

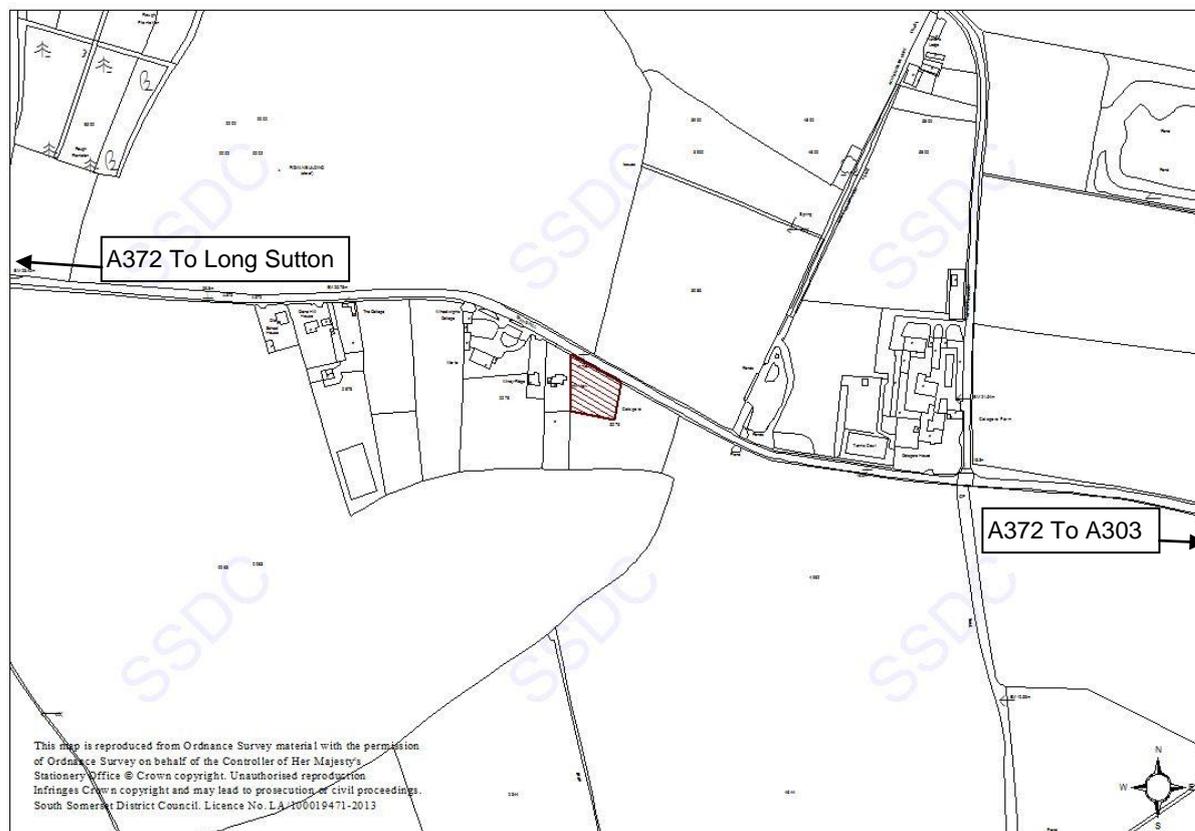
Area North Committee – 27 February 2013

Officer Report on Planning Application: 12/04328/FUL

Proposal :	Change of use of land for the siting of one touring caravan and one mobile home and associated ground works. (GR 350311/125759)
Site Address:	Land OS 3276 Langport Road, Catsgore.
Parish:	Somerton
WESSEX Ward (SSDC Member)	Cllr P Clarke and Cllr D J Norris
Recommending Case Officer:	Lee Walton Tel: (01935) 462324 Email: lee.walton@southsomerset.gov.uk
Target date :	3rd January 2013
Applicant :	Mr G Davis
Agent: (no agent if blank)	Mr Simon Ruston, Ruston Planning, Unit 6472, PO Box 6945, London W1A 6US
Application Type :	Minor Other less than 1,000 sq.m or 1ha

REASON FOR REFERRAL TO COMMITTEE:

This application is referred to Area North Committee by the Chairman at the request of the Ward Members to permit further consideration given the comments by the Town Council and neighbours.



The application site is located in the countryside on the south side of the A372. To the West is a short stretch of roadside development that centres on the former petrol filling station site and to the east a permitted travellers' site (permitted 2010). The applicant's site is taken from, and sits between, the travellers site and the built form to the west. The application site currently opens onto the roadside with no mature screening in place.

The proposal seeks the siting of one touring caravan and one mobile home and associated ground works. The proposal shows the caravans to be clear of the easement to the Wessex Water mains that crosses the site which also limits the location wherein the mobile home can be sited.

The current application follows three previous applications made in quick succession that followed division and separation in ownership of the wider site. The first sought a location for the residential compound to the back of the site, with the second within the same area as the current application. Both applications were withdrawn before decision. The latter application went on to identify the presence of the mains water pipe making locating a mobile home and ancillary structures problematic. The subsequent application sought a temporary smaller site at the back of the shared access with a view that the mains pipe would be diverted at some time in the future so that an application might be made on the current site at a future date. The temporary location was refused due to its siting away from the roadside. The applicant's new agent has now reviewed the earlier problems with the Wessex Water main and has proposed a site towards the roadside set between the two storey house and permitted traveller's site with parking and turning over the Wessex Water easement.

HISTORY

12/02308/FUL - Change of Use of land for siting of one touring caravan and one mobile home and associated ground works. Refused. OFFICER Note: The red outline is drawn tightly about the site and restricted to the rear of the access into the main road.

11/03041/FUL - Change of use of land for siting of one mobile home, one touring caravan and the erection of utility/ dayroom. Withdrawn. OFFICER Note: Following submission of the application it was recognised that this new roadside location was covered by a Wessex Water mains pipe with difficulties for siting of the relevant facilities.

11/02024/FUL - Change of use of land for siting of one mobile home, one touring caravan and the erection of utility/ dayroom. Withdrawn. OFFICER Note: The location was away from the roadside at the back of the approved scheme 10/02427, and was going to be refused.

10/02427/FUL - Change of use of land for siting of one mobile home and one touring caravan for one traveller pitch, erection of utility/ dayroom and formation of hard-standing. Approved.

POLICY

Section 38(6) of the Planning and Compulsory Purchase Act 2004 repeats the duty imposed under S54A of the Town and Country Planning Act 1990 and requires that decision must be made in accordance with relevant Development Plan Documents unless material considerations indicate otherwise.

Saved policies of the Somerset and Exmoor National Park Joint Structure Plan Review 1991-2011:

Policy STR1 - Sustainable Development

Policy STR6 - Development Outside Towns, Rural Centres and Villages

Policy 1 - Nature Conservation

Policy 5 - Landscape Character

Policy 36 - Sites for Gypsies and Travelling People

Policy 48 - Access and Parking

Policy 49 - Transport Requirements of New Development

Saved policies of the South Somerset Local Plan:

Policy HG11 Long term/ Residential Sites

Proposals for residential/long term sites will be permitted outside of area of open land where development is severely restricted, such as AONBs and SSSIs provided that:

- Vehicle movements, noise, fumes or any subsidiary business activities would not harm the residential amenities of neighbouring dwellings or the character of the area.
- The site is reasonably well related to schools and other community facilities.
- No serious highway problem would result.
- The site includes the following facilities:
 1. A refuse collection point.
 2. Access to a drinking water supply.
 3. A satisfactory means of sewage disposal/management and surface water disposal.
 4. Hard-standing for living vehicles and ancillary parking spaces.
 5. A defined safe play area for children.

Policy ST3 - Development Areas

Policy ST5 - General Principles of Development

Policy ST6 - The Quality of Development

Policy EC3 - Landscape Character

Policy EC8 - Protected Species

Policy EU4 - Drainage

Policy EP3 - Light Pollution

Policy TP7 - Parking

National Guidance

National Planning Policy Framework - March 2012:

Chapter 4 - Promoting Sustainable Transport

Chapter 6 - Delivering a Wide Choice of High Quality Homes

Chapter 7 - Requiring Good Design

Chapter 8 – Promoting Healthy Communities

Chapter 11 - Conserving and Enhancing the Natural Environment

Planning policy for traveller sites - March 2012

Policy H - Determining planning applications for traveller sites

Human Rights Act 1998, particularly Article 14

'the right to freedom from discrimination on the grounds of sex, race, colour, language, religion, political or other opinion, national or social origin, association with national minority, property, birth or other status.'

Equality Act 2010

Requires the District Council to actively seek to eliminate unlawful discrimination, advance equality of opportunity and promote good race relations.

Other Relevant Considerations:

South Somerset District Council Gypsy and Traveller Accommodation Assessment 2011 - This has assessed the need for gypsy and traveller sites across the district and has concluded that there is an unmet need for 18 sites between 2010 and 2020.

Appeal Decision ref - APP/R3325/A/07/2051240 dated 15th June 2012, referring to a site at Owl Street, East Lambrook: the decision refers to the Council's adopted development plan policies, stating they do not significantly conflict with advice in the NPPF or Planning policy for traveller sites, and so carry full weight.

CONSULTATIONS

Somerton Town Council - Recommends refusal: No real changes have been made from the previous applications on this land, which have been opposed by the Town Council on the basis of over-development. A single unit on the site was acceptable to the Council (approved 10/02427). All views previously expressed in opposition to this form of development remain.

County Highway Authority - A new access has recently been formed with the gate set back from the carriageway edge which is acceptable. The hedge to the west of the new access has been removed and the necessary visibility in this direction can be achieved. To the east, the hedge fronting the site remains and would be an obstacle to visibility.

The proposed level of parking is satisfactory and there is turning proposed on site to allow vehicles to enter and leave the site in forward gear which is essential for access to a classified road. There is no mention of surfacing and the Highway Authority would wish to see hard surfacing close to the carriageway edge so that loose material is not carried on to the highway. The hard surfacing should extend back to the gate.

The Local Highway Authority raises no objection to this application subject to the conditions: Access shall be constructed in accordance with details shown on the submitted plan, the driveway before the entrance gate shall be properly consolidated and surfaced, the area allocated for parking and turning shall be kept clear of obstruction, there shall be no obstruction to visibility.

Area Engineer - No comment

Landscape Architect - I have reviewed this revised application seeking an additional touring caravan siting at the above site, and recollect its context, and site constraints, from earlier applications. You will recall that I raised no landscape objection to the application for the initial mobile accommodation, once appropriate amendment was made to the layout plan, and the parameters set at that time remain pertinent, which I noted as:

..... ' In terms of landscape character, the site lays outside any established settlement, with the village of Kingsdon being the closest at some 1.5 km distance. Yet whilst this is clearly a countryside location, the immediate locality is characterised by development, in the form of a number of dwellings and an employment site that are threaded alongside the Langport Road. This site lays immediately to the east of these plots, and in this respect, a further development would not be at variance with the local settlement character, Mindful also that there is a district-wide need for pitches for the gypsy and travelling community, then if the case for a traveller site is accepted on this basis, I would not necessarily raise a landscape character objection, providing;

- (i) some adjustment can be made to the plan, to locate the structures alongside the roadside hedge, which will enable better screening as viewed from the road;
- (ii) the hard-standing area is reduced to a practicable minimum;

(iii) agreement can be reached for the hedge surround to be allowed to grow by 15cm per annum over the next 6-8 years (by raising the flail on each annual trim) to better screen the site; and,

(iv) additional local native species planting is agreed to both replace the hedge along the frontage, define and contain the red line site from the paddock, and provide additional tree and /or orchard planting within the paddock as a measure of enhancement, as is sought by policy ST3.'

These elements (i - iv above) were agreed, and the original proposal accepted. This revised application similarly places the touring site and mobile home structures towards the fore of the field, and includes the establishment of a new roadside hedge, whilst hard surfaces are kept to a minimum. From a landscape perspective, I view this as consistent with the above parameters, and consequently raise no further issues.

Environmental Protection Officer – The source of electricity, drinking water and foul water disposal should be confirmed. OFFICER Note: The adjacent site's permission established a water supply, and a septic tank drainage option was acceptable on this site.

Planning Policy - 'Saved policy' HG11 sets out the criteria to be considered in assessing such applications. Given that a mobile home has been approved relatively recently in the adjacent field, the general principle of the location is acceptable as it is reasonably well related to schools and other community facilities. The site is around 1 mile from the village of Kingsdon, and 2.5 miles from a range of services and facilities in Somerton. There are also reasonable public transport opportunities, being around 700m from the B3151 where there is a regular bus service to Yeovil, Somerton, Langport/Huish Episcopi and Taunton (although this is "hail and ride" and will only stop if it is safe to do so), and the hourly service to Yeovil and Wells from Kingsdon. However, it is not clear whether some of the other aspects of HG11 have been met regarding the need for a refuse collection point, access to a drinking water supply, and a defined safe area for children. The other criteria in HG 11 relate to impact on residential amenity and highways safety, which you will need to satisfy yourself have been met. Policy EC3 regarding landscape character should also be considered in liaison with the Council's Landscape Architect.

The Government's 'Planning policy for traveller sites' sets out some of the issues in considering applications for traveller sites; specifically need, availability of alternative accommodation, personal circumstances, and locally specific criteria (para 22). In addition, "local planning authorities should strictly limit new traveller development in open countryside that is away from existing settlements..." (para 23). Although the proposal is in an open countryside location, it is relatively accessible as set out in the above paragraph. Regarding need, the Gypsy and Traveller Accommodation Assessment (2011) identifies a need for 18 residential pitches between 2010-2020, incorporating 10 up until 2015 with a further 8 required by 2020. Planning policy for traveller sites (March 2012) requires LPA's to have a 5 year supply of traveller sites. To date, 11 pitches have been delivered, meaning that need up to the year 2015 has been satisfied, although there remains 7 pitches to find up to the year 2020. However, assuming the intentions and circumstances of the applicant are genuine, the fact that an application has been submitted would infer there is current need for the site.

Overall, the general principle of the proposal in this location is accepted and I do not object, although I have raised some more specific issues that may need to be resolved, such as access to drinking water supply, refuse collection point and impact on landscape character.

Environment Agency – Add as informative, the applicant needs to take into account the

advice given in Circular 3/99. If this is the only option an Environmental Permit may be required.

Wessex Water – The proposal includes the construction of a new vehicular access way and hard-standing on site, located over an existing 450mm diameter trunk water main.

Construction proposals must be agreed with Wessex Water before work commence, with temporary measures required to prevent damage to the pipeline from construction vehicles during this work. Method statements should be submitted to Wessex Water for approval. These should confirm the depth of excavation, construction materials and construction plant required to complete the works.

Drawings provided by the applicant indicates that mobile homes will be located no closer than 6 metres to the pipeline, which is accepted given that the caravans are moved more than 3m easement from the water main.

Access and vehicular movements do present a risk where loadings exceed the design conditions of the pipeline however the use of a formed pavement to support mobile home and delivery vehicle wheel loadings will also dissipate point loads. We have recognised that temporary conditions during the construction of this pavement represent the greatest risk and we have provided further guidance (see above) on this matter.

Wessex Water confirm that their inspector attended the site during May 2012 to advise upon the location of the main which was located from the surface using electro-location equipment at the site boundaries; excavation was then carried out to expose and confirm the position of the main, the position was surveyed and marker posts were used to set out easement widths. Wessex Water is satisfied that the position of the main has been accurately located.

REPRESENTATIONS

There have been 7 householder responses, including one from the Catsgore Residents' Association that have been received objecting to the proposal. Objections include:

- Breach of the conditions attached to planning permission ref: 10/02427/FUL
- Reasons for the conditions attached to 10/02427/FUL remain relevant: limits numbers and other restrictions aimed at avoiding consolidation of the site, for reasons of visual amenity and landscape character.
- Reason for refusal ref: 12/02308/FUL applies with even greater force to the current proposal: poorly related to settlement pattern, introduce incongruous form of development, erodes the open countryside away from the highway, having a harmful visual presence. The refusal reasons apply with even greater force to the current proposal.
- Subdivision, intensification, over-development,
- Out of character, open and exposed greenfield site
- Experience of bursting water main, risk to occupants if mobile home is placed within 10m of the mains. Exact position/ alignment of the water mains questioned.
- Flooding
- Increased traffic and highway safety, reduced speed required on main road
- National Planning Policy Framework limiting traveller site development in open countryside away from existing settlements or outside areas allocated in the development plan.
- The GTAA (2011) does not establish a sound evidence base for concluding that there is any current unmet need.

CONSIDERATIONS

Principle of Development:

Policy HG11 is one of a small number of exceptions to address the specific needs of defined sections of the population, which in this case are travellers. 'Planning Policy for Traveller' (March 2012) provides guidance to Local Planning Authorities in terms of identifying and allocating appropriate sites for travellers. Importantly for consideration of this application, whilst Local Planning Authorities are required to allocate sites, it is made explicitly clear that this document can also be used for determining planning applications. It aims to provide more authorised traveller sites to enable fair access to suitable accommodation, education, health and welfare provision. It should be read in conjunction with policy HG11 that, subject to compliance with other relevant policies, supports traveller sites in rural locations.

Compliance with Policy HG11

The aim of policy HG11 is to facilitate the provision of sites for genuine gypsies and travellers to meet an identified need. The most recent GTAA demonstrates a need for 18 pitches between 2010 and 2020, of which there is still an unmet need.

In accordance with the criteria of HG11:

1. Notwithstanding the alignment of the mains water pipe and the limited opportunity to locate the mobile home on site the resulting location for the mobile home is considered would not harm the residential amenities of the neighbouring occupants.
2. There is an expectation that gypsy and travellers will be more dependent on private car movements and adjacent to a main road it is considered that there is an acceptable level of access. The Policy on traveller sites and the NPPF makes it clear that sites should provide suitable accommodation from which travellers can access education, health, welfare and employment infrastructure. It is considered that this site is within a reasonable distance from all of those services and would not result in any long distance travelling.
3. Access is provided for the adjacent traveller's site and is of a standard that meets the need of the Highway Authority in providing access for the proposed site. It is considered that there are no serious highway problem that result.
4. The site is able to provide:
 1. A refuse collection point.
 2. Access to a drinking water supply.
 3. It is proposed to have a septic tank as per the adjacent site, previously considered acceptable for the adjacent site.
 4. Hard standing for habitable vehicles and ancillary parking spaces can be provided. The applicant will need to work with Wessex Water to provide them a Method Statement for construction works.
5. There is space for a defined safe play area for children.

Any site accepted under policy HG11 must be for the purposes of occupation by bona fide gypsies and travellers as defined in Annexe 1 of Planning policy for traveller sites (March 2012). This applicant is a Romany Gypsy, and in the event of planning permission being granted, a condition can be used to restrict the occupation of the site to persons with traveller status. Accordingly it is considered that this proposal would meet an identified need for a traveller site.

Landscape Character/Visual Impact

The immediate locality is characterised by development, in the form of a number of dwellings and an employment site that are threaded alongside the south side of the A372. This application site lays immediately to the east of these plots, and in this respect with the approved traveller site to the east further development, is considered, would not be at variance with the local settlement character.

Highways Safety:

The 2010 permission includes conditions addressing the visibility requirements to the east of the access. Para. 32 of the NPPF requires a safe and suitable access. This makes use of the approved access off the main road. With the change in ownership a visibility condition is proposed to control visibility to the west of the access. Once on site there is sufficient space to provide the necessary turning area.

Availability of Alternative Sites:

There are two existing public traveller sites in the district – Ilton and Tintinhull. At the current time there are no spare pitches available on either of these sites. In addition there are no allocated traveller caravan sites in the district. The most recent Gypsy and traveller Accommodation Assessment (GTAA) shows that in South Somerset there is a need for 10 extra residential pitches between 2012 and 2015 with an additional 8 being required by 2020.

It is therefore clear that there are no available alternative sites for the applicant to occupy. Moreover, there is currently no firm commitment by the Council to include a site allocations' Development Plan Document in the Local Development Scheme (LDS). The Council's position in the emerging Core Strategy is that the aspiration is to encourage private applications and to identify public land to accommodate any shortfall in provision so that need is met without recourse to a further Development Plan Document.

Currently since publication of the GTAA the council has approved a net gain of 11 pitches. The GTAA (2011) identifies a need for 10 residential pitches in the District up until 2015 with a further 8 being required by 2020. The fact that an application has been submitted also infers that there is a current need for the site.

Personal Circumstance:

Letters (the latest 23 August 2012) from the applicant's General Practitioner refer to underlying personal health issues that result from the lack of a current permanent housing base and the need for an established site.

The circumstances can be addressed by identifying a permanent site that satisfies the planning requirements with the need to identify a location that does not conflict with the significant landscape and visual concern. It is considered that the personal circumstances are not reliant solely on this location.

Neighbour Comments:

All neighbour responses have been considered. Items not necessarily considered elsewhere within the report include:

The location of the mobile home within the site is restricted by the alignment of the Wessex Mains that crosses the site. The accuracy of the pipeline's location to ensure sufficient distance is maintained between the sited mobile and mains pipe is confirmed by Wessex Water following concerns raised by local residents. Their concerns have been shared with Wessex Water, notwithstanding such comment Wessex Water have not sought to object, notwithstanding the concerns brought to their attention. Their own processes require a method statement to secure the safety of the pipe during construction with the finished surfaces capable of supporting traffic and other activities associated with occupation of the site.

The current application differs from the previous refusal that sought a site location set back within the site that was considered not to be in character and encouraged in-depth development away from the roadside. The current application is clearly different and has

the support of the Landscape Architect.

The 2010 planning permission covered this part of the site. The site's ownership subsequently changed and the site split resulting in the current application. Conditions attached to the 2010 permission sought to restrict additional caravans and the reasons given reflect the interests of landscape character and visual amenity. Objectors argue that the reasons remain valid and should be used to inform consideration of the current application. Each new application is an opportunity to review current circumstances and the existing conditions are material. It has been observed, above, that development was resisted away from the roadside. It is considered that the resulting gap has the potential to accommodate a new travellers' site without over-development taking place. The breach of the original 2010 conditions for this part of the site will cease with the grant of a new permission for the application site. In considering all matters it is accepted that the proposal works with roadside development, avoids over-development that results from this infilling of the roadside, makes use of a shared access with no objection by the Highway Authority.

The latest pre-application enquiry by the applicant's new agent asked whether the location of the mobile to the roadside clear of the Wessex Water easement was acceptable. The landscape architect's response was that it was.

It is considered that the NPPF approach has not altered the way in which applications are considered and that the location and relationship to other built form is acceptable.

It is considered the increased traffic would be minimal; that flooding is not an issue for the current site.

Conclusion

The application is for the provision of a private site for use by travellers. Subject to the proposed development meeting the criteria of SSDC Local Plan Policy HG11, there is a presumption in favour of the proposal, subject to acceptance by any relevant policy and other material considerations.

RECOMMENDATION

Approve

01. The proposed development of a single pitch to provide accommodation for a gypsy/ traveller family would meet a recognised need without detriment to visual or residential amenity or highways safety. The site is reasonably well located relative to schools and other community facilities and can provide a refuse point, suitable drinking water supply, sewerage disposal and other necessary facilities. As such the proposal complies with saved policy HG11 of the South Somerset local Plan and the policies contained in the National Planning Policy Framework.

SUBJECT TO THE FOLLOWING:

01. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To accord with the provisions of section 91(1) of the Town and Country Planning Act 1990.

02. The site shall not be occupied by any persons other than gypsies and travellers, as defined in annex 1 of Planning Policy for Traveller Sites (March 2012)

Reason: To avoid any ambiguity as to who can occupy the site hereby permitted as an exception to policy.

03. No buildings or structures other than those approved by this permission shall be constructed on site without the express grant of planning permission.

Reason: To protect the character and appearance of the area in accordance with Policy ST5, ST6 and EC3 of the South Somerset Local Plan.

04. Before first occupation of the development, hereby permitted, particulars of following shall have been submitted to and approved in writing by the Local Planning Authority:-

- Provision shall be made for a drinking water supply
- Full details of the foul water drainage systems to serve the development
- Provision made for the disposal of surface water to prevent its discharge onto the highway
- Details of the refuse point

Once approved such details shall be fully implemented unless agreed otherwise in writing by the Local Planning Authority.

Reason: To ensure an acceptable location for refuse storage and collection in accordance with policy HG11 of the South Somerset Local Plan.

05. There shall be no more than 1 pitch on the whole of the application site contained to the area outlined in red on the submitted drawing date stamped 8th November 2012. On the pitch hereby approved, no more than 2 caravans shall be stationed at any time, of which no more than one caravan shall be a residential mobile home and no more than one caravan shall be a touring caravan.

Reason: To ensure that the Local Planning Authority have control with regard to the number and type of caravans on the site in the interests of visual amenity and highway safety in accordance with Policy ST6 of the South Somerset Local Plan and Policy 49 of the Somerset and Exmoor National Park Joint Structure Plan Review.

06. The development hereby permitted shall not be commenced until there has been submitted to and approved in writing by the Local Planning Authority a scheme of landscaping, which shall include indications of all existing trees and hedgerows on the land, and details of any to be retained, together with measures for their protection in the course of the development, as well as details of any changes proposed in existing ground levels; all planting, seeding, turfing or earth moulding comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the occupation of the building or the completion of the development, whichever is the sooner; and any trees or plants which within a period of five years from the completion of the development 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. The scheme of landscaping shall include the planting of a native species hedge on the application sites north-west and east boundaries.

Reason: In the interests of the rural visual amenities of the locality in accordance with policy ST5 , ST6 and EC3 of the South Somerset Local Plan.

07. The development hereby permitted shall be carried out in accordance with the following approved plans: Location, and Plan and elevations received 8 November 2012, and Site Layout received 7 November 2012.

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

08. There shall be no obstruction to visibility greater than 900mm above adjoining road level in advance of lines drawn 2.4m back from the carriageway edge on the centre line of the access and extending to a point on the nearside carriageway edge 160m to the west. 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 further to policies ST5 of the South Somerset Local Plan and policy 49 of the Somerset and Exmoor National Park Joint Structure Plan.

09. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), all means of existing and proposed external lighting shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development hereby approved. Such details, as may be approved, shall be retained and not varied or added to without the prior written consent of the Local Planning Authority.

Reason: In the interests of highway safety, to safeguard the amenities of the area and prevent unnecessary pollution of the night sky in accordance with Policy EP3 of the South Somerset Local Plan.

10. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), the areas of hardstanding as detailed on approved drawing number 1171/02E shall not be enlarged without the prior approval of the Local Planning Authority.

Reason: In the interests of the rural visual amenities of the locality in accordance with policy ST5 , ST6 and EC3 of the South Somerset Local Plan.

11. The point of vehicular access to the site, as detailed on approved drawing number 1171/02E shall be fully constructed before any other work on the rest of the site commences. It shall be hardened, surfaced and drained and thereafter be so retained.

Reason: In the interests of highway safety in accordance with policy ST5 of the South Somerset Local Plan.

12. There shall be no vehicular access to the site other than from the point of access onto the A 372 as detailed on the approved drawing number 1171/02E.

Reason: In the interests of highway safety in accordance with policy ST5 of the South Somerset Local Plan.

13. The parking and turning area provision as detailed on approved drawing number 1171/02E shall be retained and maintained clear of obstruction at all times.

Reason: In order to ensure adequate parking and turning is available in the interest of highway safety in accordance with Policy 49 of the Somerset and Exmoor National Park Joint Structure Plan Review.

14. There shall be no storage of any trade or business materials on the site.

Reason: No permission has been given to any business activity at the site and in the interests of visual amenities external storage would be contrary to the aims and objectives of Policies EC3 of the South Somerset Local Plan

15. Notwithstanding the provisions of the Town and Country Planning General Permitted Developer Order 1995, (or any order revoking and re-enacting that Order), no tank for the storage of oils, fuels or chemicals shall be erected at the site unless it is positioned on an impervious base and surrounded by impervious bund walls. The volume of the bunded compound shall be at least equivalent to the capacity of the tank plus 10%. All filling points, vents, gauges and sight glasses must be located within the bund. The drainage system of the bund shall be sealed with no discharge to any watercourse, land or underground strata. Associated pipework shall be located above ground and protected where possible from accidental damage.

Reason: In the interests of controlling pollution and in accordance with Policy EP9 and HG11 of the South Somerset Local Plan.

16. There shall be no burning of produce or material whatsoever on the site other than in a properly installed incinerator within a building unless otherwise agreed in writing by the local planning authority.

Reason: In the interests of pollution, amenities of the area and in accordance with Policy HG11 of the South Somerset Local Plan.

Informatives:

01. No development should take place before a Method Statement for the protection of the water mains during works and on completion of development, including the laying out of the parking and turning area has been as agreed by Wessex Water, Tel. 01823 225225 .