

Area West Committee – 18th January 2012

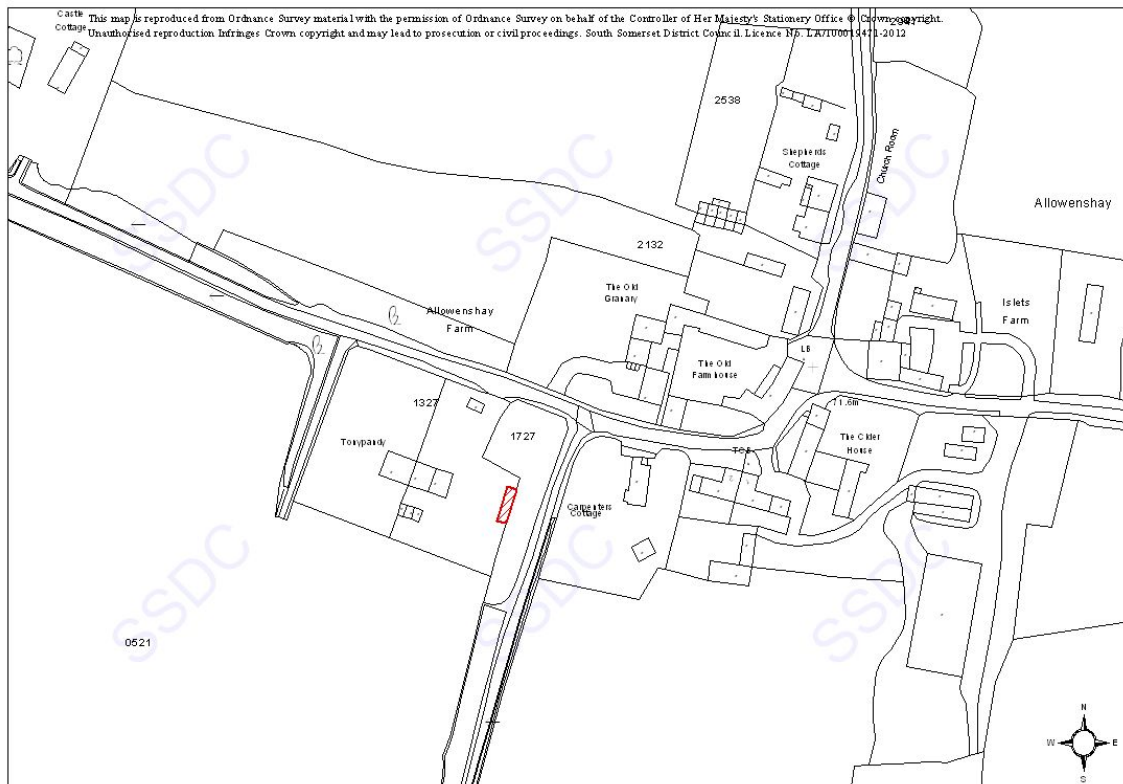
Officer Report on Planning Application: 11/03866/COU

Proposal :	Change of use of existing log cabin from residential to use as a teaching studio for traditional upholstery courses (GR 339117/113281)
Site Address:	1 Tonypandy Cottages Castles Hill Allowenshay
Parish:	Kingstone
WINDWHISTLE Ward (SSDC Member)	Mrs S Osborne (Cllr)
Recommending Case Officer:	Diana Watts Tel: (01935) 462483 Email: diana.watts@southsomerset.gov.uk
Target date :	25th November 2011
Applicant :	Miss Peta Inglesent
Agent: (no agent if blank)	Boon Brown Architects Motivo Alvington Yeovil Somerset BA20 2FG
Application Type :	Other Change Of Use

REASONS FOR REFERRAL TO COMMITTEE

The recommendation is contrary to a statutory consultee's response (Highway Authority) and therefore under the scheme of delegation, the application must be determined by Committee.

SITE DESCRIPTION AND PROPOSAL



The site is located on the western edge of the small hamlet of Allowenshay. It is one of a terrace of three cottages, whose shared driveway rises up from Ludney Lane.

This is a retrospective application seeking permission to continue to use the log cabin in the garden of no 1 Tonypandy Cottages as a teaching studio for traditional upholstery courses.

The applicant has provided a Design and Access Statement to explain the application, together with extensive additional supporting information:

- the proposal is to educate in traditional upholstery using traditional methods, tools and materials
- to take vintage and antique broken sofas and chairs and sympathetically restore them, recycling wherever possible
- to either give a student a taster course in traditional upholstery or to cater for the student looking for a career change by offering an Applied Diploma Course in Upholstery
- not only revitalising furniture but often the students as well
- the relatively small space needed, the ability to work from home and inexpensive tools make it an ideal avenue to pursue
- due to cutbacks, very few upholstery classes still operate in colleges and often the only courses available are through private individuals or small businesses like myself
- to be able to compete in this market, the overheads need to be low
- I have run the courses since July 2010 and for the year to 5 July 2011, courses have operated on 120 days
- I would like to run week long courses 3 times a month with a maximum of 3 people on any one course
- these have been operating 9am -6pm but now proposing 10am-5pm Mon - Fri in response to the objections (allowing half an hour either side of this to pack up/arrive)
- two part-time staff but they help with the garden and general upkeep of property
- No outside working
- No burning of waste products other than general garden waste
- foam and scrap material recycled where possible, otherwise waste taken to Chard tip
- The impact on the local rural economy has been uplifting, with many local businesses benefitting, from Yurtis in Dowlish Wake to Stepps Holiday Cottage in Broadway, to local pubs and shops, like the Trading Place at Lopen Head bringing on average £1500-2000 per month, with students often bringing partners and family
- There is also the benefit to trade suppliers such as Glover Bros at Bishops Lydeard for all upholstery materials and local fabric suppliers in Somerset and Dorset
- We also use recycled fabric, vintage and antique linens from local hand dyers, again, on average a further £2000 a month is spent with local trade suppliers
- I work from home and therefore am not reliant on my car to get to and from work
- my courses teach a skill that enables others to work from home
- students stay locally and often together sharing vehicles or walking or cycling so there would not always be 6 extra vehicle movements per day
- I rent stores in Seavington St Michael and Allowenshay for upholstery materials

- the store in the village enables me to manage my stock levels and make sure that there is always enough to cover one month, thus enabling on average 1 delivery per month from main supplier (Glover Bros)
- all other items come by Royal Mail, including fabrics, apart from the occasional delivery from UPS.
- In the last 2 months, there has been 1 UPS delivery, 2 Glover Bros deliveries, 1 Crewkerne Carriers collection to the farmyard
- work related vehicle movements (July 2010-July 2011) estimated for nos 1, 2 and 3 Tonypandy Cottages...as 530, 470 and 940 (respectively)
- projected movements based on 180 days of courses no.1 1,104 trips, no.2 470 trips and no.3 1,298 trips
- Ludney Lane is very rarely used and really only to access Tonypandy Cottages. All my students are sent detailed directions and advised only to use Ludney Lane via The Butts
- overall traffic levels in Allowenshay have declined over the last 7 years by 8 vehicles due to change of use to holiday homes and people retiring
- there is sufficient capacity to accommodate the additional parking spaces... at worst 3 cars with further spaces if required
- the Highway's concerns regarding sustainability are noted but do not reflect local circumstances
- the site is only 2 miles from the service centre of Ilminster with cycling being a viable means of transport
- the rural location of the proposal reflects the location of many cottage industries
- a live/work unit was approved last year only 60m away with the Highway Authority taking a much more pragmatic view
- mindful of policy ST3, a spend breakdown has been provided which sets out the investment the business makes in the local economy, with some 65% of the company's spend made within a 5 mile radius and 22% in Somerset, which leaves little doubt that the proposal benefits economic development.

HISTORY

No relevant recent history other than the enforcement investigation.

The Planning Authority was first made aware of an upholstery business being operated from the site in April 2010. At that time, the Enforcement Officer considered that the level of activity was such that it did not constitute a material change of use. A log cabin was erected in July 2010 and by November 2010, it had become apparent that the use had intensified requiring planning permission. This led to the current application being submitted to try and rectify the situation.

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.

For the purposes of determining current applications the local planning authority considers that the relevant development plan comprises the saved policies of the Somerset and Exmoor National Park Joint Structure Plan Review and the saved policies of the South Somerset Local Plan.

The policies of most relevance to the proposal are:

Saved policies of the Somerset and Exmoor National Park Joint Structure Plan (April 2000):

STR1 - Sustainable Development
STR6 - Development outside Towns, Rural Centres and Villages
49 - Transport Requirements of New Development
5 - Landscape Character
48 - Access and Parking

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

ST3 - Development Areas
ST5 - General Principles of Development
ST6 - The Quality of Development
EH6 - Conversion of Buildings in the Countryside
EC3 - Landscape Character
EP9 - Control of other potentially polluting uses
EP3 - Light Pollution
TP6 - Non-residential parking provision

Policy-related Material Considerations

National Guidance
PPS1 - Sustainable Development
PPS4 - Planning for Sustainable Economic Growth
PPS7 - Sustainable Development in Rural Areas
PPG13 - Transport

South Somerset Sustainable Community Strategy
Goal 3 - Healthy Environments
Goal 4 - Services and Facilities

CONSULTATIONS

Kingstone Parish Meeting:

The reasons we would not support the application are based on highway grounds.

- There would be a significant increase in road traffic along the very narrow roads coming into Allowenshay.
- The shared access road to Tonypandy Cottages is steep and narrow with restricted vision and turning where it joins Ludney Lane.
- The extra parking spaces planned would intrude into the space necessary for allowing vehicles to turn safely within the shared access area.

Highway Authority: The proposed development site lies outside any Development Boundary Limits and is therefore distant from adequate services and facilities. In addition, public transport services are infrequent. As a consequence, visitors of the new development are likely to be dependant on private vehicles for most of their daily needs. Such fostering of growth in the need to travel would be contrary to government advice given in PPG13 and RPG10, and to the provisions of policies STR1 and STR6 of the

Somerset and Exmoor National Park Joint Structure Plan Review (Adopted April 2000), and Policy ST3 of the South Somerset Local Plan.

Notwithstanding the aforementioned comments, it must be a matter for the Local Planning Authority to decide whether the proposed change of use or any other overriding planning need, outweighs the transport policies that seek to reduce reliance on the private car.

In detail, the applicant has indicated that the proposed classes would result in an additional three vehicles utilising the site. This equates to an additional 6 vehicle movements per day, which would be in addition to the existing vehicle movements associated with the dwelling. This also does not take into account any deliveries or further vehicle movements that might be associated with this proposal. As a consequence it is likely that this development would result in a significant increase in vehicle movements

I am concerned that the surrounding highway network is not of sufficient standard to be able to accommodate the additional traffic that would be associated with this proposal as both The Butts and Ludney Lane can be considered to be sub-standard due to the restricted width, poor alignment and lack of passing places along their entire duration.

I therefore raise objections to this proposal for the following reasons:

- The site is located outside the confines of any major settlement in an area that has limited public transport services. The development, if approved, will increase the reliance on the private car and foster a growth in the need to travel, contrary to advice given in PPG13, RPG10 and Policies STR1 and STR6 of the Somerset and Exmoor National Park Joint Structure Plan (Adopted April 2000) and Policy ST3 of the South Somerset Local Plan.
- The approach roads by reason of their restricted width and poor alignment are considered unsuitable to serve as a means of access for the type of traffic likely to be generated by the proposed development. The proposal is therefore contrary to Policy 49 of the Somerset and Exmoor National Park Joint Structure Plan Review (Adopted April 2000).

SDDC Area Engineer: no comment

Economic Development Officer: My comments fall into two areas.

1) The business case and its local economic impact.

The applicant informs me that she is registered as a sole trader, linked to the applicant's lifestyle choice. The company has an established website, ebay shop and makes active use of social media to promote both the upholstery courses and sell upholstered furniture pieces.

The demand for these upholstery courses is well established with interest from all over the UK (75% are 'not local' according to the applicant). The company had 269 course attendees over 120 days to the 5th July (year 1). It is noted that the courses offered are now unique to the area as Bridgwater College no longer offer upholstery. Commissions (for the applicant or students to repair client's furniture) are also commonly received. The applicant has stated that there are never more than 3 students on any given course, though I note this figure does not tally with the overall student numbers provided for year 1. Further clarification is requested on this point since the number of attendees will correlate with the number of vehicles parked - this matter is considered below.

I have not had the benefit of inspecting the applicant's business plan but on balance, this would appear to be an established business (the enterprise began as a Ltd. company in 2006) that has the full commitment of the applicant.

The applicant has also pointed out benefits of the business to the local economy;

- Course attendees (who have to stay locally) are always provided with a local accommodation list.
- Lunches are provided with ingredients bought from the nearby Trading Post.
- Local businesses supported include upholstery suppliers (Taunton), local B&B's, pubs and holiday cottages. There seems no reason to doubt that there are many local beneficiaries of this trade but no specific figures have been given.
- Course attendees are invited to explore the local area and often make a holiday of their stay.

In discussions with the applicant, it was made clear that this is quite a small-scale operation and that alternative premises were not a viable option. In the medium term at least, there were no plans to grow the business or take on staff. The applicant employs a cleaner and gardener (both P/T), but neither are direct employees of the business. Supporting the applicant to find alternative premises would not appear to be an option for ED at this stage.

The applicant is in the process of resolving any matters relating to business rates and subsequent potential implications on Public Liability Insurance.

2) Parking Issues

I accept the neighbours' objections to the parking that results from the courses being held. The applicant has not suggested how vehicular use might be reduced/mitigated (merely stated that the situation is 'complicated' and difficult to resolve). Indeed, the applicant notes on the company website the lack of public transport and advises attendees to use their own transport.

As parking issues are the mainstay of the objections I feel that the applicant needs to be pro-active in solving the problem. The number of cars involved does not appear to be large and there ought to be a number of ways of finding a solution. It is not for Economic Development to negotiate this matter, but there may well be an acceptable and legal parking area nearby from where attendees can be collected.

Summary

I agree with comments and recommendations from fellow Economic Development Officers and find them balanced - both in support of the applicant continuing the business, while addressing the primary source of objection (parking) from neighbouring residents.

I also support the COU application with the condition that a more agreeable solution to the parking situation be identified prior to approval.

Another response was provided by a second Economic Development Officer who had not spoken directly to the applicant and felt that additional information was required. He was concerned that the business was not providing any financial benefit to the area and concluded that it was causing more concerns than benefit to neighbours and the wider community. He recommended that the application be supported but with restrictions on for example, the number of days it can operate and a travel plan provided showing how sustainable transport is to be encouraged.

Environmental Protection Officer: I can confirm that we have to date not received any complaints about noise from this site considering they have been operating for the past ten months.

That said, if neighbours are concerned about noise or troubled as they state, then controls can be put in place with relevant conditions.

I would therefore propose that should permission be granted then the following conditions be attached:

No work outside buildings
No open storage
Machinery limitations
No burning
Doors and windows to remain shut at all times when any machinery tools are in use.

REPRESENTATIONS

A site notice was posted (General interest) and neighbours notified.

Two neighbours who live in the cottages adjoining the applicant's property have written to object on the following grounds:

- loss of privacy and if students stay at the property, then disturbance and intrusion likely to extend into evenings and weekends
- disturbance amplified due to relatively small parking area
- noise from workshop particularly on fine days
- we are at home on non-work days and during holidays when trainees on site
- Turning head regularly blocked by trainees' vehicles
- Large delivery vehicles can cause inconvenience and frustration
- Nos 1, 2 and 3 are jointly responsible for shared driveway which is steep with sharp bend; extra traffic would affect condition
- Poor visibility when turning either into Ludney lane or when manoeuvring in Castles Hill Lane (also called The Butts)
- Additional traffic increases risk of conflict with local traffic
- Vehicular noise is intrusive
- Noise from staple guns and hammering can be heard most days
- If approved we would like to see a condition requiring waste to be disposed of at recycling centre and not burnt in garden or put in neighbours' wheelie bins
- If a different access and parking area were created to serve the business (requiring negotiation with allotment owner), and the area was screened to reduce noise, we would be more comfortable with the application
- Has Building Regulation Consent been sought? (no, but it is required and agent informed 14.12.11)
- Plans give impression of larger parking area
- Limited turning space
- 3 vehicles can only park if use turning area

- proposal including the two part-time staff would lead to 1800 extra trips per year (excluding delivery vehicles)
- photographs submitted to show vehicles blocking driveway, turning area and furniture being stored on the parking area
- clients can arrive any day, including bank holidays and can stay as late as 8pm
- concern that clients stay or will stay in the house
- the assertion that the business can only be viable if based at Tonypandy is questionable as within a 5 mile radius, a plethora of small businesses operate from rented premises
- disagree that the parking for the applicant, trainees, two staff and deliveries can be accommodated
- bonfire can be only 6-8 feet away and I have to close my windows - photograph showing upholstery material waiting to be burnt

9 letters of support have been received, including course attendees and local businesses:

- we attended a furniture restoration workshop in October 2010 and it was one of the best holidays we have ever had; we hired a house for week, enjoyed a variety of local pubs and restaurants, and bought lots of supplies from the farmshop to take home
- the business is very green in terms of saving old furniture and encouraging holidays avoiding air travel abroad
- so much benefit for the community and individuals
- I have acquired a new skill and it has allowed me to regenerate my own business
- Affordable, expert tuition, small informal classes and beautiful surroundings
- Benefits local businesses
- Vibrant and valuable enterprise
- Unobtrusive structure
- There are never more than 3 students at a time and we are all asked to park considerately
- The rural economy is dying and here is one business that is sustainable
- It has given my business a lifeline
- There are other courses but further afield and much more expensive
- It has supported my tourism business at Oxenford Farm Yurts with clients booking accommodation for the duration of their stay
- Without businesses like this, my business (Trading Post) would struggle to exist

CONSIDERATIONS

1. Planning Policy, Sustainability and Justification

The site lies outside the Development Area where policies ST3 and STR6 aim to strictly control development in the countryside to that which benefits economic activity, enhances the environment and does not foster growth in the need to travel. Development must be justified, and should protect the quality of the local environment. PPS4 is supportive of initiatives that promote economic growth and policy EH6 permits the change of use of a building in the countryside to a commercial use provided that a number of criteria are met. These include that the bulk, form, scale and general design of the building is in keeping with its surroundings. The Local Plan also supports the principle of workplace homes.

The spend breakdown provided by the applicant demonstrates that the business helps to sustain the local holiday industry, local pubs, other related businesses and trade

suppliers. Her analysis indicates a significant contribution to the local rural economy within a 5 mile radius (£71,717- 2011).

This economic benefit, together with using an existing building, which is sustainable in itself, are considered to outweigh the sustainability issue raised by the Highway Authority. In addition, the site is only about 2 miles from Ilminster with its services and facilities, and cycling is a viable alternative sustainable form of transport. Furthermore, granting permission would allow the applicant to continue to work from home, an initiative encouraged by the District Council, and by teaching upholstery skills, would enable others to work from home, thereby reducing work related vehicle movements.

2. Visual Impact

The garden is well screened and raised up above the road and therefore the cabin cannot be seen until you have driven up the driveway into the site. There is a picket style fence and planting on the boundary adjoining the shared driveway which helps to obscure views of the cabin, and the applicant proposes to erect a 6` willow hurdle fence on the rear boundary adjoining no. 2 and adjacent the parking area to provide further screening. The building is in keeping with the cottage and other domestic outbuildings nearby and it has no adverse impact on the rural landscape as a whole.

Bearing in mind its use in winter months when it is dark at the end of the teaching day, a condition would need to be imposed to control any external lighting as this could have an adverse impact on the landscape.

Parking provision for students would adjoin the parking spaces for no.2 on the side of the shared driveway and would not appear out of place in this location or adversely affect the wider rural landscape.

3. Residential Amenity

Any development should respect neighbouring amenities (policy ST6 of the Local Plan) and the objections received from the neighbours have been carefully considered. This row of terraced cottages share an access drive and have a close relationship with one another, although each one has its own parking provision and private garden space. The log cabin is approximately 20 m away from the nearest objector (no.2 Tonypandy cottages) and stands in a mature garden. Bearing this location in mind and the fact that the nature of the craft relies on working with your hands, small hand tools and an electric stapler, it is considered that there should be no significant or adverse impact on local amenities in terms of noise disturbance. The Environmental Health Officer has raised no objections subject to the imposition of conditions.

The scale of the cabin (11m by 3m) and particularly taking into account the size of furniture being upholstered, automatically limits the level of business activity which can take place here.

4. Highway Safety

This is a significant issue in this case, given the local objections expressed and the Highway Authority objecting on the basis that the approach roads are unsuitable to accommodate the additional traffic generated by the business use. For three weeks out of four, there would be 6 additional vehicle movements (worst case) per day Mon-Fri. The applicant would not need to drive to and from work and when compared with potential movements generated by a working couple or family, often estimated to be on average 8 movements a day, this level of traffic would not seem excessive. Indeed, the

applicant has compared traffic movements with that of her neighbours and estimates fewer movements than those of no.3. In addition, there are a few deliveries a month but again this does not appear excessive given that many people now have home deliveries through online shopping.

It would be important however, to ensure that the parking and access arrangements for 2 and 3 Tonypandy Cottages would not be disrupted. Three parking spaces would need to be kept available for the students to park when courses are being run and the access drive and turning head would need to be kept free of obstruction at all times. The amended site layout plan indicates how three spaces can be provided in front of no.1 Tonypandy Cottages, beside the parking area for no.2, and a fourth space provided in the garden area. The gardener and cleaner should be expected to visit on days when courses are not being run. As pointed out by the Parish Council, the shared drive is steep and narrow but it joins a quiet rural lane and the additional traffic generated by the business would be comparable with a family or working couple who might otherwise be living at the property. The applicant sends all her students detailed directions and advises them only to use Ludney Lane via The Butts.

CONCLUSION

Clearly, there have been some issues with how the business has been operating over the past year but given the benefit to the local economy and policy support for workplace initiatives, it is felt that the applicant should be given the opportunity to operate for another year under more stringent controls, a better parking layout and screening. If at the end of this period there are serious problems with, for example, neighbour disturbance and traffic movements, then it might not be appropriate to extend or make permanent the temporary permission. A personal condition is felt to be essential in this instance given the highway issues, the particular circumstances of the applicant and how she operates the business.

RECOMMENDATION

Grant permission.

JUSTIFICATION

The proposal, taking into account the significant benefit to the local rural economy, and due to the nature of the business, would not cause demonstrable harm to landscape character, highway safety or residential amenity in accordance with policies STR1, STR6, 48, and 49 of the Somerset and Exmoor National Park Joint Structure Plan (Adopted 2000) and policies ST3, ST5, ST6, EC3, EP9 and EP3 of the South Somerset Local Plan (Adopted April 2006), PPS4 and PPS7.

SUBJECT TO THE FOLLOWING:

1. Notwithstanding the time limits given to implement planning permission as prescribed by Sections 91 and 92 of the Town and Country Planning Act 1990 (as amended), this permission (being granted under section 73A of the Act in respect of development already carried out) shall have effect from July 2010.

Reason To comply with Section 73A of the Act.

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

Location plan received 30 September 2011
Site plan received xxxx 2012 (red line being amended to include access and parking)
Additional supporting information from applicant dated 4 November 2011 and 8 December 2011
Agent's letter of 14 December 2011

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

3. The business use hereby approved shall cease on 31 January 2013, unless a further planning permission is granted.

Reason: The Local Planning Authority is only prepared to grant a temporary permission so that it can review the situation at the end of the period specified and assess in particular the impact on residential amenity and highway safety in accordance with policies ST6 and EP9 of the South Somerset Local Plan, 2006.

4. This permission shall be personal to Peta Inglesent for as long as she occupies the property known as 1 Tonypandy Cottages and shall not enure for the benefit of the land or any other person. There shall be no other employees in connection with this business at the site.

Reason: The application has been assessed on this basis only and in the interests of sustainable development and amenity, in accordance with policies ST3 ST6 and EP9 of the South Somerset Local Plan, 2006.

5. The log cabin shall be used for private purposes incidental to the enjoyment of the dwellinghouse, known as 1 Tonypandy Cottages, or as a teaching studio for upholstery courses and for no other purpose (including any other purpose in Class D1 of the Schedule to the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason: In the interests of amenity, in accordance with policies ST6 and EP9 of the South Somerset Local Plan, 2006.

6. The teaching courses hereby approved shall not operate other than between 10.00 hrs and 17:00 hrs Monday to Friday, with students arriving no earlier than 09.30 and leaving no later than 17.30 hrs. No courses shall take place on weekends, bank holidays or public holidays and the courses shall not operate for more than 180 days per year.

Reason: To safeguard the amenities and character of the area to accord with policies ST6 and EP9 of the South Somerset Local Plan 2006.

7. The number of students being taught at any one time shall be limited to a maximum of 3 people. A register of teaching courses, dates and participants shall be kept and made available for inspection by an authorised officer of the Local Planning Authority at all reasonable times.

Reason: To safeguard the amenities and character of the area to accord with policies ST6 and EP9 of the South Somerset Local Plan 2006.

8. For the duration of a teaching course, the parking area indicated on the approved plan shall be kept clear of obstruction and shall not be used other than for the parking of vehicles in connection with the use hereby approved.

Reason: In the interests of highway safety and in accordance with policy 48 of the Somerset and Exmoor National Park Joint Structure Plan Review (2000).

9. No manufacturing, fabrication or other industrial process shall take place outside the confines of the log cabin concerned and no raw materials, products of any description, scrap or waste materials whatsoever shall be stored in the open on any part of the subject land without the prior written consent of the Local Planning Authority.

Reason: To safeguard the amenities and character of the area to accord with policies ST6 and EP9 of the South Somerset Local Plan 2006.

10. No deliveries associated with the business use hereby approved shall be taken or despatched from the site at any time on a Sunday, bank holiday or public holiday.

Reason: To safeguard the amenities and character of the area to accord with policies ST6 and EP9 of the South Somerset Local Plan 2006.

11. The machinery/equipment used shall be limited to that described in the applicant's additional information dated 4 November 2011 (note 1) and Appendix B, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To safeguard the amenities and character of the area to accord with policies ST6 and EP9 of the South Somerset Local Plan 2006

12. No retail sales shall be carried out from the site.

Reason: To safeguard the amenities and character of the area to accord with policies ST6 and EP9 of the South Somerset Local Plan 2006

13. No external lighting shall be erected on the application site unless details have been previously submitted to and agreed in writing by the Local Planning Authority.

Reason: To safeguard the amenities and character of the area and in accordance with policies ST6, EC3 and EP3 of the South Somerset Local Plan (Adopted April 2006).

14. The willow hurdle fence shown on the approved plans shall be erected within 28 days of the date of this permission, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To safeguard the amenities and character of the area to accord with policies ST6 and EP9 of the South Somerset Local Plan 2006

15. Provision shall be made for the storage of refuse generated by the business. Such a scheme shall be agreed in writing by the Local Planning Authority within 28 days of the date of this permission.

Reason: To safeguard the amenities and character of the area to accord with policies ST6 and EP9 of the South Somerset Local Plan (Adopted April 2006).

16. The access driveway and turning area shown on the approved plan shall be kept clear of obstruction at all times.

Reason: In the interests of highway safety and in accordance with policy 48 of the Somerset and Exmoor National Park Joint Structure Plan Review (2000) and policy ST5 of the South Somerset Local Plan (Adopted April 2006).

Informatives:

1. The applicant's attention is drawn to the need for Building Regulation Consent for the log cabin.
2. Students should continue to be directed to avoid approaching Allowenshay via Ludney Lane.