

Area West Committee – 19th December 2012

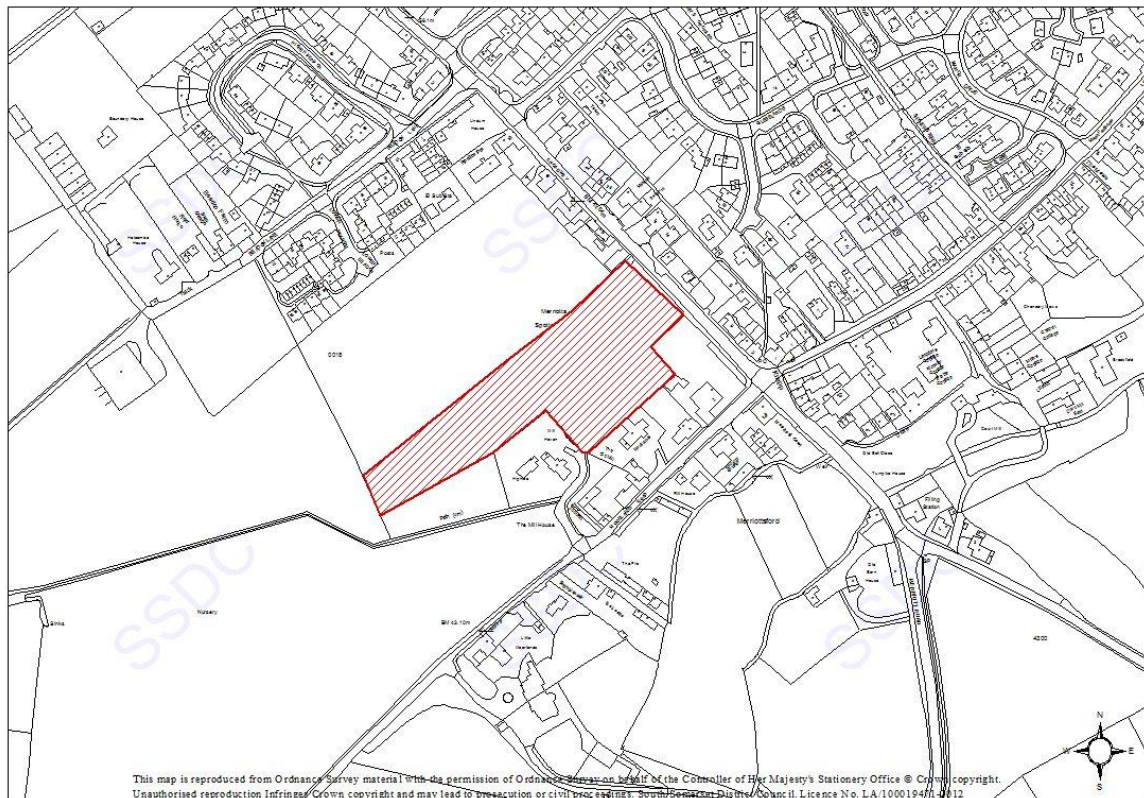
Officer Report On Planning Application: 12/02126/FUL

Proposal:	The erection of a Doctors surgery with attached pharmacy, the conversion of existing farm buildings into 12 No. residential units, the erection of 12 No. dwelling houses and the erection of garaging and associated works. (GR 344173/112183)
Site Address:	Moorlands Farm Moorlands Road Merriott
Parish:	Merriott
EGGWOOD Ward (SSDC Member)	Cllr P Maxwell
Recommending Case Officer:	Andrew Gunn Tel: (01935) 462192 Email: andrew.gunn@southsomerset.gov.uk
Target date:	29th August 2012
Applicant:	Mr Adrian Coots
Agent: (no agent if blank)	James Ewart Fox 55 The Park Yeovil, Somerset BA20 1DF
Application Type:	Major Dwlg 10 or more or site 0.5ha+

REASON(S) FOR REFERRAL TO COMMITTEE

This application is referred to Committee at the request of the Ward Member with the agreement of the Chair in order for the need for the surgery, economic viability issues, highway, design and layout issues, conversion of the barns and scale of the development, to be fully considered by members.

SITE DESCRIPTION AND PROPOSAL



Moorlands Farm is located on the western side of Broadway Road, Merriott towards the southern side of the village. The application site currently comprises grassland along with a range of former traditional 2 storey agricultural buildings constructed from brick and stone. The site is currently accessed via Moorlands Road to the south. A high stone boundary wall fronts onto Broadway with residential properties to the north east. A field is immediately adjacent to the site along its north west boundary with residential properties beyond this field to the north west. Further residential properties and a care home are located to the south with fields to the west.

The proposal seeks consent for the erection of a new Doctors surgery and pharmacy, the conversion of the barns to form 12 residential units and the erection of 12 new build units. A new vehicular and pedestrian access will be gained off Broadway Road opposite the existing traffic calming scheme.

The Doctors surgery will be located along the north western boundary with 22 parking spaces. It will be a single storey building measuring 27 metres x 13 meters with a height of 5 metres. A pharmacy will be attached to its eastern end and will measure 12.7 metres x 9 metres with a height of 4.6 metres. Following receipt of amended plans, the surgery/pharmacy will be constructed using a mix of red brick and red cedar walls with a zinc standing seam roof. The surgery will provide for 2 consulting rooms, 1 nurse room and waiting, staff and meeting rooms.

The new build houses are located throughout the site and comprise 2 separate terraced blocks, both 2 storey, one comprising 5 units at the entrance to the site running parallel with the new internal road, and the second block in the southern corner comprising 4 units. A garage block will be erected along the roadside wall (Broadway). Both the new garage block and terraced houses at the site frontage will re-establish the historic built form characterised by agricultural buildings and form a courtyard. The terraced blocks will be constructed using a mix of stone, render and brick with timber doors and window with clay tiled roofs. The new 2no 4 bed detached dwellings in the western corner will be constructed using a mix of render and western red cedar for the walls with a slate roof.

As part of the northern terrace rows of dwellings, the unit closest to the entrance has been designed differently with a hipped roof and higher to make it a feature building. The height of this building has been amended to ensure that it isn't overly dominant and sits better in the street scene as viewed from both Broadway and within the development.

There will also be a new single 2 storey house that sits at the northern end of the western barns. Again, this will be constructed using plain clay tiles, brick and red cedar boarding. It has a more modern design which has been amended to give it a more sympathetic relationship with the barns and to also act as link in design terms between the historic barns, the new build terraced cottages and the more modern design of the surgery.

The 3 barns have been split into the west, east and south barns. The east and south barns join each other and form a T shape. The upper section of the northern gable end of the south barn can be seen from Broadway, projecting above the roadside wall. This south barn will provide 3 units, with 2 units containing garaging on the ground floor. The east barn will provide 4 units and a further 4 units will be created in the west barn. In total, there will be 12no 2 bed units comprising housing and maisonettes, 8no 3 bed units (houses and maisonettes) and 4no 4 bed houses. 49 car parking spaces are being provided for the 24 residential units, in a mix of open spaces and some garaging.

The internal road forming a cul-de-sac will run initially along the north western boundary for approximately half the site length and then head southwards to the centre of the site

and then west. There will be vehicular access through the northern end of the east barns leading through to the courtyard.

The new vehicular access will require the removal of a section of the stone wall fronting onto Broadway. The applicant has stated that there was originally an access at this point into the farm.

Moorlands House, a Grade 2 listed building, was the farmhouse associated with the range of farm buildings but no longer has any relationship in terms of use or ownership. The farm buildings themselves are not listed by association nor in their own right. It is understood that an attempt was made to have the barns listed a number of years ago but was not successful.

The application was accompanied with a Design and Access and Heritage Statement, a Transport Assessment, Protected Species Survey, a Flood Risk Assessment along with a petition containing around 350 signatures supporting the construction of the surgery. A similar petition was submitted later with around 60 signatures.

HISTORY

851216 - The conversion of existing barns at Moorlands Farm into 8 dwellings. Approved 1985.

There is no other more recent relevant planning 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 decision must be made in accordance with relevant Development Plan Documents unless material considerations indicate otherwise.

Relevant Development Plan Document

South Somerset Joint Structure Plan (adopted April 2000)
Policy 49 – Transport Requirements of New Development.

South Somerset Local Plan (adopted April 2006)
ST2 – Villages
ST3- Development Areas
ST5 – General principles of development
ST6 – Quality of Development
ST10 – Planning obligations
EC8 – Protected species
EH1 – Conservation Areas
EH7 – Conversion of buildings in the Countryside
TP6 – Non residential parking provision
TP7 – Residential Parking provision
HG6 – Affordable housing
CR3 – Off site provision

National Policy:

National Planning Policy Framework:
Chapter 6 - Delivering a wide choice of high quality homes

Chapter 7 - Good Design
 Chapter 8 - Promoting Healthy Communities
 Chapter 11 - Conserving and enhancing the natural environment
 Chapter 12 - Conserving and enhancing the historic environment

Parish/Town Plan:

Merriott Village Plan (Jan 2007)

The Village Plan identified clear support for the establishment of a GP practice and a dispensing chemist in the village.

CONSULTATIONS

Parish Council:

Original comments 21st June

The Parish Council support this application but ask for the following to be considered:

- Many residents wish to stress their support for a doctors surgery for the village, however, the development plan is beyond what was expected
- With less houses, there is the possibility of positioning the surgery so that it does not impact on other properties
- Current properties are incorrectly named on the plans
- Due to the nearness to neighbours the proposed buildings overlook properties. Recommend a restriction on windows on the new builds
- Needs to be a better mix of homes to include social and affordable housing
- There will be additional traffic on Broadway, a road that already has issues with speeding and a number of road junctions that have limited vision. This traffic will include delivery lorries and traffic 6 days a week because of the pharmacy opening on a Saturday
- The traffic will increase noise levels with starting and stopping engines, doors banging as occupants exit and enter vehicles
- Safety of pedestrians must be paramount. This is not achieved within these plans
- The bin store is too near to properties and is not obscured from view nor sheltered
- The plans show the surgery and pharmacy as a different style of design and build being more utilitarian and not aesthetically in accord with the other properties an/or village location
- Build will destroy flora and fauna
- Proposed access for the construction is via Moorlands Road. This road is a residential area. Cars are always parked on the road to allow shoppers to use the village amenities such as the local store

Due to the importance and level of local interest in this application which it is understood will be referred to Area West Committee, the PC request that if this is the case could the Area West meeting be held in Merriott to allow attendance at the meeting?

Additional comment 5th July 2012:

This amendment does not relate to any comments already submitted. It makes no difference to the views already expressed. No further comments.

Local Highway Authority:

(Original comments received 12th July 2012)

The proposal relates to the erection of a doctors surgery with attached pharmacy and the

conversion of the existing barns into 12 dwellings, construction of 12 new dwellings and the formation of a new access.

Vehicle Movements

The submitted application was accompanied by a Transport Statement (TS) this has now been analysed and the Highway Authority's comments are set out below.

Regarding the trip generation the TRICS calculations estimate that the proposed surgery will generate 17 two-way trips in the AM peak and 18 movements in the PM peak. These figures are considered to be low and a figure of 23 movements in the peak hour to be a more realistic representation. However this is not considered to be a significant difference. For the residential development the TRICS calculation would seem to indicate that a maximum of 16 two-way trips would be added to the existing highway network during the AM and PM peaks. This is deemed to be acceptable. The TS has not provided trip rate calculations for the pharmacy element of the proposal. This is because the pharmacy is relocating from its current position, which is in close proximity to the application site.

In terms of the traffic impact of this proposal, it is accepted that some traffic generated by the surgery would be offset against existing journeys to surgeries outside of Merriott being removed from the network. Therefore, the likely impact of the surgery would be small if not negligible. The pharmacy, as stated above, is unlikely to generate any new trips as it is simply relocating from a site close-by. In addition, since the pharmacy will now be located next to the surgery, it is likely that the existing trips could be removed from other parts of the network.

The TS provided information on the site's accessibility not only for vehicles but also other modes of transport. There is a bus stop within a 400m walk of the proposed development. As a consequence there is a limited possibility for a modal shift to public transport. It is agreed that bus usage for the surgery would be unlikely. Paragraphs 3.8 and 3.10 refer to bus services 90, 91, 96 and N12. From our records the Highway Authority understands that the 90, 91 and N12 have ceased. Although it is accepted that service N10A runs a limited service (Monday to Friday) and route 16 runs on college days along with the 99/99A and N8.

The majority of the village is within 400m radius of the surgery; therefore walking would be a realistic option. It's noted that the local community facilities i.e. the shop are in close proximity. As a consequence it is likely that occupiers of the residential development would likely walk to these facilities. In terms of cycling, apart from a cycle route passing through the north of Merriott (Regional Route 30), there is a lack of cycling infrastructure within the village. However, almost the entire village lies within an 800m radius of the site, therefore some modal shift to cycling would be possible. This would be aided by the relative low flows on many of the village's roads.

The TS has made provision for 49 parking spaces to serve the proposed 24 residential units. Although this level of parking is considered to be acceptable in principle. The applicant needs to be clear on whether this includes garages, which can count, towards the overall strategy. In terms of the combined surgery and pharmacy the applicant has made provision for 22 spaces, two of these spaces would be for disabled users. This level of parking is above the required standard set out in Somerset County Council's Parking Strategy, which states the site should provide a total of 16 spaces. Therefore, the number of parking spaces will need to be revised to reflect the Parking Strategy guidelines. Alternatively the applicant would need to provide a full justification on why these additional spaces are required. The Highway Authority will then judge whether this is justified or not.

Motorcycle parking has not been mentioned in the TS and will need to be provided for, and also be, in line with the current guidelines. There is a similar issue with the lack of cycle parking provision within the site.

Estate Road Layout and Drainage

The proposed layout is shown on drawings 3610_06-B, 3610-01 and 3610_20. In terms of the estate road layout a swept path analysis will be required and this would need to be based on the refuse vehicle currently in use in this area and would need to be no less than 10.87m. There are no service margins shown on the submitted drawing. The service margins would need to be a minimum of 0.5m and may need to be increased in width if more statutory undertakers services are required. Car parking is shown off the proposed turning heads, these is not acceptable due to vehicle overhang and refuse vehicles not being able to manoeuvre. It is noted from the drawings that no footway has been provided throughout the proposed layout. The applicant should note that a pedestrian link would be required between the village and the proposed surgery.

In terms of the site drainage, there appears to be a contradiction between the planning application and the Flood Risk Assessment. The application has stated that surface water will be discharged into soakaways. However paragraph 7.7 of the Flood Risk Assessment mentions that site drainage will be connected into the main storm water sewer. As a consequence the applicant would need to clarify this point. If soakaways are to be used for carriageways it would have beneficial for a Ground Investigation Report to be submitted as part of the application. This would have allowed the Highway Authority to ascertain whether the ground is sufficiently permeable to be used in conjunction with a soakaway. It should be noted that the use of any existing highway drain will not be accepted due to capacity issues.

Highway Works

The development will be served by a new access onto Broadway Road. During pre-application discussions the Highway Authority raised concerns over the lack of suitable visibility which can be achieved at the proposed point of access. As a result the applicant produced a highway works scheme which involved the replacement of the existing priority controlled buildout traffic calming feature with a speed table. This was subjected to a Highway Safety and Technical Audit and an audit report was returned to the applicant.

This proposal saw the submission of alternative highway works scheme, which involves the removal of the existing traffic calming scheme and replacing it with a new traffic calming feature. This will consist of narrowing the existing carriageway over a length of Moorland Road. The works will also include a built out of the existing footway so that suitable visibility can be achieved for the proposed access. The proposed scheme has been subject to a Safety and Technical Audit during both pre application discussions and also as part of the planning application. The latest audit report has been attached this would need to be passed to the applicant to action the points that have been raised, but I have set out below a summarisation of the report.

- Swept path movements provided 8m long refuse vehicle has been tracked. Appears vehicle would not be able to undertaken all required movements without conflicting with the proposed highway infrastructure changes.
- Appears that the north-west bound visibility splay of 2.4m x 43m is not achievable.
- Although no Personal Injury Accidents (PIA) have been recorded in this location. Best practice advice now suggests there is concern about the potential for cyclists to become 'squeezed' by motor vehicles where the carriageway width has been reduced to between 2.75m and 3.25m.

- From the information provided in the Transport Statement, it would appear to suggest that the existing priority controlled traffic calming feature is still the most effective way of controlling traffic.
- Amendments to the existing highway lighting maybe required.
- Measures must be taken to ensure all types of vehicles can be facilitated safety through any new highway infrastructure.
- No construction details have been provided.
- Proposed priority controlled pinch point appears to be 60m in length. Safety concerns are expressed about potential conflicting traffic movements over such a long length of a priority controlled system. Particularly as the development's access would emerge within the narrowed section.
- Doubt the effectiveness of the proposed priority controlled pinch point in maintaining slow speeds when comparing it to previously proposed highway works (raised table).

It should be noted that any off site highway works would be subject to a legal agreement between the applicant and the Highway Authority.

CONCLUSION

To conclude it is likely that the traffic impact of this site will be small, although car parking provision for the surgery and the pharmacy will need to be revised to reflect the current standards set out in the parking strategy whilst also making provision for both cycle and motorcycle parking. In terms of the internal arrangements the proposed layout currently does not conform to our design standards. Finally in terms of the proposed off site highway works there are concerns over the length of the priority pinch point and also the creation of a new access within the new priority controlled system. In addition from the information provided the Highway Authority do not believe that suitable visibility can be achieved to the north of the proposed access.

Therefore based on the information set out above I raise objection to this proposal for the following reasons:

- The proposal is contrary to Policy 49 of the Somerset and Exmoor National Park Joint Structure Plan Review (Adopted April 2000) and Policy ST5 of the South Somerset Local Plan since the proposed access to the proposed development does not incorporate the necessary visibility splays which are essential in the interests of highway safety.
- The Local Planning Authority and the Local Highway Authority, in adopting the Somerset County Council publication 'Estate Roads in Somerset', have agreed standards for the layout of new streets. The proposed access roads do not conform to these agreed standards and are not, therefore adequate to serve the development proposed. The proposal therefore does not meet the requirements of Policy 49 of the Somerset and Exmoor National Park Joint Structure Plan Review Adopted April 2000.
- The proposal is contrary to Policy 49 of the Somerset and Exmoor National Park Joint Structure Plan Review (Adopted April 2000) and Policy ST5 of the South Somerset Local Plan since the formation of an access together with the introduction of conflicting traffic movements onto Moorland Road from the surgery and residential

development such as would be generated by the proposed development, would be prejudicial to highway safety.

Officer comment: Following the receipt of the above comments, the Highway Authority and the applicant's highway consultant have been undertaking lengthy discussion and negotiation to address the issues that have been raised. On the 8th November, the Highway Authority submitted the following comments:

Highway Authority (revised comments)

I refer to the above mentioned planning application received on 1st October 2012 and the Highway Authority's previous response dated 12th July 2012.

The proposal relates to the erection of a doctors surgery with attached pharmacy and the conversion of the existing barns into 12 dwellings, construction of 12 dwellings and the formation of a new access.

As you are aware the Highway Authority raised objections to this application in regards to the proposed access arrangements and also the proposed estate road layout. Since these initial comments were made the Highway Authority has been in discussions with the applicant to resolve these objections. From the latest submissions it is apparent that the applicant has overcome the Highway Authority's objections in regards to the proposed access as they are able to achieve the appropriate visibility, required by the Highway Authority, in either direction.

In terms of the proposed off site highway works, which included the removal of the existing traffic calming scheme with a new scheme that would narrow a length of the existing carriageway, the Highway Authority has now received drawings which have addressed the issues raised by the Safety and Technical Audit process as a consequence the Highway Authority has no objection in principle to the proposed works, although the applicant should note that these works would be subject to a legal agreement with the Highway Authority and would be subject to a full Technical and Safety Audit before works would be allowed to commence on the adopted highway.

Turning to the internal site arrangements the Highway Authority previously raised objections as the proposed layout did not conform with the design standards set out in Somerset County Council's publication 'Estate Roads in Somerset'. The applicant has since submitted an amended plan that has looked to address the concerns that had been raised. As a consequence the Highway Authority has no objection to the proposed layout. However the Highway Authority did raise concerns over the site drainage. The applicant subsequently submitted further details which showed a drainage scheme, however this would involve a pipe running through the rear gardens of the proposed dwellings. This is not acceptable to the Highway Authority and although it does not necessarily warrant a continued objection to this scheme it is likely that we would not look to adopt the proposed layout.

The Highway Authority has provided the applicant with details on how to overcome this issue and also alternatives that could also overcome our concerns. However as yet we have not received a response from the applicant.

Therefore to conclude the applicant has addressed the objections raised in the Highway Authority's previous response although there are still outstanding concerns relating to the site drainage. However on balance the Highway Authority retracts there previous objections and raise no objection to this proposal and if planning permission were to be granted I would require the following conditions to be attached.

Officer comment: The Highway Authority has recommended the imposition of 9 conditions in respect of details and construction of the proposed highway works, including off site works; details of the construction access and contractors' parking area/compound; details to control dirt/mud etc. from being brought onto the highway by construction vehicles; disposal of surface water; submission of a Construction Environmental Plan to control construction vehicle movements, operation hours, construction vehicular routes to and from site, delivery hours, construction vehicles per day, a scheme to encourage the use of Public Transport amongst contactors, and measures to avoid traffic congestion impacting upon the Strategic Road Network; properly consolidated and surfaced footpaths; garage use restricted to the domestic and private needs of the occupier with no business use, visibility requirements at the junction of the new internal road with Broadway and a requirement to keep parking and turning areas free from obstruction. A note would also be added with regard to acquiring a S.184 permit in relation to the highway works.

Conservation Officer:

Original comments:

The site lies part within the conservation area and adjacent to a listed building. The NPPF indicates that 'Great Weight' must be given to design and heritage assets, more so than many other planning considerations. Section 72 of the Act requires that special attention shall be paid in the exercise of planning functions to the desirability of preserving or enhancing the character or appearance of a conservation area. This requirement extends to all powers under the Planning Acts, not only those that relate directly to historic buildings. The desirability of preserving or enhancing the area should also, in the Secretary of State's view, be a material consideration in the planning authority's handling of development proposals that are outside the conservation area but would affect its setting, or views into or out of the area.

The barns are a good set of farm buildings and certainly worthy of retention and reuse. Their design lends them to reuse. As you are aware we were concerned with regard to the amount of demolition and rebuild proposed as part of this application, and to that end we have secured a separate report for the Council by a structural engineer which disagrees with the amount of demolition proposed. I have no reason to disagree with his views.

Turning to the design, the layout is compromised by the inclusion of the surgery and pharmacy. The standardised requirements for such a building results in the designer also compromised in designing the best building for a site. I am in agreement with Robert Archer, our Landscape Architect, views on the overall layout.

Looking at the building design I would say that, and this is not an exhaustive list;

- The single house at the north end of the barns seems to float and not be tied into any other part of the design, and is itself a curious design which doesn't quite relate to other buildings close by.
- The high two storey building next to the road would be very dominate in the street scene, and its design with pyramidal roof seems at odds with the street scene.
- The garden arrangement of the terrace to the north of the courtyard has a difficult relationship with the adjoining properties. Double sided houses are difficult to provide the private gardens that people so often desire.
- These terrace houses also seem very wide and low pitched when compared with the adjoining barns. We have seen previous schemes which provided better contrast between the barns and the new houses, where the new build was more contemporary and used complementary materials rather than K-rend.

- The barns to be converted are more successful, but I feel the new windows in the brick elevation to the south barns are forced on the building to comply with an internal layout, rather than to complement the existing design. There needs to be more attention to the window detailing, and elevational treatment where there are large openings (the lack of annotated or numbering of units makes identification problematic).
- Many windows remain within openings such that the original pattern can be identified and this should be respected going forward.
- The dovecote/bell tower on the new garages looks very out of place.
- It is not clear to me why the southern end of the barn is to be demolished and not replaced, other than with a K-rend single garage.
- It is important that the vista, that is the long views along the roads and walkways are carefully considered, and that what is at the end of that vista is of quality.

My overall feeling is of a design with no overall coherence and design philosophy, being something of an eclectic mix, and certainly one that does not comfortably blend the old with the new.

Conservation Officer (Amended plans)

Following discussion of the above concerns with the applicant and his agent, amended plans were submitted. These revised plans have satisfactorily addressed the Conservation Officer's concerns in respect of the design of the scheme.

Consultant Engineer:

The Council instructed a Chartered Engineer, Mr Patrick Stow to undertake an assessment of the barns and to review the assessment and proposals as provided by the developers' structural engineer. The Council took this step in order to understand the current structural condition of the barns, and importantly, to make an informed assessment in relation to the proposed amount of demolition/rebuild.

Mr Stow generally agreed with the applicant's structural report in respect of the southern barn and how that should be treated. However, he did raise concern about the proposed removal of large sections in respect of the other barns advising that the buildings are more resilient than which is being suggested in the structural engineers report. Whilst acknowledging that the barns are not subject to the same rigours as if they were listed, a more conservative approach and predisposition to repair rather than a simple rebuild is advised. He further advises that a first stage structural scheme be implemented in order to safeguard the majority of the durability of the historic fabric.

Officer comment: It is considered that if the scheme is approved, that a condition is attached to any consent to require details of any proposed demolition and repair works. Whilst there is some disagreement over the amount of demolition/rebuild to certain areas of the barns, it is considered that the level of demolition is not excessive, particularly given the varying condition of the barns. Moreover, the conversion scheme will assist in preventing the barns from further deterioration and thus avoiding the likelihood of much greater demolition works in the future.

Landscape Officer:

I have reviewed the above application on land to the north of Moorlands, which seeks the conversion of redundant traditional farm buildings; the construction of 12 new dwellings; and a new doctors surgery with attached pharmacy. I note that the existing farm buildings, along with the point of access, lay within the village conservation area, whilst a

grade 2 listed building - Moorlands - lays to the east of the site. As I understand it, the new build is to ensure scheme viability, whilst the surgery has PCT support.

Whilst this is a site that lays outside the development limit of Merriott, if there is believed to be a case for additional development adjacent the barns, then I foresee no landscape reason why this site should not come forward as it is well related to village form, with development already established on 3 sides. However, I am not convinced by the site plan proposal that has been offered, for;

- (a) the layout appears cramped;
- (b) access and parking arrangements dominate the layout;
- (c) the surgery/pharmacy is 'islanded' by housing;
- (d) there is limited scope for a coherent treatment of the north boundary.

Part of the site lies within a conservation area, the remainder within its setting. The north edge of the site has a prospect of open land to the north. Such a context merits a more sympathetic arrangement than is proposed, and I suspect that the number of units sought through new build and conversion are too high to enable a better balanced proposal to come forward. If viability has determined the layout before us, then we may need to look at an alternative approach, for as it stands I believe there may be design grounds upon which to resist this application.

Officer comment: With regard to the amended plans, the landscape officer has verbally confirmed that concerns about the layout remain.

Environment Agency:

No objections, but have requested informatives and recommendations to be attached to any consent. The EA has advised that the EA's interest will not be adversely affected by this proposal, provided all foul sewage is conveyed to the mains sewer, as stated on the planning application form.

There must also be no interruptions to the surface water drainage system of the surrounding land as a result of the operations on the site. Provisions must be made to ensure that all existing drainage systems continue to operate effectively and that riparian owners upstream and downstream of the site are not adversely affected.

If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with.

There shall be no discharge of foul or contaminated drainage from the site into either groundwater or any surface waters, whether direct to watercourses, ponds or lakes, or via soakaways/ditches.

Council Engineer:

Drainage details to be submitted for approval. These will need to incorporate SUD's techniques to eliminate any increase in surface water run-off. Soakaways will need to be designed in accordance with BRE Digest 365 requiring percolation tests. Details to be submitted for approval.

Wessex Water:

Surface Water

Provided soakways are proven to be effective in advance then we have no issues if they are proven not to be then we would like a planning condition stating that an attenuated flow is taken direct to the local drainage system and not put into the public foul sewer. This is to include the flows from the conversion of the existing retained buildings.

Foul Sewer

Re use of the existing foul spur may be possible.

Water Supply and Waste Connections

New water supply and waste water connections will be required from Wessex Water to serve this proposed development. Application forms and guidance information is available from the Developer Services web-pages at our website www.wessexwater.co.uk/developerservices

Please note that new regulations will require all sewer connections serving more than a single dwelling to be subject to a signed adoption agreement with Wessex Water before the connection can be made. These new regulations will be confirmed by DEFRA later this year.

Housing Development Officer:

As this is a greenfield site, and therefore outside of the development limit, we would expect under current policy, all 24 residential units to be affordable units to be affordable homes.

Officer comment: In terms of clarification, not all of the site is outside of the development area. The barns are included in the development area whilst the new build will be located outside of the development. Notwithstanding this, the relevant policy is for 35% affordable units.

Council Ecologist:**Original Comments:**

Recommended that determination is deferred until further necessary survey work is undertaken in respect of bats and submission of a reptile mitigation scheme. The submitted survey report identified some evidence of use by bats along with roosting sites and potential for impact. However, the survey did not include dusk emergence /dawn re-entry surveys and thus did not make a complete assessment of bat use and the potential for impact.

Officer comment: Following receipt of the above comments, a Bat Emergence/Activity Surveys report dated August/September 2012 was completed and submitted to the Council on the 8th November. The report identifies roosting in the barns and thus bat mitigation measures are recommended. The report was forwarded to the Council's ecologist and has commented as follows:

Ecologist (Additional comments 20th November 2012)

I've checked the recent bat survey report (Country Contracts, Aug/Sep 2012) and am satisfied that sufficient surveys for bats have now been carried out.

The surveys identified the barns are used as roosts by low numbers of 4 different

species of bat. Three species are relatively common, but the lesser horseshoe bat is a rarer species. The proposed development will result in modification or loss of the bat roost sites. Furthermore, indirect effects such as lighting (on estate roads, security lighting and light spill from windows) could discourage bats from using their usual access and foraging routes. The development will therefore have a significant impact and, in order to comply with policy and legislation, mitigation and compensation proposals will be required before determination or granting consent.

Legislation (Habitats Regulations 2010), policy (NPPF, local plan policy EC8) and case law all dictate that sufficient information to enable assessment of the impact to protected species, and details of how any impacts will be avoided, mitigated and/or compensated for, should be available prior to determination of an application. Government Circular ODPM 06/2005 advises that 'any necessary measures to protect the species should be in place, through conditions and/or planning obligations, before the permission is granted.'

Information required

Satisfactory mitigation proposals are likely to include details regarding:

- Details of locations and design of modified and/or replacement roosts and their access points.
- Consideration of lighting impacts (and how this might affect location of replacement roosts).
- Treatment of trees or other vegetation on site that may be of importance to protected species.

Relevant Policy and legislation

NPPF – in addition to avoiding net loss, expects development to provide some biodiversity enhancement.

Local Plan Policy EC8 – impacts to protected species should be mitigated/compensated.

Habitats Regulations 2010 – strict legal requirements on LPA – see below.

For applications impacting upon a European Protected Species, the LPA has a duty under the Habitats Regulations 2010, to ensure that all 3 of the following tests are met, and it should demonstrate such assessment in the relevant officer or committee report:

1. there are imperative reasons of overriding public interest including those of a social or economic nature and beneficial consequences of primary importance for the environment;
2. there is no satisfactory alternative;
3. the development will not be detrimental to the maintenance of the population of the species concerned at a favourable conservation status in their natural range.

Without further information (mitigation proposals) we cannot be sure that test 3 will be met, in which case policy and legislation strongly imply the outcome should be refusal.

Officer comment:

Following receipt of the above comments, these were forwarded to the agent. The case officer has been verbally informed by the agent that a subsequent meeting has been held with the applicant's ecologist and mitigation measures agreed. Written confirmation of the mitigation measures are to be submitted to the LPA in the next few days. These will then be referred to the Council's Ecologist. It is expected that the mitigation

proposals will deal with the outstanding concerns and, importantly, address the tests as outlined above, in particular test 3. In relation to test 1, it is considered that the scheme does have a social and economic benefit, and in relation to the second test, there is no satisfactory alternative. An oral update will be given at Committee in respect of any comments received from the Council's Ecologist.

Natural England: (summary of response)

This proposal does not appear to affect any statutorily protected sites or landscapes, or have significant impacts on the conservation of soils, nor is the proposal EIA development. It appears that Natural England has been consulted on this proposal to offer advice on the impact on a protected species.

The protected species survey has identified that bats, a European protected species may be affected by this application.

Following Natural England's standing advice, further survey effort is required in accordance with Bat Surveys - good practice guidelines and you should request additional information from the applicant. If it is not provided, then the application should be refused.

Officer Comment: Following receipt of the above comments from Natural England, a further bat survey was undertaken. This report was received on the 8th November and has been forwarded to the Council's Ecologist. Any comments received will be reported orally at Committee.

County Archaeologist:

As far as we are aware there are limited or no archaeological implications to this proposal and we therefore have no objections on archaeological grounds.

Environmental Health Officer:

No objection but has recommended a condition to control the installation of any external lighting within the site.

Sport and Leisure Officer:

Financial contributions of £118,000 have been sought in respect of play, sport and strategic facilities.

Open Space Officer:

This application is too small to support its own open space – no contributions will be sought.

REPRESENTATIONS

25 letters/emails have been received about the application. 1 was in full support for the development. 24 raised concerns about the development making the following points:

Location of development

- More suitable brownfield sites available in the village.
- Against development on Greenfield land.
- Part of the proposed development is outside the designated Merriott development

area.

Size of development

- Objection about the number of new build houses.
- The size of development seems to have become much larger since consultation.

Design of development

- Development is not in keeping with existing design in the village. Especially the metal roof proposed on the surgery.
- Some of the proposed properties will overlook into properties and gardens. Concerns that this will compromise privacy.
- Proposed development will ruin panoramic views currently enjoyed by residents.
- Light pollution will affect residents and wildlife alike.
- Bin store shows no sign of enclosure or screening, can the developer ensure they will only be emptied within working hours?
- Some houses far too close to existing houses – as close as 1.5 metres.
- Too high density, lack of open space within the new development.
- Some buildings with the proposed development are too high, leading to overshadowing.
- Could some of the traffic using the site not be rerouted along Moorlands road via the road now servicing the two existing properties as there is already an established entrance to the site from this point.
- Parking spaces 36 and 37 require a bank to be dug away which will compromise the integrity of foundations for the boundary fence of 'Newlands'.
- Lack of affordable/ social housing in the plans.
- Lack of landscaping to protect existing residents from ugly views of surgery.

Highways

- Concerns over 'inevitable' traffic and parking problems that will be caused, as well as safety concerns
- Concerns over new traffic calming measures as stop go point move will cause issues for pedestrians crossing the road due to lack of pavement
- Entering and exiting the site dangerous due to speeds of cars using Broadway. Existing access points along the same road dangerous, increased traffic will only add to the existing danger.
- With 12 new builds, 12 properties within the barns and 49 parking spaces, a surgery with 20 spaces and more at the pharmacy, traffic movements will surely be in excess of the traffic survey report.
- Traffic movements at night will cause annoyance and danger.

Health and safety issues

- Noise pollution due to car doors etc. as well as unsocial purposes during the evening.
- Increased traffic dangerous to pedestrians.
- Lack of pavement dangerous to pedestrians.
- Antisocial behaviour in the car park as it has been a problem recently.
- Sky quality test? Light pollution.

Nature

- Development on the area will drive the wide array of wildlife away. Existing wildlife is testament to the peacefulness of the area.
- Existing trees should not be removed just for the convenience of the developer.
- Has a wildlife survey been carried out on the site of the new build as well as in the existing buildings?
- Environmental impact assessment must be carried out to determine the harm to the environment caused by the development.

- Will measures be taken to making any buildings sufficiently 'green'?
- Bats emergence survey completed?

Other issues

- Concerned that the pharmacy will be open 6 days a week as it currently is. The application currently suggests it will only be open 5 days.
- Ensure no further housing is allowed at a later stage by opening up access from the site to the north.
- Devalue existing property. Plans railroaded through.
- No mention of the 12 new build properties and 12 barn conversions within the petition document issued to residents, as well as during visits by Ecos – misleading lobbying.
- No resemblance to the plans viewed by villagers last February.
- Details of landscaping are vague and appear to be of minimum concern.
- Inconsistencies in the plans which need to be clarified.
- Boundary treatment – none proposed.

CONSIDERATIONS

The key considerations with regard to this proposed development are the principle of and need for the development, economic viability, highway and parking issues, design and layout, impact on the character and setting of the barns, ecological issues, and impact on residential amenity.

Principle and need

The principle of converting the barns is fully supported. They are located within the development area as defined in the South Somerset Local Plan and whilst not listed and in need of restoration, are considered to be attractive and have historical importance. As has been outlined above, there is some difference between the Conservation Officer and applicant regarding the amount of demolition/rebuild required to certain parts of the barns, but the principle of conversion is clearly supported.

The principle of new build houses located outside of the defined development area is supported, not only to meet the Council's overall housing needs but to meet the costs of restoring and converting the barns and the overall project infrastructure costs. It is also important to note that in the absence of a 5 year housing land supply, the NPPF makes it clear that housing restraint policies, i.e. Policy ST3 of the South Somerset Local Plan, are now considered out of date. There is a presumption in favour of sustainable development unless there are demonstrable adverse impacts of allowing a development that outweigh the benefits.

The principle and need for the medical surgery and attached pharmacy is supported. The current pharmacy, located on the other side of Broadway Road will relocate to this site. Even though the site for the surgery is just outside of the defined development area, both local and national policies seek to support such development, provided that the location, access and design is acceptable. The provision of a surgery in the village makes clear sense, providing a much needed service to a population of over 2000 people within the village and no doubt to more in close outlying communities.

The village has long identified the need for a surgery as expressed within the Village Plan (2007). As with fulfilling similar community type developments, the biggest hurdle is usually finding a suitable and affordable site. Other sites have been explored in the village but these have either not been offered for sale or would not meet the timescale for the provision of the surgery. The site is considered to be acceptable in terms of its location within the village and would be sustainable as it would mean a reduction in the length of car trips to existing medical practices in Crewkerne and beyond. Thus, the

principle of and need for constructing a surgery and attached pharmacy on this site is accepted by the local planning authority.

Economic Viability

In the current economic climate, the issue of economic viability has become an increasingly important issue when assessing planning proposals. This is particularly true when assessing this proposal, in particular in relation to seeking planning obligations. The government have made it clear in the NPPF that whilst planning obligations should be sought in order to make development acceptable and to mitigate for the impact of a development, local planning authorities should take account of changes in market conditions and, where appropriate, be flexible to prevent planned development being stalled.

In respect of this proposal, a viability report has been undertaken and submitted. The report concluded that the cost of delivering the scheme, in particular infrastructure and conversion costs, are such that no planning obligations could be afforded. The Council instructed the District Valuer (DV) to assess the submitted viability report and to advise on the viability case put forward by the applicant. The DV concluded that there was sufficient value in the scheme for it to be virtually policy compliant i.e. the scheme can afford 8 affordable dwellings plus £80,000 towards other obligations. 8 out of the total 24 residential units would meet the Council's 35% affordable housing target and would also provide around two thirds of the sum requested by the Sport and Leisure officer. The DV's conclusions about viability were therefore significantly different from the case put forward by the applicant.

Following receipt of the DV report, there have been a number of discussions between the 2 parties on the various development cost components. As with previous schemes where there are significant differences between the parties on viability issues, negotiation is supported in order to find areas of agreement and to narrow where possible the costs gap between the parties. In this case, the applicant has stressed the high cost of converting the barns, the significant infrastructure costs, the value to the developer of the surgery/pharmacy, developers profit and the overall costs associated with creating a quality, high specification development.

The DV has discussed these issues with the applicant. The DV has accepted that the barns are difficult to develop in terms of finished value per square metre given the form and layout i.e. oversized flats with no garden. In terms of the deal with the Doctors, there is a shared view that the applicant has negotiated as high as he could, given the separate DV valuation on the surgery/pharmacy element. In addition, a slightly higher developer profit has been agreed as appropriate given the low initial profit included in the viability report and based on similar more risky renovation developments.

As a result of the discussions, an agreed position has been reached between the DV and the applicant. The bottom line is that the applicant is able to offer £146,000 towards all planning obligations. The DV has advised of the following options:

- A) 3 shared equity units – comprising 2 of the smaller units and one large maisonette within the conversion element of the scheme, plus £45,000 towards off site sport and leisure contributions.
- B) 3 shared equity units (2 bed new build units) plus £35,000 off site sport and leisure.
- C) 1 social rented unit and 1 shared equity unit – comprising 2 no. new build 2 bed terraces, plus £15,000 towards sport and leisure.
- D) 1 no social rent (2 bed conversion) and 1 no shared ownership (3 bed maisonette conversion) plus £45,000 off site sport and leisure contribution.

With regard to the onsite planning obligation in respect of affordable housing, the above options clearly are below the target of 35%. However, that target figure, which would represent 8 units, is not viable. The above options would make a small but valuable contribution towards meeting some of the housing need in the village. However, the shared ownership only options would not be in accord with the Council's approach of seeking two thirds social rented and one third shared ownership. The Housing Manager has stressed that the clear need in the district is for rented accommodation. Therefore, options C and D bring us closer to the tenure mix of 67% rented /33% shared ownership (or equivalent). Option C is also likely to be the preferred option for an RSL, whom generally prefer new build rather than converted properties.

In carefully considering and assessing the viability issues in relation to this scheme, the case officer is very mindful to ensure that only a fair level of planning obligations are being sought. It is disappointing that there is insufficient value in the scheme to provide more affordable units. However, the advice of the DV is clear on this issue. Thus as the scheme will not be able to provide the full level of planning obligations, as per the Council's protocol on such matters, the options will be discussed with the relevant housing and sport/leisure officers to discuss and decide on which option is most acceptable. This discussion will occur before the Committee meeting and an oral update will be given to members.

Highways/Access

This proposal has given rise to a number of highway related issues, several of which have been raised by local residents, with the key issue being the means of vehicular access into the site. The Highway Authority has advised that the level of traffic movements generated by this development will not be significant and therefore did not raise an objection on those grounds. However, The Highway Authority in their original response did outline concerns in relation to the lack of suitable visibility which can be achieved at the proposed point of access off Broadway Road, over provision of parking for the surgery, issues in relation to the proposed estate road layout, lack of a pedestrian link between the surgery and village, and clarification on the means of drainage.

There has been a significant level of discussion between officers at the Highway Authority and applicant/highway consultant in order to address the issues. This has resulted in proposed alterations to the access and improvements to the road layout. As can be seen by the recently received comments from the Highway Authority, whilst there remains an issue about the drainage scheme, the original highway related concerns have now been satisfactorily addressed and the highway objection has now been withdrawn. It is important to note that the highway works will be subject to a legal agreement with the Highway Authority and would be subject to a full Technical and Safety Audit before works would be allowed to commence on the adopted highway.

In terms of parking provision for the residential element of the development, the scheme provides 49 spaces (including garage spaces) which meets the County parking standard. In terms of the surgery, the Highway Authority have a concern that the number of parking spaces proposed i.e. 22 spaces is too high and should be reduced to 16 unless justification is given. Whilst the proposal does result in an over provision, given that public transport is poor and there is likely to be a large percentage of people driving to the surgery, particularly those who are frail and elderly, 22 parking spaces is not considered to be unreasonable and would not warrant a reason for refusal.

Design, scale and layout issues

The overall scale of the development, particularly the number of new build homes, has been raised as a matter of concern by local residents and the Parish Council. In particular, comments have expressed surprise and concern that the submitted scheme

differs from that shown at a public exhibition prior to the submission of the application. The case officer was not in attendance at that meeting so isn't able to comment on what was shown. However, whilst changes to a scheme, particularly any increase in housing numbers, following a public exhibition may not be viewed locally as the best way to gain support once submitted, applicants are entitled to make changes to their proposals before submission. In this case, and as outlined in this report, the applicant has justified the number of new build units in order to cover the construction and infrastructure costs of the development.

The scale of the development clearly has an impact on the layout of the proposal. Concern has been raised that the resultant layout is cramped. However, it is not considered that this is the case. The density of the development equates to around 32 dwellings per hectare which is not considered to be particularly high. The new build housing has been distributed reasonably evenly across the site with the terrace block towards the southern corner providing up to 15 metres of private garden space. It is accepted that the barn conversions and new build units completing the courtyard are more tightly spaced, but that is largely dictated by the current layout of the barns and is a compromise that has to be made when converting barns.

It is considered that the cottage style design of the new build terraces will respect the character and appearance of the barns and preserve the setting of the Conservation Area. One group of terraced units will be located on the southern side of the new internal road close to the access from Broadway Road. This will not only provide an attractive entrance into the development but, along with the new garaging along the eastern boundary, will provide an attractive courtyard setting. This will also physically enclose much of the parking areas for those units, giving precedence to the buildings rather than cars.

Two larger new build houses are proposed to the rear of the site adjacent to 2 fairly new existing large more modern designed houses. These are tucked away at the back of the site and are not considered to harm the setting of the barns or the character and appearance of the Conservation Area.

The amount of area dedicated to parking in front of the surgery and in front of the southern terrace block was discussed at pre-application stage. It was raised that this could appear as being car dominated and whether future residents could share parking spaces with the surgery in order to reduce the number of spaces or to arrive at a more visually pleasing layout. However, the surgery require their own separate parking spaces. Moreover, in respect of the parking areas for the southern terraced units, it is considered that the provision of decent amenity space to the rear of those properties outweighs the disbenefit of the car spaces in front of the dwellings. In addition, it is considered that with an appropriate boundary treatment around the surgery car park, the visual impact of the car parking areas can be satisfactorily mitigated.

With regard to the conversion of the barns, concern was originally raised by the Conservation officer, as outlined above, about a number of specific issues. Following the receipt of amended plans, those concerns have now been satisfactorily addressed. It is considered that the scheme now makes much more sensitive use of and respects existing openings and the design of windows has been improved. Internally, sensitive use is made of the current spaces within the barns without harmful subdivisions or unnecessary removal of internal walls.

One particular concern raised by officers and local residents was the original choice of materials for the surgery/pharmacy building. The original proposals included a profiled metal clad roof and timber clad walls. During discussions to improve the quality of the

design of the conversion and new build, it was considered that the materials for the surgery must be improved as not only would it not satisfactorily respect the character of the rest of the development but would not respect the character and appearance of the Conservation Area. The eastern elevation of the pharmacy (as can be viewed from Broadway) was identified as a particularly important elevation. As a result of the discussion, the materials for the surgery/pharmacy have been changed. The eastern elevation will now be constructed from brick with much of the southern and western elevation to be constructed from western red cedar wood. The roof would now have a zinc standing seam design. This is considered to be a significant improvement on the original materials and design for the surgery and pharmacy.

Residential Amenity

Due to the layout and design of the dwellings, and the current boundary treatments, it is not considered that the scheme will result in any harmful overlooking or loss of privacy to any neighbouring occupier. The loss of a view is not a material planning consideration and whilst the scheme will clearly change the nature of the use on this site, it is not considered that the proposed change to the use of the site will be detrimental to the occupiers of neighbouring properties. Care will clearly need to be taken to ensure that during construction, work does not harm any adjacent property.

Ecology

The application was submitted with a protected species report. This concluded that barn B has been used for bat roosting whilst the other barns provide significant potential roosting sites. Barn Swallows have been using barn A. In addition, slow worms and grass snakes are present on site. The report then provides a detailed set of recommendations to ensure that all protected species are not harmed and mitigation measures are introduced. However, the report did acknowledge that further survey work will be required in respect of bat emergence and activity surveys in the summer. This has now been undertaken and the report was recently submitted to the council. In addition, survey work will be required to confirm the extent of slow worms and grass snakes. This has also been undertaken with the formation of a safe fenced receptor site.

As outlined earlier in the report, the Council's Ecologist has responded to the submission of the bat survey report and has raised an issue in terms of mitigation. Further details are awaited from the agent in respect of mitigation and an oral update will be given to members.

SECTION 106 PLANNING OBLIGATION/UNILATERAL UNDERTAKING

The application be approved subject to:-

a) the prior completion of a section 106 planning obligation (in a form acceptable to the Council's solicitor(s)) before the decision notice granting planning permission is issued, the said planning permission to cover the following items/issues:

- 1 Contribution towards the provision of affordable housing, and
- 2 Contribution towards the provision of sport, play and strategic facilities.
- 3 Phasing of the development.

RECOMMENDATION

Grant Permission

The proposed development by reason of its design, scale and materials will respect the character and appearance of the Conservation Area, will preserve the character and appearance of the barns, will provide a safe means of access, an adequate level of

parking, a much needed medical centre and a range of housing. This development is therefore in accord with Policy ST5, ST6 and EH1 of the South Somerset Local Plan, Policy 49 of the Somerset and Exmoor National Park Joint Structure Plan Review and to policy in the NPPF.

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. No external lighting shall be installed on site until plans showing the type of light appliance, the height and position of fitting, illumination levels and light spillage have been submitted to and approved in writing by the Local Planning Authority. Any lighting scheme shall be based on the Guidance Notes for the Reduction of Obtrusive Light as published by the Institute of Lighting Engineers. The lighting approved shall be installed and shall be maintained in accordance with the approved details.

Reason: In the interests of residential and visual amenity of the area to accord with Policy ST5 of the South Somerset Local Plan.

03. No work shall commence on the development hereby permitted, until details of the proposed highway works shown on drawing no. (please fill in) have been submitted to and approved in writing by the Local Planning Authority. These off site highway works shall then be fully constructed in accordance with the approved plan, to an agreed specification before the development is first brought into use.

Reason: In the interests of highway safety to accord with Policy 49 of the Somerset and Exmoor National Park Joint Structure Plan Review.

04. Before any building or engineering works are carried out on the site, the construction access and contractors' parking area/compound shall be provided, surfaced and drained in accordance with a detailed scheme, which shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety to accord with Policy 49 of the Somerset and Exmoor National Park Joint Structure Plan Review.

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

Reason: In the interests of highway safety to accord with Policy 49 of the Somerset and Exmoor National Park Joint Structure Plan Review.

06. Provision shall be made within the site for the disposal of surface water so as to prevent its discharge onto the highway, details of which shall have been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety to accord with Policy 49 of the Somerset and Exmoor National Park Joint Structure Plan Review.

07. No development shall commence unless a Construction Environmental Management Plan has been submitted to and approved in writing by the Local Planning Authority. The works shall be carried out strictly in accordance with the approved plan. The plan shall include:

Construction vehicle movements;
 Construction operation hours;
 Construction vehicular routes to and from site;
 Construction delivery hours;
 Expected number of construction vehicles per day;
 Car parking for contractors;
 Specific measures to be adopted to mitigate construction impacts in pursuance of the Environmental Code of Construction Practice;
 A scheme to encourage the use of Public Transport amongst contractors; and
 Measures to avoid traffic congestion impacting upon the Strategic Road Network.

Reason: In the interests of highway safety to accord with Policy 49 of the Somerset and Exmoor National Park Joint Structure Plan Review.

08. The proposed roads, including footpaths and turning spaces where applicable, shall be constructed in such a manner as to ensure that each dwelling before it is occupied shall be served by a properly consolidated and surfaced footpath and carriageway to at least base course level between the dwelling and existing highway.

Reason: In the interests of highway safety to accord with Policy 49 of the Somerset and Exmoor National Park Joint Structure Plan Review.

09. The areas allocated for parking and turning on the submitted plans shall be kept clear of obstruction and shall not be used other than for parking and turning of vehicles in connection with the development hereby permitted.

Reason: In the interests of highway safety to accord with Policy 49 of the Somerset and Exmoor National Park Joint Structure Plan Review.

10. 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 points on the nearside carriageway edge 43m either side of the junction with Broadway. 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 to accord with Policy 49 of the Somerset and Exmoor National Park Joint Structure Plan Review.

11. The development hereby permitted shall not be commenced until particulars of the materials (including the provision of samples) to be used for all external walls and roofs have been submitted to and approved in writing by the Local Planning Authority.

Reason: To protect the amenity of the area and the character and appearance of the Conservation Area to accord with Policy ST5, ST6 and EH1 of the South Somerset Local Plan.

12. 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), no additional windows, including dormer windows, or other openings (including doors) shall be formed in the residential buildings, or other external alteration made without the prior express grant of planning permission.

Reason: To protect the character and appearance of the barns and in the interests of residential amenity to accord with Policy ST5, ST6 and EH1 of the South Somerset Local Plan.

13. 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), there shall be no extensions to the buildings hereby approved without the prior express grant of planning permission.

Reason: To protect the character and appearance of the Conservation Area and to protect residential amenity to accord with Policy ST5, ST6 and EH1 of the South Somerset Local Plan.

14. 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.

Reason: To protect the amenity of the area to accord with Policy ST5, ST6 and EH1 of the South Somerset Local Plan.

15. Before the development hereby permitted is commenced, foul and surface water drainage details to serve the development, shall be submitted to and approved in writing by the Local Planning Authority and such approved drainage details shall be completed and become fully operational before the development hereby permitted is first brought into use. Following its installation such approved scheme shall be permanently retained and maintained thereafter.

Reason: To ensure that the scheme is satisfactorily drained to accord with the NPPF.

16. Before any of the development hereby permitted is commenced details of the internal ground floor levels of the buildings to be erected on the site shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To protect the character and appearance of the area to accord with Policy ST5, ST6 and EH1 of the South Somerset Local Plan.

17. No works shall be undertaken on the barns or to any existing boundary wall unless the following details have been submitted and a sample panel provided on site for inspection and written approval of the Local Planning Authority:
- a) Full details, including elevational drawings, to indicate the areas to be repointed.
 - b) Details of the method of removal of existing pointing. In this regard mechanical tools shall not be used,
 - c) Details of the mortar mix, and
 - d) A sample panel of new pointing that shall be carried out in the agreed mortar.

Reason: To protect the character and appearance of the barns in accordance with Policy EH1 of the South Somerset Local Plan.

18. No work shall be carried out on site unless details of the design, materials and external finish for all new doors, windows, boarding and openings have been submitted to and approved in writing by the Local Planning Authority. This will include detailed drawings including sections of at least 1:5. Such approved details, once carried out shall not be altered without the prior written consent of the Local Planning Authority.

Reason: To protect the character and appearance of the barns in accordance with Policy EH1 of the South Somerset Local Plan.

19. The windows comprised in the barn conversions hereby permitted shall be recessed in accordance with details to be submitted to and approved in writing with the Local Planning Authority before any work on the development hereby permitted is commenced.

Reason: To protect the character of the barns to accord with Policy EH1 of the South Somerset Local Plan and to the NPPF.

20. No work shall be carried out on site unless details of all new guttering, down pipes, other rainwater goods, and external plumbing have been submitted to and approved in writing by the Local Planning Authority. Such details once carried out shall not be altered without the prior written consent of the Local Planning Authority.

Reason: To protect the character and appearance of the buildings and the Conservation Area to accord with Policy ST5, ST6 and EH1 of the South Somerset Local Plan and to the NPPF.

21. All electrical and telephone services to the development shall be run underground. All service intakes to the dwelling(s) shall be run internally and not visible on the exterior. All meter cupboards and gas boxes shall be positioned on the dwelling(s) in accordance with details, which shall have been previously submitted to and approved in writing by the local planning authority and thereafter retained in such form. On (all) buildings satellite dishes shall be of dark coloured mesh unless fixed to a light coloured, rendered wall, in which case a white dish should be used. Satellite dishes shall not be fixed to the street elevations of the buildings or to roofs. All soil and waste plumbing shall be run internally and shall not be visible on the exterior unless otherwise agreed in writing by the local planning authority.

Reason: To protect the character and appearance of the Conservation Area to accord with Policy EH1 of the South Somerset Local Plan.

22. Any conditions as may be recommended by the Council's ecologist.
23. The development hereby approved shall be carried out in accordance with the following approved plans:

Drawing numbers: 3610-16D, 3610-12B, 3610-07B, 3610-08B, 3610-09B, 3610-10B, 3610-11B, 3610-13C, 3610-18A, 3610-06B, 3610-17B, 3610-11A, 3610-15B, 3610-02, 3610-20, 3610-14A, 3610-19A, 3610-03, 3610-16B, 3610-01 and 3610-05.

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