

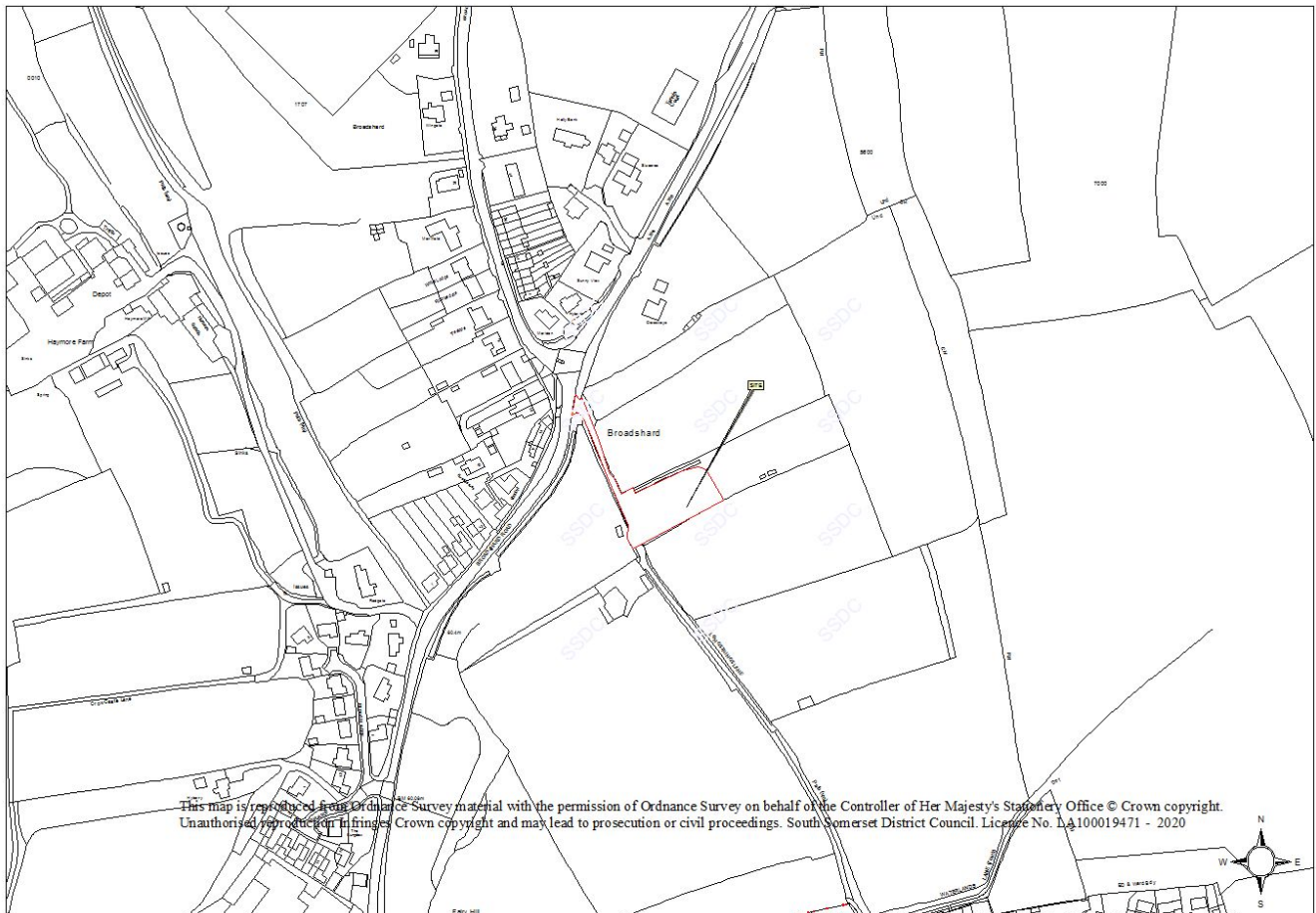
Officer Report on Planning Application: 19/02921/OUT

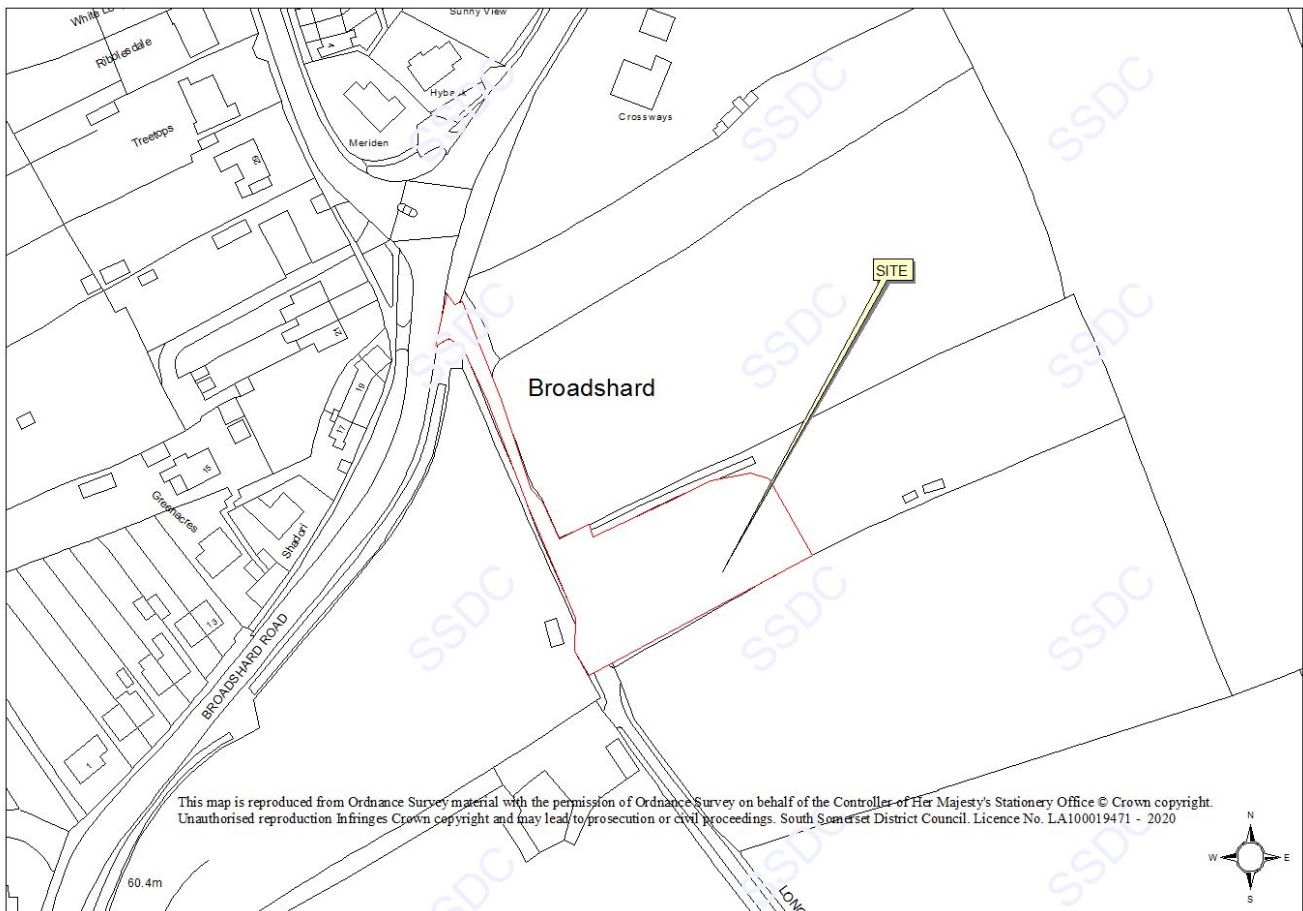
| | |
|---------------------------------------|--|
| Proposal: | Outline application for the erection of 2 No. dwellings with all matters reserved except for access and landscaping. |
| Site Address: | Land Off Longstrings Lane, Holly Tree Farm, Broadshard Road TA18 7EA |
| Parish: | Crewkerne |
| CREWKERNE Ward (SSDC Members) | Cllr Mike Best, Cllr Ben Hodgson and Cllr Robin Pailthorpe |
| Recommending Case Officer: | Mr Robert Brigden |
| Target date: | 18th December 2019 |
| Applicant: | Mr Jacobs |
| Agent: (no agent if blank) | Darren Addicott, APW Planning, 30 Maxwell Street, Taunton TA2 6HS |
| Application Type : | Minor Dwellings 1-9 site less than 1ha |

REASON FOR REFERRAL TO COMMITTEE

The application has been referred to Committee by the Ward Member with the agreement of the Area Chair to allow discussion of the planning issues.

SITE DESCRIPTION AND PROPOSAL





The site consists of an open field, located in the countryside beyond the settlement limits of Crewkerne. The site is accessed via Longstring Lane, which joins the A359 approximately 60 metres to the north. The site's western boundary runs alongside Longstring Lane, but is otherwise bound on all sides by agricultural land. Site levels rise from the western end of the site to the east.

The application seeks outline planning permission for two dwellings with all matters, except for the access arrangements and landscaping, being reserved for later consideration. The application is accompanied by indicative details of the proposed layout, which show two detached dwellings accompanied by parking and garden areas, and a block of landscaping at the eastern end of the site.

HISTORY

The previous decisions of most relevance to the proposal are as follows.

The most recent arose from an appeal against non-determination in relation to the following application:

18/00619/OUT - Outline application for residential development for up to 4 dwellings.

The appeal (Reference: APP/R3325/W/18/3209790) was dismissed by the Planning Inspectorate. The Inspector concluded that the proposal would result in unacceptable harm to highway safety, as well as to the character of the area.

In relation to the highway impact, the Inspector stated that:

16. Similarly I am aware that an appeal Inspector in relation to an application for two dwellings on the site previously concluded that the access lane would be adequate to serve the development... In this regard the Inspector had noted that the access would only serve two "very modestly sized dwellings" in contrast to the greater potential traffic movements that would be associated with four dwellings. I do not therefore regard that Inspector's decision as being determinative to the case before me.

21. In conclusion on this main issue, I find that the appellant's evidence has demonstrated that no unacceptable highway safety risk would result from the use of the main junction to access the proposed development. However, it would be essential that the condition and width of the section of Longstrings Lane from the A356 to the appeal site could be maintained in perpetuity for the proposal to be acceptable in highway safety terms. As there is no mechanism before me to secure such maintenance, the proposed development would conflict with Policy TA5 of the adopted South Somerset Local Plan...

In relation to the proposal's visual impact:

22. The appeal site comprises a fairly narrow L-shaped parcel of land in a setting characterised by undulating fields and hedgerows on the outskirts of Crewkerne. Little built development is evident and, whilst not a formally designated landscape, the area has an attractive and rural character. The site is fairly contained within the landscape which limits the extent of public views although it is readily visible from the Longstrings Lane public right of way.

23. The LPA's evidence identifies the site as lying in an area of moderate visual sensitivity with a moderate-low capacity to accommodate development. In this regard, I saw that even with sensitive landscaping the development of up to four houses together with driveways, parking and the usual domestic paraphernalia would have an urbanising effect on this part of the countryside.

24. On the basis of the submitted evidence, I therefore consider the development would have a harmful effect on the landscape...

16/03209/OUT - The erection of 4 No. dwellings (outline) – Refused for the following reasons:

1. The proposed development plot by reason of the proposed use, scale and siting would introduce an incongruous form of development contrary to the established layout of development in the area, resulting in significant harm to local landscape character and general visual amenity. As such the proposal would be contrary to Policy EQ2 of the South Somerset Local Plan (2006-2028) and the aims and the objectives of Chapters 7 and 11 of the National Planning Policy Framework (2012).

2. The proposal by reason of the increase in the use of the sub-standard junction of Longstrings Lane and Broadshard Road, such as would be generated by the proposed development, would be prejudicial to highway safety. As such the proposal is contrary to Section 4 of the National Planning Policy Framework (NPPF) and Policy TA5 of the South Somerset Local Plan (2006-2028).

3. The approach road by reason of its restricted width and poor connectivity to the wider settlement is considered unsuitable to serve as a means of access for the type of traffic likely to be generated by the proposed development. Additionally, the proposed development is likely to create conflict between vehicles and pedestrians to the detriment of the safety and enjoyment of users of the public right of way. As such the proposal is contrary to Policy TA5 of the South Somerset District Local Plan Section 4 National Planning Policy Framework (2012).

The subsequent appeal (Reference: APP/R3325/W/18/3209790) was dismissed on the grounds that the proposal would result in unacceptable harm in relation to the public highway and the character of the site and surrounding countryside.

17/00762/PAMB - Prior approval for the change of use of agricultural buildings for 2 No. dwellings –

Refused. Appeal dismissed (Reference: APP/R3325/W/17/3185851).

The Council's refusal reasons, 6 and 7, are of particular relevance (the remainder concerned whether or not the proposal was permitted development):

6. The increase in the use made of the sub-standard junction of Longstrings Lane and Broadshard Road, such as would be generated by the proposed development, would be prejudicial to highway safety, resulting in severe harm contrary to paragraph 32 of the National Planning Policy Framework (NPPF).

7. The approach road by reason of its restricted width is considered unsuitable to serve as a means of access for the type of traffic likely to be generated by the proposed development. Additionally, the proposed development is likely to create conflict between vehicles and pedestrians to the detriment of the safety and enjoyment of users of the public right of way. The proposal would therefore result in severe harm contrary to paragraph 32 of the National Planning Policy Framework.

The Planning Inspector made the following comments in relation to the proposal's impact on highway safety:

10. The buildings are currently accessed by an unmade track which adjoins Longstrings Lane. As the track is not wide enough to allow two cars to pass, the development could potentially result in vehicles needing to reverse out onto Longstrings Lane or having to wait at the junction. However, Longstrings Lane is a relatively quiet road and is straight at this point, providing a reasonable level of visibility in both directions. As such, cars or pedestrians travelling along Longstrings Lane would be able to anticipate vehicles emerging from the site and react accordingly. Considering that the access would only serve two very modestly sized dwellings, the overall impact on traffic flows within Longstrings Lane and the junction with the A356 would be minor.

11. In reaching this decision, I have had regard to an earlier appeal for outline residential development on the site where the Inspector raised highway safety concerns. However, this proposed four new build homes with greater potential for generating traffic movements than the current scheme. I also understand that some improvements have been made to Longstrings Lane since that time in order to help widen the road. Therefore, notwithstanding the disputed lawfulness of the access track, I consider that the transport and highways impacts of the development would be acceptable in terms of Q.2(1)(a).

15/05725/PAMB - Prior approval for the change of use of agricultural buildings for 2 No. dwellings – Refused. Appeal dismissed.

14/05510/PAMB - Prior approval for the change of use of agricultural buildings for up to 2 No. dwellings – Refused.

POLICY

Section 38(6) of the Planning and Compulsory Purchase Act (2004) states that planning applications should be determined in accordance with the Development Plan, unless material considerations indicate otherwise.

For the purposes of determining current applications, the local planning authority considers that the adopted Development Plan comprises the policies of the South Somerset Local Plan 2006-2028 (adopted March 2015).

Policies of the South Somerset Local Plan (2006-2028)

SD1 - Sustainable Development

SS1 - Settlement Strategy
SS4 - District Wide Housing Provision
SS5 - Delivering New Housing Growth
SS6 – Infrastructure Delivery
HG3 - Provision of Affordable Housing
HG5 - Achieving a Mix of Marketing Housing
TA4 - Travel Plans
TA5 - Transport Impact of New Development
TA6 - Parking Standards
HW1 - Provision of open space, outdoor playing space, sports, cultural and community facilities in new development
EQ1 - Addressing Climate Change in South Somerset
EQ2 - General development
EQ4 - Biodiversity
EQ5 - Green Infrastructure
EQ7 - Pollution Control

National Planning Policy Framework

Chapter 2 - Achieving Sustainable Development
Chapter 5 - Delivering a Sufficient Supply of Homes
Chapter 12 - Achieving Well-Designed Places

Planning Policy Guidance

Climate change
Design

Adopted Somerset County Council Parking Strategy
Somerset County Council Highways Development Control - Standing Advice

CONSULTATIONS

Crewkerne Town Council – No objections; subject to Highways comments.

Wessex Water – No objections; condition recommended to secure a scheme of surface water drainage.

Public Right Of Way Officer – No objections; informative requested.

Highway Authority – *No objections, subject to conditions and completion of a legal agreement to secure a scheme of maintenance in relation to Longstrings Lane and the installation of bollards to prevent parking at an ad hoc layby located along Broadshard Road.*

Longstrings Lane is a private lane of limited width, 4.1 metres at the narrowest point, which is also used by equine and agricultural vehicles. Footpath CH 33/13 runs along the lane.

Longstrings Lane joins Broadshard Road approximately 65 metres to the north of the existing field access to the site. Broadshard Road is an 'A' class road and is subject to a 30mph speed limit in this location. The junction of Longstrings Lane and the A356

Broadshard Road is broadly opposite the junction of the A356 Broadshard Road and Broadshard Road.

The proposal would see the erection of two dwellings on the site, as the application is an outline application the scale of the properties is not being determined through this application. With regards to

vehicle parking provision the Highway Authority would require that the parking provision reflects that of the Somerset County Council – Parking Strategy (amended September 2013) (SPS). Below I have outlined the parking requirements for the area, which is located within a 'Zone B' region for residential development:

| | | | | | |
|--------|-------|-------|-------|-------|---------|
| ZONE C | 1 Bed | 2 Bed | 3 Bed | 4 Bed | Visitor |
| Policy | 1.5 | 2 | 2.5 | 3 | 0.2 |

Additionally, as part of the Somerset County Council Parking Strategy, new residential development is required to provide cycle storage facilities and electric charging points for each property. To comply with the SPS standards there is a requirement for appropriate, accessible and secure storage for 1 bicycle per bedroom, the cycle parking should be secure, appropriate and accessible.

The average dwelling generates 6-8 vehicle movements per day, therefore the proposed development is likely to generate 12-16 additional vehicle movements per day. The Highway Authority does not consider that the proposed level of development is such that there would be a significant or severe impact on the wider highway network. However, due to the nature of Longstrings Lane the Highway Authority would not wish to see further development accessed from the lane, although the development of two dwellings is considered appropriate.

The applicant has provided a copy of a Section 106 agreement that deals with the continuing maintenance of Longstrings Lane to the standard and width it currently is.

Drawings have been provided within the 'Response to Highway Authority' document submitted within the application that shows that the visibility available at the junction of Longstrings Lane and the A356 Broadshard Road is 60 metres to the nearside edge of the carriageway to the south and 50 metres to the nearside edge of the carriageway to the north, when set back 2.4 metres. As the A356 Broadshard Road is subject to a 30mph speed limit the required visibility splay is 2.4m by 43m in both directions, therefore the available splay is appropriate. There are, however, concerns regarding an ad-hoc layby area immediately to the north of the junction of Longstrings Lane and the A356 Broadshard Road which appears to regularly have vehicles parked within it.

The applicant has suggested within the documents submitted as part of the application that they would be willing to fund the installation of bollards within this area. This would be beneficial to enable the visibility splay to the north to be achieved and is therefore encouraged.

CONCLUSION

Taking the above comments into account, and subject to the Section 106 agreement, the Highways Authority does not object to the proposal in this application. Should the Local Planning Authority be minded to grant consent the Highway Authority would request that the following conditions are imposed:

- The gradient of the proposed access shall not be steeper than 1 in 10. Once constructed the access shall thereafter be maintained in that condition at all times.
- 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. Such provision shall be installed before (trigger point) and thereafter maintained at all times.
- At the proposed access there shall be no obstruction to visibility greater than 600 millimetres above adjoining road level within the visibility splays shown on the submitted plan. (Drawing Name Location and Visibility Splays) Such visibility splays shall be constructed prior to the commencement of the development hereby permitted and shall thereafter be maintained at all times.
- Prior to the development hereby permitted being first brought into use the proposed access over at least the first 6 metres of its length, as measured from the edge of the adjoining carriageway, shall be

properly consolidated and surfaced (not loose stone or gravel) in accordance with details which shall have been submitted to and approved in writing by the Local Planning Authority. Once constructed the access shall thereafter be maintained in that condition at all times.

The applicant will be required to enter into a suitable legal agreement with the Highway Authority to secure the construction of any highway works necessary as part of this development. Please ensure that an advisory note is attached requesting that the developer contact the Highway Authority to progress this agreement well in advance of commencement of development.

SSDC Ecologist – Further information required.

Therefore, the applicant will be required to commission a Preliminary Ecological Appraisal, which may recommend further surveys and mitigation, as required. Surveys shall be undertaken in accordance with nationally recognised guidelines (BS 42020:2013 Biodiversity - Code of practice for planning and development and CIEEMs Guidelines for Preliminary Ecological Appraisal 2017, with the Ecologist being a member of the Chartered Institute for Ecology and Environmental Management (CIEEM).

This action is required in line with:

Natural England advice requires that all developments likely to affect European Protected Species should have surveys carried out to inform the planning decision. They cannot be conditioned. This was confirmed in case law through Woolley v Cheshire East Borough Council and Millennium Estates Limited in 2009.

Section 99 of the Government circular 2005/06 on biodiversity and geological conservation states that ?It is essential that the presence or otherwise of protected species, and the extent that they may be affected by the proposed development, is established before the planning permission is granted, otherwise all relevant material considerations may not have been addressed in making the decision.

Establishing presence of/implications upon protected species/habitats in the National Planning Policy Guidance (NPPG) (<https://www.gov.uk/guidance/natural-environment#biodiversity-and-ecosystems> and Standing Advice/Gov.uk Guidance <https://www.gov.uk/guidance/protected-species-how-to-review-planning-applications#when-applicants-need-a-species-survey>

*Finally, for any sections of hedgerow to be removed the applicant will need to prove if the hedgerow is regarded as important under the Hedgerow Regulations 1997:
<http://www.legislation.gov.uk/ukxi/1997/1160/regulation/4/made>*

REPRESENTATIONS

Four representations have been received from the general public, three objecting and one in support of the proposal. To the extent that the comments concern material planning considerations relating to the application under consideration, they are as follows:

- The lane is not wide enough for more than two small vehicles to pass side by side, and it is regularly used by large agricultural vehicles;
- The area has a rural character;
- Unsafe access from Longstrings Lane onto Broadshard Road;
- Harm to pedestrian safety;
- Harm to local ecology;
- The site is not allocated for housing and there are housing developments in the pipeline in Crewkerne.

- The proposal is considered appropriate for the site and would not result in any harm.

ASSESSMENT

Principle of Development

Policy SS1 of the Local Plan establishes the settlement strategy for the district and directs new development towards established settlements according to a hierarchy. Crewkerne is a designated Primary Market Town and is considered suitable for development, including housing, which would enhance its role as a service centre. The site is located outside the settlement limits of Crewkerne, in open countryside, although it forms part of an area surrounded to the north, west, and south by the settlement boundary, which is around 100m away at its nearest point.

Representations received from the general public state that the site is not allocated for housing and that housing can be provided within Crewkerne.

The Local Planning Authority is currently unable to demonstrate a 5 year housing land supply and its strategic housing policies are out of date. Therefore, the tilted balance in the NPPF applies to the consideration of applications. Paragraph 11 of the NPPF 2019 states:

“Plans and decisions should apply a presumption in favour of sustainable development.
For decision-taking this means:

c) approving development proposals that accord with an up-to-date development plan without delay; or
d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or

ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.!

This does not mean that South Somerset’s policies must be cast aside, but that the weight given to them is proportionate to their consistency with the NPPF. Housing applications need therefore to be considered in the context of sustainable development and planning permission granted unless the harm identified significantly and demonstrably outweighs the benefits.

In this case, the application site is located in close proximity to a Primary Market Town where a range of services are located. It is noted that two previous applications that proposed a greater number of units at the site were not refused because of the sustainability of the location. As there has not been any significant change in circumstances since the previous appeal decisions indicating that this proposal for less dwellings would be unsustainable, the proposal is considered to be acceptable in principle.

Access including Highway Safety

Policy TA5 of the Local Plan states that the nature and volume of traffic and parked vehicles generated by a proposal should not compromise the safety and/or function of local or strategic road networks.

Members of the public have objected to the proposal on the grounds that it would not provide a safe access onto the public highway, and that Longstrings Lane is unsuitable to accommodate further traffic.

In reference to a previously refused scheme for four dwellings at, or adjoining, the site, the Inspector

considering the subsequent appeal concluded that, in the absence of a mechanism to secure the maintenance of the condition and width of Longstrings Lane, between the site entrance and Broadshard Road, that the proposed access arrangements would be inadequate to serve the development. The Inspector stated that:

“it would be essential that the condition and width of the section of Longstrings Lane from the A356 to the appeal site could be maintained in perpetuity for the proposal to be acceptable in highway safety terms. As there is no mechanism before me to secure such maintenance, the proposed development would conflict with Policy TA5 of the adopted South Somerset Local Plan...”

It is noted that a previous appeal decision, for a two-unit scheme, raised no concerns about the general access arrangements of the proposal given the small impact that two ‘very modestly sized’ dwellings would have. In this case, it is unclear what the sizes of the two dwellings would be, as the layout and scale of the proposal are reserved matters. In any case, the applicant now proposes the completion of a legal agreement to secure the maintenance of the condition and width of the lane between the site and the public highway.

The applicant also proposes the installation of bollards to prevent the continued use of an ad hoc layby along Broadshard Road, which is considered to be detrimental to visibility at the junction with Longstrings Lane. As the ‘layby’ in question is located on highway land, and the Highway Authority supports the installation of the bollards, it is considered that these can be secured through the use of a planning condition.

The Highway Authority has been consulted in relation to the current proposal and has raised no objections, subject to the aforementioned measures being achieved and the use of planning conditions to secure visibility splays between the lane and Broadshard Road, along with an adequate standard of access in relation to the site itself and Longstrings Lane.

The applicant has provided a draft legal agreement, which endeavours to make provision for the maintenance arrangements discussed above. Whilst these measures are supported by the Council and the Highway Authority, it is noted that the draft document provided is in the form of an agreement with the Council, rather than a unilateral undertaking containing the applicant’s intention to maintain the private highway that is Longstrings Lane. A unilateral undertaking is considered to be the more appropriate mechanism for achieving the required maintenance arrangements.

In the absence of a completed unilateral undertaking to secure the above, the proposed access arrangements would not be sufficiently safe and are therefore contrary to Policy TA5 of the Local Plan.

Whether sufficient vehicle parking arrangements can be provided at the site would depend on the size of the units and the proposed layout, and these matters are reserved for later consideration. It appears, in principle that a scheme could be provided in accordance with Policy TA6 and the associated parking standards.

Visual Impact

Policy EQ2 of the Local Plan states that development should preserve or enhance the character and appearance of the district.

This outline application seeks approval for the access arrangements and landscaping only, although indicative details have been provided about the proposal’s layout, which show a development of two detached dwellings and curtilage areas containing parking spaces alongside Longstrings Lane and garden areas towards the eastern end of the site, with an area of block landscaping beyond.

Whilst the layout, scale, and appearance of the proposal are not being applied for, the principle of

residential development on what is currently open, green-field land would have implications for the character of the area.

In relation to the previously refused scheme, the Inspector stated that:

“Little built development is evident and, whilst not a formally designated landscape, the area has an attractive and rural character. The site is fairly contained within the landscape which limits the extent of public views although it is readily visible from the Longstrings Lane public right of way.

The LPA’s evidence identifies the site as lying in an area of moderate visual sensitivity with a moderate–low capacity to accommodate development. In this regard, I saw that even with sensitive landscaping the development of up to four houses together with driveways, parking and the usual domestic paraphernalia would have an urbanising effect on this part of the countryside.

On the basis of the submitted evidence, I therefore consider the development would have a harmful effect on the landscape...”

Whilst the proposal has been reduced from four units to two, and the site area is smaller, the proposal would still introduce two dwellings, with the associated parked cars and other domestic paraphernalia, on what is an area of open grassland, and the proposed development would front onto, and be very visible from, Longstrings Lane. The nature of the proposal is such that the previous concerns raised about landscape impact remain. In the visual sense, the location continues to have a moderate to low capacity to accommodate development (Peripheral Landscape Study Crewkerne). The proposal would continue to have an urbanising effect on this part of the countryside, in a location that is quite separate from the settlement limits of Crewkerne.

It is considered that the proposal would result in unacceptable harm to the rural character of the site and its surroundings, contrary to Policy EQ2 of the Local Plan.

Local Amenity

Policy EQ2 of the Local Plan states that development proposals should protect the residential amenities of neighbours, and that new dwellings should provide acceptable amenity space. Policy EQ7 of the Local Plan states that development will only be permitted where any air, light, noise, water quality, or other environmental pollution or harm to amenity, health or safety if the potential effects can be acceptably mitigated.

It is noted that concerns in relation to local and residential amenity have not previously been raised.

Given the rural location, a condition can be imposed to secure a scheme of external lighting to prevent unacceptable light pollution from the development.

Whilst the proposal’s layout, scale, and appearance are reserved matters, indicative details of the proposal’s layout have been provided. Based on the indicative details, it appears, given the relationship to neighbouring properties, that the proposal would not result in unacceptable harm to the amenities of neighbours, in terms of their outlook, privacy, or access to light. It also appears that adequate amounts of internal living space and outdoor amenity space could be provided to serve the proposed dwellings, and the relationships between the units would not be such as to result in unacceptable harm to the amenities of future occupiers.

Drainage Arrangements:

Policy EQ1 of the Local Plan concerns flood risk and drainage arrangements in relation to new development.

The site is located in Flood Zone 1, which is at the lowest risk of flooding

Wessex Water has raised no objections to the proposal, subject to the use of a planning condition to secure a scheme of surface water drainage.

Subject to the use of this condition, the proposal is considered to be in accordance with Policy EQ1 of the Local Plan.

Ecology:

Policy EQ4 of the Local Plan states that proposals for development will protect the biodiversity value of land and buildings.

The application has not been supported by an ecological assessment in a location containing features that may be sensitive. In the absence of such information, it is not possible to determine the proposal's potential impact on protected species or habitats. The Council's ecological advisor has requested the submission of further information and such survey work would need to be completed and assessed before the Council would be in a position to consider granting planning permission.

Given that the information provided is insufficient to determine what the proposal's ecological impact would be, it is not possible to determine whether the proposal would be in accordance with Policy EQ4 of the Local Plan.

Planning Obligations:

Policy SS6 of the Local Plan states that the Council will secure the provision, or financial contributions towards, affordable housing; social, physical, and environmental infrastructure; and community benefits which the Council considers necessary for a development to proceed.

As this proposal is for less than 10 units the LPA will not be seeking any affordable housing or contributions towards leisure and recreational facilities or other local or district wide obligations. The scheme will be liable for the Community Infrastructure Levy (CIL) however the applicant is not required to provide a complete CIL Form 1 at the Outline stage.

Conclusions and Planning Balance

Whilst the proposal would be located in open countryside, the absence of a five year housing land supply and up to date strategic housing policies is such that the presumption in favour of sustainable development applies, and the location of the proposal is considered to be acceptable in principle. The proposed development would provide much needed new housing. It is also noted that employment would be provided for the duration of the construction works. However, these benefits would not outweigh the unacceptable harm the proposal would cause to the character of the area, nor the lack of certainty in relation to the proposal's ecological impacts.

The proposal is considered to be unacceptable, having regard to the Development Plan and all other material considerations.

REFUSE FOR THE FOLLOWING REASONS:

01. It is considered that the proposed residential development, with associated vehicle parking and domestic paraphernalia, would have an urbanising effect in the countryside. It is considered that

the proposal would result in unacceptable harm to the rural character of the site and adjoining countryside, contrary to Policy EQ2 of the South Somerset Local Plan.

02. The information provided is insufficient to determine what the proposal's ecological impact would be and, as such, it is not possible to determine whether the proposal would be in accordance with Policy EQ4 of the Local Plan.
03. In the absence of a completed unilateral undertaking to secure the required long-term maintenance arrangements in relation to Longstrings Lane, the proposed access arrangements are not considered sufficiently safe and the proposal is contrary to Policy TA5 of the South Somerset Local Plan.

Informatives:

01. In accordance with the guidance contained in the NPPF the council, as local planning authority, takes a positive and proactive approach to development proposals focused on solutions. The council works with applicants/agents in a positive and proactive manner by;
 - offering a pre-application advice service, and
 - as appropriate updating applications/agents of any issues that may arise in the processing of their application and where possible suggesting solutions

In this case the applicant did not seek pre-application advice prior to making the application and there were no minor or obvious solutions to overcome the significant concerns caused by the proposal.
