

Area North Committee – 26 March 2014

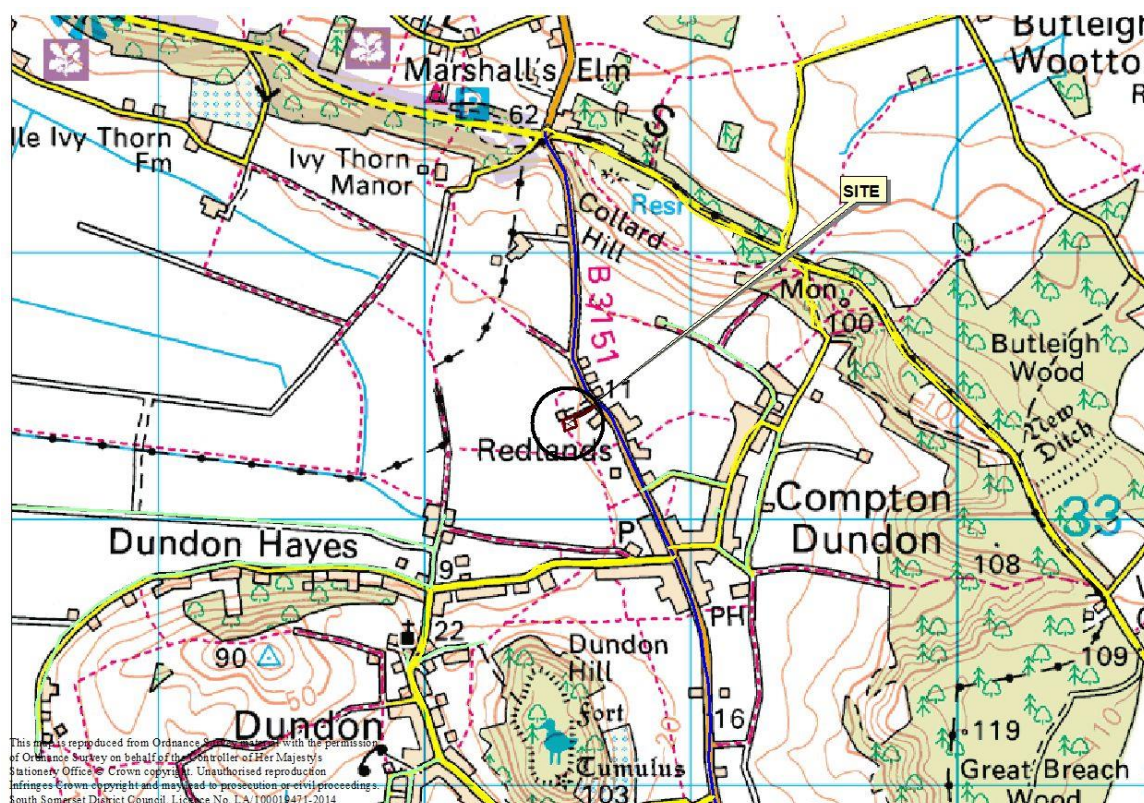
Officer Report On Planning Application: 13/04943/FUL

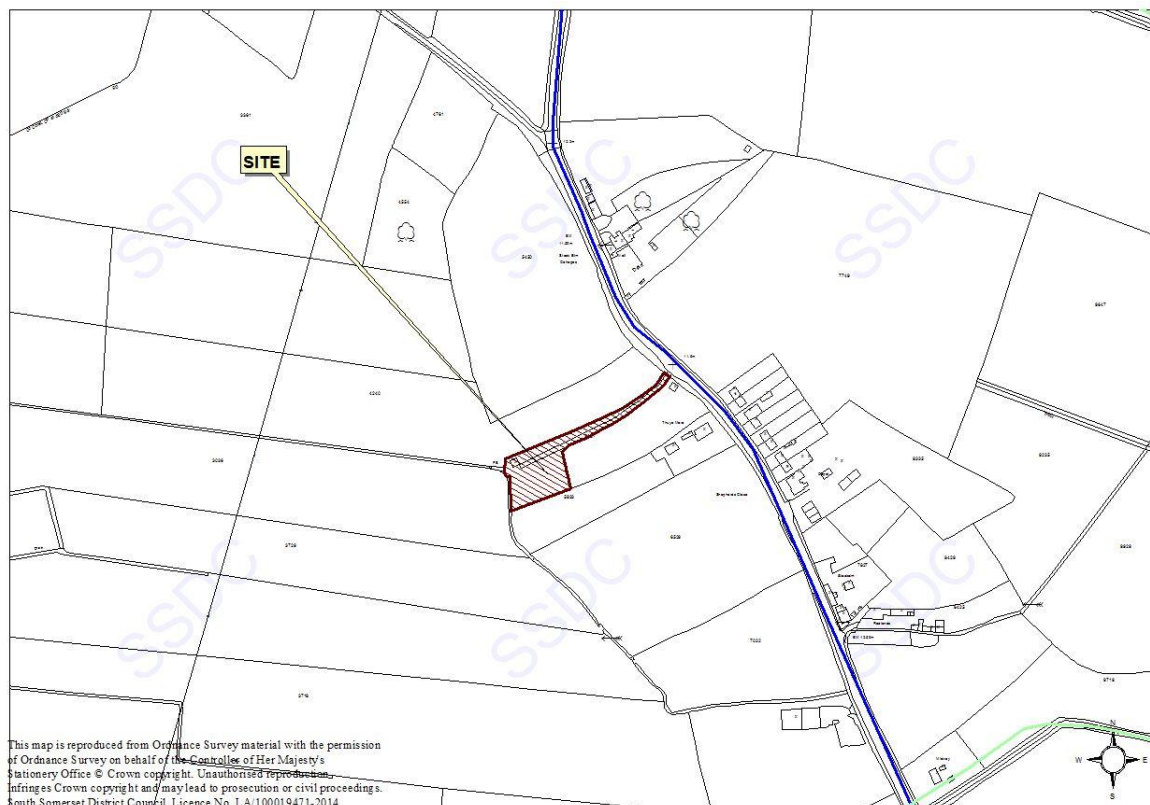
Proposal :	Change of use of land to 1 No Traveller pitch and associated works comprising 1 No mobile home; 1 No Touring Caravan; 1 No ISO container; 1 No shed; 1 No compost toilet and a polytunnel; use of shed and land for siting/storage of domestic items; access and associated hardstanding (GR 348655/133428)
Site Address:	Land Os 5937 Part, Street Road, Compton Dundon.
Parish:	Compton Dundon
WESSEX Ward (SSDC Members)	Cllr P Clarke Cllr D J Norris
Recommending Case Officer:	Nicholas Head Tel: (01935) 462167 Email: nick.head@southsomerset.gov.uk
Target date :	17th February 2014
Applicant :	Ms E. Brown
Agent: (no agent if blank)	Dr Simon Ruston, The Picton Street Centre, 10-12 Picton Street, Montpelier, Bristol BS6 5QA
Application Type :	Minor Dwellings 1-9 site less than 1ha

REASON FOR REFERRAL TO COMMITTEE

The report is referred to Committee at the request of the Ward Member and Area Chair, to ensure full discussion of the detail and public interest in the application.

SITE DESCRIPTION AND PROPOSAL





The site is located approximately 0.5 Km north of Compton Dundon, on the west side of the B3151 (Street Road). It comprises the rear portion (approx. 2000 sq m) of a field, set back 200m from the highway. The field is bordered by hedging and surrounded by open agricultural land. On the land to the south of the site a bungalow is sited adjacent to the highway. The bungalow is some 200m from the eastern edge of the site. There is a ribbon strip of dwellinghouses on the east side of Street Road, across the road from the bungalow.

Permission is sought (partially retrospective) for the creation of a single, permanent traveller pitch, with the siting of 1 Static Caravan (Mobile Home) , 1 Touring Caravan, 1 ISO container, 1 storage shed, a composting toilet and a polytunnel.

HISTORY

No relevant recent history.

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 decisions must be made in accordance with relevant Development Plan Documents unless material considerations indicate otherwise.

For the purposes of determining current applications the local planning authority considers that the relevant development plan comprises the saved policies of the South Somerset Local Plan.

The policies of most relevance to the proposal are:

Saved policies of the South Somerset Local Plan (April 2006):

ST3 - Development Areas
 ST5 - General Principles of Development
 ST6 - The Quality of Development
 EC3 - Landscape Character
 HG11 - Long term gypsy /traveller sites.

National Planning Policy Framework (March 2012):

4. Promoting sustainable transport
6. Delivering a wide choice of high quality homes
7. Requiring good design
8. Promoting healthy communities
11. Conserving and enhancing the natural environment

Policy-related Material Considerations

Planning Policy for Traveller Sites (PPTS) - Communities and Local Government, March 2012

South Somerset Sustainable Community Strategy

Somerset County Council Parking Strategy, March 2012 and September 2013.
 Somerset County Council Highways Standing Advice, June 2013.

CONSULTATIONS

Parish Council: Recommends refusal for the following reasons:

1. *Policy EC3: The Parish Council believes the site is in a visually sensitive location being easily viewable from properties at Stockelm (east of the site), from public footpath L7/30, from footpaths on the Polden Hills and from Public Access land at Lollover Hill. The proposal introduces adverse visual impact into the countryside surroundings.*
2. *Environmental sustainability - apart from the above comments there are serious questions regarding waste disposal and flooding. A composting toilet is deemed totally unacceptable in a location where due to the high water table, cesspits have historically been proven not to work and to contaminate local water courses affecting livestock. Contrary to assertions in the application a water course runs to the west of the proposed site.*
3. *No mention is made of mains electricity on the site and concern was raised about the 24 hour use of generators and related safety, noise, fire, fuel leakage and exhaust pollution risk of regular use.*
4. *Highways - contrary to various statements access to the site is not particularly safe bearing in mind the volume and average speeds recorded at the bend north of the access point. The Parish Council notes all accidents throughout the village whether reported to the police or not. To the immediate north of the access there have been three accidents in the last 6 months and 2 fatalities in the past. Safety officers have recently attended a meeting with Councillors at the location to determine how to avoid further incidents.
 The proposed site itself does not appear to have a sufficient turning circle since vehicles are reversing onto the main road.*
5. *GTAA - Information from SSDC indicates that the District has fully met assessed Traveller Housing Needs in the area.*

6. *Integration with the local community - This is an invasive development being pushed through as retrospective planning. Footpath L7/30 is already obstructed by soil spoil heaps and a stile has been damaged.*

Comments are also made, as follows:

1. *A pitch can consist of up to 2 accommodation units. These need to be specifically identified in the application and other potential accommodation units removed from the site. It is requested that permitted development rights be removed and any changes including substitution, removal or addition including accommodation units be subject to planning application.*
2. *No subsidiary business activities should be allowed on the site and therefore the Council questions the need for a 40ft "blue" shipping container.*
3. *The application should be personal to the applicant, for use only by the applicant and their immediate dependants.*
4. *That the polytunnel be used exclusively for horticulture.*
5. *That landscape be protected by ensuring the hedge to the northern boundary is maintained to the existing shape and height and that the container, horse boxes, caravans and vehicles be screened from all aspects.*
6. *No impediment should be made to users of the public footpath - soil spoil heaps should be removed from the footpath and dogs should be restrained.*

Highways Authority: *The level of available visibility is commensurate with the standard laid down in the Manual for Streets document published in March 2007. As such I can see no reason to refuse the application on highway safety grounds. The officer confirmed that, on checking the accident records, he is satisfied that there are no accidents within 100m of this site access which would raise a concern of highway safety that would warrant a refusal of the application.*

SSDC Area Engineer: Drainage issues have been checked, and there are no objections to the proposal.

SSDC Landscape Officer: The Landscape Officer has provided a detailed assessment of the impact of the proposal on the local landscape. In summary, his view is:

In summary, I can offer you grounds for a landscape objection to this proposal, as set out above. However, this is not a heavily-weighted objection, and I am aware that there is a district-wide need for pitches for the gypsy and travelling community. Should the policy view consider this site to be suitable in meeting that need, then I can advise that the landscape objection is not necessarily of such weight as to over-ride that view. However, that is with the proviso that an acceptable level of mitigation can be achieved.

Subsequent to this consultation response, the applicant has submitted details of a landscape mitigation scheme that are acceptable to the Landscape Officer. This mitigation can be secured by condition.

SSDC Environmental Protection Unit: No objection.

SSDC Planning Policy: *In September 2013 Dr Jo Richardson of De Montfort University in partnership with John Bloxson finalised the Gypsy and Traveller Needs Assessment Update for the Somerset Local Planning Authorities. This update builds upon the Somerset Gypsy and Traveller Accommodation Assessment carried out in 2010 (Final edit published January 2011) and identifies need up until 2032. With regards to residential pitches the report identifies that against the requirement for 10 additional pitches between 2010 and 2015 (GTAA, 2011) South Somerset District Council has delivered 12 pitches therefore exceeding identified need by 2. Since publication of the*

update report 2 further pitches have been approved at appeal (personal permission - permanent).

In the light of this updated evidence Proposed Main Modification 8 of the recently published Proposed Main Modifications Consultation Document (November 2013) proposes to amend emerging Local Plan Policy HG7 by identifying that site allocations will be made to accommodate at least 23 residential pitches (from 2013 onwards), 10 transit pitches and 6 Travelling Showpeople plots over the plan period to 2028 in order to meet identified need.

Environment Agency: *In regards to this application there is no mapped flood zone, so your drainage engineers would advise on any local flood risk issues. In regards to the composting toilet these are not regulated under the Environmental Permitting Regulation (except for the potential spreading on compost on land) so this would principally be an environmental health matter. In summary no reason for the EA to comment.*

SSDC Licensing Officer: If approved, the site would require a caravan site licence.

SSDC Rights of Way Officer: *I object to this development and would recommend refusal on the grounds LP policy EC3ii. If you are minded to grant permission then I would recommend that the western boundary is enhanced with additional appropriate planting to screen both immediate views from the footpath and more distant ones from the higher ground. The applicant also owns the field to the west so the common hedgerow would be in their control. I do not know who owns the remnant hedges around the application site which have not been managed for some decades. I would recommend additional planting within the field boundaries and in the vicinity of the structures.*

SSDC Solicitor: The confidential evidence submitted by the applicant has been assessed against case law and current policy and legislation. The Solicitor is of the view that the applicant can be regarded as enjoying traveller status for purposes of the application.

Wessex Water: Water supply can be provided; existing water mains are located within the blue-line part of the applicant's land. Advisory notes to applicant - no building permitted over water mains without agreement of Wessex Water.

REPRESENTATIONS

26 letters of representation have been received. 25 of these object to the application, raising the following concerns:

- the access is unsafe and will present a highway safety risk;
- parking/turning area needs to be kept clear to ensure safe exit from the site;
- accident and speed monitoring statistics endorse the highway safety concerns;
- the applicant's traveller status is queried;
- there are environmental health concerns about the siting and layout; also the safety of the occupants in relation to fire risk, etc;
- the accuracy of submitted layout and site details is queried;
- there will be noise concerns for occupants of the site (related to the highway);
- the Council's quota of traveller pitches has been met, and therefore there is no justification for the proposal;
- the site might be occupied by further travellers in future;
- the composting toilet does not appear to comply with building and other regulations, and represents an environmental risk; the sewerage and drainage arrangements are

inadequate;

- the proposal harms the landscape and local setting;
- visual amenity from the highway and adjacent footpath will be harmed;
- there are inadequate local facilities, such as schools;
- the applicant's dogs cause a nuisance and raise highway and other safety issues;
- a retrospective application is not considered acceptable - there are objections to the occupation of the site without the necessary permission;
- light, noise and water pollution could result from the proposal;
- the site is not stock proof;
- there is concern that public access and use of the public footpath will be compromised;
- the LPA's capacity to monitor the site and enforce conditions is queried;
- an unnecessarily large amount of storage space is applied for;
- there is a concern about the scale of business proposed on the site.

One letter of support has been received, from the charity 'Friends Families & Travellers', dealing with the personal circumstances of the applicant's family, and recommending approval of the application.

CONSIDERATIONS

'Planning Policy for Traveller Sites' (March 2012) sets out Government guidance on consideration of traveller applications. Apart from setting out the need for Planning Authorities to make long term provision for traveller sites, guidance is also given for the determination of planning applications:

Local planning authorities should consider the following issues amongst other relevant matters when considering planning applications for traveller sites:

- a) the existing level of local provision and need for sites*
- b) the availability (or lack) of alternative accommodation for the applicants*
- c) other personal circumstances of the applicant*
- d) that the locally specific criteria used to guide the allocation of sites in plans or which form the policy where there is no identified need for pitches/plots should be used to assess applications that may come forward on unallocated sites*
- e) that they should determine applications for sites from any travellers and not just those with local connections*

This should be read in tandem with saved Policy HG11 of the Local Plan, which supports traveller sites in rural locations provided that:

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

The main considerations, therefore, are:

- Whether the applicant meets the definition of a gypsy/ traveller (Annex 1 to the guidance),
- The need for sites
- Alternative sites
- Impact on residential amenity,
- Accessibility to services and facilities
- Highway issues,
- On site facilities
- Character and appearance

Applicant's Circumstances

The Planning Guidance for travellers is inclusive, and does not focus specifically on gypsies or Irish or other traditional groups. It is appropriate for the LPA to clarify the status of an applicant in such a case, in terms of the definition within the guidance, and case law. In this instance, confidential evidence submitted by the applicant in support of her case included:

- a personal statement of the applicant, with reference to her partner and offspring;
- further response to questions raised by the case officer and SSDC Solicitor;
- various supporting original documents: letter from Midwife; reference letter;
- photographs;
- letter from Brithdir Mawr Housing Co-operative;
- Statutory declaration by former fellow-student and long-term acquaintance

The Council's Solicitor has assessed the evidence submitted and commented as follows:

It appears that the applicant has travelled for economic purposes for a significant portion of at least the last 10 years. The majority of her moving from place to place has been to find/take up work, and she has links with other members of the traveller community. Although she will soon have two young children whose health & educational needs will have to be taken into consideration, she does not appear to have permanently abandoned the nomadic habit. She still accompanies her partner regularly on the journeys he makes in relation to work (taking opportunities to sell her own products at the same time), and they attend "many" horse fairs and traveller gatherings.

In response to a letter from *Friends Families and Travellers* the Solicitor notes that this document carries significant weight, and together with the various items submitted corroborates the applicant's contention that she lives a travelling lifestyle within the terms of the definition set out in the NPPF.

Current Need for Traveller Sites

As summarised in the Policy Officer's comments above, current provision for traveller sites, whilst exceeding the original assessment of need, is below the assessed need in the medium to longer term. A provision of 23 residential pitches is being considered necessary from 2013 onwards.

Alternative Sites

The Council has two sites with pitches available to travellers. These are well used and subject to waiting lists. There is no immediate availability of a suitable pitch on one of these sites. Other pitches are privately owned and used. There is not considered to be any alternative available site for the applicant within the District. Under these

circumstances, the advice in the Planning Policy for Traveller Sites requires that *the locally specific criteria which form the policy where there is no identified need for pitches/plots should be used to assess applications that may come forward on unallocated sites.*

Impact on Residential Amenity

The site is set back from the highway, and at a distance of 200m from the nearest dwelling. The proposal is for siting of a single family, with any ancillary business activity limited to storage within the container on site. The site is well screened by hedges, which can be improved and maintained by condition. The access point is not adjacent to a dwellinghouse. Whilst concerns about residential amenity have been raised by local residents, it is not considered that any demonstrable harm can be shown that would warrant refusal of the application.

Accessibility to Services and Facilities: Sustainability

Policy HG11 of the Local Plan and the NPPF and Traveller policy anticipate that traveller sites are likely to be located in rural areas. Such sites should, therefore, be acceptable, in principle, provided that they are within reasonable, not necessarily walking, distance of local services and facilities. Compton Dundon is poorly served by local services, the school having recently closed, with a pub in the village. However, the site is on the B3151, and enjoys access to a good bus service (Service 377) linking Compton Dundon to facilities in Street (distance approx 3 Km) or Somerton (distance approx 5.5Km) - although the bus stop is some 600m from the site. Whilst this is not ideal, the site is not considered so remote that it would justify refusal of a traveller site on the basis of creation of an unacceptable number of private vehicle trips. It is helpful to consider the approach taken by Planning Inspectors in this regard, who take a broad view of sustainability, and who acknowledge that traveller sites are essentially different from traditional housing, in that they are expected to be located in rural areas, and that acceptable levels of travel to services can be greater. In a recent case (January 2014) in Devon, the Inspector noted:

The appeal site is in the countryside adjacent to the A3052 about half way between Exeter and Sidmouth which are both about 12 kilometres away. There is a filling station and small general store 200 metres to the east. A wider selection of fresh food and groceries is available at the Greendale Farm Shop on the main road some 2 kilometres to the west, with supermarkets in Sidmouth and on the fringe of Exeter where there is also a park and ride for the city centre. There are general practitioner health services in Ottery St Mary (8 kilometres) and Woodbury (6 kilometres) and a primary school in Woodbury Salterton (3 kilometres). Exeter itself is a major service and employment centre with a regional hospital. The appeal site would therefore be within a reasonable drive time of a good range of services.

He went on to conclude:

unlike conventional housing, a gypsy caravan site is acceptable in rural settings. Even so the PPTS advises that gypsy site development in open countryside that is away from existing settlements should be strictly controlled. In this instance I do not consider the site is so isolated from nearby settlements as to conflict with this objective. I am also satisfied that the sustainability criteria for access to health and education referred to in paragraph 11 of the PPTS would be met.

It is noted that sustainability rests on three aspects (as set out in the NPPF): economic, social and environmental. When considering sustainability in these broader terms, not just in terms of travel distances the site is considered to represent a sustainable option

for the applicant, being reasonably located in relation to a number of nearby larger villages and towns. It also raises other advantages, in that the applicant would have a settled base to operate from, reducing future harm of moving to other, possibly unauthorised localities. It would enable her family to attend schools and medical facilities on a reliable and regular basis.

For purposes of Policy HG11 and the Planning Policy for Traveller Sites, the site is considered to be reasonably well located in relation to schools (secondary and primary schools in Street; primary school in Somerton), and local medical and other facilities, and to represent broadly sustainable development in principle.

Highways Issues

Many comments have been made on the safety of the access to the site. These comments have been referred to the Highways Authority, and a highways officer has visited the site and reviewed the available accident data. His recommendation is set out above. Given the scale of the proposal, and the detailed layout of the existing access, it is not considered that there is any highway safety reason for refusal of the application, subject to appropriate conditions.

On-site Facilities

Many of these issues have been referred to in representations received. As set out in Policy HG11, the following categories can be considered:

- **refuse collection:** as this is only a single family domestic site, the issue of storage of refuse on site can be secured by condition;
- **water supply:** mains water is available
- **sewage disposal and surface water management:** no objections are raised by the EA, the Council's Engineer or EPU in relation to the proposed measures for dealing with these issues; the sewage and drainage management measures are considered acceptable;
- **hardstanding:** this has mostly been provided on site, and is shown on the layout plan; the details, which are for only a single family site, are considered acceptable; hardstanding for living vehicles can be secured by way of condition;
- **play area:** this is a single family residential site, and the area provided within a fenced off residential area is considered acceptable as safe playing area for children.

Character and Appearance of Locality

Whilst the site is essentially outside the local settlement, it is capable of being screened, and is in a position well set back from the public highway. It is not poorly related to existing development (the nearby bungalow and houses to the east of that). The Council's Landscape Officer has raised concerns about the general impact on the character of the setting. However, he has concluded that, should the site be regarded as generally acceptable as a traveller site, mitigation measures are capable of integrating the site into the landscape without undue harm. The applicant has submitted a detailed scheme of planting (new planting along the eastern edge of the site, with enhancement of existing hedging) which is considered to provide sufficient screening and enhancement. The level of identified harm, after these mitigation measures, is not considered sufficient to warrant refusal of the application.

Pollution

It is not considered that the scale of the application represents a serious threat from a

pollution point of view (whether water, air, light or noise). Any of these aspects would be subject to separate legislation should serious breaches occur. However, a condition relating to external lights is proposed to cover unnecessary lighting at night.

Comments by Rights of Way Officer

These comments relate essentially to landscape issues which have been dealt with above. The proposal does not interfere physically with the footpath, which is on a field adjacent to the site. The issue of improving the hedge has been dealt with by the Landscape Officer and can be addressed by condition.

Parish Council Comments

These detailed comments have been carefully considered and are largely addressed in the report above. Additional comments:

- Electricity supply: the use of generators would be subject to the usual environmental and other controls under separate legislation; the choice of electricity supply is not considered to represent a planning concern that needs to be dealt with at this stage, or that would suggest refusal of the application.
- Highways: these issues have been referred to the Highways Authority who remain of the view that the access to the site does not represent an unacceptable highway safety hazard.
- Traveller Housing Needs: there is no minimum quota for traveller sites; with no additional pitches available, any additional requirement for a site is in itself evidence of a need which government policy requires to be dealt with in terms of the Planning Policy for Traveller Sites.
- Point 6 of the Council's comments: retrospective applications have to be considered on their planning merits.
- Number of Units: This is proposed to be covered by condition.
- Business Activities: The container is the only portion of the site required for business storage and is proposed to be conditioned as such.
- Personal Permission: The site is sought as a traveller site, and good practice should seek to retain it as such in perpetuity; for this reason, a person permission is not considered appropriate.
- Polytunnel: Possible use for storage is proposed to be covered by condition relating to the whole site.
- The public footpath: This is separately controlled, and is outside of the application site.

Representations

The issues raised by neighbours and local residents have been carefully considered against the policy background relating to traveller sites. Most of the issues have been dealt with above. However the following comments are relevant:

Safety of Occupants: The site will require a site licence, which controls issues relating to fire and other safety concerns.

Submitted Layout: The submitted layout is what is under consideration for approval. It does not necessarily reflect what has been observed on site.

Quota of Sites: Whilst the Council sets targets for the provision of traveller sites, these are not a 'quota' which then removes the Council's obligation either to provide additional sites or to consider applications for sites as they come forward. On this latter point, the guidance is clear: sites that come forward should be considered in terms of Government Policy and the appropriate locally applicable policy (i.e. the Local Plan, Policy HG11).

Future Activities on Site: This is not planning consideration; any future development

would require planning permission in its own right.

Dogs: Issues relating to management of the applicant's dog(s) is not a planning consideration.

Retrospective Application: Regardless of the application being retrospective, it has to be considered on its planning merits. The application has been submitted to seek regularisation of a breach of planning control. Any enforcement action would be dependent on the outcome of the application.

EIA Regulations

Not relevant.

Conclusion

The proposal would serve an immediate need for accommodation for a traveller (as defined within the government guidance set out in the PPTS) and her family where no suitable alternative has been identified. Notwithstanding the concerns and objections of local residents and the Parish Council, it is not considered that the proposal raises any highways or residential amenity reasons for refusal that could be sustained. Landscape concerns and other site specific concerns are capable of being overcome by appropriate mitigation measures secured by condition. The site is considered to be capable of sustainable use in terms of policy set out in government guidance and the Local Plan. The application is recommended for approval.

S.106 AGREEMENT

Not relevant.

RECOMMENDATION

Grant permission.

01. The proposal represents a sustainable development that serves an immediate need for accommodation for a traveller family where no suitable alternative has been identified. Notwithstanding the concerns and objections of local residents and the Parish Council, the proposal causes no highway safety or residential amenity harm, and, subject to appropriate mitigation, respects the character and appearance of the local setting, in accordance with the aims and objectives of the NPPF, Planning Policy for Traveller Sites, and Policy HG11 of the South Somerset Local Plan, 2006.

SUBJECT TO THE FOLLOWING:

01. The site shall not be occupied by any persons other than gypsies and travellers as defined in Annex 1: Glossary of the Planning Policy for Traveller Sites (March 2012).

Reason: In the interests of sustainable development and to comply with the aims of the document Planning Policy for Travellers and Policy HG11 of the South Somerset Local Plan, 2006.

02. There shall be no more than 1 pitch on the site, and no more than 2 caravans, as defined in the Caravan in the Caravan Sites and Control of Development Act 1960

and the Caravan Sites Act 1968 as amended, shall be stationed at any time, of which only 1 caravan shall be a static caravan.

Reason: In the interests of sustainable development and to accord with the NPPF and Policy HG11 of the South Somerset Local Plan, 2006.

03. No external lighting shall be installed or erected on the site unless as part of a scheme, details of which have been submitted to and approved in writing by the Local Planning Authority. The scheme of lighting should seek to minimise external lighting and avoid spotlights particularly any visible from the public highway. Once approved, such lighting shall only be erected and used in accordance with such scheme unless otherwise agreed in writing with the Local Planning Authority.

Reason: To safeguard the character of the area and in the interests of preventing light pollution in accordance with Policies EH1, ST6 and EP3 of the South Somerset Local Plan, 2006.

04. The parking and turning areas shown on the submitted site layout plan ref.J327/08 shall be kept clear and used only for the parking and turning of motor vehicles.

Reason: In the interests of highway safety and to ensure that vehicles leave the site in forward gear, in accordance with the aims of Policy ST5 of the South Somerset Local Plan, 2006.

05. At the proposed access there shall be no obstruction to visibility greater than 300mm above adjoining road level within the visibility splay shown on the submitted plan (to the south west of the access) - Drawing No J327/02 rev B. Such visibility splay shall be constructed and cleared within three months of the grant of this permission and shall thereafter be maintained at all times.

Reason: In the interests of highway safety and to ensure that vehicles leave the site in forward gear, in accordance with the aims of Policy ST5 of the South Somerset Local Plan, 2006.

06. Within three months of the date of this permission, details of all hard surfaces and hardstanding, including hardstanding to be established under vehicles used for residential accommodation, shall be submitted to and approved in writing by the Local Planning Authority. Such details, once approved shall be fully implemented within six months of being approved, and thereafter retained and maintained.

Reason: To safeguard the amenity of the area and to accord with Policy HG11 of the South Somerset Local Plan, 2006.

07. During the first planting season following the grant of this permission, the agreed scheme of landscape mitigation planting received by email on 28 February 2014 shall be fully implemented. All planting, seeding, turfing or earth moulding comprised in the approved details of landscaping shall be carried out and any trees or plants which within a period of five years from the completion of the planting 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: To safeguard the character and appearance of the area, and to accord with the NPPF and Policies ST6, EC3 and HG11 of the South Somerset Local Plan, 2006.

08. No part of the site other than the storage container hereby approved shall be used for business purposes or commercial storage of any kind.

Reason: To safeguard the character and appearance of the area and to accord with the NPPF and Policies ST6 and HG11 of the South Somerset Local Plan, 2006.

09. Prior to the placement of a storage container on the site, details of the design and materials of the cladding and roof to be applied to the container shall be submitted to and approved in writing by the Local Planning Authority. Such details, once approved, shall be fully implemented and thereafter retained and maintained.

Reason: To safeguard the character and appearance of the area and to accord with the NPPF and Policies ST6 and HG11 of the South Somerset Local Plan, 2006.

Informatives:

01. The applicant's attention is drawn to the requirement to apply for a caravan site licence. Contact Martin Chapman at the District Council Offices, Yeovil, telephone 01935 462508.
02. The applicant's attention is drawn to the comments of Wessex Water set out in their letter dated 21 January 2014, which can be viewed on the Council's website under the application number.
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