

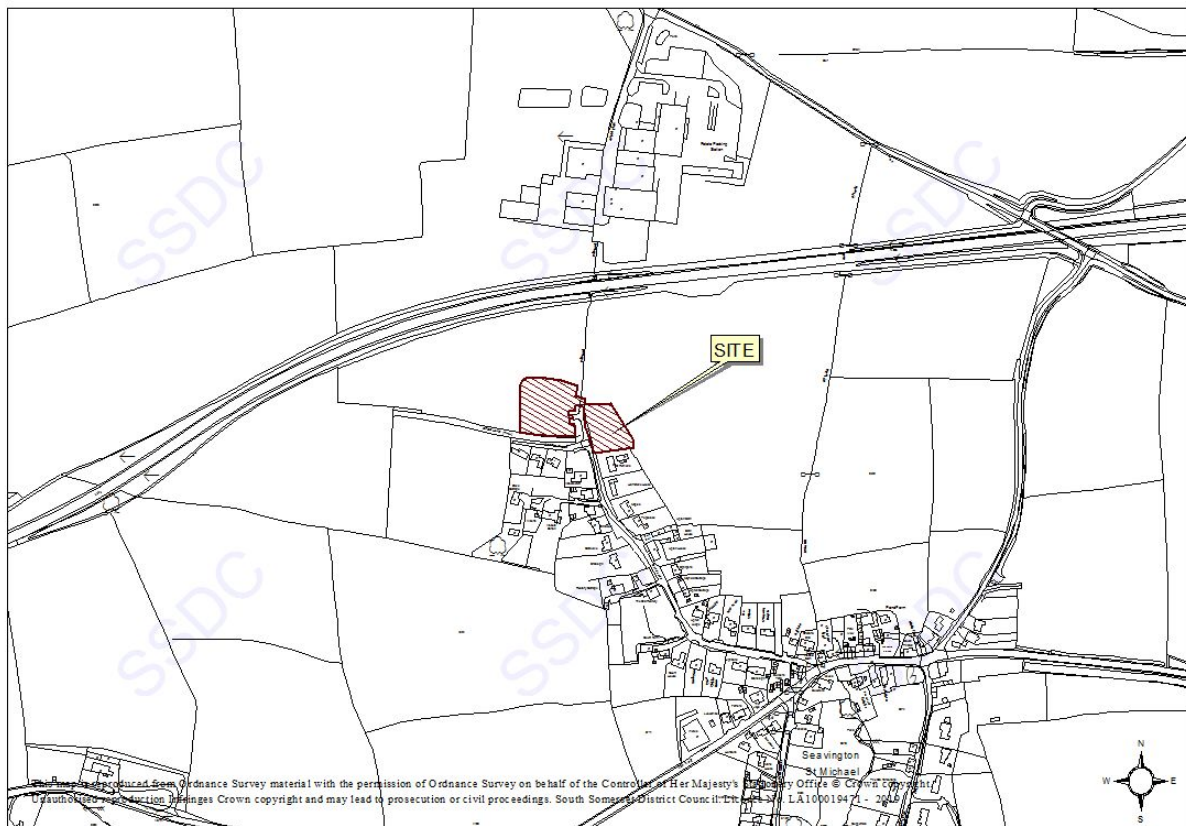
Officer Report on Planning Application: 18/02320/OUT

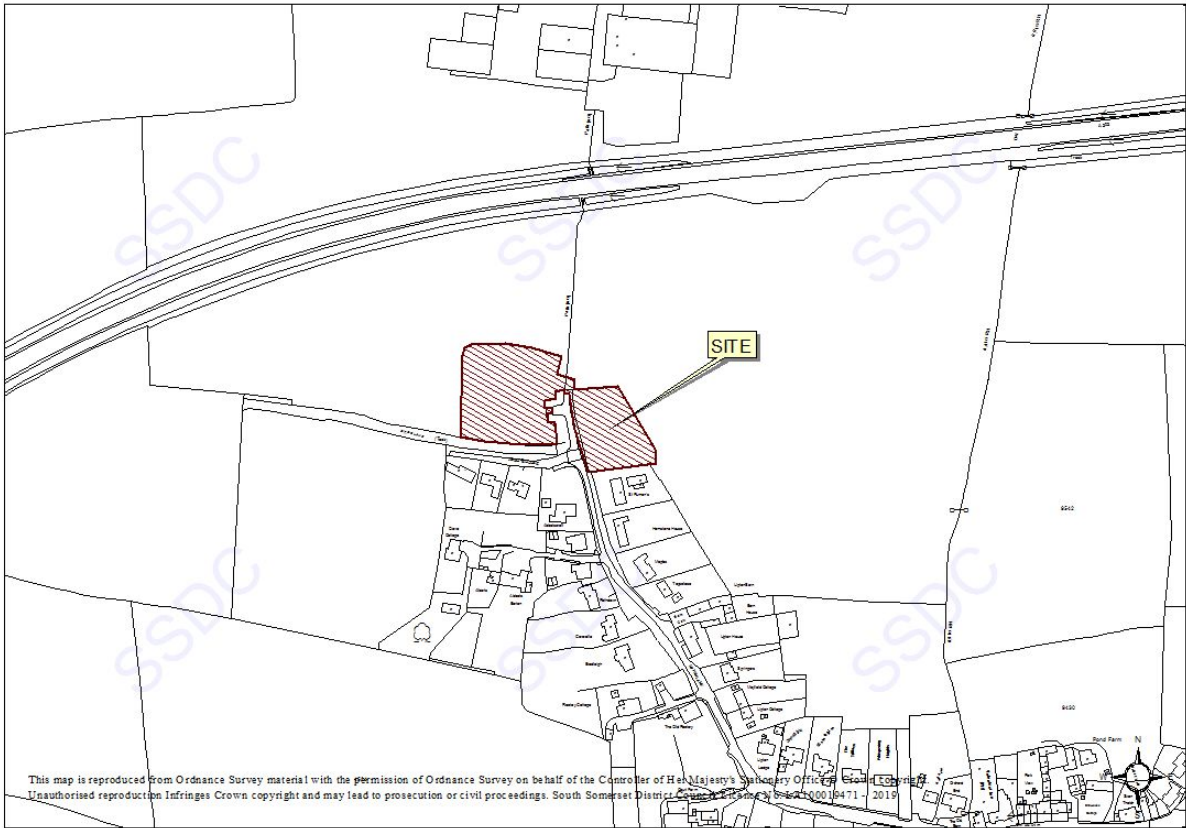
Proposal:	Outline application for the erection of 8 dwellings
Site Address:	Land at Upton Lane, Seavington St Mary
Parish:	Seavington St Mary
SOUTH PETHERTON Ward (SSDC Member)	Councillor Adam Dance and Councillor Crispin Raikes
Recommending Case Officer:	Mike Hicks
Target date:	26th September 2018
Applicant:	J and A Hallett
Agent: (no agent if blank)	Michael Williams Clive Miller Planning Ltd Sanderley Studio Kennel Lane Langport TA10 9SB
Application Type :	Minor Dwellings 1-9 site less than 1ha

REASON FOR REFERRAL TO COMMITTEE:

The application is referred to committee due to concerns over highway safety matters.

SITE DESCRIPTION AND PROPOSAL





This is an outline application for residential development comprising of 8 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 comprises 0.68 hectares is located on open agricultural land located to the northern end of Upton Lane,

The application is supported by the following documents:

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

HISTORY

None relevant to the site.

Adjoining site:

19/01164/FUL- Erection of one dwelling- Under consideration.

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):

SD1- Sustainable development
SS1 - Settlement Strategy - identifies Broadway as a Rural Settlement
SS2- Development in rural settlements
SS4 - District Wide Housing Provision
SS5 - Delivering New Housing Growth
TA1- Low Carbon Travel
TA5 - Transport Impact of New development
TA6 - Parking Standards
EQ2 - General development
EQ4 - Biodiversity
EQ7- Pollution Control

National Planning Policy Framework (2019)

Chapter 4. Decision-making
Chapter 5. Delivering a sufficient supply of homes
Chapter 9. Promoting sustainable transport
Chapter 12. Achieving well-designed places
Chapter 15. Conserving and enhancing the natural environment

ENVIRONMENTAL IMPACT ASSESSMENT

None required

CONSULTATIONS

Parish Council:

First response:

The grouped Parish Council of Seavington St Mary and Seavington St Michael has major concerns regarding the above application and would like to make the following observations

1. The sites for the 8 houses are in Seavington St Mary, not Seavington St Michael as stated in the reports provided.
2. The traffic count [as detailed in the Access Statement paragraph 5.6] carried out during the hours of 8.00am - 9.00am is not a true reflection of the traffic using this lane. Many residents in Upton Lane have retired and are therefore not using the road at this time of the day.
3. The Parish Council meeting held on 18th September 2018 was attended by a number of residents of Upton Lane, many of whom have now lodged their concerns with the Planning Authority. At the meeting it was unanimously agreed that the junction of Upton Lane with the C5021 [New Road, old A303 to give it the alternative names often used] is not an easy junction for entering and exiting vehicles to use. The fact that there have been no accidents over the past few years is only due to the care and attention taken by local residents. In a previous South Somerset Local Plan [adopted in 2006] the area under consideration was listed as a possible site for development. The inspector's conclusion to this application was as follows:-

"Seavington St Michael is a very small village with a very limited range of facilities. Because of the limited range and scale of facilities in the village residents would have to rely on other towns and villages for many of their daily needs. This is an isolated community some way from the nearest town. Bus services are poor. In these circumstances residents would be very

much dependent upon the car for their journeys. I have no doubt that this is not a sustainable location for development beyond minor infilling, conversions or redevelopment within the defined Development Area boundary.

"These sites lie at the northern end of Upton Lane, part of larger fields between the village and the A303. Development here would be prominent and would be seen to extend the village out beyond its current, clearly defined edge into the open country side. I found that the visibility at the junction of Upton Lane with the main road is very poor and this alone should discourage further development off this lane"

Since this report a shop has been built in Seavington St Mary, but for some residents the use of a car to access this is still necessary. Bus services have not improved and are probably worse and not likely to be increased in the near future. It is very unlikely that works could be carried out to improve visibility at the junction of Upton Lane with the C5021.

There is a known flooding problem at the top of Upton Lane and drains further along the lane cannot cope with heavy rainfall. At the recent development at Falcon Close surface water run-off has caused a major delay and will no longer join into the system at the bottom of Upton Lane.

There are other sites with possible development potential within the existing parish housing boundaries.

In light of the above, and the grave concerns expressed by many residents in Upton Lane, the grouped Parish Council of Seavington St Mary and Seavington St Michael are unable to support this Outline Planning Application.

Second response:

Seavington Parish Council is puzzled by the fact that County Highways have not made any comments regarding concerns raised regarding the junction of Upton Lane with the C5021. In fact it seems that this major concern has been totally ignored even though it was raised by a number of individual contributors.

Can we please ask that County Highways is asked to make a response to the concerns raised.

SSC Highways:

First response:

Traffic Impact

The Highway Authority has concerns regarding the narrowness of parts of the local highway network. A 20m section of Upton Lane is approximately 3.9m wide and therefore is unsuitable for two vehicles to pass.

The Access Statement submitted by the applicant has predicted the proposed development of eight residential units will generate five two-way vehicle trips in the AM and PM peaks respectively. In order to predict the trip generation, the trip rates have been derived from the TRICs database. The trip rates used are appropriate for the proposed site.

The Access Statement has also included a manual Traffic Turning Count Survey.

The results of the survey have shown that Upton Lane is lightly traffic. As such, it is considered that the predicted additional five vehicle movements on Upton Lane are not likely to cause a severe impact to the operation of the highway.

Car Parking

The Access Statement has noted that the provision of car parking is in-line with the Somerset Parking Strategy. A review of the Site Layout (Drawing No. 18.23.02) has illustrated this provision.

Cycle Parking

The applicant has not provided any details regarding the provision of cycle parking.

Vehicle Access

The Access Statement has stated that the proposed access highway, internal roads and turning head will be designed in-line with SCC standards.

The Applicant has demonstrated that the turning head is appropriate for use by a refuse vehicle in Drawing No.SPA_02 contained in the Access Statement.

However the applicant has not demonstrated that visibility splays of 2.4m x 43m are achievable from the access junction.

Pedestrian Access

A Public Right of Way (PRoW) is located to the north of the site and the proposed extended highway shown on the Site Layout (Drawing No. 18.23.02) appears to show access to the PRoW will be provided.

Conclusion

With the above in mind, the Highway Authority does not object to the principle of the proposed development. The Highway Authority recommends that the following conditions be imposed if planning permission is granted:

General 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.

Section 171 Licence

The applicant will be required to secure a licence from the Highway Authority for works on or adjacent to the highway necessary as part of this development, and they are advised to contact Somerset County Council at least four weeks before starting such works.

Visibility

There shall be no obstruction to visibility greater than 300 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/occupied/brought into use and shall thereafter be maintained at all times;

Estate Roads

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.

Parking & Turning

The Development hereby permitted shall not be commenced until the parking spaces for the dwellings and a properly consolidated and surfaced turning space for vehicles have been provided and constructed within the site in accordance with details which shall have been submitted to and approved in writing by the Local Planning Authority. Such parking and turning spaces shall be kept clear of obstruction at all times and shall not be used other than for the

parking and turning of vehicles in connection with the development hereby permitted.

Turning

The dwellings hereby permitted shall not be occupied until a properly consolidated and surfaced turning space for vehicles has been constructed within the site in accordance with details, which shall have been submitted to and approved in writing by the Local Planning Authority. Such turning space shall be kept clear of obstruction at all times and not used other than for the turning of vehicles in connection with the development hereby permitted.

Measures Only Travel Plan

The new development shall not be commenced until a Measures Only Travel Plan has been submitted to and approved in writing by the Local Planning Authority. No part of the new development shall be occupied prior to implementation of those parts identified in the Approved Measures Only Travel Plan as capable of being implemented prior to occupation. Those parts of the Approved Travel Plan that are identified therein as capable of implementation after occupation shall be implemented in accordance with the timetable contained therein and shall continue to be implemented as long as any part of the development is occupied.

Second response:

Further to your request for observations on the Junction of Upton Lane and New Road and the rationale behind my colleague's formal observations made in respect of Planning Application 18/02320/OUT, I have the following comments to make:

The Highway Authority make reference to the restricted width of Upton Lane but conclude that the vehicular trips generated by the proposed development, do not represent a significant increase in use over the existing levels.

The proposed 8 dwellings are unlikely to generate a significant increase in vehicular movements (5 two way movements in the AM and PM peak respectively) along Upton Lane and also at the Junction of Upton Lane/New Road. Whilst visibility is restricted, there is unlikely to be a significant increase in traffic movements at the junction as a direct result of granting consent of this scheme and therefore it would be unreasonable to recommend refusal on this basis.

Environmental Health:

I have reviewed the application and I have no additional comments to make from an Environmental Health point of view. Based on the predicted level of noise as set out in the noise report, and taking into account standards contained within the World Health Organisation's Community Guidelines for Noise, I do not consider that noise conditions requiring mitigation above and beyond that which would be typically required under Building Regulations (in terms of glazing, ventilation and insulation) will be required.

Wessex Water:

No objections. General comments made relating to connection to Wessex Water infrastructure.

SDDC Ecologist:

I'm satisfied with the ecology survey. It doesn't identify any particularly significant issues. The recommendations (bird nesting) could be endorsed through a condition or informative.

SCC Rights of Way:

I can confirm that there is a public right of way (PROW) recorded on the Definitive Map that runs through the site at the present time (public footpath CH 21/18). I have attached a plan for your information.

We have no objections to the proposal, but the following should be noted:

1. Specific Comments:

SURFACING AUTHORISATION REQUIRED

The surfacing of the PROW CH 21/18 will require authorisation from SCC Rights of Way Group. Associated infrastructure may also be required. I have attached a form that should be completed and returned to Les Braunton (Rights of Way Officer - email: LBraunton@somerset.gov.uk).

2. General Comments

Any proposed works must not encroach on to the width of the PROW.

The health and safety of the public using the PROW must be taken into consideration during works to carry out the proposed development. Somerset County Council (SCC) has maintenance responsibilities for the surface of a PROW, but only to a standard suitable for the public use. SCC will not be responsible for putting right any damage occurring to the surface of a PROW resulting from vehicular use during or after works to carry out the proposal. It should be noted that it is an offence to drive a vehicle along a public footpath, public bridleway or restricted byway unless the driver has lawful authority (private rights) to do so.

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 Councils 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>

REPRESENTATIONS

Following consultation there were representations from 23 objectors and 1 household making general representations.

The following comments are made:

Highways -

- Concerns over increased traffic flow, road (Upton Lane) not suitable for amount of traffic - too narrow for two cars to pass.
- Concern over substandard junction of Upton Lane and New Road.

- Increase in parking on Upton Lane.
- People will have to walk to access amenities - no pavement

Other matters:

- Noise caused by A303 will be worse than calculated for new dwellings and could make it worse for existing dwellings
- Enlarging the village and destroying the rural setting
- Concerns over increase in surface water runoff.
- No justification for proposed development
- Approval will lead to further applications/development
- Sewage and Water system already at capacity - will worsen with new development
- Lack of local amenities (shops, schools etc.)
- Development does not comply with local plan policy - SS2

CONSIDERATIONS

Principle

Paragraph 11 of the NPPF explains that decision should apply a presumption in favour of sustainable development, and that for decision-taking that means:

- *approving development proposals that accord with an up-to-date development plan without delay; or*
- *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:*
- *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*
- *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 NPPF goes on to clarify that the policies which are most important for determining the application are out-of-date if the local planning authority cannot demonstrate a five year supply of deliverable housing sites. In August 2018, a report was accepted by the District Executive that confirmed that the Council is currently unable to demonstrate that it has a 5 year supply of deliverable housing land. Therefore, the policies which are most important for determining this housing application must be considered out-of-date, and the application should be approved unless points i and ii apply.

Having regard to the above, the Local Plan is still in force, however with reduced weight. It is up to the decision maker to apply the tilted balance and to determine the degree of weight afforded to relevant policies against the merits of the proposal and the aims of the NPPF. These considerations are set out below:

Sustainability of the settlement:

Seavington St Michael is classified as a 'rural settlement' in the local Plan and as such Policy SS2 applies. This 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".

Policy SS2 sets a relatively restrictive approach to development in rural settlements in that the principle of housing is not automatically accepted as it is predicated upon the compliance of the proposal with the above requirements. However, SS2 is given reduced weight in determination of this proposal due to the lack of 5 year housing land supply.

It is considered that there would be partial compliance with SS2. Local housing need is not robustly evidenced within the application and the dwellings would not provide affordable housing, however it is accepted that there is a general housing need across the district. Also of relevance is whether, Seavington St Michael meets basic 'sustainability criteria' in terms of the provision of basic local facilities. Policy SS2 requires two facilities such as a public house and shop for a settlement to be considered appropriate (amongst other criteria) for housing development. Within Seavington St Michael there is a shop, village hall and public house and as such the criteria within Policy SS2 would be exceeded. In general planning terms when assessed against the requirements of the NPPF, the location is considered sufficiently sustainable for housing to be supported in principle.

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".

The acceptability of the landscape impact of the proposal is considered to be relatively finely balanced. The site is not naturally contained by existing landscape features or boundaries and this detracts from the sites suitability to some degree. However, the dwellings would need to be set down below existing surrounding levels to achieve an acceptable access point and to assist

in assimilating the development into the wider landscape. The applicant has submitted an indicative section indicating finished levels and dwelling heights. The sections indicate bungalows at the northern end of the site. This along with the setting down of site levels would reduce the visual impact of the edge of the development. Having regard to the above it is considered that a condition is reasonable that would ensure any dwellings within upper part of the site are single storey only.

Overall, whilst there would be a visual impact from the development, it is considered that with careful design the impacts can be mitigated to an acceptable degree. It is considered necessary and reasonable to include a condition which would require any dwellings located within the northern part of the site to be single storey only.

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 particular the impact on the increase in vehicles on the safe functioning of the junction of Upton Lane and New Road. Concerns have been expressed over the lack of visibility for cars exiting Upton Lane looking to the west on New Lane.

The Highway Authority (the HA) have been consulted and have not objected to the proposal, including the impact on the above junction. They have further commented that the existing level of use of the junction is such that the increase would be relatively modest and that it would not be sufficiently severe to warrant refusal.

Conditions have been recommended by the Highway Authority in relation to the internal estate road, visibility, parking, turning and a travel plan. It is not considered reasonable to condition the inclusion of a travel plan condition given that the Local Plan only requires a travel plan for developments over 10 dwellings. The condition relating to visibility is not considered necessary at outline stage as access will be a reserved matter consideration. A condition is recommended to ensure the provision of electric charging points to accord with Policy TA1 of the Local Plan.

Having regard to the above, it is considered that the proposal would comply with Policies TA1, TA5 and TA6 of the South Somerset Local Plan (2006-2028).

Residential Amenity:

The proposed site is located a sufficient distance from nearby occupiers to ensure that there would be no harm in relation to overlooking, overshadowing or sense of enclosure. The site is relatively close to the A303. A noise survey has been submitted which concludes that the noise levels at the site are well within the relevant guidelines for acceptable noise levels. The Councils Environmental Health Officer has assessed the noise survey and commented that no objections are raised to the proposed development. As such it is considered that the proposal would comply with Policies EQ2 and EQ7 of the South Somerset Local Plan (2006-2028).

Drainage/sewerage infrastructure:

Concerns have been raised over surface water flooding. The building control process would cover all drainage matters. It is considered that there are insufficient concerns with the proposed site to refuse permission or require a drainage condition to be imposed on the decision given that these matters are dealt with by building control legislation.

Ecology:

A phase 1 ecology survey was submitted with the application. The Councils ecologist has

reviewed the survey and concluded that no objections are raised to the proposed development. An informative is included within the decision in relation to nesting birds. No conditions are required to ensure compliance with Policy EQ4 of the South Somerset Local Plan (2006-2028).

Rights of way:

The County Council Rights of Way Department do not object. The details of the reserved matters application would have to be fully considered in relation to the impact on the footpath at which point the Rights of Way Department would be consulted again.

Developer Obligations:

Paragraph 56 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.

Of relevance to this proposal, planning guidance within the Planning Practice Guidance (PPG) makes it clear that tariff style contributions should only be sought on developments that exceed 1000 square meters. In this instance given that no contributions are offered by the applicant, it is considered reasonable to include a condition to restrict the floor area of the reserved matters application to a maximum of 1000 square metres so that the trigger point is not exceeded.

In relation to affordable housing, paragraph 67 of the NPPF makes it clear that such provision should only be required on developments of 10 or more dwellings and as such affordable housing provision is not required for this site.

Conclusion:

It is considered that provision of 8 dwellinghouses would be acceptable in principle within this sustainable location. The proposal would have an acceptable impact on local landscape character. 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 SD1, EQ2, EQ4, EQ7, TA1, TA5 and TA6 of the South Somerset Local Plan (2006-2028) and the relevant guidance within the National Planning Policy Framework (2019).

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: 18.23.01; 18/23/02 only.

Reason: In the interests of clarity.

04. 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).

05. The development hereby permitted shall not be occupied until the parking spaces for the dwellings and a properly consolidated and surfaced turning space for vehicles have been provided and constructed within the site in accordance with details which shall have been submitted to and approved in writing by the Local Planning Authority. Such parking and turning spaces shall be kept clear of obstruction at all times and shall not be used other than for the parking and turning of vehicles in connection with the development hereby permitted.

Reason: In the interests of highway safety to accord with Policies TA5 and TA6 of the South Somerset Local Plan (2006-2028).

06. The development hereby permitted shall not commence until a Construction Traffic Management Plan has been submitted to and approved in writing by the Local Planning Authority (in consultation with Somerset County Council). 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 and a scheme to encourage the use of public transport amongst contractors. The development shall be carried out strictly in accordance with the approved Construction Traffic Management Plan.

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

07. The dwellinghouse(s) to be erected within the plots annotated as 'P5 C' and P6 B' illustrated on the approved plan, drawing No. 18.23.02 shall be of single-storey construction only with no accommodation in the roof space.

Reason: In the interests of preserving the setting of the adjacent Listed Building to accord with Policy EQ3 of the South Somerset Local Plan (2006-2028).

08. 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 of the South Somerset Local Plan (2006-2028).

09. The reserved matters submission shall be for residential development not exceeding a total gross internal floor area of 1,000 square metres

Reason: To ensure an appropriate levels of planning obligations in accordance with the relevant sections of the NPPG and the National Planning Policy Framework.

Informatives:

01. Nesting birds:

The applicant is advised of their obligations under the relevant wildlife protection legislation. If any site clearance works take place between March and August (inclusive) then a walkover of the site will be required to ensure skylarks are not nesting on the ground.

If bramble removal is required and cannot be completed between September and February, then an ecologist will should inspect the scrub patches to ensure nesting birds are not present.

02. General 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.

Section 171 Licence

The applicant will be required to secure a licence from the Highway Authority for works on or adjacent to the highway necessary as part of this development, and they are advised to contact Somerset County Council at least four weeks before starting such works.

03. The applicant is advised that consent is required from Wessex Water to connect to the public foul sewer and water mains. The applicant is further advised that Wessex Water will not permit the build over of public water mains. For further information please contact development.west@wessexwater.co.uk

04. The surfacing of the PROW CH 21/18 will require authorisation from SCC Rights of Way Group. Associated infrastructure may also be required. I have attached a form that should be completed and returned to Les Braunton (Rights of Way Officer - email: LBraunton@somerset.gov.uk).

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:
 - i. make a PROW less convenient for continued public use; or
 - ii. 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>