

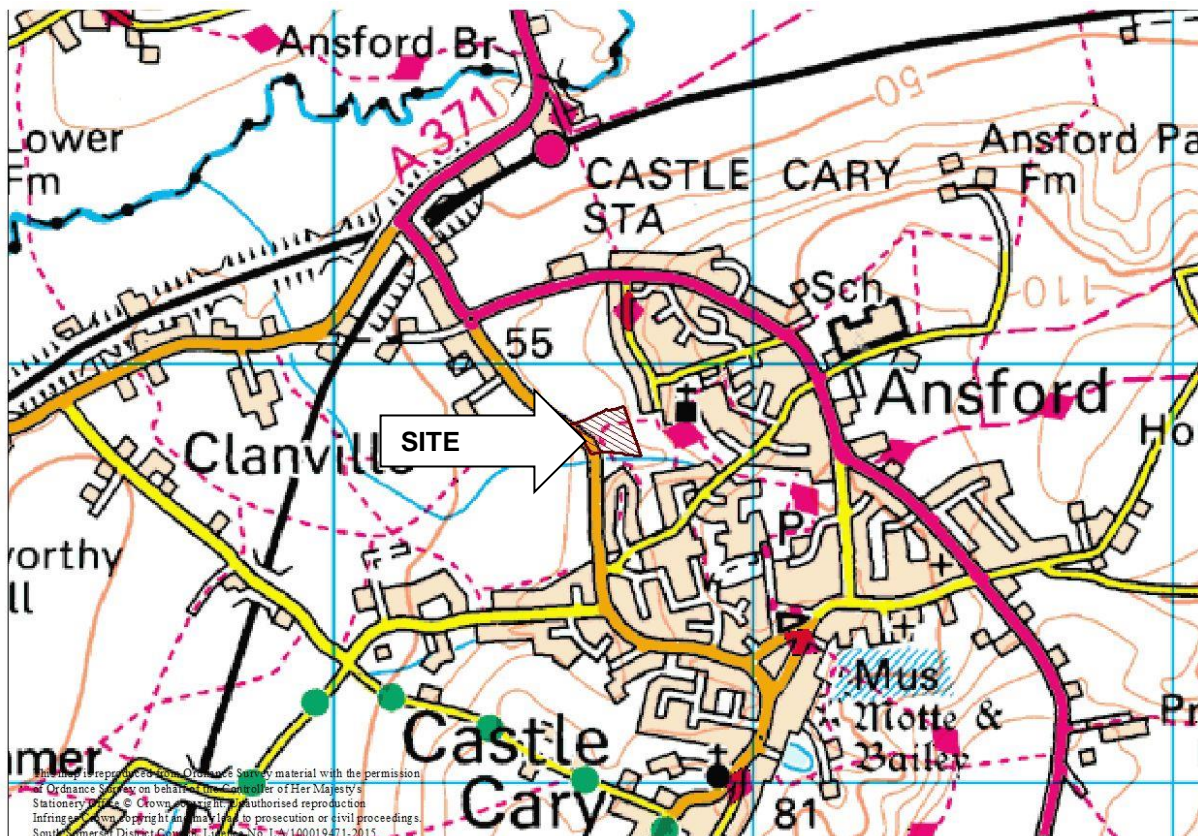
**AREA EAST COMMITTEE**  
**Officer Report On Planning Application: 15/03441/REM**

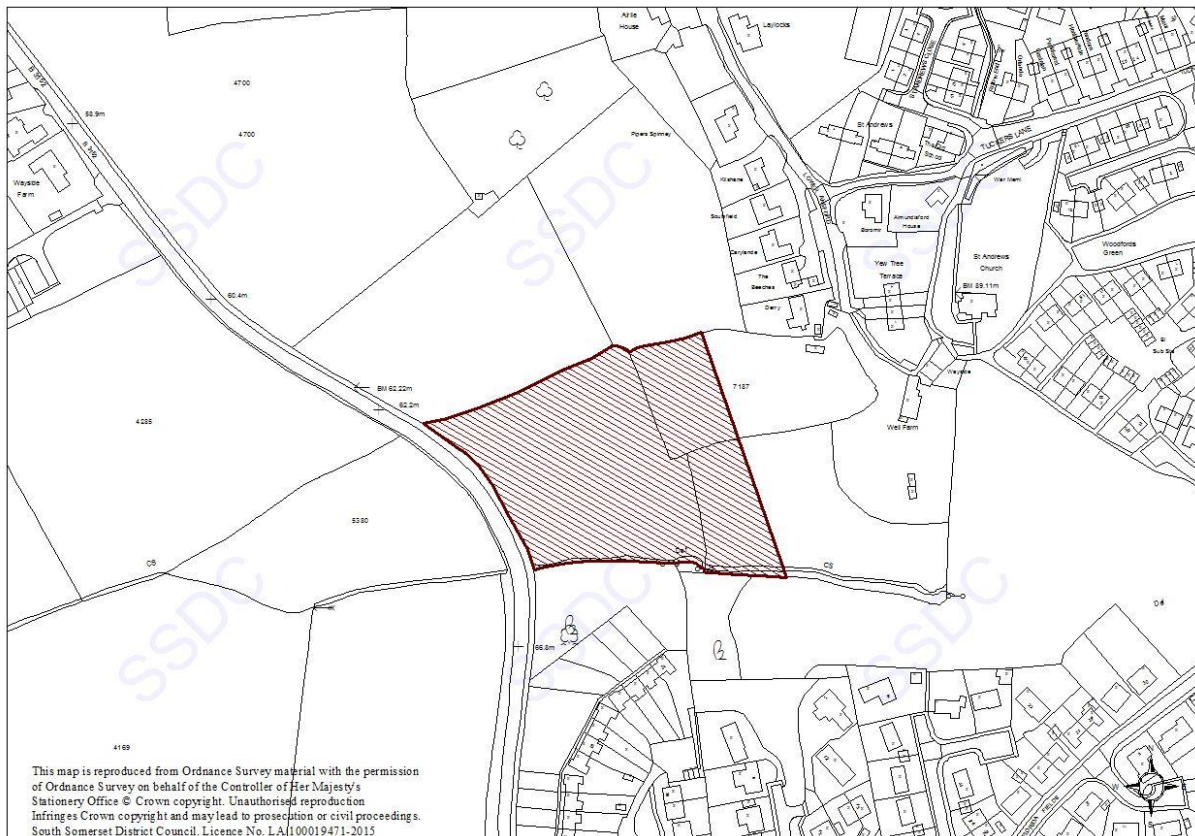
<b>Proposal :</b>	Approval of reserved matters for the erection of 40 dwellinghouses, details of layout, scale, appearance and landscaping to include levels, external materials, and enhancement of biodiversity of outline planning permission 13/3593/OUT (GR 363695/132833)
<b>Site Address:</b>	Land Adjoining Well Farm Lower Ansford Ansford
<b>Parish:</b>	Ansford
<b>CARY Ward (SSDC Member)</b>	Cllr Nick Weeks Cllr Henry Hobhouse
<b>Recommending Case Officer:</b>	Lee Walton Tel: (01935) 462324 Email: lee.walton@southsomerset.gov.uk
<b>Target date :</b>	26th November 2015
<b>Applicant :</b>	Mr Gareth Davies
<b>Agent: (no agent if blank)</b>	Mr Chris Corrish In House Building Design Ltd 17 Noble Avenue North Common South Gloucestershire BS30 8YY
<b>Application Type :</b>	Major Dwlgns 10 or more or site 0.5ha+

**REASON FOR REFERRAL TO COMMITTEE**

This application is referred to the committee at the request of the Ward Member(s) with the agreement of the Vice Area Chairman to enable the local comments to be fully debated.

**SITE DESCRIPTION AND PROPOSAL**





This application follows the outline planning permission ref: 13/03593/OUT that considered the principle of residential development in this location as well as the proposed access arrangements, with all other matters reserved. The site extends to 1.2 hectares.

The site predominantly falls from east to west, with field and hedgerow trees at the site's boundaries. A watercourse runs along the southern boundary at which there is a small wooded area beyond which are residential properties (Castle Cary) and agricultural land extending eastward beyond Well Farm, which is a residential property. Station Road forms the western boundary, with agricultural land to the north that is overlooked by adjacent residential (Ansford) properties. Two public footpaths cross the site and are proposed for diversion.

The proposal seeks 40 dwellings consisting of 14 affordable homes and 26 open market properties. The accommodation includes 4 one bed, 10 two bed, 17 three bed and 9 four bed units. This represents 36 houses and 4 apartments. The proposal provides for 86 car parking spaces. The submitted drawings detail external materials to include the use of render and brick elevations under plain and double roman tile roofs. The application is supported by the following reports:

- Design and Access, and Planning Statement,
- Up-date Ecological Assessment (April 2015).

## RELEVANT HISTORY

13/03593/OUT - Residential development with associated vehicular access arrangements - Approved, 13.02.2015.

15/00041/EIASS - Screening opinion request for residential development, EIA not required.

## 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.

Sections 16 and 66 of the Planning (Listed Building and Conservation Areas) Act 1990 require authorities considering applications for planning permission or listed building consent for works that affect a listed building to have special regard to certain matters, including the desirability of preserving the setting of the building.

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)

SD1 - Sustainable Development

SS1 - Settlement Strategy

SS5 - Delivering New Housing Growth

TA5 - Transport Impact of New Development

TA6 - Parking Standards

HW1 - Provision of open space, outdoor playing space, sports, cultural and community facilities in new development

EQ2 - General development

EQ3 - Historic Environment

EQ4 - Biodiversity

Regard shall also be had to:

National Planning Policy Framework (March 2012):

Chapter 4 - Promoting sustainable transport

Chapter 6 - Delivering a choice of high quality homes

Chapter 7 - Requiring Good Design

Chapter 8 - Promoting Healthy Communities

Chapter 10 - Climate Change and Flooding

Chapter 11 - Conserving and Enhancing the Natural Environment

Chapter 12 - Conserving and Enhancing the Historic Environment

National Planning Policy Guidance

Other Relevant Documents

Somerset County Council Parking Strategy, adopted March 2012 and re-adopted September 2012 following corrections made.

Somerset Highways Standing Advice - June 2015.

## **CONSULTATIONS**

**Ansford Parish Council** - The following concerns and issues were raised:

- Green 'buffer' zone between the proposed dwellings and Well Farm: It is imperative that a Condition be imposed to keep this area as a green buffer zone with no development permitted in perpetuity. A condition also needs to be imposed with regard to the ongoing maintenance and upkeep of this area and contributions to the cost of such if required.
- Trees: Tree preservation orders need to be placed on all larger trees within the proposed development area.
- Green Areas abutting station road and the stream: It is important that Conditions be imposed with regard to ownership and ongoing maintenance of these areas - including contributions toward the cost of upkeep if required.
- Public Footpaths: Significant re-routing of the TWO existing footpaths is noted. Conditions need to be placed with regard to the surfacing of these paths, installation of clear signage for them and a contribution toward ongoing future maintenance.
- Badgers: Although the green buffer zone has been created as part of the development plan it is imperative that the extent of the badger set be clarified in order to insure that no detrimental impact occurs.

- Design of dwellings: The proposed development is within the parish of Ansford and close to properties within Lower Ansford. Ansford architecture has not been taken into account. The dwellings appear to be standard homes with very little adaptation to the nearby Lower Ansford architectural style.
- Access onto station road: The access is considered to be highly hazardous on an already dangerous part of the road where accidents have been known to occur. The proximity of the exits of footpaths onto station road also need to be considered in order to reduce the impact of the increased traffic.
- Parking: The parking within the development is not integrated and not unobtrusive - the detached garages as shown will not sit well.
- Layout: The layout does not fully consider the sloping nature of the site, no cross sections through the site illustrating provision for differing levels has been provided. The houses do not face each other but rather a variety of directions and therefore there is no sense of enclosure, reduced feeling of safety and neighbourliness are created.

Ansford Parish Council therefore recommends REFUSAL of this application until such time the conditions outlined above be imposed and remedial action taken to mitigate the concerns raised by the council.

**Castle Cary Town Council** (adjacent) was unanimous in its view not to support the above application based on the following:

- Overly dense housing with little outside space
- Natural Landscaping is inadequate in quantity
- Parking provision is inadequate
- Hammerhead road may lead to additional development
- Clear provision of footpaths in to town is requested
- Housing design does not fit with the vernacular for Castle Cary
- Concerned that 40 houses are being planned for 1/3 of a site that has been agreed for 65 houses in total.
- The exit road on to Station Road is unsafe.

**County Highway Authority** response relates to the internal layout as the principle of access and location were agreed at the outline stage. In terms of the general layout the visibility splays within the estate based on a vehicle speed of 20mph appears is incorrect.

Road A - Adoptable roads should be a minimum 5.0m and need to be reviewed prior to any formal S38 submission. The turning head is considered acceptable but what is the intention for the square area beyond the northern turning arm? The Highway Authority would not be opposed to this area being adopted but it can also remain private if required to do so. The proposed footway widths are considered acceptable. The proposed 2.0m overhangs over the end of the turning arms are considered to be acceptable.

Turning to Road B it is apparent that the junction radii is too small and coupled with the narrow width of Road A at this point, vehicles may struggle to negotiate all other dimensions are acceptable.

Finally in terms of Road C all dimensions are acceptable. The areas of grass verge on the western side and around the turning arm should be replaced by continuous footway/hard surface. The applicant will need to review the alignment of the junction with Road A.

To conclude, this proposal deals solely with the internal layout. From the details provided and set out above there are a number of points that need to be addressed. However these can be provided as part of a formal S38 audit. As a consequence the Highway Authority raises no objection, subject to conditions to include: vehicles leaving the site to not emit dust or deposit mud, construction Environmental Management Plan, estate roads and footpath details, consolidated surfaces, gradients not steeper than 1 in 10, street lighting scheme, discharge of surface water

**SSDC Conservation Officer** comments that some parking areas, namely adjacent to plot 14, between plots 01 and 06, and next to plot 36 are too prominent with the potential to disrupt the public realm, and

that front gardens should be fenced where these extend to more than 1.5m in depth (OFFICER Note: a condition to secure details of enclosure to front garden areas can be attached as part of any permission).

**Historic England** - The application should be determined in accordance with national and local policy guidance, and on the basis of your specialist conservation advice.

**SSDC Landscape Architect** - I note the following positive elements are integrated within the design;

- a) the road alignment enables views toward Ansford church tower;
- b) a green corridor runs alongside the stream to the south boundary. Levels between the parking areas and the existing ground may be an issue, and require clarification;
- c) the housing has frontage onto the pasture plot to the east, and;
- d) an appropriate set-back to the frontage to Station Road is established, containing amenity open space.

(OFFICER Note: Proposed conditions, such as a tree protection plan is covered by a condition attached to the outline, while a proposed landscape condition seeks any planting to be replaced within the first 5 years).

**County Archaeologist** makes no objection.

**SSDC Tree Officer** advises that following the receipt of Revision E the landscaping layout (ref: LAN/01 RevE) addresses earlier concerns to the extent that there is no longer an objection to the application.

No tree protection details have yet been submitted as required by Condition 20 [relating to 13/03593/OUT]. The landscaping layout design does propose to retain most of the Ash trees adjoining the boundaries.

I have concerns regarding the late-mature Ash within the copse adjoining the Southern boundary. It is a forest-sized tree and has numerous decay cavities and wood-pecker holes. Whilst this potentially provides an important ecological habitat for rare invertebrates and possibly bats, this fragile tree would be located in close proximity to people's houses (with radial Root Protection Area requirements of 12.72 metres - it is located within 10 metres of Plot 34). Some arborist's are suitably qualified to inspect trees for the presence of bats. I recommend that this particular Ash tree is carefully inspected by a suitably experienced and qualified arborist and that any forthcoming recommendations provided, are acted upon (OFFICER Note: to be conditioned).

I noted the presence of some fine young Oak trees establishing themselves within the Northern hedgerow boundary - I would welcome assurances that they, along with the hedgerow; are to be carefully retained (OFFICER Note: condition seeks further details of their management).

**SSDC Ecology Officer** - I've noted the Update Ecological Assessment (Country Contracts, April 2015), and have visited the site. He makes comment that he is satisfied that dormice are unlikely to be present, that reptile species should be subject to further survey and mitigation that is covered by condition 18 of the outline consent. Having seen the Parish comment and whilst the badger sett is fairly peripheral to the site, there is potential for harm to the sett if construction personnel aren't expressly aware of it at the time of earthworks, or if badgers create new setts within the site prior to development commencing. He therefore recommends a condition. He is satisfied with the assessment of trees for bat roosting potential. This identified only one tree (a large ash on the southern boundary) with high bat roosting potential, and it appears the site layout allows for retention of this tree.

#### **Biodiversity enhancement measures**

I've noted the 'Wildlife Protection and Habitat Management and Enhancement Plan' (Country Contracts, September 2015) submitted in respect of condition 19 of the outline consent. I consider greater detail (e.g. a plan showing locations of bat roosting provision) should be required. This could be via a further pre-commencement condition (or by asking for more information to satisfy the existing condition).

**County Rights of Way** - refer to their earlier response to the outline application. This offered general comments including, if the route is to be diverted, this will be dealt with by South Somerset District Council (OFFICER Note: A diversion application has been received and is dealt with by the council's Legal and Democratic officers.)



**SSDC Community Health and Leisure** - As you are aware there is a S106 from the outline application from this site 13/03593/OUT signed on 26th January, 2015.

**Care4Cary**- requests refusal of this application and that Elan Homes is asked to:

- a. provide a master plan for the whole site
- b. submit a revised layout for pre-clearance for potential discussion with a Design Review Panel
- c. create a buffer zone between the proposed dwellings and Lower Ansford
- d. take into consideration that this site is on a significant slope
- e. reduce the density of the proposed dwellings
- f. ensure the proposed dwellings do not jar with the nearby Lower Ansford architectural style
- g. integrate the parking within the development in an unobtrusive fashion
- h. protect the public footpaths
- i. ensure safe ingress from and egress onto Station Road (including considering a joint access point with Donne/SCC and Silverwood sites)
- j. clarify ownership and maintenance of green areas abutting Station Road and stream
- k. produce a landscape plan that preserves all larger trees on the site, as well as existing hedgerows, and provides natural screening for Well Farm itself

Care4Cary wants to see appropriate sustainable housing built in Castle Cary and Ansford. Unfortunately, this application does not meet the required standard.

**Police Crime Prevention Design Advisor:**

- Provide lockable gates at the front elevations to plots 3 & 4, 20 & 21, 36 & 37 and 28
- Provide a window to avoid a blank gable end abutting public space to plot 13

**REPRESENTATIONS**

There have been four householder responses received. These are concerned with:

- Access to and from Station Road would not be safe
- I agree with Care4Cary's proposals for a roundabout allowing access onto Station Road from housing permissions agreed so far.
- The Design and Access statement says this is an opportunity to create a sensitive development and an attractive place to live; to have a positive effect on the landscape and to achieve the highest standard of design. So what went wrong?
- The site is on a hillside but the layout has totally ignored its contours. The appearance of the dwellings is unimaginative
- The development will be prominent as one enters the town.
- The density of housing is undesirably high and the size of houses such that there is insufficient room for a growing family.
- The type of development is not in keeping with that of the surrounding residential areas.
- When the first outline planning was granted, it was for 36 houses not 40
- It will start ribbon development
- The infrastructure will not be able to cope with extra houses
- Where are being going to work
- The ground where the proposed building is going is extremely boggy and will cause flooding onto Station Road

**CONSIDERATIONS**

**Principle of Development:**

The principle of residential development was accepted by the outline planning permission (ref: 13/03593/OUT). That permission saw removal of the illustrative layout that identified 38 units, at which time it was noted in the officer report that the housing density was a matter for the application of Reserved Matters, and that density would be dictated by the need to accommodate sufficient parking on site and how the proposed dwellings related to the strategic gap and the setting of the heritage assets.

Reserved Matters indicate 40 dwellings within an area of 1.2 hectares. The density appears not dissimilar to certain other developments at West Park and Mullins Way, but clearly involves a larger area of concentrated density. The main considerations include: the reserved matters of appearance, landscaping, layout, scale; impact on heritage assets, highways safety and neighbour amenity.

**Appearance:**

In terms of appearance the dwellings are predominantly two storey with 2 dwellings having dormers, and others within the site, namely plots 18- 20, having two storey front elevations and three storey rear elevations that result and make use of the change in ground level. While the proposal is criticised locally for not following the vernacular, there is a mix of design types found locally into which the proposed development is considered would fit.

**Landscaping:**

A strong landscape presence is proposed on the Station Road frontage that continues to the site's southern boundary and the adjacent 'valley' setting. The applicant advises in their email of the 24 November 2015 that it is their intention of appointing a management company to maintain the land. Otherwise landscaping is minimal being closely related to the individual residential curtilages that are to be established.

The SSDC Tree Officer in response to the current application has identified certain trees to be protected (TPO). The Tree Officer does not object to the proposed layout and in consequence the proposed development is not considered to have any detrimental impact on the trees that have been protected.

**Layout and Scale:**

The Conservation Manager is critical of certain areas of parking that are considered prominently positioned and might disrupt the public realm. He advises that any front garden area whose depth is more than 1.5m should be enclosed. A condition to this effect can be attached to any permission. The parking criticism in terms of its visual impact is less straightforward. The Conservation Manager falls short of objection, and his criticisms alone is not considered sufficient to warrant a refusal of the scheme.

The application site is seen in context with adjacent development, the character of which shows in certain instances a similar level of density. West Park, off Victoria Gardens to the south, and Lower Ansford are examples. The proposal is considered generally would be in-keeping with the area.

Both the Landscape Officer and Conservation Manager, despite certain reservations, are supportive of the scheme and on this basis it is not considered that there would be any adverse impact that would significantly and demonstrably outweigh the benefits of housing.

**Impact on Heritage Assets:**

The landscape officer notes that the layout's main approach road aligns with and enables views toward Ansford church tower. The relationship and design of the proposed built form that outlooks over and abuts the strategic gap is considered acceptable, and while mindful of the setting of adjacent heritage assets, the site is not otherwise protected with the wider development to be considered in terms of its planning merit. The proposal is not considered would have a detrimental effect on the setting of heritage assets.

**Highway Safety:**

Access to and from Station Road was considered formally at outline at which time the details were agreed. This leaves reserved matters to consider the on-site layout and parking standards. The numbers of parking spaces that are to be provided reflect the county council's parking standard. The County Highway Authority's response notes various concerns that shall need to be considered further but that this can be done as part of their processes, and the conditions that they recommend were either attached to the outline planning permission or else otherwise attached to this application that considers the detailed layout on site. The Highway Authority have raised 'no objection' and on the basis that the Highway Officer's advice attracts significant weight it is considered that the proposal should be supported.

The County Rights of Ways Officer originally commented at the time of the outline and has confirmed they will not be commenting further on the proposed plans. A separate application has been received

involving diversion of the existing rights of way that accord with the application drawings for planning application. This includes diversion over a green area adjacent to an all-weather pathway to serve the development. The new route has a grassed surface for the majority of the new route with a gravel path at the north east corner of the development.

#### **Neighbour amenity.**

The layout details are not considered would give rise to any loss of privacy to any existing residents in the adjacent areas or otherwise unacceptably harm residential amenity.

#### **Neighbour and Parish Council comments:**

The objections are mostly dealt with under the relevant sub-headings of the officer report. Neighbour objections remain concerned about the dangerous access onto Station Road but this aspect of the proposal was fully considered by the outline planning application. The Reserved Matters is unable to revisit this aspect of the development.

Drainage and flood risk was considered by the outline application and is addressed by conditions attached to that permission requiring details both during the construction phase (Environment Agency) and long term (Highway Authority) as part of the development.

The Ansford Parish Council's response raised 9 concerns that are responded to, below, in the order as put. All 9 are either addressed as part of the application or can be addressed by conditions:

1. The Green 'buffer' zone, otherwise referred to as the strategic gap, is removed from the current application. It remains agricultural land for the purposes of planning. It should be seen as part of a wider 'belt' of 'open' land in the locality whose openness contributes towards the character of this area. While local concerns view the land as a phase 2 development, were a subsequent application received, with the support of local communities the planning interests would be to support the loss of the land that contributes to a wider strategic gap that contributes to good planning.
2. The Tree Officer in response to the application for reserved matters has placed Tree Preservation Orders on certain trees where they merit such protection.
3. The developer on becoming the owners of the land advise in their email of the 24 November 2015 that it would be their intention to enter into a private management agreement for the land fronting Station Road including the course of the public right of way along the southern boundary to maintain the land.
4. The footpaths are part of outstanding outline conditions whose details have still to be discharged. The applicant has said in their email of the 24 November 2015 that they have no intention of agreeing to a specific condition requiring them to surface the rights of way.
5. A condition is proposed in response to the comments about the badger sett, made by the Parish Council.
6. The comments concerned with the design of dwellings are noted, however the location is considered part of a more mixed architectural styles of which it would be in keeping.
7. Access from and to Station Road having been determined by the outline application now cannot be considered as part of the Reserved Matters.
8. The Conservation Manager's response is also critical of aspects of the parking provision and the parish council's comments are noted but would not alone warrant a refusal.
9. The comments are noted but the proposed layout offers a solution that is otherwise considered acceptable. The scheme is considered capable of affecting a sense of enclosure and neighbourliness.

#### **Other Matters:**

The SSDC Ecologist having considered the accompanying ecological report, and aware of the outline conditions that remain relevant is supportive, proposing two further conditions to secure measures for the protection of badger setts, and details of bat roosting places.

The outline planning permission considered the larger site although the 'strategic gap' was never envisaged to support housing, but to remain 'open' and seen as part of a broader area of open land set between the built forms in the locality. In considering the current application there is local concern that the remaining land might form part of a phase 2 development. While this might not be discounted: from the outset the land was always viewed as part of a wider planning interest and remains so. An



application if made would at the present time be resisted with local communities support. There are sound planning reasons not to support such development.

In light of the recent permissions for residential development on the west side of Station Road the applicant was asked to consider whether the access arrangements to the proposed scheme could be included as part of this wider development in this locality. In response the applicants have said that their access was approved under the Outline consent with the associated S106 agreement. Various works have taken place since then that has fixed a diversion route around the green boundary of the site, while developing an electric solution and drainage solution for the proposed site which are fixed in line with the access arrangements. They suggest that any changes to the approved access at this moment in time would result in almost a year's worth of consultation and negotiation with district and county being thrown away.

**Concluding Remarks:**

The proposal is considered provides for an acceptable housing scheme addressing parking standards, providing acceptable private amenity areas, while the impact on the setting of heritage assets and the built form's relationship to the strategic gap are likewise considered dealt with by the proposed layout.

**RECOMMENDATION:**

Approve.

01. The proposal, by reason of its location and relationship of the proposed built form to existing, respects the character of the area, the setting of heritage assets and causes no demonstrable harm to highway safety, visual or residential amenity in accordance with the aims and objectives of Policy SS1, SS5, EQ2, EQ3, TA5, TA6 of the South Somerset Local Plan 2006- 2028.

**SUBJECT TO THE FOLLOWING:**

01. The development hereby permitted shall be carried out in accordance with the following approved plans: LOC/01, HT01A, HT02, HT03, HT04, HT04.1, HT04.2, HT05, HT06, HT08, HT09.1, HT09.2, HT10, HT11, HT12, HT13, GA01, GA02, SE/01 received 10 August 2015; PL/01 RevB, received 17 September 2015, and LAN/01 RevE received 14 December 2015.

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

02. The development hereby permitted shall be undertaken in accordance with the landscape scheme. Within 5 years of planting any trees or plants which die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

Reason: In the interests of visual amenity, character and appearance further to Policy EQ2 of the South Somerset Local Plan 2006- 2028.

03. Details of boundary treatment to front garden areas shall be submitted to and agreed in writing by the Local Planning Authority. Such details shall be provided as part of the development and thereafter retained.

Reason: In the interests of visual amenity, character and appearance further to Policy EQ2 of the South Somerset Local Plan 2006- 2028.

04. The development hereby permitted shall not be commenced until there has been submitted to, and approved in writing by the Local Planning Authority, details of measures for the protection of the badger setts (e.g. exclusion fencing and signs), ecological supervision of works and update surveys for badger setts. The works shall be implemented in accordance with the approved details, unless otherwise approved in writing by the local planning authority.

Reason: For the protection of legally protected species in accordance with the Wildlife and Countryside Act 1981, and Protection of badgers Act 1991.

05. Prior to the commencement of development, details of a scheme for incorporating features for the benefit of wildlife (e.g. bat and bird boxes to be provided on and/or within dwellings and shown on a plan indicating numbers, locations and specifications) shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented in accordance with the approved details unless otherwise approved in writing by the local planning authority.

Reason: For the enhancement of biodiversity in accordance with NPPF and Local Plan Policy EQ4.

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

Reason: In the interests of highway safety further to Policy TA5 of the South Somerset Local Plan 2006-2028.

07. The gradients of the proposed drives to the dwellings hereby permitted shall not be steeper than 1 in 10 and shall be permanently retained at that gradient thereafter at all times.

Reason: In the interests of highway safety further to Policy TA5 of the South Somerset Local Plan 2006-2028.

08. None of the dwellings hereby permitted shall be occupied until a scheme of street lighting has been installed in accordance with a design and specification to be approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety further to Policy TA5 of the South Somerset Local Plan 2006-2028.

09. Notwithstanding the details shown in the approved layout drawing an area of hard standing at least 6.0m in length (as measured from the nearside edge of the highway to the face of the garage doors) shall be provided where the doors are of an up-and-over type, failing which an alternative door design solution shall be submitted to and agreed in writing by the Local Planning Authority. Such details as agreed shall be undertaken as part of the permitted development.

Reason: In the interests of highway safety further to Policy TA5 of the South Somerset Local Plan 2006-2028.

10. There shall be an area of hard standing at least 5.5m in length (as measured from the nearside edge of the highway to the face of the garage doors), where the doors are of a roller shutter/sliding/inward opening type.

Reason: In the interests of highway safety further to Policy TA5 of the South Somerset Local Plan 2006-2028.

11. Prior to first occupation of any dwelling hereby permitted a detailed landscape management plan shall be submitted to and agreed by the Local Planning Authority. This will include details of the hedgerow management including maintained minimum heights at the north (to include retention and management of the oak trees) and western (roadside) boundaries.

Reason: In the interests of visual amenity, character and appearance further to Policy EQ2 of the South Somerset Local Plan 2006- 2028.

12. Prior to commencement of the development hereby permitted the large ash tree at the site's southern boundary adjacent to plot 34 (LAN/01 RevE) and south of the car park area shall be carefully inspected for the presence of bats by a suitably experienced and qualified arborist and submitted to and agreed by the LPA. And forthcoming recommendation(s) provided shall be acted on as part of the development hereby permitted.

Reason: In the interests of protected species further to Policy EQ4 of the South Somerset Local Plan 2006- 2028.

**Informatives:**

01. The applicant/ developer is advised that there are outstanding planning conditions attached to the outline planning permission ref: 13/03593/OUT that remain to be discharged.