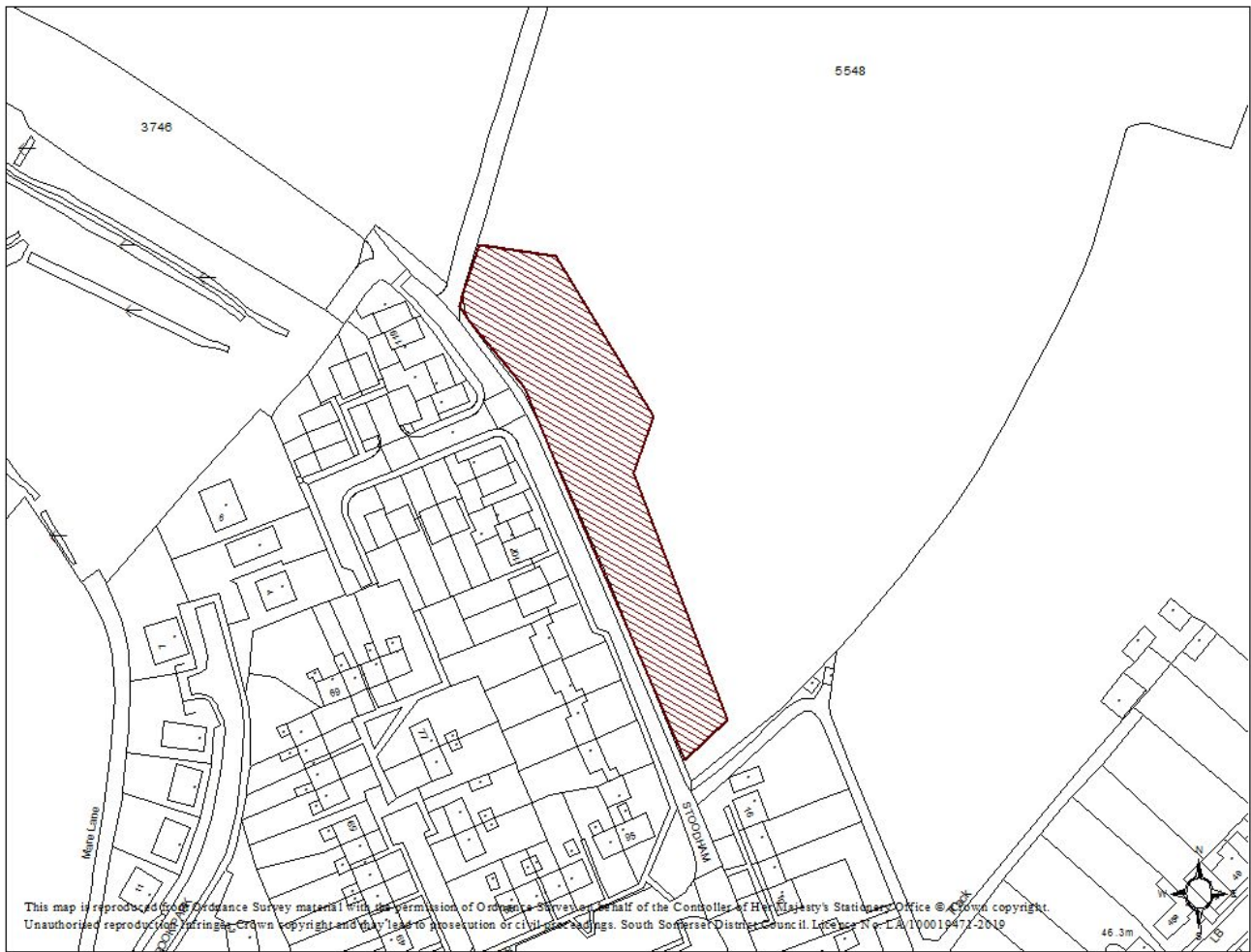
<b>Proposal :</b>	Outline application for the erection of 6 dwellings
<b>Site Address:</b>	Land East Of Stoodham, South Petherton
<b>Parish:</b>	South Petherton
<b>SOUTH PETHERTON Ward (SSDC Members)</b>	Cllr Adan Dance Cllr Crispin Raikes
<b>Recommending Case Officer:</b>	Mike Hicks Tel: 01935 462015 Email: mike.hicks@southsomerset.gov.uk.
<b>Target date :</b>	5th July 2018
<b>Applicant :</b>	Mrs Anne Yerbury
<b>Agent: (no agent if blank)</b>	Michael Williams, Clive Miller Planning Ltd, Sanderley Studio, Kennel Lane, Langport TA10 9SB
<b>Application Type :</b>	Minor Dwellings 1-9 site less than 1ha

### REASON FOR REFERRAL TO COMMITTEE

The application is referred to committee by the Ward Member with the agreement of the Area Chair to enable discussion of the highways issues.

### SITE DESCRIPTION AND PROPOSAL





This is an outline application for residential development comprising of 6 dwellings. The outline application is to agree the principle of development. All detailed matters (access, layout, scale, appearance and landscaping) are reserved for later approval through a 'reserved matters' application.

The site is located on open agricultural land to the eastern side of 'Stoodham' which is a no through unclassified road. There are existing modern dwellings opposite the site on the western side of Stoodham. There is a public right of way which runs along Stoodham and then turns away from the road at the northern end of the proposed site.

The site is slightly elevated above the road and there is a hedgerow along the road frontage.

The application is supported by the following documents:

- Access statement
- Ecology report
- Supporting statement
- Topographical survey and indicative plans

## **HISTORY**

Relevant planning permissions in the immediate vicinity:

- 15/01136/FUL Erection of two dwelling houses at 85 Stoodham- Permitted with conditions
- 12/04081/FUL Erection of an attached dwelling house at 85 Stoodham- Permitted with conditions
- 09/04467/FUL Erection of two flats adjacent to 85 Stoodham- Permitted with conditions.
- 05/00046/FUL Demolition of 10 houses, erection of 19 new homes and play area- Permitted with conditions.

## **POLICY**

Section 38(6) of the Planning and Compulsory Purchase Act (2004), and Paragraphs 2, 11, 12, and 14 of the NPPF indicate it is a matter of law that applications are determined in accordance with the development plan unless material considerations indicate otherwise.

For the purposes of determining current applications the local planning authority considers that the adopted development plan comprises the policies of the South Somerset Local Plan (2006-2028).

Policies of the South Somerset Local Plan (2006-2028)

Relevant Development Plan Documents:

South Somerset Local Plan (2006-2028):

- SS1 - Settlement Strategy - identifies Broadway as a Rural Settlement
- SS2- Development in rural settlements
- SS4 - District Wide Housing Provision
- SS5 - Delivering New Housing Growth
- SD1 - Sustainable Development
- HG3 - Provision of affordable housing
- TA5 - Transport Impact of New development
- TA6 - Parking Standards
- EQ2 - General development
- EQ3 - Historic Environment
- EQ4 - Biodiversity

National Planning Policy Framework (2018)

Chapter 4. Decision-making

Chapter 5. Delivering a sufficient supply of homes

Chapter 9. Promoting sustainable transport

Chapter 12. Achieving well-designed places

Chapter 13. Protecting Green Belt land

Chapter 15. Conserving and enhancing the natural environment

## **ENVIRONMENTAL IMPACT ASSESSMENT**

None required

## **CONSULTATIONS**

**South Petherton Parish Council:**

Object on the basis of access/highways usage. Access for the number of houses not suitable, safety of access and junction onto Silver Street is not acceptable. Also the amount of vehicles using the highways

added to the current parking issues along Stoodham & Silver Street will not be safe or tenable.

### **SSC Highways:**

#### Traffic Impact

#### Trip Generation

The only vehicular access point to the site is via the Stoodham / Silver Street junction. The Access Statement has produced a trip rate, based on observed traffic counts at the junction, which suggest a two-way trip rate of 0.5. Based on this trip rate, the proposed six residential units will generate three two-way trips in the AM peak. This increase of three two-way vehicular trips in the AM peak hour is considered modest.

#### Access

The only vehicular access point to the site is via the Stoodham / Silver Street junction. The Highway Authority has concerns with the visibility and width of Stoodham.

The Access Statement submitted by the applicant has shown existing visibility splays of 2.4m x 10.5m in both directions. At the Stoodham / Silver Street junction, the width of Stoodham varies between 3.7m-4.0m and the width of Silver Street is 4.8m-4.9m.

A review of the most recent five years of Personal Injury Collisions at the junction and within Stoodham and Silver Street has shown that there have been no recorded collisions.

The applicant has stated that they would be willing to discuss and negotiate the potential implementation of improvements at the junction. The applicant has put forward a scheme of white-lining/hatching on Silver Street and the re-location of the Give-Way line, which would improve visibility at the junction from 2.4m x 10.5m to 2.4m x 18.5m. It is considered that this proposal would have adverse safety impacts and the junction should remain as per the existing arrangement.

It is noted that the Access Statement has not included an assessment of the interaction of vehicles travelling in opposite directions or the conflict between vehicles and pedestrians on the section of Stoodham that is on the immediate approach to the junction, however, as there are no recorded collisions at the junction it is considered that the proposed addition of 6 residential units is unlikely to cause a severe impact.

The proposed widening of the highway on the north of Stoodham to 5.5m is considered appropriate for the proposed development, as is the proposed footway that will front the eastern side of the site and provide pedestrian access to the local footway network.

#### Parking

The indicative car parking provision for the proposed development consists of two car parking spaces each for three of the dwellings and four car parking spaces for each of the remaining three dwellings. This averages a total of three car parking spaces per unit.

The number of bedrooms per dwelling has not been disclosed in this outline application. The site is located in Zone B of the Somerset Parking Strategy. The SCC Parking Strategy recommends an optimum level of parking based on the number of bedrooms per residential unit. As this information has not been submitted yet, if a reserved matters application is submitted then the applicant would need to provide car parking that is in-line with these standards.

#### Conclusions

The Highway Authority does not object to the proposed development of six residential units. The Highway Authority has raised their concerns within this response regarding the visibility and the narrow geometry at Stoodham / Silver Street Junction, yet it is observed that there have been no collisions within the most recent years.

The Access Statement has demonstrated that the six residential units are likely to generate a total of three two-way trips in the AM Peak which is considered modest.

The Highway Authority recommends that no more than the currently proposed six residential units are proposed at the site.

Should the Local Planning Authority grant planning consent then I would recommend that the following conditions are imposed:

1. 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.
2. The proposed estate roads, footways, footpaths, tactile paving, cycleways, bus stops/bus lay-bys, verges, junctions, street lighting, sewers, drains, retaining walls, service routes, surface water outfall, vehicle overhang margins, embankments, visibility splays, accesses, carriageway gradients, drive gradients, car, motorcycle and cycle parking, and street furniture shall be constructed and laid out in accordance with details to be approved by the Local Planning Authority in writing before their construction begins. For this purpose, plans and sections indicating as appropriate, the design, layout, levels, gradients, materials and method of construction shall be submitted to the Local Planning Authority.
3. The proposed roads, including footpaths and turning spaces where applicable, shall be constructed in such a manner as to ensure that each dwelling before it is occupied shall be served by a properly consolidated and surfaced footpath and carriageway to at least base course level between the dwelling and existing highway.
4. No work shall commence on the development site until an appropriate right of discharge for surface water has been obtained before being submitted to an approved in writing by the Local Planning Authority. A drainage scheme for the site showing details of gullies, connections, soakaways and means of attenuation on site shall be submitted to and approved in writing by the Local Planning Authority. The drainage works shall be carried out in accordance with the approved details, unless otherwise agreed in writing with the Local Planning Authority.
5. There shall be no obstruction to visibility greater than 900 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.
6. No work shall commence on the development site until the developer has submitted and had approved by the Local Planning Authority details of the access and associated footway links. No part of the development hereby permitted shall be occupied until the approved access has been constructed.

**Wessex Water:**

No objections. General commend=s made relating to connection to Wessex water infrastructure.

**SSDC Ecologist:**

I'm satisfied with the ecology report conclusions and recommendations. I suggest the recommendations relating to protected species should be made a requirement by condition(s).

### **SCC Rights of Way:-**

No objections subject to suggested informatives relating to safety during construction.

### **REPRESENTATIONS**

Following consultation there were representations from 22 objectors, 1 supporter and 2 making general comments.

The following comments are made:

#### Highways:

- Concerns over highway safety- substandard junction with Silver St- narrow access and poor visibility due to parked cars on Silver St, vehicles regularly have to reverse onto Silver Street due to other vehicles exiting Stoodham, cars often do not travel slowly on Silver St, Stoodham will continue to be used by agricultural vehicles to access the adjacent field.
- traffic congestion,
- no pavements at entrance to Stoodham,
- children play in the road.
- Concerns over lack of parking locally and congestion
- Plans should include a footway along the site frontage.
- Public footpath must not be affected/impeded.
- Difficult access for emergency vehicles and construction vehicles

#### Residential amenity:

- Loss of privacy

#### Other comments:

- Adverse impact on landscape and views
- Adverse impact on wildlife
- Negative impact on property values
- Lack of general facilities and infrastructure in the village- shop and GP not adequate to serve additional residents
- Increased rainfall runoff and flooding
- Wessex Water infrastructure cannot cope
- Will set a precedent for the rest of the field to be built on

### **CONSIDERATIONS**

#### **Five Year Land Supply**

The Council currently cannot demonstrate a 5 year land supply. Accordingly, Paragraph 11 of the National Planning Policy Framework is engaged. For decision making, this states that: "where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

- i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
- ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole".

The above paragraph describes what is often referred to as the 'tilted balance' which is currently engaged for decision making in South Somerset. It partially shifts the focus from the relevant development plan policies to the other material considerations and impacts of the development. It should be noted that the degree of weight given to relevant development plan policies in this context is a matter for the judgement of the decision maker.

### **Principle of development/sustainable development**

The Local Plan identifies South Petherton as a Rural Centre and as such has been identified as a sustainable location for growth. Policy SS5 sets a strategic housing target of 229 dwellings that has been proposed over the plan period (2006-2028). It has already been established on other planning applications that South Petherton is already over this target figure as dwelling completions and commitments (sites with permission or under construction) currently total approximately 309. The grant of this permission would take the figure to 315. This is 37.5 % above the Local Plan target.

In considering the increase comprised within this application, it should be noted that the housing figure of 229 dwellings is a target, not a maximum and under Policy SS5, a permissive approach will be taken for housing proposals, in advance of a Site Allocations Development Plan Document and that the increase would not place South Petherton within a higher tier in the settlement strategy (policy SS1). Notwithstanding this, it is nevertheless accepted that the increase to 37% over the target is significant and this has been confirmed by an appeal inspector in Martock (reference 14/04723/FUL) The inspector commented:

"Given the above I conclude that the overprovision of housing that would occur, whether at 40% or 32%, would go well beyond the broad level of housing envisaged for Bower Hinton/Martock. As such it would constitute a substantial failure to accord with the settlement strategy for South Somerset set out in LP Policies SS1, SS4 and SS5 and would harmfully undermine that strategy" (para 14).

In the above case, the Inspector went on to consider the planning balance of the other relevant material considerations. Of significance these included the general sustainability of the site. In this regard it was considered that the site was a significant distance from the centre of Martock and not in a sustainable location, thus conflicting with the aims of the settlement strategy (Policy SS1) which aims to strive for self- containment and contrary to Policy EQ2- General Development.

### **South Petherton Neighbourhood Plan (2018)**

The South Petherton Neighbourhood Plan was adopted in 2018. There are several relevant policies within the neighbourhood plan, NE1- South Petherton Village Development Area, NE2- Proposals on the Edge of the Village Development Area.

Policy NE2 requires (amongst other requirements) that development is well related to the development boundary, of a scale in line with the requirements of the Parish Design Guide, represent a direct response to local need, do not harm landscape character and do not result in cumulative environmental impacts. Having regard to the assessment in this report, it is considered that there is general compliance with the above policy.

Policy H3 of the neighbourhood plan states that developers will be encouraged to provide dwelling sizes in accordance with the following:

- i) 5-10% single floor 1 or 2 bedroom dwellings;
- ii) 25-35% two floor 1 or 2 bedroom dwellings;
- iii) 45-55% 3 bedroom dwellings;
- iv) 10-15% 4+ bedroom dwellings.

This site will provide relatively modest sized dwellings, however given that it is an outline application it is not feasible to ascertain the precise breakdown of sizes at this stage.

Having regard to the above, it is considered that there is general compliance with neighbourhood plan policies.

In conclusion, the Inspector stated:

"To set against the benefits of the proposal I place substantial weight on the conflict with the Council's settlement strategy and the unsustainable location of the site. And it is this ultimately that I find decisive" (para 54).

In this instance it is considered that the housing numbers alone are not sufficient to justify a reason for refusal as in contrast to the above case, the other material considerations do not weigh sufficiently against the application. It is further noted that there are no objections from infrastructure providers to the application. These other considerations are set out in the report below.

### **Landscape Character/ Visual amenity**

Policy EQ2 is the key policy consideration in considering the acceptability of the proposal. Policy EQ2 states:

"Development will be designed to achieve a high quality, which promotes South Somerset's local distinctiveness and preserves or enhances the character and appearance of the district.

Development proposals, extensions and alterations to existing buildings, structures and places will be considered against:

- Sustainable construction principles;
- Creation of quality places;
- Conserving and enhancing the landscape character of the area;
- Reinforcing local distinctiveness and respect local context;
- Creating safe environments addressing crime prevention and community safety;
- Having regard to South Somerset District Council's published Development Management advice and guidance; and
- Making efficient use of land whilst having regard to:
  - Housing demand and need;
  - Infrastructure and service availability;
  - Accessibility;
  - Local area character;
  - Site specific considerations

Innovative designs delivering low energy usage and/or wastage will be encouraged. Development must not risk the integrity of internationally, nationally or locally designated wildlife and landscape sites. Development proposals should protect the residential amenity of neighbouring properties and new dwellings should provide acceptable residential amenity space in accordance with Policy HW1.

It is considered that the grain of the final scheme should be loosened by substituting some of the proposed units with smaller dwellings. It is noted that the scheme would increase the visual presence of the site over the existing situation from many vantage points, although arguably the view from the road could be considered to be an enhancement".

The application would develop the edge of a field that is identified in the South Petherton peripheral landscape study which was undertaken in 2008. This study reviewed the settlement's immediate surrounds with the objective of identifying land that has a capacity for development, looking both at the



character of the town's peripheral landscape, and the visual profile and relationship of open land adjacent the town's edge. This study identified this specific field to have a low capacity to accommodate built development.

The landscape impact of the proposal is considered to be relatively finely balanced. The applicant has submitted a landscape assessment which identifies the key views towards the site including close range and distant views. The appraisal concludes that there would be a slight- moderate visual impact. It notes that the impact is mitigated by the presence of existing adjacent modern housing development which obscures some of the views. The appraisal also notes that there would be no views of the site from the historic core of the village.

Amended indicative plans have been submitted which illustrate the three northernmost dwellings as being chalet bungalows in order to reduce the landscape and residential amenity impact. It is also noted that there would be scope to reduce the height of the 3 two storey plots slightly. This will ensure that the development is visually subservient to the existing dwellings on the opposite side of the road. The hedge to the site frontage would be lost and this will have some negative visual impact, however overall it is considered that with appropriate scale and appearance, the landscape impact is not sufficiently great to warrant refusal of planning permission.

Having regard to the above it is considered that the proposal would accord with Policy EQ2 of the South Somerset Local Plan (2006-2028).

### **Highway Safety**

Objections have been raised by various nearby occupiers over the impact on highway safety in terms of the impact on the use of the existing road junction of Stoodham and Silver Street. There have been a significant number of concerns raised by local residents on this issue and these are included in the relevant section of the report above.

The Highway Authority (the HA) have been consulted and have not objected to the proposal. Despite the concerns over the junction, they have commented that the impact of development would not be sufficiently severe to warrant refusal.

In reaching this conclusion, the HA comment that the trip generation of 6 dwellings would be modest. Additionally this is considered against the context that Stoodham already served over 70 dwellings. The percentage increase resulting from the proposed development would therefore be low. The HA further note that at the junction of Stoodham and Silver St there have been no personal collisions recorded. On the basis of the above, the HA whilst noting that they have some concerns over the junction, do not raise an objection.

The applicant has proposed to widen a section of Stoodham along the site frontage. The HA comment that this widening and the provision of a footway along the front of the site would be acceptable. A condition is considered appropriate to secure the implementation of this detail.

Objections have been received from neighbours regarding parking. These concerns are noted, however the HA note that this detail could be acceptably addressed at reserved matters stage through the provision of an acceptable level of off street parking for the dwellings.

Having regard to the above, it is considered that the proposal would comply with Policies TA5 and TA6 of the South Somerset Local Plan (2006-2028).

### **Residential Amenity**

Objections have been raised in relation to the loss of privacy for existing dwellings. The indicative plans

illustrate acceptable facing distances between windows in the front elevations of existing dwellings and the proposed dwellings. Plots 4-6 would be slightly closer, at a minimum distance of 15.5 metres, however these

### **Drainage/sewerage infrastructure**

An outline drainage strategy has been submitted with the application. The Local Lead Flood Authority have been consulted and do not object subject to a condition to agree a detailed drainage scheme. It is considered reasonable to secure this concurrently with the reserved matters to ensure that the drainage can work within the constraints of the submitted site layout. Subject to this condition it is considered that the proposal would be acceptable in relation to drainage.

Wessex Water has been consulted and do not object to the proposal but have made general comments in relation to connection to their infrastructure which is administered by other non planning legislation.

### **Ecology**

A phase 1 ecology survey was submitted with the application. This concluded that the site could be used for bat foraging, there was limited potential for dormice within the hedge and that there was some potential within the site for slowworms. The report includes recommendations for the methodology of grass cutting, timing and methodology for the removal of the hedge to ensure that impact on protected species is minimised.

The Councils ecologist does not object to the proposal subject to necessary conditions as specified in the ecology report. Subject to conditions it is considered that the proposal would comply with Policy EQ4 of the South Somerset Local Plan (2006-2028).

### **Rights of way**

The County Council Rights of Way Department do not object but have recommended an informative relating to the protection of users of the nearby footpath.

### **Developer Obligations**

Paragraph 204 of the NPPF makes clear that planning contributions should only be sought in order to make development acceptable in planning terms and be directly related to the impacts of that development.

The government guidance makes it clear that planning obligations should only be required on developments of over 10 units or where the floor area of the development exceeds 1000 square metres. In this instance, given the constrained dimensions of the site, it is highly unlikely that a reserved matters scheme could achieve even close to 1000 square metres and additionally the applicant has not proposed any affordable housing or financial contributions. The application is determined on this basis and whilst it is extremely unlikely that a reserved matters application could achieve 1000 square metres of floor space, it is considered appropriate and reasonable to limit the reserved matters scheme to below this threshold via a planning condition.

### **Conclusion**

It is considered that provision of 6 dwellinghouses would be acceptable in principle within this sustainable location. Subject to conditions, the traffic impacts of the development would not be severe.

## RECOMMENDATION

Approve with conditions.

01. The proposal, by reason of its size, design, materials and location, represents a development that would respect the character of the area, causes no demonstrable harm to residential amenity and does not foster growth in the need to travel in accordance with the aims and objectives of Policies EQ2, TA5 and TA6 of the South Somerset Local Plan (2006-2028) and the relevant guidance within the National Planning Policy Framework (2018).

### SUBJECT TO THE FOLLOWING:

01. Details of the appearance, landscaping, layout and scale (hereinafter called the "reserved matters") shall be submitted to and approved in writing by the local planning authority before any development begins and the development shall be carried out as approved.

Reason: As required by Section 92(2) of the Town and Country Planning Act 1990.

02. Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission and the development shall begin no later than 3 years from the date of this permission or not later than 2 years from the approval of the last "reserved matters" to be approved.

Reason: As required by Section 92(2) of the Town and Country Planning Act 1990.

03. Other than as required by conditions the development hereby permitted shall be carried out in accordance with the following approved plans: 6445-02D only.

Reason: In the interests of clarity.

04. Unless otherwise agreed in writing by the Local Planning Authority, the construction and site clearance of the development hereby approved shall be undertaken in full accordance with the advice and recommendations contained within section 04 of the Preliminary Ecological Appraisal dated April 2018.

Reason: For the conservation and protection of species of biodiversity importance in accordance with NPPF and Policy EQ4 of the South Somerset Local Plan, and to ensure compliance with the Wildlife and Countryside Act 1981 and The Habitats Regulations 2010.

05. No development shall commence unless a Construction Environmental Management Plan has been submitted to and approved in writing by the Local Planning Authority. The works shall be carried out strictly in accordance with the approved plan. The plan shall include:

- Construction vehicle movements;
- Construction operation hours;
- Construction vehicular routes to and from site;
- Construction delivery hours;
- Expected number of construction vehicles per day;
- Car parking for contractors;
- Specific measures to be adopted to mitigate construction impacts in pursuance of the Environmental Code of Construction Practice;
- A scheme to encourage the use of Public Transport amongst contractors; and
- Measures to avoid traffic congestion impacting upon the Strategic Road Network.

Reason: In the interests of highway safety and general amenity to accord with Policy TA6 and EQ2 of the South Somerset Local Plan (2006-2028).

06. The proposed estate roads, footways, footpaths, tactile paving, cycleways, bus stops/bus lay-bys, verges, junctions, street lighting, sewers, drains, retaining walls, service routes, surface water outfall, vehicle overhang margins, embankments, visibility splays, accesses, carriageway gradients, drive gradients, car, motorcycle and cycle parking, and street furniture shall be constructed and laid out in accordance with details to be approved by the Local Planning Authority in writing before their construction begins. For this purpose, plans and sections, indicating as appropriate, the design, layout, levels, gradients, materials and method of construction shall be submitted to the Local Planning Authority.

Reason: In the interests of highway safety and general amenity to accord with Policy TA5 of the South Somerset Local Plan (2006-2028).

07. Prior to the occupation of any of the dwellings hereby approved, the road widening/off-site highway works shown generally in accordance with Drawing Number 6445-02D shall have been completed in accordance with a design and specification to be approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety and general amenity to accord with Policy TA6 and EQ2 of the South Somerset Local Plan (2006-2028).

08. The proposed roads, including footpaths and turning spaces where applicable, shall be constructed in such a manner as to ensure that each dwelling before it is occupied shall be served by a properly consolidated and surfaced footpath and carriageway to at least base course level between the dwelling and the existing highway.

Reason: In the interests of highway safety and general amenity to accord with Policy TA5 of the South Somerset Local Plan (2006-2028).

09. There shall be no obstruction to visibility greater than 900 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 each vehicular 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 and general amenity to accord with Policy TA5 of the South Somerset Local Plan (2006-2028).

10. Prior to the occupation of any of the dwellings hereby approved, a 1.8m wide footway shall be constructed over the entire frontage of the site in accordance with a specification to be approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety and general amenity to accord with Policy TA5 of the South Somerset Local Plan (2006-2028).

11. Prior to first occupation of the dwellings hereby permitted, electric charging points (of a minimum 16amps) for electric vehicles shall be provided for each dwelling adjacent to their designated parking spaces or garages in accordance with details to be approved in writing by the Local Planning Authority. Once installed such parking points shall be retained and maintained in working order, unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure that the development is resilient and sustainable in accordance with Policy TA1 (Low Carbon Travel) of the adopted South Somerset Local Plan and the provisions of the NPPF.

**Informatives:**

01. Reserved Matters application:

The applicant is advised that the scale of the dwellings should accord with the general comments in this report to ensure an acceptable landscape and general impact on residential amenity.

02. Highway works:

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.

03. Wessex Water:

The applicant is advised that the technical and administrative requirements relating to connecting to existing sewerage infrastructure are set out below:

Code of Practice for the Self-Laying of Water:  
Mains and Services - England and Wales  
Edition 3.1 - May 2017

Sewers for Adoption:  
6th or 7th edition - Water UK/WRc plc

04. The applicant is advised that there is a public footpath (CH 7/2) adjacent to the proposed site. If it is considered that the development would result in any of the outcomes listed below, then authorisation for these works must be sought from Somerset County Council Rights of Way Group:

- A PROW being made less convenient for continued public use.
  - New furniture being needed along a PROW.
  - Changes to the surface of a PROW being needed.
  - Changes to the existing drainage arrangements associated with the PROW.
  - If the work involved in carrying out this proposed development would:
  - make a PROW less convenient for continued public use; or
  - create a hazard to users of a PROW,  
then a temporary closure order will be necessary and a suitable alternative route must be provided. For more information, please visit Somerset County Council's Rights of Way pages to apply for a temporary closure: <http://www.somerset.gov.uk/environment-and-planning/rights-of-way/apply-for-a-temporary-closure-of-a-right-of-way/>
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