

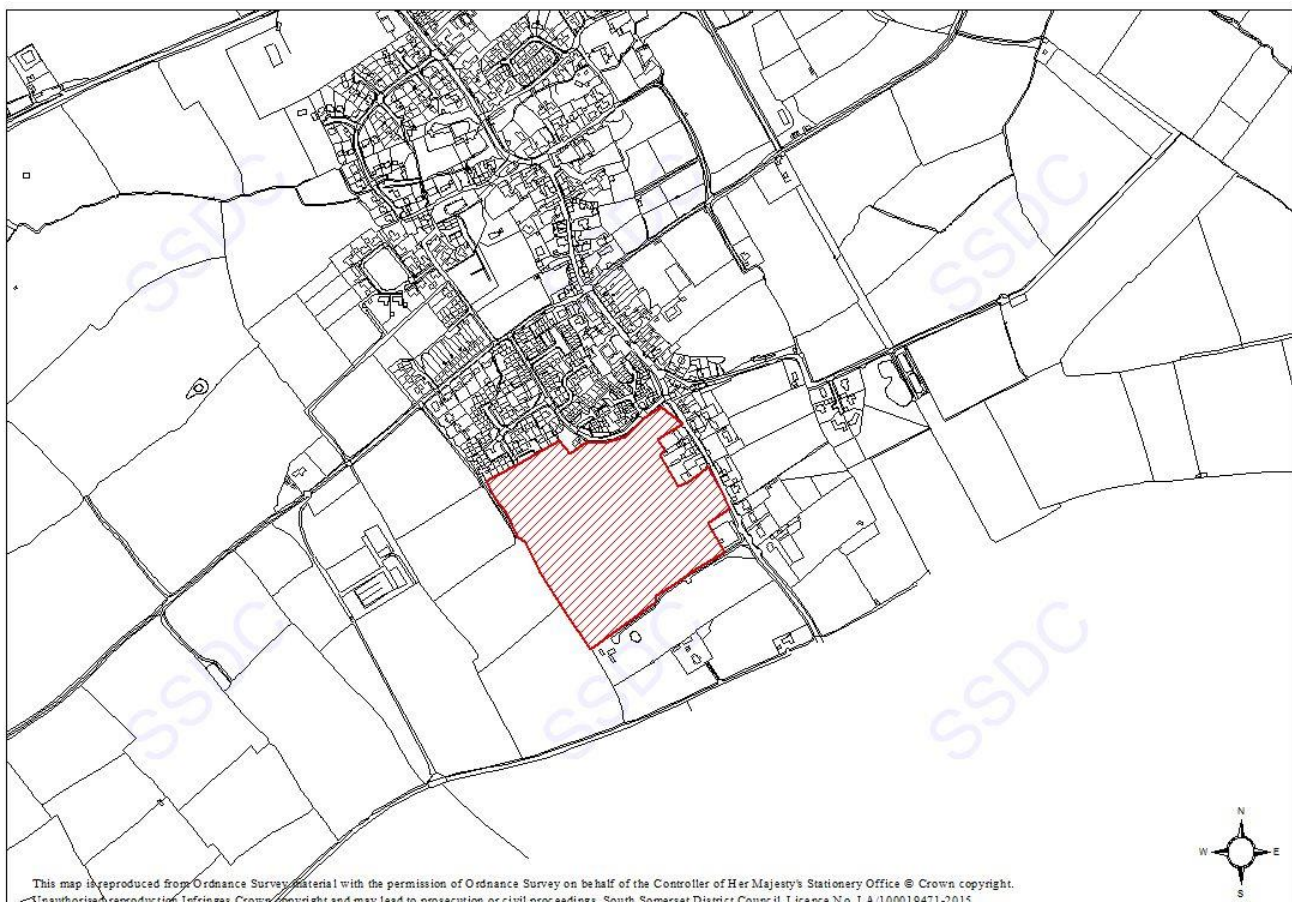
Officer Report on Planning Application: 17/03029/OUT

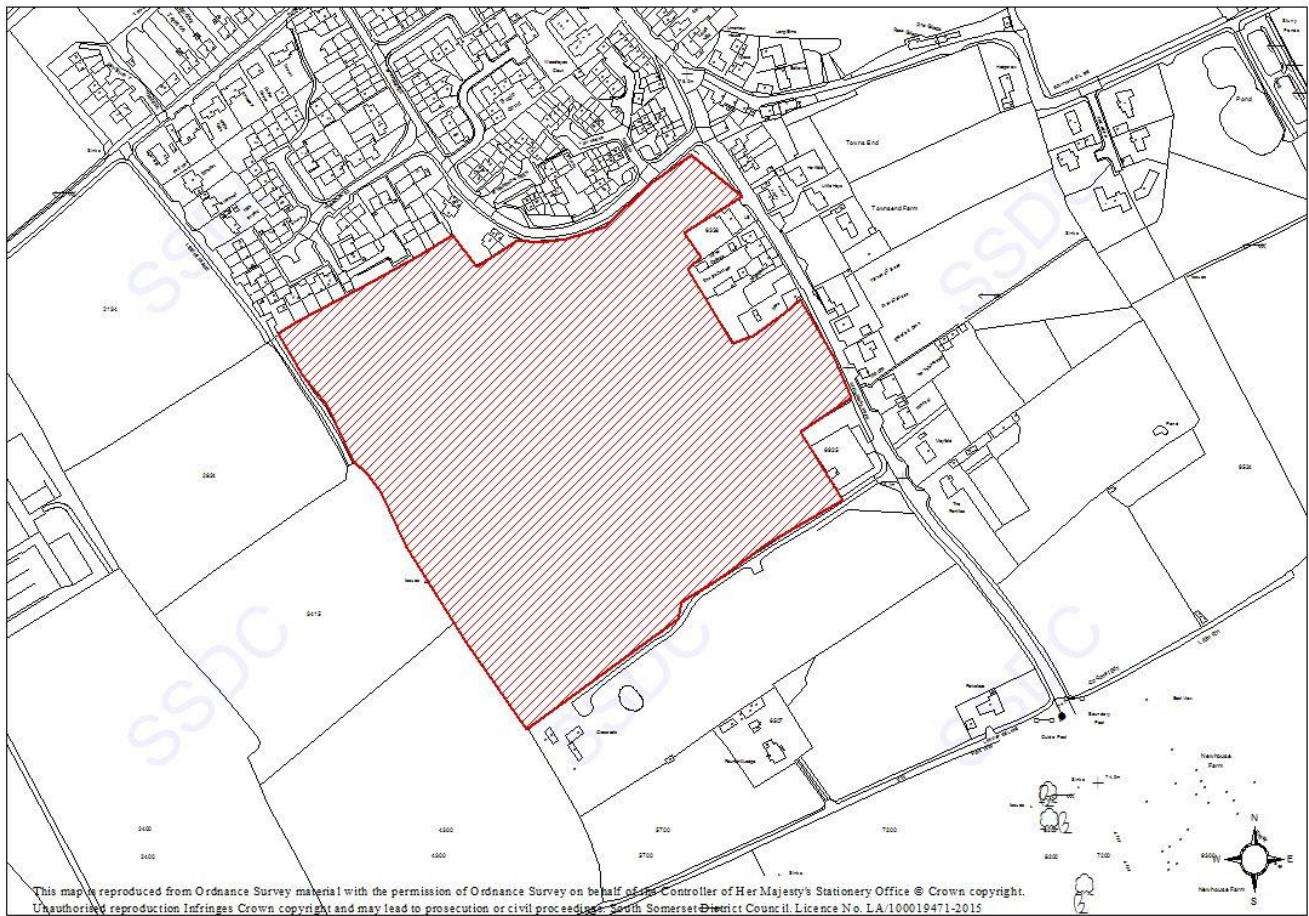
Proposal:	Outline planning application for up to 130 dwellings with public open space, landscaping, sustainable drainage system (SuDS) and vehicular access point from Woodhayes Way.
Site Address:	Land Os 5439 Part Townsend Green Henstridge
Parish:	Henstridge
BLACKMOOR VALE Ward (SSDC Member)	Cllr W Wallace Cllr Hayward Burt
Recommending Case Officer:	Dominic Heath-Coleman Tel: 01935 462643 Email: dominic.heath-coleman@southsomerset.gov.uk
Target date:	20th October 2017
Applicant:	Gladman Developments
Agent: (no agent if blank)	
Application Type:	Major Dwlgns 10 or more or site 0.5ha+

REASON FOR REFERRAL TO COMMITTEE

The application is before the committee at the request of the ward members, and with the agreement of the Area Chair in order to allow local concerns to be publicly debated.

SITE DESCRIPTION AND PROPOSAL





This application seeks outline permission for residential development of up to 130 dwellings with public open space, landscaping, drainage features and vehicular access. Approval for means of access is sought at this stage and all other matters reserved for future consideration. The proposed access would be derived from an existing estate road known as Woodhayes Way, which opens onto the A357 to the east and Furge Lane to the north.

The site consists of an area of agricultural land currently laid to grass, and divided into several fields, which sits to the southern end of the settlement of Henstridge. The fields are largely divided and surrounded by mature native hedges. The land slopes gently upwards to the west, away from the A357 and its bordering development, which runs along the eastern boundary of the site. To the north of the site sits a large estate of modern residential development. To the south and west of the site is predominantly open countryside, although there is a large electricity substation immediately adjacent to the south eastern corner of the site, and a plant nursery bordering the southern end of the site. The site is traversed by a public footpath, which is shown as retained on the submitted indicative layout. The site is not within any special designations and does not sit within an environment agency floodzone. The land is classified as grades 3b and 4 agricultural land, so is not considered to be the best and most versatile in terms of paragraph 112 of the NPPF.

An indicative plan has been submitted with the application that shows a network of estate roads around a broadly oval pattern deriving from a single point of access onto Woodhayes Way. The layout shows large drainage features along the western boundary of the site and in the south east corner of the site adjacent to the existing substation. The indicative layout shows the retention of a network of retained green spaces roughly along the lines of the existing field divisions and boundaries, augmented by the drainage features mentioned above, a wildlife pond in the south east corner and a play area in the north east corner.

HISTORY

17/03005/EIASS - Residential development for up to 130 no. dwellings, public open space, engineering works and vehicular access - EIA not required 26/07/2017

POLICY

Section 38(6) of the Planning and Compulsory Purchase Act (2004), and Paragraphs 2, 11, 12, and 14 of the NPPF state that applications are to be 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 (adopted March 2015).

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

Policy SD1 - Sustainable Development

Policy SS1 - Settlement Strategy

Policy SS2 - Development in Rural Settlements

Policy SS5 - Delivering New Housing Growth

Policy SS6 - Infrastructure Delivery

Policy EQ1 - Addressing Climate Change in South Somerset

Policy EQ2 - General Development

Policy EQ4 - Biodiversity

Policy TA5 - Transport Impact of New Development

Policy TA6 - Parking Standards

Policy HG3 - Provision of Affordable Housing

Policy HW1 - Provision of Open Space, Outdoor Playing Space, Sports, Cultural and Community Facilities in New Development

National Planning Policy Framework

Chapter 6 - Delivering a Wide Choice of High Quality Homes

Chapter 7 - Requiring Good Design

CONSULTATIONS

Henstridge Parish Council - Recommends refusal for the following reasons:

- The scale is excessive
- There is no identified housing need
- The proposal would be contrary to the Parish Plan and the Village Design Statement
- The proposal would adversely affect traffic and parking

Abbas and Templecombe Parish Council - Noted that the close proximity of the proposed development would bring a risk of increased traffic using the A357. They suggest SSDC and North Dorset District Council should consider working together on large developments that will affect the A357. They note that some of the roads would benefit from a weight restriction order.

Stalbridge Parish Council - Recommends refusal for the following reasons:

- Overdevelopment of the site
- Adverse impact on open countryside
- Adverse effect of the increase of traffic on the A357.

They note that they are keen to see North Dorset and South Somerset working together in the effect of the multiple large applications on the A357.

North Dorset District Council - They describe the proposal and the site in some detail. They go on to provide the following comments:

"It is accepted that with less than a 5 year housing land supply within South Somerset, paragraph 14 of the NPPF and footnote 9 will be relevant to your consideration of the above application.

The greatest impact from the proposed development in Henstridge will be on the highway network within the town of Stalbridge, in particular the A357. It is anticipated that highway improvements will be required for development of this scale in Henstridge.

North Dorset has received the following three planning applications, which are currently under consideration in Stalbridge, and expect shortly to receive a fourth application for up to 137 houses to the north east.

The current applications are:

*Up to 120 dwellings on land off Lower Road by Gladman Developments which can be viewed on the link below by pasting in ref no: 2/2017/0741/OUT
<http://planning.north-dorset.gov.uk/online-applications/>*

*Up to 98 dwellings on land off Barrow Hill by Pegasus, which can be viewed on the link below by pasting in ref no.: 2/2017/1094/OUT
<http://planning.north-dorset.gov.uk/online-applications/>*

*Up to 60 dwellings on land off Thornhill Road by Pegasus, which can be viewed on the link below by pasting in ref no: 2/2017/1095/OUT
<http://planning.north-dorset.gov.uk/online-applications/>*

It is considered that the cumulative impact of traffic generated by all these proposed developments in Stalbridge and Henstridge should be treated as a material planning consideration for each of the individual applications, and it will be necessary to ensure that appropriate mitigation is provided to offset any demonstrable harm from the cumulative impacts. Any mitigation will need to form part of the considerations and to be identified as highway improvements which would be incorporated into S278 or S106 agreements prior to determination of the applications.

Other considerations relating to North Dorset which should be afforded weight in forming a planning balance are impacts on and screening of boundaries in the Blackmore Vale, within which Henstridge and Stalbridge both lie, and on protecting views of the North Dorset Limestone Ridges which are both identified as areas of Landscape Character within the North Dorset Local Plan.

North Dorset District Council recognises that the determination of each application has to be made on its own individual merits, but requests that South Somerset give due consideration to the potential cumulative impacts of several large scale developments occurring simultaneously, in both these towns, in order to accurately weigh the harm and apply a planning balance to any recommendation made."

County Highway Authority -

"The application is an outline application with all matters reserved except means of access for 130 dwellings in the village of Henstridge with the proposed access off Woodhayes Way. Woodhayes Way is derestricted road that has a 30mph speed limit. Manual for Streets (MfS) is considered to be the appropriate guidance in this instance and visibility splays of 2.4x43 metres with no obstruction greater than 300mm would need to be provided. The application site is within a built up area and as such it must be a matter for the Local Planning Authority to determine if the site accords with the relevant Local and National Planning Policies.

The applicant should be aware that the internal layout of the site will result in the laying out of a private street, and as such under Sections 219 to 225 of the Highways Act 1980, will be subject to the Advance Payments Code (APC). This will include any private roads/lanes that serve more than 2 dwellings.

Notwithstanding the above, the Highway Authority has no objection in principle to the development on this site, subject to a suitable access being secured off Woodhayes Way and the provision of a suitable footway link running parallel to the A357 in a north/south direction which has been a long standing aspiration of the Highway Authority to encourage pedestrian movements in the vicinity of the site.

I am also aware that there are a number of developments that are proposed in Stalbridge. However, I assume that Dorset County Highways will be commenting on the suitability of those from a highway viewpoint.

Although whilst I understand that some concerns have been expressed about the cumulative impact of these sites the planning officer will be aware that every site needs to be dealt on its own individual merits and that the Highway Authority in this particular case does not consider that the current application will have a severe impact on either highway safety or on the capacity of the surrounding highway network.

The applicant would need to ensure that there is sufficient bicycle parking for one bicycle per bedroom and this can be provided as a garden shed or within the garage. Any garages should conform to the Somerset Parking Strategy (SPS) where a single garage should have minimum dimensions of 3x6 metres and a double garage 6x6 metres. The applicant should offer electric car charging points to encourage greener travel options and as such access to a 16amp electric charging point should be available to all dwellings.

Henstridge is located within Zone B of the SPS and parking should conform to this. For a 1 bedroomed dwelling there should be 1.5 spaces, for a 2 bedroomed dwelling 2 spaces, for a 3 bedroomed dwelling 2.5 spaces and for a 4 bedroomed dwelling 3 spaces.

Estate Road

It is appreciated that the proposal is an outline planning application however an indicative layout has been provided and the following comments are based on the indicative layout to assist the developer at the reserved matters stage of the application.

Proposed dimensions can be checked at the reserved matters stage but should be in accordance with Somerset County Council's Estate Roads Design Guidance. The lengths of straight sections of road should be no longer than 70m, any longer and a speed reducing feature must be incorporated and turning heads would be required to be constructed to this standard.

Parking spaces to be a minimum of 5.0m long, except when in front of a boundary wall (5.5m) or when in front of an 'up and over' garage door (6.0m). 2 x longitudinal spaces should be 10.5m in length. Ambiguous 'in-between' lengths should be avoided as in our experience residents try to squeeze an extra car in which then overhangs the proposed Highway. The Developer should review their parking space lengths at this stage to avoid issues further down the line.

Forward visibility at any bends within the estate should be provided (based on actual bend radii and likely speeds) and offered for adoption. Visibility splays from side roads on to the main through route should be 2.4m x 25m (based on 20mph) and also offered for adoption. Where there is any vehicle crossover then there should also be a visibility splay provided as below (these areas of visibility are not put forward for adoption but must be provided). A comprehensive planting schedule for all proposed planting within or adjacent to the highway should be submitted for checking and approval.

Planting within adopted areas will require a commuted sum.

Detailed drainage proposals should be agreed with the Highway Authority's Drainage Engineer to ensure adequate drainage is implemented within the estate. It should not be assumed that any new highway drainage can connect into the existing highway drainage system as the existing system may not be suitable or have the capacity to carry the additional water.

Land Drainage Consent must be sought from the appropriate Authority for any works on or near the existing watercourse.

Travel Plan

Somerset County Council requires all developments over 50 dwellings to provide a full Travel Plan in line with the National Planning Policy Framework (NPPF). This application has not provided a Full Travel Plan and as such will need to be provided to the Highway Authority and would need to be secured within a Section 106 legal agreement.

Safety

Woodhayes Road is derestricted road that has a 30mph speed limit. Manual for Streets (MfS) is considered to be the appropriate guidance in this instance and visibility splays of 2.4x43 metres would need to be provided.

The applicant would need to provide drawings as part of any future submission showing the largest vehicle that is likely to access the site (such as an 11.4m long 4 axle refuse vehicle) at a scale of 1:200. This however can be supplied at the detailed design stage of the application.

There has been no consultation with the Highway Authority over the proposed location of any street lights. The applicant should make contact with the street lighting team at Somerset County Council at the earliest convenience to discuss the highway lighting requirements in the vicinity of the proposed development access.

Drainage

I am aware that some works have been undertaken locally to deal with issues identified at that point in time and any future development would need to ensure that it had a suitable discharge point in order not exacerbate the situation further and this could be covered by a suitably worded condition.

Conclusions and recommendations

Taking the above into account, the Highway Authority does not wish to raise an objection to the planning application, subject to a suitable Travel Plan being secured within a Section 106 legal agreement."

In the event that permission is granted, they recommend the use of conditions to:

- Control surface water discharge
- Secure details of the estate roads
- Ensure dwellings are properly served by highway/footpaths prior to occupation
- Control gradients of driveways
- Secure the provision of a network of cycleways and footpaths
- Ensure that the access is constructed generally in accordance with the submitted plan
- Ensure appropriate visibility splays are provided and maintained
- Ensure the provision of a footway link

Despite a request to do so, the highway authority has failed to provide further commentary as to the cumulative impacts of the proposed development with other approved and proposed developments nearby.

SSDC Planning Policy Officer -

"As the Council is unable to demonstrate a five year housing land supply, this application should be considered in the context of the presumption in favour of sustainable development and relevant policies for the supply of housing should not be considered up-to-date, in accordance with paragraph 49 of the NPPF. However, the inability to demonstrate a five year housing land supply need not necessarily be an overriding factor. It is still necessary to consider the application against all relevant local plan and national policies. The amount of weight to be attributed to housing land supply policies depends on the: extent of shortfall; prospects of shortfall being addressed; purpose of policies.

Policy SS1 categorises the district's settlements within a hierarchy based on their role and function within the district; the greater its role and function, the higher up the hierarchy. The scale of development envisaged for each tier of the settlement is commensurate with its role and function, thereby reinforcing the hierarchy.

Because of its minor role and function within the district, Henstridge is categorised in the bottom tier of the settlement hierarchy, as a 'Rural Settlement'. The Development Strategy seeks to ensure that the scale of development is commensurate with its tier, and should not compete with the scale of development envisaged for the above tier, or else the Council's development strategy could be undermined.

Policy SS5 sets the housing delivery targets for each of the 14 named settlements in the hierarchy and for all Rural Settlements accumulatively. This policy sits beneath Policy SS1 inasmuch that the level of housing growth targeted for each settlement target must not compete with the house delivery targets for the tier above. It is not necessarily suggested that compliance the housing delivery targets of Policy SS5 need be an overriding factor given the Council's inability to demonstrate a five year housing land supply; instead, it is suggested that the targets identify the general levels of housing growth envisaged for each tier within the hierarchy. The Policy can therefore be used to ensure that the level of housing growth for Henstridge does not cause conflict with the hierarchy and Development Strategy by becoming akin to the general levels for the above tier, 'Rural Centres'.

Monitoring shows that from the beginning of the Plan period to 31st March 2017, 94 dwellings have been delivered (net) and permissions granted for a further 26 dwellings (net) in the parish of Henstridge. Should this application for up to 130 dwellings be approved, a potential 250 dwellings could be delivered in Henstridge over the Plan period. The 250 dwellings that could be delivered would exceed the level of housing delivery envisaged for all but one of the Rural Centres, as detailed in Policy SS5. This goes to highlight that should the application be permitted, it would cause conflict with Policy SS1 and the overall Development Strategy.

Henstridge has two or more key services, so the development can be considered against Policy SS2. However, the scheme fails to meet the prescriptions of the Policy because it does not have local community support, and would not be commensurate with the scale and character of the settlement. The development should therefore be considered against Policy SS1 and the NPPF's presumption in favour of sustainable development.

According to the survey return, as of Feb 2017, Henstridge has a state -primary school, local convenience shop, Post Office, pub, village hall, church, and children's play area. According to Google Maps, there also appear to be a couple of restaurants. The Henstridge Airfield, though not reasonably walkable, is within a short commute away, and provides a large employment area. Stalbridge, Yenston, and Templecombe are also within a reasonable distance, though not walkable due to highways conditions. Henstridge is considered to be a broadly sustainable location that can support housing.

From a landscape character standpoint, it is appreciated that the location of the development is well positioned to mitigate harm, and there would appear to be no significant constraints on the land. However, the development would appear to represent a sizeable expansion to the village that may be

considered harmful to its rural character and have adverse consequences for the social and cultural wellbeing of current residents of the village (APP/U1105/A/13/2191905 et al.). Any harm must also be weighed against the benefits of the scheme.

The 130 dwellings, of which 35% would be affordable, would carry contribute to the Council's housing land supply, with significant social and economic benefits. The additional population would contribute economically through the use of local services, and enhance the vitality of the village. The open space and recreational provisions would also contribute positively to social sustainability. It is noted that there would be a net gain in biodiversity, to the benefit of environmental sustainability. Limited weight can also be given to the economic benefits of the construction of the development through the creation of jobs.

Overall, it is for the case officer to weigh up the benefits of the development against the identified harm, including the potential to skew the Council's overarching Development Strategy (Policy SS1)."

SSDC Ecologist - Initially provided the following comments:

"Bats - bat activity surveys are yet to be completed (results from May are reported, with further surveys planned for July and September). The May survey didn't identify the site to be particularly sensitive for bats, in which case I would have no objections. However, bat activity can change between seasons, so completion of the surveys will be necessary to confirm this.

Badgers - there is a badger main sett in the centre of the site. It isn't deemed practical to retain the sett in its current location and it is proposed to provide a replacement sett somewhere around the edge of the site (to be determined at the detailed design stage). I consider this to be appropriate.

Great crested newts - were recorded in several ponds nearby. Access for survey wasn't permitted for a pond very close to the site and it should therefore be assumed that they could be present. The site itself doesn't contain any ponds but the hedge bases may be used by great crested newts in their terrestrial phase. As newts are legally protected, the removal of hedges will require mitigation measures and a Great Crested Newt Mitigation Strategy is proposed for the detailed design stage. I agree with the report's assessment that, with mitigation, the development is unlikely to be detrimental to the Habitats Regulations requirement of 'maintaining favourable conservation status'.

Subject to no major issues arising from completion of the bat activity surveys (to be confirmed in due course), I recommend an informative on any outline consent:

The Council's Ecologist supports the proposed wildlife mitigation proposals (Ecological Impact Assessment, CSA Environmental, June 2017) and advises that detailed wildlife mitigation proposals will be essential supporting information for any detailed planning application."

On the receipt of further information in relation to bats he confirmed that the results of the completed bat surveys do indicate any significant change in the sensitivity of the site, so his original comments remain unaltered.

SSDC Strategic Housing - Notes that as a rural location they would expect evidence to show how the development will meet local identified needs. In the event that the site is treated as a normal site, they state that the policy requires 35% of the housing to be affordable to be split 80:20 in favour of social rent over intermediate product. They propose a specific property mix, which they would expect to be pepper potted throughout the site. They express a preference for houses over flats and clusters of no more than 12 units per cluster. They provide minimum space standards and a list of approved housing association partners for the delivery of affordable units.

SSDC Landscape Architect -

"[T]he proposal site is a block of agricultural land at the southern edge of Henstridge. It is bounded by an area of residential housing along its the north (NNW) boundary - served by Woodhayes Way - whilst a thread of residential properties alongside Stalbridge road forms the east (ENE) boundary. Open agricultural land bounds the site to the west (WSW) whilst a rural plant nursery lays to the south (SSE). It comprises 5 pasture fields, divided by late-enclosure hedgerows, the majority of which are managed to a height circa 1.5-1.8m. thus providing limited visual containment. It lays along the same east-facing dip slope, and at the same elevation, as that occupied by the main settlement of Henstridge, with the land gently falling west to east. The site clearly expresses a rural character, but there is inter-visibility with the built settlement edge from all 5 fields.

The application considers the site to have the capacity to accommodate up to 130 houses, with associated open space. An illustrative masterplan indicates how this can be arranged without sacrifice of the site's few specimen trees, and with the retention of the majority of the site's existing hedgerows. The findings from a landscape and visual impact appraisal (LVIA) have helped to shape this masterplan, and is offered in support of the application. In summary, it has found the site to be well-related to the existing built form of Henstridge, with its main landscape components being specimen trees and hedgerows, which can be retained. It considers the impact upon these features to be no more than slight adverse, similarly so the level of effect upon local landscape character, due to the site's close correspondence with the settlement edge, and the strong definition of the bounding hedgerows, to thus contain the development. Visually, the LVIA finds the application site to have a low level of visibility other than from the immediate residential surrounds, and the right of way that runs alongside and through the site, where the visual effect is assessed as likely to be moderate adverse. Otherwise, the overall visual effect of the development upon local receptors is evaluated as slight adverse, decreasing to insignificant where more distant from the site.

Whilst I do not agree all the LVIA's weightings attributed to the likely landscape and visual effects of development impact, none are wildly at variance with my own assessment of the site, and in general I do not dispute the findings of the applicant's LVIA. From my own inspection of the site and its surrounds, it is clear that the site shares the same general landscape context as the main settlement of Henstridge - at the eastern toe of the dip-slope that falls to the Blackmore Vale - and is contained within the same enclosure field pattern as much of the village, and is at the same general elevation. In extending south along the Stalbridge road, it follows the same axial pattern formed by the A378 and the village's own lane network. The site is also in a clear correspondence with the settlement edge, and due to the low trajectory of potential views across the site area, visually contained to all but local vantage points. The quantum of development proposed is substantial, yet it does not breach any definitive landscape boundary, and from a landscape perspective, it is a logical area for settlement growth. Consequently, whilst the scale of development will consolidate a strong built character at this southern end of the village, I do not consider its overall landscape impact to be of sufficient weight on which to base a refusal of this application."

SSDC Tree Officer - Notes that the outline proposal seeks to sustainably retain the majority of the tree and hedgerow assets present within and adjoining the site. He recommends the use of a tree and hedgerow protection condition and a tree and shrub planting condition on any permission issued.

SSDC Climate Change Officer - States that nothing within the proposal merits his support.

SSDC Environmental Health Officer - States that she has no objections to the application, but would expect the recommendations of the acoustic consultant to be followed in respect of reducing the impact from nearby noise sources for the future occupants of the site.

SSDC Streetscene Services - Notes that on the basis of their methodology the population that would be generated by a net gain of 130 houses would be 290 persons. They calculate that this generates a requirement for 0.5 hectares of useable public open space. They note that the drainage features shown on the indicative layout should not be counted as usable green space, which should consist of

a combination of parks and gardens, informal recreational open space, green corridors, and natural green space.

SSDC Community, Health and Leisure - Requests the following contributions towards the provision of outdoor playing space, sport and recreation facilities:

- Equipped play space - the provision on site of a 580 square metre LEAP with 30 metre buffer zones plus a contribution of £110,344 (local)
- Youth facilities - the provision on site of a 145 square metre youth facility with 40 metre buffer zones plus a contribution of £21,666 (local)
- Commuted sums - £71,747 (local)
- 1% Community, Health and Leisure Service administration fee £2,038

Overall level of planning obligation to be sought: £205,795 (£1,583 per dwelling)

SCC Rights of Way - States that they have no objection to the proposal. They provide general comments about the duties of the developer in relation to the right of way traversing the site, and also provide the following specific comments:

- *"Our preference is for a development layout which does not require a structure such as the proposed footbridge, on the PROW. If a footbridge is definitely required, it would need to be the subject of a Section 106 agreement to ensure it is privately maintained in the future. Similarly, if another structure such as an earth causeway is used instead of a footbridge, it would also be the subject of a S.106 agreement.*
- *Should a Section 38 agreement not be sought, then a separate change of surface application will be required to ensure safe and convenient crossing points for where the estate roads cross the PROW.*
- *Potential surface improvements of sections of the PROW may be beneficial especially where future use may be higher than it is currently, such as near to the proposed play area. We would seek a discussion with the applicant regarding the potential improvements to the footpath through the development site.*
- *There are some alignment differences of the path WN 12/25 shown on the applicant's development plan and the legal route of the path as shown on our plan. It is advisable that the applicant seeks a proper alignment and width plan from Somerset County Council before a reserved matters planning application is submitted. There is a charge of £40 for such plans."*

SCC Education - Education contributions sought of £368,550. Calculated at 130 dwellings expected to yield 26 primary aged pupils at £14,175 each.

SCC as Lead Local Flood Authority -

"The development indicates an increase in impermeable areas that will generate an increase in surface water runoff. This has the potential to increase flood risk to the adjacent properties or the highway if not adequately controlled.

The applicant has submitted proposals to utilise detention basins and on site attenuation to capture and store the additional surface water runoff generated by the proposed development, with an outfall to the existing ordinary watercourse present within the site. Post development discharge rates are proposed at greenfield rates.

The applicant has also proposed to install a cut off drain and attenuation for surface water flows

entering the site from the upper catchment at the Western boundary, this will also be discharged to the existing ordinary watercourse but with rates controlled to Qbar (155.8 l/s), this is a potential betterment over existing.

Having noted flooding on site at the point of discharge to the culvert beneath Stalbridge Road, the applicant has proposed to upgrade the culvert from 300mm dia pipe to a 450mm dia pipe, however, they have not included any assessment of the downstream effect of this proposal. The LLFA has concerns that the increase in capacity has the potential to cause flooding issues downstream. The applicant will need to provide a full assessment of the downstream capacity.

The LLFA would, in principle, support these proposals, however it will be necessary for the applicant to provide further detailed design information and a full downstream assessment.

It is also noted that the applicant is proposing to divert an existing culverted watercourse at the south west boundary. The applicant will need to apply for Land Drainage Consent from Somerset County Council as the LLFA. Land drainage consent is a legal requirement under the Land Drainage Act and must be in place prior to an construction commencing on site.

The LLFA has no objection to the proposed development, as submitted, subject to the following drainage condition being applied."

They go on to specify a detailed drainage condition.

Avon and Somerset Police Crime Prevention Design Advisor - Raises no objections but recommends the children's play area is sited in a more socially inclusive area within the site, any rear parking courts are well overlooked, and that blank gable ends abutting public open space or footpaths are avoided.

Somerset Wildlife Trust - Supports the findings of the submitted ecological assessment, including the recommendations for mitigation and enhancement. They also request that planting uses native species and shrubs, internal boundaries are designed to allow the free passage of small mammals, and that residents are made aware of the proximity of badgers.

Campaign to Protect Rural England (CPRE) - Objects to the scale of the development in a rural settlement, and outlines why they consider the development to fail to comply with local plan policy or the requirements of the NPPF.

REPRESENTATIONS

Letter of objection were received from the occupiers of 74 properties in Henstridge. Further letters of objection were received from the occupiers of 5 properties in Yenston, 1 property in Templecombe, and 2 properties in Stalbridge. An organistaion calling itself the A357 Planning Action Group also submitted letters of objection. Objections were raised in the following key areas:

- Proposal is contrary to the policies of the local plan
- Proposal is contrary to the village design statement and the parish plan
- Proposal represents overdevelopment (also reference to number of developments proposed in the locality)
- Adverse impact on highway safety and traffic congestion
- Lack of infrastructure capacity
- Adverse impact on flooding and drainage
- The location is unsustainable (lack of local employment opportunities, lack of public transport etc)
- Adverse impact on ecology and biodiversity

- Loss of farmland
- Adverse impact on the historic environment
- Too many affordable homes proposed
- Lack of local consultation and support
- Adverse impact on the character of the area/landscape
- Poor layout proposed (location of play area etc)
- Lack of parking availability
- Presence of pollution/harmful chemicals nearby
- Lack of local need for the housing
- Concern regarding nuisance noise/odour from nearby farms
- Lack of local benefits

CONSIDERATIONS

Principle of Development

Henstridge is defined in the local plan as a Rural Settlement, where development will be strictly controlled. The starting point for considering development in Rural Settlements is policy SS2 of the South Somerset Local Plan. The proposal is contrary to that policy in several regards, as it does not generally have the support of the local community, is not commensurate with the scale of the settlement, and does not provide employment opportunities, create or enhance community facilities and services, or meet an identified housing need. However, as SSDC cannot currently demonstrate a five year supply of housing land, elements of that policy must be considered out of date. As such, it is considered that the LPA cannot rely on the proscriptions of that policy in regard to what the development must provide (e.g. meeting an identified housing need), but must accept that the settlement is broadly sustainable and capable of supporting some residential development. As such, although the proposal is contrary to policy SS2 of the local plan, only limited weight can be applied to this adverse impact in the planning balance. A concern has been raised locally regarding the inherent unsustainability of the location. However, it is noted that the settlement contains a variety of services and facilities including a state -primary school, local convenience shop, Post Office, pub, village hall, church, and children's play area. It is also noted that the settlement is relatively close to a variety of employment opportunities at Henstridge Airfield and the nearby industrial estate.

As highlighted by the SSDC Planning Policy Officer, it is policy SS1 of the local plan that is of most relevance when considering the scale of development. This policy sets out the proposed settlement hierarchy for the plan period, with Henstridge occupying the bottom tier of that hierarchy. As such, it would be expected that Henstridge would have less development than the settlements in the higher tiers of the hierarchy over the plan period. The policy officer has identified that, when dwellings already built and permissions already granted are taken into account, approval of the current proposal would see a potential for 250 dwellings to be delivered in Henstridge over the plan period. Policy SS5 of the local plan indicates the level of development envisaged for all of the settlements in the tiers above Henstridge, and 250 dwellings would be higher than that envisioned for all but one of the Rural Centres (the tier about Rural Settlement in the hierarchy). The proposal is therefore contrary to the development plan in that it would represent a skewing of the planned settlement hierarchy. This is clearly an adverse impact of the proposal that must be given significant weight in the planning balance.

A concern has been raised locally that there is a lack of local need for the proposed housing. However, there is a districtwide (and indeed nationwide) need for housing. A further concern has been raised that the proposal does not bring forwards any local benefits. However, as discussed in more detail below, the proposal bring forwards several benefits for the community of Henstridge and for South Somerset as a whole.

Highways

Significant local concern has been raised in regard to the proposed access arrangements and highway implications of the development, particularly in regard to the cumulative impacts of the proposed development along with other recently approved and proposed developments, including several proposed in Stalbridge (across the border in North Dorset).

The highway authority was consulted in regards to this application and has considered the proposed scheme in detail. In regard to the potential for impact on the surrounding highway network they stated that they do not consider that the proposal "...will have a severe impact on either highway safety or on the capacity of the surrounding highway network." They noted the other applications currently under consideration in Stalbridge, but concluded that every application should be considered on its own merits. However, it is clear that potential cumulative impacts of development are a legitimate planning concern and, when asked to provide more commentary on this issue, the County Highway Authority was unable or unwilling to do so. That said, none of the schemes in Stalbridge (at the time of writing) have been determined, and it would be unreasonable to constrain proposed development on the basis of other development that may or may not ultimately be granted planning permission. The cumulative impacts of development granted planning permission would be a different matter altogether.

Significant local concern has also been raised in regard to the specifically proposed access arrangements. However, the highway authority have confirmed that the proposal represents a safe and efficient means of access to the public highway, and it would not, therefore, be reasonable to withhold permission on the basis of these concerns.

Local concerns have been raised regarding an existing lack of parking locally, and the impact that this proposal may have on that particular issue. However the highway authority has not raised a concern in that regard, and the internal parking provision of the site would be considered at the reserved matters stage.

The highway authority gave significant advice regarding the internal layout of the site, although this is more properly considered at the reserved matters stage. They also suggested a variety of highway related conditions, some of which are considered to be relevant, and some of which relate to reserved matters.

The highway authority has suggested that a travel plan should be agreed in the event that permission is granted. This could be achieved through an appropriate clause in any section 106 agreement associated with the development.

The highway authority has also highlighted that they would seek the provision of a suitable footway link running parallel to the A357 in a north-south direction, to encourage pedestrian movements in the vicinity of the site. It is considered that such a link could be secured through the imposition of a suitable condition on any permission issued, and would represent a benefit of the scheme, as the current footway links along the section of the A357 parallel to the site are clearly substandard.

As such, subject to various conditions on any permission issued and a travel plan clause in a legal agreement, any impact on highway safety is considered to be acceptable and in accordance with policies TA5 and TA6 of the South Somerset Local Plan and the aims and objectives the NPPF.

Visual Amenity

The SSDC Landscape Architect was consulted as to the impacts of the scheme on the wider landscape. He raised no objections to the proposal. He noted that the proposal shares the same general landscape context as the main settlement of Henstridge and is contained within the same enclosure field pattern as much of the village, and is at the same general elevation. He noted that it would follow the same axial pattern formed by the A378 and the village's own lane network, that the site is in a clear correspondence with the settlement edge, and that it is visually contained to all but

local vantage points. He concluded that, from a landscape perspective, it is a logical area for settlement growth.

The tree officer has raised no objections to the scheme, but has suggested that any permission is subject to the imposition of tree protection and planting conditions. As landscaping is a reserved matter, it is considered that tree planting conditions are best imposed at the reserved matters stage. A tree protection condition is considered to be reasonable and necessary.

As such, subject to appropriate detail at the reserved matters stage, and notwithstanding local objections in this area, it is considered that the proposed development would preserve the character of the area in accordance with policy EQ2 of the South Somerset Local Plan and the aims and objectives of the NPPF.

A concern has been raised regarding the potential for an adverse impact of the development on nearby heritage assets. However, the proposal is some distance from the historic core of the village, and the scheme will therefore have no impact on the setting of the designated heritage assets (listed buildings and conservation area). There are no un-designated heritage assets nearby that would be adversely effected to any significant degree.

Residential Amenity

Due to the position of the proposed development and the size of the application site, there is no reason to assume that a satisfactory scheme could not be devised that would have no adverse impact on the amenity of adjoining occupiers by way of overshadowing, overlooking, or overbearing.

There would inevitably be some adverse impact on neighbouring occupiers by way of disturbance during the construction phase of the proposed development. However, a construction management plan condition could be imposed on any permission issued to ensure that any such disturbance is kept to a minimum. Such disturbance would also be transitory and, as such, it is not considered that the disturbance would be significant enough to warrant refusal of the scheme.

Therefore, subject to a construction management plan condition, a satisfactory detailed design at the reserved matters stage, and notwithstanding local concern, the proposal is considered to have no significant adverse impact on residential amenity in compliance with policy EQ2 of the South Somerset Local Plan.

Ecology

The SSDC ecologist was consulted. He considered the scheme in detail and its potential impact on protected species. He concluded that there would be no harm arising, and recommended the use of an informative on any permission issued to endorse the recommendation of the submitted ecology report and to alert the developer to the need for biodiversity enhancements at the reserved matters stage. As such, subject to such an informative, a satisfactory detailed design at the reserved matters stage and notwithstanding local concerns in this area, there will be no significant adverse impact on biodiversity in accordance with policy EQ4 of the South Somerset Local Plan.

Flooding and Drainage

Significant local concern has been raised in regarding to drainage issues and the potential for surface water flooding arising from the proposed development. The LLFA have been consulted as to these impacts and have considered the scheme in detail. They have confirmed that overall they are content that a satisfactory means of drainage can be achieved on site. They raised a specific concern regarding a proposed capacity increase to an existing culvert beneath the main road, but were content that this single issue could be adequately controlled through the imposition of a very detailed drainage

condition on any permission issued.

Contributions

The development would be CIL liable for £40 per square metres of residential floor space. For example, assuming an average house size of 75 square metres, this would equate to approximately £390,000 based on the currently proposed scheme. 15% of whatever the final figures equates to would be passed directly to Henstridge Parish Council.

SCC Education has requested a contribution of £368,550 (£2,835 per dwelling). This was calculated on the basis that 130 dwellings would be expected to yield 26 primary aged pupils, with a contribution at £14,175 per primary school place sought.

SSDC Community, Health and Leisure Service have requested a contribution of £205,795 (£1,583 per dwelling) towards the provision of outdoor playing space, sport and recreation facilities. This would be broken down in the following way.

- Equipped play space - £110,344 (local)
- Youth facilities - £21,666 (local)
- Commuted sums - £71,747 (local)
- 1% Community, Health and Leisure Service administration fee £2,038

They have also stated that a 580 square metre LEAP with 30 metre buffer zones should be provided on site, along with a 145 square metre youth facility with 40 metre buffer zones.

SSDC Streetscene Services have indicated that 0.5 hectares of public open space should be provided on site.

The SSDC Strategic Housing Officer has noted that as a rural location they would expect evidence to show how the development will meet local identified needs. However, in the event that the site is treated as a normal site, they state that local plan policy requires 35% of the housing to be affordable. They would recommend that this is split 80:20 in favour of social rent over intermediate product. At the policy compliant level, if the scheme was approved, it would equate to 46 affordable houses being provided on site. A specific concern has been raised locally that the proposal includes too many affordable homes. However, there is a district wide shortage of affordable housing, which this proposal would go some way towards alleviating.

North Dorset District Council have drawn the LPA's attention to an ongoing project known as the Trailway, which seeks to open sections of the old Somerset and Dorset Railway as a cycling and walking route. The route currently runs from Spetisbury to Sturminster Newton, with ambitions to link up through Stalbridge to Henstridge and then on to Templecombe. Contributions are being in requested in North Dorset towards the linking of Stalbridge to Sturminster Newton and northwards towards the border with South Somerset. It is considered that the project fits well with South Somerset's local plan policies and the objectives of the NPPF, which seek to increase sustainable transport links wherever possible. Local plan policies of relevance are SS6 (Infrastructure Delivery), EP8 (New and Enhanced Tourist Facilities), TA1 (Low Carbon Travel), TA5 (Transport Impact of New Development), and EQ5 (Green Infrastructure). As such, it considered reasonable to request a contribution from the current development towards improving low carbon travel links with nearby settlements, thus improving the sustainability of the proposed development. This project is new for South Somerset, but the calculations for contribution levels have been calculated by the North Dorset project and can be applied equally well in Henstridge. The requested contribution towards the Trailway project amounts to £92,965.60 (£715.12 per dwelling).

The requested contributions have all been agreed to by the developer, and should be secured through

a section 106 agreement before any permission is issued. Such contributions, particularly the contribution towards the district wide shortfall in housing affordable housing, must be considered as a benefit of the scheme, which should be afforded at least moderate weight in the planning balance.

Infrastructure

Whilst local concerns have been raised about the impact on local infrastructure, for example primary school capacity, such concerns are not supported by technical consultees or service providers and, where necessary, details can be conditioned. No service supply issues (e.g. education, healthcare etc) have been identified in Henstridge by the providers. As such, even when taking potential cumulative impacts into account, the concern is not sufficient reason to warrant refusal of the scheme.

Other Matters

A concern has been raised locally regarding the loss of farmland. However, the application land is classified as grades 3b and 4 agricultural land, so is not considered to be the best and most versatile. As such, paragraph 112 of the NPPF is not engaged and need not be considered further here.

A specific concern has been raised that there is a lack of local support and that there has not been sufficient local consultation. However, the developer has carried out local consultation, and has submitted a statement of community involvement, highlighting their efforts in this direction. Prior to submitting the application, the developer consulted with the Parish Council and provided a leaflet, with links to a consultation website, to approximately 730 households and businesses in the vicinity of the proposed development. Their efforts are considered to be sufficient in terms of the relevant legislation and paragraphs of the NPPF. As discussed above, local support is required by policy SS2 of the local plan, but with that policy out-of-date (in the absence of five years supply of housing land), it would be very difficult for the LPA to insist on such support as a prerequisite of granting planning permission.

Various concerns have been raised locally as to the submitted layout. Some of these concerns are shared by the LPA. However, the layout is indicative only, and the LPA is satisfied that the quantum of development proposed could be achieved at site. It is clear that the layout would have to be fine-tuned at the reserved matters stage, and an informative could be added to any permission to ensure that the developer is aware of the LPA's concerns with the indicative layout.

Objectors have raised a concern regarding the presence of pollution and harmful chemicals in the land near to the site. However, the SSDC Environmental Health Officer was consulted and raised no concerns in this area. Similarly the Environmental Health Officer raised no concerns in regard to the proximity of nearby farms, which was a further concern raised by local occupiers.

There is an electrical substation close to the site, and the SSDC Environmental Health Officer has indicated that she would expect the recommendations of the acoustic consultant report submitted with the application to be followed in respect of reducing the impact from nearby noise sources for the future occupants of the site. It is considered that an informative should be added to any permission to ensure the developer is aware of this issue when bringing forwards any reserved matters applications.

Conclusions and the Planning Balance

With no five year supply of housing land in South Somerset, paragraph 49 of the NPPF is engaged, which states *"Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites."* As such the tilted balance set out in paragraph 14 of the NPPF is the measure against which the development should be assessed. This states that *"For decision-taking this means...where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:*

- *And adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or*
- *Specific policies in this Framework indicate development should be restricted."*

In this case there are no specific policies in the NPPF that indicate development should be restricted, so an assessment must be made as to whether the adverse impacts of the development significantly and demonstrably outweigh the benefits.

The benefits of the proposed development are considerable. The proposal bring forwards several contributions towards education provision, community, sport and leisure provision, and the Trailway project discussed above, through S106 obligations and CIL. Whilst these are designed to alleviate the impacts of the proposed development, they also serve to increase the sustainability of the settlement as a whole (particularly the Trailway contributions) and, as such, should be afforded at least moderate weight as a benefit of the scheme. A further benefit consists of the contribution of a supply of affordable housing, of which there is a district wide shortage. Again, this is a benefit that can be afforded at least moderate weight. A further benefit of the scheme would be the provision of a footway link running for the length of the site parallel with the A357. The existing footway is substandard, and the development would serve to remove at least some existing pedestrian traffic from this substandard route; another benefit of moderate weight. Finally, the proposal would contribute significantly to the shortfall of housing land supply in South Somerset, which is benefit that must be afforded significant weight.

Weighed against the benefits outline above, the scheme will also cause some harm. Firstly, the policy is contrary to policy SS2 of the South Somerset Local Plan. However, as highlighted above this particular harm can only be afforded limited weight as policy SS2 must be considered out of date in the absence of a five year supply of housing land. Of more significance is the harm caused to the settlement hierarchy put in place by the local plan. As discussed in detail above, the proposal would bring forward more development than would be expected in a settlement of this tier. This harm must be afforded significant weight. A further area of some harm, albeit limited, is the disturbance likely to be caused during the construction phase of the development. Notwithstanding local objections, no other areas of harm have been identified by statutory consultees, notably the SCC Highway Authority, or by any of SSDC's officers consulted. The local concern that the proposal is contrary to the policies of the parish plan and the village design statement is noted, but cannot carry significant weight as neither of these documents has been formally adopted as development plan documents.

Given all of the above, it is considered that, on balance, the identified harm does not significantly and demonstrably outweigh the benefits of the scheme and, as such, planning permission should be granted.

RECOMMENDATION

That application reference 17/03029/OUT be approved subject to:-

The prior completion of a section 106 agreement or unilateral undertaking (in a form acceptable to the Council's solicitor(s)) before the decision notice granting planning permission is issued to:-

- 1) Secure at least 0.5 hectares of public open space on site to the satisfaction of the SSDC Streetscene Services manager
- 2) Ensure at least 35% of the dwellings are affordable with a tenure split of 80:20 in favour of social rented accommodation over other intermediate types, to the satisfaction of the Corporate Strategic Housing Manager.
- 3) Secure the provision of equipped play space and buffer zone on site (580 square metre Local

Equipped Area of Play (LEAP) with 30 metre buffer zones), to the satisfaction of the Community, Health and Leisure Service manager

- 4) Secure the provision of youth facilities and buffer zone on site (145 square metre youth facility with 40 metre buffer zones), to the satisfaction of the Community, Health and Leisure Service manager
- 5) Secure a contribution of £1,583 per dwelling towards the provision of outdoor playing space, sport and recreation, to the satisfaction of the Community, Health and Leisure Service manager
- 6) Provide for Travel Planning measures to the satisfaction of the County Highway Authority with the agreement of the development Manager and fully implemented in accordance with the agreed details.
- 7) Secure a contribution of £2,835 per dwelling towards primary school places to the satisfaction of Somerset County Council.
- 8) Secure a contribution of £715.12 per dwelling towards the 'Trailway Project' within South Somerset, to the satisfaction of the Development Manager

For the following reason:

01. The principle of development is considered acceptable as the identified harm does not significantly and demonstrably outweigh the benefits of the scheme. The proposed development of the site would respect the character of the area, with no demonstrable harm to highway safety, flood risk and drainage, protected species, or residential amenity. As such the proposal complies with local plan policies SD1, SS1, TA5, TA6, HG3, EQ2, EQ4, and HW1, and the aims and objectives of the NPPF.

SUBJECT TO THE FOLLOWING:

01. Details of the appearance, landscaping, layout, and scale of the development hereby permitted (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 not later than three years from the date of this permission. The development hereby permitted shall begin not later than two years from the date of approval of the last of the reserved matters to be approved.

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

03. The development hereby permitted shall be carried out in accordance with the following approved plans: CSA/3228/109A received 19 July 2017.

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

04. The proposed access shall be constructed generally in accordance with details shown on the submitted plan, drawing number 7476-53-02 and shall be available for use before first

occupation of the dwellings hereby permitted. Once constructed the access shall be maintained thereafter in that condition at all times.

Reason: In the interests of highway safety and in accordance with policy TA5 of the South Somerset local plan.

05. 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 and shall thereafter be maintained at all times.

Reason: In the interests of highway safety and in accordance with policy TA5 of the South Somerset local plan.

06. No works shall commence on site until details of a suitable footway link running parallel with the A357 for the entire length of the site has been submitted and approved in writing by the Local Planning Authority and there shall be no occupation of any dwelling hereby approved until the aforementioned link has been completed in its entirety. The link shall be retained and maintained in perpetuity unless otherwise agreed in writing with the local planning authority.

Reason: In the interests of highway safety and in accordance with policy TA5 of the South Somerset local plan.

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

Reason: To preserve the health, structure and amenity value of existing landscape features (trees and hedgerows) in accordance with the Council's policies as stated within The South Somerset Local Plan (2006 - 2028); EQ2: General Development, EQ4: Bio-Diversity & EQ5: Green Infrastructure.

08. No development shall be commenced until details of the surface water drainage scheme based on sustainable drainage principles together with a programme of implementation and maintenance for the lifetime of the development have been submitted to and approved in writing by the Local Planning Authority. The drainage strategy shall ensure that surface water runoff post development is attenuated on site and discharged at a rate and volume no greater than greenfield runoff rates and volumes. Such works shall be carried out in accordance with the approved details.

These details shall include: -

- Details of phasing (where appropriate) and information of maintenance of drainage systems during construction of this and any other subsequent phases.
- Information about the design storm period and intensity, discharge rates and volumes (both pre and post development), temporary storage facilities, means of access for maintenance (6 metres minimum), the methods employed to delay and control surface water discharged from the site, and the measures taken to prevent flooding and pollution of the receiving groundwater and/or surface waters.
- Any works required off site to ensure adequate discharge of surface water without causing flooding or pollution (which should include refurbishment of existing culverts and headwalls or removal of unused culverts where relevant). The applicant will need to prove no detrimental effects downstream from the upgrading of the culvert beneath Stalbridge Road. Should this not be feasible then the applicant will need to reassess the surface water drainage strategy for the proposal to accommodate a further restriction on discharge rates and volumes to meet the current capacity of the existing culvert.
- Flood water exceedance routes both on and off site, note, no part of the site must be allowed to flood during any storm up to and including the 1 in 30 event, flooding during storm events in excess of this including the 1 in 100yr (plus 40% allowance for climate change) must be controlled within the designed exceedance routes demonstrated to prevent flooding or damage to properties.
- A management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by an appropriate public body or statutory undertaker, management company or maintenance by a Residents' Management Company and / or any other arrangements to secure the operation and maintenance to an approved standard and working condition throughout the lifetime of the development

Reason: To ensure that the development is served by a satisfactory system of surface water drainage and that the approved system is retained, managed and maintained in accordance with the approved details throughout the lifetime of the development, in accordance with paragraph 17 and sections 10 and 11 of the National Planning Policy Framework, Paragraph 103 of the National Planning Policy Framework and the Technical Guidance to the National Planning Policy Framework (March 2015).

09. The development hereby permitted shall not commence until a construction management plan has been submitted to an approved in writing by the local planning authority. The plan shall include details of construction vehicle movements, construction operation hours, construction vehicular routes to and from the site, construction delivery hours, expected number of construction vehicles per day, vehicle parking for contractors, specific measures to adopted to mitigate construction impacts in pursuance of compliance with the Environmental Code of Construction Practice and a scheme to encourage the use of public transport by contractors, The plan as approved shall be fully adhered to at all times through the construction period.

Reason: In the interests of highway safety and residential amenity and in accordance with policies EQ2, TA5 and TA6 of the South Somerset local plan.

Informatives:

01. The applicant's attention is drawn to the comments of the SSDC Environmental Health Officer who states that she would expect the recommendation of the acoustic consultant to be followed in respect of reducing impact from nearby noise sources. This information should inform any application for reserved matters.
02. The applicant's attention is drawn to the comments of the SCC Rights of Way Officer, available on the council's website, and their concern regarding the currently submitted layout in relation to

the footpath crossing the site. This information should inform any application for reserved matters. Development, insofar as it affects a right of way should not be started, and the right of way should be kept open for public use until the necessary (diversion/stopping up) Order has come into effect. Failure to comply with this request may result in the developer being prosecuted if the path is built on or otherwise interfered with.

03. The developer should be aware of the concerns of the LPA in regard to the submitted indicative layout. In particular, the LPA is concerned with the indicated position of the play area, the wildlife pond, and the footbridge crossing the drainage feature. Before submitting any reserved matters application the developer is advised to contact the planning department to discuss how the indicative layout could be amended to address the above concerns.
04. The Council's Ecologist supports the proposed wildlife mitigation proposals (Ecological Impact Assessment, CSA Environmental, June 2017) and advises that detailed wildlife mitigation proposals will be essential supporting information for any application for reserved matters.
05. Please be advised that subsequent full or reserved matters approval by South Somerset District Council will attract a liability payment under the Community Infrastructure Levy. CIL is a mandatory financial charge on development and you will be notified of the amount of CIL being charged on this development in a CIL Liability Notice.

You are required to complete and return Form 1 Assumption of Liability as soon as possible and to avoid additional financial penalties it is important that you notify us of the date you plan to commence development before any work takes place Please complete and return Form 6 Commencement Notice. You are advised to visit our website for further details <https://www.southsomerset.gov.uk/cil> or email cil@southsomerset.gov.uk

06. The applicant will be required to enter into a suitable legal agreement with the Highway Authority to secure the construction of the highway works necessary as part of this development. Please ensure that an advisory note is attached requesting that the developer contact the Highway Authority to progress this agreement well in advance of commencement of development.