

Application Details	
Application Reference Number:	05/23/0030
Application Type:	Full Planning Permission
Earliest decision date:	27 October 2023
Expiry Date	27 November 2023
Extension of time	8 May 2024
Decision Level	Planning Committee
Description:	Change of use of land from agricultural to residential for siting of 4 No. gypsy pitches with associated hardstanding and the erection of 2 No. Day room buildings and 4 No. bin & cycle stores at The Gables, Wellington Road, Bradford on Tone
Site Address:	THE GABLES, WELLINGTON ROAD, BRADFORD ON TONE, TAUNTON, TA4 1EN
Parish:	05
Conservation Area:	No
Somerset Levels and Moors RAMSAR Catchment Area:	Yes
AONB:	No
Case Officer:	Anthony Pick
Agent:	N/A
Applicant:	MR K & MRS M JACKMAN-HUGHES
Committee Date:	1 May 2024
Reason for reporting application to Committee	Chair call in following Cllr request for the application to be referred to Planning Committee due to the number of objections made contrary to the officer recommendation.

## 1. Recommendation

1.1 That Officers be given delegated authority to grant conditional approval of the application subject to no objections raised by Natural England to the shadow Habitats Regulation Assessment (sHRA) and the applicant entering into a S106 to secure phosphate mitigation.

## 2. Executive Summary of key reasons for recommendation

2.1 The proposal will meet an unmet need for the provision of gypsy and traveller

pitches in the former Somerset West and Taunton area. Given the unmet need and lack of alternative sites, the proposal is considered to be compliant with Core Strategy Policy DM3. The proposed development will not give rise to any significant adverse impact upon highway safety. Whilst there will be a modest impact on the landscape, a landscaping scheme will be secured by planning condition to provide screening and help assimilate the development into the landscape. Subject to minor updates to the sHRA, the phosphates solution in the form of a PTP is acceptable. The sHRA will be sent to Natural England for comment and phosphate mitigation will be secured by way of a legal agreement.

### **3. Planning Obligations and conditions and informatives**

#### 3.1 Conditions (full text in appendix 1)

1. Time limit
2. Schedule of plans
3. Occupancy (gypsy and traveller)
4. Restriction of number of caravans (4 static and 4 touring)
5. Landscaping scheme
6. Biodiversity enhancement
7. Plan to show consolidated access, parking, and drainage.
8. Entrance gates to open inwards
9. Cycle storage/EV Charging
10. Water consumption

#### 3.2 Informatives (bullet point only)

1. Proactive statement
2. Visibility splays to be maintained
3. License for any works within or adjacent public highway

#### 3.3 Obligations

S106 to secure phosphate mitigation.

### **4. Proposed development, site and surroundings**

#### 4.1 Details of proposal

Planning permission is sought for the change of use of agricultural land to provide four pitches for members of the Gypsy and Traveller community. Each pitch comprises 1 static caravan, 1 touring caravan, and one day room. The proposal also

includes additional tree planting and a new native hedgerow. The pitches will be sited on a permeable hard surface, which has been reduced in size to retain a grassed area within the site.

The proposed day room buildings feature external brick walls under a tiled roof. The bin and cycle store buildings will be timber clad.

A package treatment plan and reed bed are proposed in the northeast corner of the site.

#### 4.2 Sites and surroundings

The application site is located to the rear (north) of the residential property known as the 'Gables', which is a large two storey dwelling with a commensurately sized curtilage. The Gables is under the ownership of the applicant. The applicant also operates a car sales and repair business from the site which was granted planning permission at appeal. Access to the site is from an existing access to the A38 that serves the Gables and the commercial business.

There are a range of uses in the immediate locality with access of the A38, including a residential park home development, known as Devonia Park; Tim Lang Classic Car Restoration; and Rumwell Farm shop. The site is located approximately 0.5 miles from the settlement boundary of Taunton and the residential development at Orchard Grove, located to the east.

The site is located approximately 70m from the nearest bus stop, which is served by the No. 22 bus that operates between Taunton and Wellington. The bus stop is accessible by a pedestrian footpath from the site on the north side of the A38. There is a dedicated bus layby on the south side of the A38.

#### **5. Planning (and enforcement) history**

<b>Reference</b>	<b>Description</b>	<b>Decision</b>	<b>Date</b>
E/0310/05/11	Vehicles for Sale and Operation of Car Maintenance and Repairs at The Gables, Wellington Road, Bradford on Tone, Taunton	Appeal Allowed	10 June 2013

#### **6. Environmental Impact Assessment**

N/A

## **7. Habitats Regulations Assessment**

The site lies within the catchment for the Somerset Levels and Moors Ramsar site. Natural England have advised the Council that, in determining planning applications which may give rise to additional phosphates within the Ramsar catchment they must as competent authorities undertake a Habitat Regulations Assessment and undertake a project level appropriate assessment where a likely significant effect cannot be ruled out.

As the site is within the catchment area the advice from Natural England applies that any new development that would not achieve nutrient neutrality and would result in further phosphate reaching the ground and the watercourse is likely to be unacceptable because it would affect the integrity of the Somerset Levels and Moors Ramsar Site. Any proposal for new development that could impact on this ecology site must be subject to a project level Appropriate Assessment to establish if there would be a likely significant effect in combination with other plans and projects if the proposed development were to proceed.

The Council's Phosphate Team have reviewed the proposed mitigation and the sHRA will be sent to Natural England for review. Subject to the views of Natural England, the Council is satisfied that there will be no additional impact on the Ramsar site (either alone or in combination with other plans or projects) pursuant to Regulation 63(1) of the Habitats Regulations 2017. A legal agreement will be required to secure the Package Treatment Plant and ensure the development is nutrient neutral.

## **8. Consultation and Representations**

Statutory consultees (the submitted comments are available in full on the Council's website).

8.1 Date of consultation: 05 October 2023

8.2 Date of revised consultation (if applicable): N/A

8.3 Press Date: Weekly list – 6 October 2023

8.4 Site Notice Date: 07 October 2023

8.5 **Consultees** the following were consulted:

<b>Consultee</b>	<b>Comment</b>	<b>Officer Comment</b>
BISHOPS HULL PARISH COUNCIL	No Comments.	Noted.
BRADFORD ON TONE PARISH COUNCIL	<p>Whilst the application site is not in the Bradford On Tone Parish it is immediately adjacent to the parish and will impact upon our parish residents.</p> <p>Discussion at the Council meeting included:</p> <ul style="list-style-type: none"> <li>• Is it a commercial venture?</li> <li>• How long will people stay on the site?</li> <li>• People living close by or owning nearby land were not aware of the application</li> <li>• There are precedents of previous applications (the pub and chicken farm) being declined due to highway issues.</li> </ul> <p>RESOLVED to object to the application on the following grounds:</p> <p>(i) highways grounds, specifically road safety due to the speed and volume of traffic on the main road that will make leaving the application site a dangerous manoeuvre especially for larger vehicles, the existing road layout means that visibility</p>	<p>The application is for four permanent gypsy pitches.</p> <p>The development will meet an unmet need for gypsy and traveller pitches.</p> <p>The application was advertised to all adjoining properties, and those in the immediate locality, and a site notice was displayed at site.</p> <p>See highways section of report for consideration of highway impacts.</p>

	<p>of the access is limited as is visibility of the main road for users leaving the site this is a particular problem for vehicles travelling from the Taunton direction towards Wellington and for vehicles turning from the application towards Wellington who will be going across the traffic flow.</p> <p>(ii) concerns about anything increasing the volume of traffic on the A38.</p>	
SOMERSET ECOLOGY	No objection, subject to securing biodiversity enhancement - including details of external lighting, bird and bat boxes, and supplementing hedgerow habitat.	Noted. Recommended planning conditions will secure biodiversity enhancement and require details of any external lighting.
PHOSPHATES TEAM	Minor changes sought to the sHRA. Once received, the sHRA is to be sent to Natural England.	Noted. Phosphate mitigation to be secured through S106.
SOMERSET HIGHWAY AUTHORITY	No objection, subject to conditions.	See report under highways section for further commentary.
WESSEX WATER	Unable to respond to minor applications at this time.	Noted.
LANDSCAPE	In principle, the proposal is acceptable from a landscape point of view, however, there are concerns that it will be visible from the surrounding fields and the environmental quality of	Planning condition recommended to secure ongoing landscape mitigation.

	<p>the land will be impacted by the development.</p> <p>As a result, the following mitigating measures should be taken:</p> <ol style="list-style-type: none"> <li>1. The new hedgerow should be 2m tall.</li> <li>2. The hedge row should have indigenous species of trees interspersed along it, following the pattern of the surrounding hedgerows.</li> </ol>	
<p>PLANNING POLICY</p>	<p>Summary - The site is not within or adjacent to a sustainable settlement, and therefore resides in the open countryside.</p> <p>However, there appears to be no significant natural (ecological, flooding) or built heritage environmental designations on or near the site.</p> <p>There is a public transport route adjacent to the site providing access to a range of services and facilities in adjacent settlements.</p> <p>There is an unmet need identified through the GTAA, and the Council does not have a supply of deliverable sites to meet that need.</p>	<p>Noted. Further policy commentary is incorporated into the report.</p>

## 8.6 Local representations

Neighbour notification letters were sent in accordance with the Councils Adopted Statement of Community Involvement.

The Council received 5 individual letters of objection. Cllr. John Hunt lodged a submission on behalf of 38 local residents, who voted to object to the proposal on the basis of highway safety concerns. Those concerns and others raised are incorporated into the table of material considerations below (summarised):

Material Planning Considerations	
Objections	Officer comment
<p>Access and Highway Safety</p> <p>1) the proximity of the access to the bend on the A38;</p> <p>(2) vehicles queuing or moving slowly to enter the site could create hazards for approaching vehicles, particularly those traveling at or above the speed limit, which would be extenuated in poor weather; and</p> <p>(3) exiting the site, especially for long towing vehicle and caravan combinations. Turning left would require extra time and caution, while turning right could present challenges in terms of merging with fast-</p>	<p>Noted. See highways section of the report.</p>



moving traffic. This is especially concerning given the high traffic volume on the road. (4) Accidents on this section of road.	
Noise and Disturbance	There is no evidence that the day-to-day residential occupation of the site by gypsy families would cause undue disturbance.  A planning condition will be imposed to secure details of any external lighting.
Odour/Waste Management	Residents of gypsy sites receive the same waste disposal arrangements as any other member of the community.
Proposal is not a permanent mobile home site and would not comply with the Mobile Home Act 2013	Separate legislation which provides for licensing arrangement of sites. The Council's Environmental Health department have confirmed that the applicant would need to apply for a caravan site licence issued under the Caravan Sites and Control of Development Act 1960.
Landscape Impact	Noted. See report under landscape impact section.
Ecology	The Council's Ecologist raises no objection, subject to biodiversity enhancement.
Inaccuracies with the plan	The applicant has confirmed that the land has been surveyed. Any dispute over boundaries would be a civil matter and is not material to the proposed development.

## 9. Relevant planning policies and Guidance

Section 70(2) of the Town and Country Planning Act 1990, as amended ("the 1990 Act), requires that in determining any planning applications regard is to be had to the provisions of the Development Plan, so far as is material to the application and to any other material planning considerations. Section 38(6) of the Planning and Compulsory Purchase Act 2004 (as amended) ("the 2004 Act") requires that

planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise. The site lies in the former Taunton Deane area. The Development Plan comprises the Taunton Deane Core Strategy (2012), the Taunton Site Allocations and Development Management Plan (SADMP) (2016), the Taunton Town Centre Area Action Plan (2008), Somerset Minerals Local Plan (2015) and Somerset Waste Core Strategy (2013).

As a result of local government reorganisation Somerset Council was established from the 1 April 2023. The Structural Change Order agreeing the reorganisation of local government requires the Council to prepare a local plan within 5 years of the 1 April 2023 and the Council will be bringing forward a Local Development Scheme to agree the timetable for the preparation of the local plan and scope in due course.

Relevant policies of the development plan in the assessment of this application are listed below:

### **Taunton Deane Core Strategy 2011-2028 (September 2012) (CS)**

- SD1 - Presumption in favour of sustainable development
- SP1 - Sustainable development locations
- SP2 - Realising the vision for Rural Areas
- DM1 - General requirements
- DM2 - Development in the Countryside
- DM3 - Gypsy & Traveller Sites
- CP1 - Climate change
- CP4 - Housing
- CP6 - Transport and accessibility
- CP8 - Environment

### **Taunton Deane adopted Site Allocations and Development Management Plan (December 2016) (SADMP)**

- A1 - Parking Requirements
- A5 - Accessibility of development
- D7 - Design Quality
- D12 - Amenity space
- SB1 - Settlement Boundaries
- I4 - Water Infrastructure
- ENV1 - Protection of trees, woodland, orchards, and hedges
- ENV2 - Tree planting within new developments

### **National Planning Policy Framework (NPPF)**

4. Achieving sustainable development
5. Decision-making
6. Delivering a sufficient supply of homes
8. Promoting healthy and safe communities
9. Promoting sustainable transport

12. Achieving well-design and beautiful places
15. Conserving and enhancing the natural environment

## **Other Relevant Considerations**

The Gypsy and Traveller Accommodation Assessment (2013) (GTAA)

Planning Policy for Traveller Sites (Updated 2023), which sets out the government's planning policy for gypsy and traveller sites.

Somerset West and Taunton Council's Climate Positive Planning: Interim Guidance Statement on Planning for the Climate Emergency (March 2022).

### Supplementary Planning Documents

District Wide Design Guide, December 2021

### Neighbourhood plans:

There is no Neighbourhood Plan in force for the area.

## **10. Material Planning Considerations**

The main planning issues relevant in the assessment of this application are as follows:

### 10.1.1 The principle of development

Paragraph 25 of the Planning policy for traveller sites (PPTS) states that local planning authorities should very strictly limit new traveller site development in open countryside that is away from existing settlements or outside areas allocated in the development plan.

CS Policy DM3 - Gypsy and Traveller Site Selection Criteria, sets out a sequential approach to the location of gypsy and traveller sites. The policy seeks that in the first instance consideration has been given to sites within existing settlement boundaries and, where not available, to sites adjoining or adjacent to existing settlement limits. The policy goes on to state that consideration of sites that do not fulfil this criterion will only be justified where alternative sites are not reasonably available to the applicant. It is accepted that there are no alternative sites available and the previous site identification projects have not been successful in bringing forward any sites for gypsy and travellers. The site is located 0.5 miles from the settlement boundary of

Taunton and does benefit from access to public transport. Given that the Council are unable to demonstrate an up to date 5-year supply of deliverable sites, this is a significant material consideration.

Policy DM3 further requires applicants to provide evidence that the occupants are members of the Gypsy or Travelling communities, including information about the intended occupants past travel and their link to work patterns where applicable. Officers are satisfied that the applicant and their family are members of the Gypsy community. The applicant has also provided additional information in respect of health conditions and education needs of family members. The additional pitches will enable family members to provide additional care and support. However, the application does not seek to restrict the use of the pitches to specified persons.

Policy DM3 states that applications for residential gypsy sites should satisfy the following criteria:

- a) The proposal will help to meet a clear and evidenced need as demonstrated through a GTTA or other evidence submitted alongside the application; and
- b) The site is well- related to local services and facilities including retailing opportunities, schools, and doctor surgeries as well as existing employment provision; and
- c) The environmental impacts of the proposal are minimised, this will include appropriate screening and siting of development taking into account landscape issues as well as any likely issues upon wildlife, built heritage and flood risk;
- d) The proposal would not unacceptably prejudice the amenity of adjoining adjacent occupiers; and
- e) The site can be adequately served by the appropriate infrastructure to support the development including foul and surface water drainage;
- f) The impacts of the proposal will not give rise to an unacceptable impact on traffic movements, noise and other potential disturbance arising out of the movement of vehicles onto and off of the site.

The following assessment is provided in response to the criterion above.

- a) Based on the most recent GTAA undertaken in 2013, the former Local Planning Authority areas of Taunton Deane Borough Council (TDBC) and West Somerset Council, identified an unmet demand for traveller pitches. In terms of numbers for the former TDBC area, there has only been 13 residential pitches granted permission since 2013 leaving a shortfall of 73 residential

pitches to the period 2032. Therefore, there is a significant unmet need for gypsy pitches and is a significant material consideration.

- b) The site is not located within or adjoining a settlement boundary; however, the site does benefit from public transport providing connections to Taunton and Wellington. These settlements have a range of services and facilities: primary schools, secondary school, retail, leisure, GP's, Pharmacy, hospitals, and employment. The site is within the timescales of acceptable travel by public transport set out in SADMP Policy A5: Accessibility of development. There is also a large farm shop nearby.
- c) The environmental impacts of the proposed development are minimised through additional landscaping measures and biodiversity enhancements that will be secured through condition. The site is located within Flood Zone 1 and not in a flood alert area in the SFRA Level 1 for the former TDBC district. The site is not located with a National Landscape (formerly known as AONB).
- d) Due to the proposed scale, siting, and separation distances, together with proposed additional screening, it is considered that there would be no significant adverse impact upon residential amenity.
- e) It is proposed to install a Package Treatment Plant, which has been assessed by the Council's phosphates team as acceptable and would ensure nutrient neutrality, subject to the applicant entering into a S106 agreement.
- f) The highway authority does not raise an objection to the proposed development on highway grounds. Given the siting of the access and existing separation distances, it is considered that there would be no significant noise impacts arising from vehicle movements on residential amenity.

#### 10.1.2 Access, Highway Safety and Parking Provision

One of the key issues raised in the objections to the application relate to increased traffic movements and the suitability of the access in respect of highway safety and impacts on the local road network.

The Highway Authority note that the site was the subject of an enforcement appeal in 2013 relating to a change of use from residential use to the sale of motor vehicles and for repairs/maintenance. During the appeal, highway safety was raised an issue by the Highway Authority. However, the Inspector found that having regard to the

road characteristics the existing access was acceptable and allowed the appeal.

The Highway Authority provide the following comments to inform the assessment of the application.

*'Whilst the proposed visibility which can be achieved is below standard, the Highway Authority recognises that the principle of access has been established already, and there would be no demonstrable harm from the proposal utilising the site, as the nature of the site already has a level of vehicular movement associated with it. As witnessed at multiple site visits, whilst the A38 is substantially trafficked, there are a number of accesses along this stretch of carriageway, namely Rumwell Farm Shop. Furthermore, recent accident and collision data shows one slight incident in the vicinity of the location.'*

On the basis that the Highway Authority raise no objection it is considered that the proposed access and intended use is acceptable. There is sufficient area for parking and turning on site and the proposal is, therefore, consistent with Core Strategy Policy DM3 and SADMP Policy A1.

#### 10.1.3 Design and Quality of the Accommodation

The proposed development relates to the siting of standard static and touring caravans. The amenity building is designed to enable the occupants of the site to come together to eat and to provide washroom facilities away from their caravans. This is a common practice for gypsy families and part of their cultural lifestyle. In addition, bin and cycle storage is proposed.

#### 10.1.4 The impact on the character and appearance of the area

Policy CP8 seeks to strictly control development to conserve the open character of the countryside. To be permitted proposals must protect and conserve the landscape and be appropriate in terms of siting, amongst other matters. The site is viewable from the main road (A38), albeit set well back, and there is some existing screening. The site is also viewed in the context of other developments in the locality fronting the A38 (e.g., Rumwell Farm shop, Devonia Park etc.). The landscape officer considers that there will be no significant impact on views from PROWs (T3/21, T3/23 and 2/24) due to existing hedgerows. The scheme includes additional landscaping in the form of a new native hedgerow and tree planting to help assimilate the development and mitigate any moderate harm to the landscape.

#### 10.1.5 Flood risk

The site is located within Flood Zone 1 and is, therefore, identified as the lowest risk

of flooding. The pitches will be sited on a permeable hardstanding. A planning condition is imposed to ensure that the existing access to the highway is appropriately laid out and that there are no impacts on highway drainage.

#### 10.1.6 Waste/Recycling facilities

The amenity building provides adequate storage space for waste in accordance with SADMP policy D12. Waste disposal arrangements at the site would be the same as any other household with the Council providing collection.

Foul waste will be adequately disposed of via a package treatment plant.

### **11 Local Finance Considerations**

#### 11.1 Community Infrastructure Levy (CIL)

The CIL officer has confirmed that the development is not CIL liable.

### **12 Planning balance and conclusion**

12.1 The general effect of paragraph 11 of the NPPF is that, in the absence of relevant or up-to-date development plan policies, the balance is tilted in favour of the grant of permission, except where the policies within the NPPF that protect areas or assets of particular importance provides a "*clear reason for refusing the development proposed*" or where the benefits of the proposed development are "*significantly and demonstrably*" outweighed by the adverse impacts when assessed against the policies in the NPPF taken as a whole.

12.2 The Council has an unmet need for gypsy and traveller sites. Therefore, significant weight is attached to the delivery of additional pitches, which would outweigh any moderate harm in relation to location and landscape impact. The proposal is considered acceptable on highway safety grounds in the absence of an objection from the Highway Authority. Given the modest scale and siting of the development, it is considered the proposal would have no adverse impact upon residential amenity or dominate the settled community. For the reasons set out in this report, having regard to all the matters raised, it is recommended that planning permission is granted.

In preparing this report the planning officer has considered fully the implications and requirements of the Human Rights Act 1998 and the Equality Act 2010.

## Appendix 1 – Planning Conditions and Informatives

### Conditions

1. The development hereby permitted shall be begun within three years of the date of this permission.

Reason: In accordance with the provisions of Section 91 Town and Country Planning Act 1990 (as amended by Section 51(1) of the Planning and Compulsory Purchase Act 2004).

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

(A4) Rev B Day Room Plan & Bins & Cycles

(A4) Site Location Plan

(A4) Site Layout Plan

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

3. The site shall not be occupied by any persons other than gypsies and travellers, defined as persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily or permanently, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.

Reason: The application has been assessed on the basis that the proposal is for gypsy pitches in accordance with Core Strategy Policy DM3.

4. There shall be no more than 4 pitches on the site. Each of the 4 pitches hereby approved shall have no more than two caravans stationed on the site at any time, of which only one caravan shall be a residential mobile home.

Reason: In the interests of highway safety and to protect the amenities of the surrounding area.

5. Prior to first occupation of the development, a landscaping scheme shall be submitted to and approved in writing by the local Planning Authority prior to



such a scheme being implemented and maintained in accordance with the approved landscaping scheme.

1. The scheme shall include details of the species, siting and numbers to be planted, which shall be based on locally native species.
2. The scheme shall be completely carried out within the first available planting season (1 October to 31 March) from the date of commencement of the development.
3. Written confirmation of the completion of the landscaping scheme shall be submitted to the Local Planning Authority. For a period of five years after the completion of each landscaping scheme, the trees and shrubs shall be protected and maintained in a healthy weed free condition and any trees or shrubs that cease to grow or are uprooted shall be replaced by trees or shrubs of equivalent size and species.
4. The proposed hedgerows shall be established and allowed to grow to a height of at least 2m and thereafter maintained at a minimum height of 2m.

Reason: To ensure that the proposed development does not harm the character and appearance of the area.

6. The following biodiversity mitigation and enhancement measures shall be incorporated into the site proposal with photographs of the installed features submitted to the Local Planning Authority prior to first occupation and thereafter retained and maintained:
  1. Details of any external lighting. The details shall include location, design, levels of brightness and beam orientation, together with measures to minimise overspill and light pollution. The lighting scheme shall thereafter be carried out in accordance with the approved details and the measures to reduce overspill and light pollution retained for the lifetime of the development.
  2. Erection of bird and bat boxes; e.g. 4x Schwegler multi-purpose bird and/or bat.
  3. Log and brash piles could be created within the existing hedgerow to provide habitat for invertebrates and reptiles.
  4. Hedgerow H1 to be restocked with native species to improve the structure of the hedgerow, creating suitable habitat for species such as dormice, amongst others.

Reason: In accordance with Government policy for the enhancement of

biodiversity within development as set out in paragraph 174(d) of the National Planning Policy Framework.

7. No part of the development shall be brought into use until the access, turning areas, parking and drainage has been provided/installed in accordance with details submitted to and approved in writing by the Local Planning Authority. The details shall include provision to prevent the unregulated discharge of surface water onto the public highway and the access between the carriageway and the entrance gates shall be properly consolidated and surfaced (e.g., not loose stone or gravel). Development shall be carried out in accordance with the approved details prior to the commencement of the approved use and retained thereafter.

Reason - In the interests of highway safety.

8. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015, or any order revoking and re-enacting that Order, with or without modifications, no vehicular access gates shall be erected at any time unless they are set back a minimum distance of 6m behind the highway boundary and hung so as to open inwards only.

Reason: To allow a vehicle to wait off the highway while the gates are opened or closed and thus prevent an obstruction to other vehicles using the highway, in the interests of highway safety.

9. Prior to first occupation of the development, provision for the charging of electric vehicles and cycle storage shall be provided on site. Details of the EV charging facilities shall be submitted to and approved in writing by the Local Planning Authority prior to installation. Development shall thereafter be carried out and maintained thereafter in accordance with the approved details.

Reason: In the interests of securing sustainable development.

Notes to applicant.

1. In accordance with paragraph 38 of the National Planning Policy Framework 23 the Council has worked in a positive and creative way with the applicant and has negotiated amendments to the application to enable the grant of planning permission.
2. The applicant is reminded that the existing visibility splay shall be kept

permanently clear of all obstructions to visibility greater than 900mm above the level of the adjoining carriageway, as per Planning Appeal APP/D3315/C/12/2183108.

3. The applicant will be required to secure an appropriate licence for any works within or adjacent to the public highway required as part of this development.

