

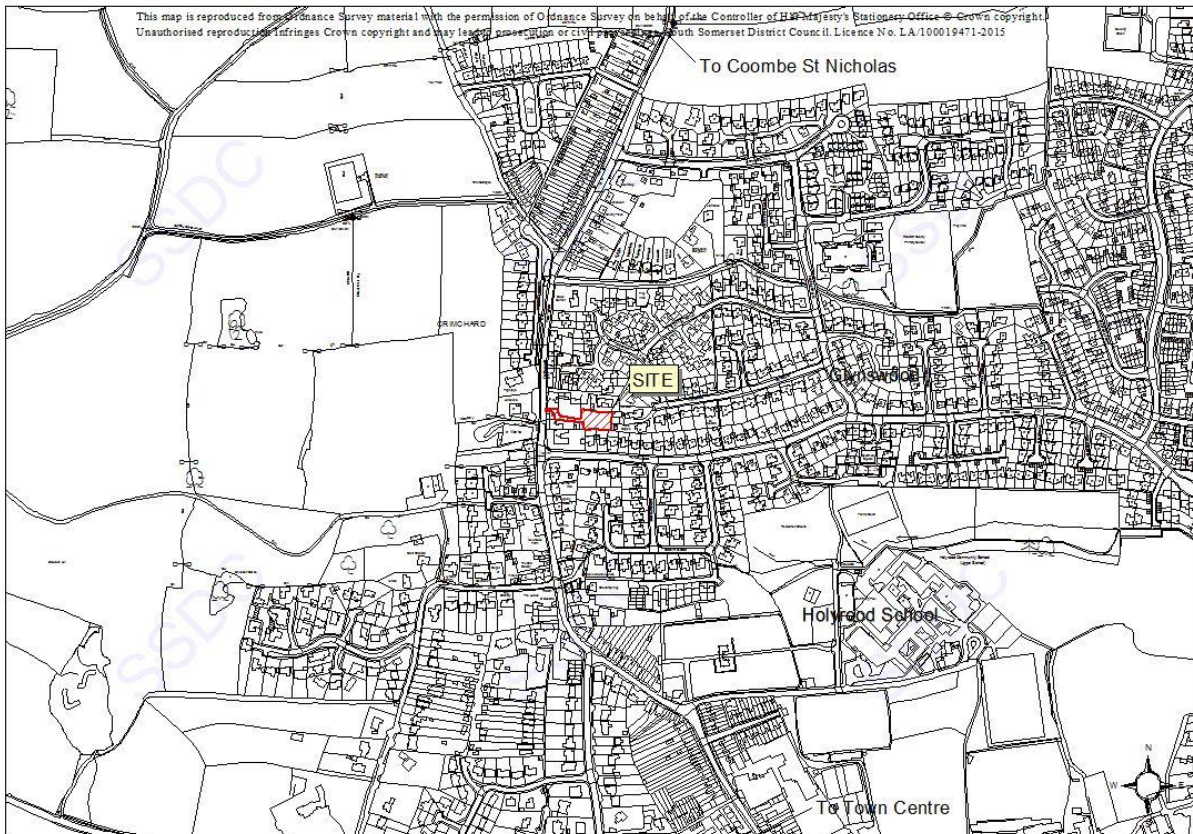
Officer Report on Planning Application: 15/00373/FUL

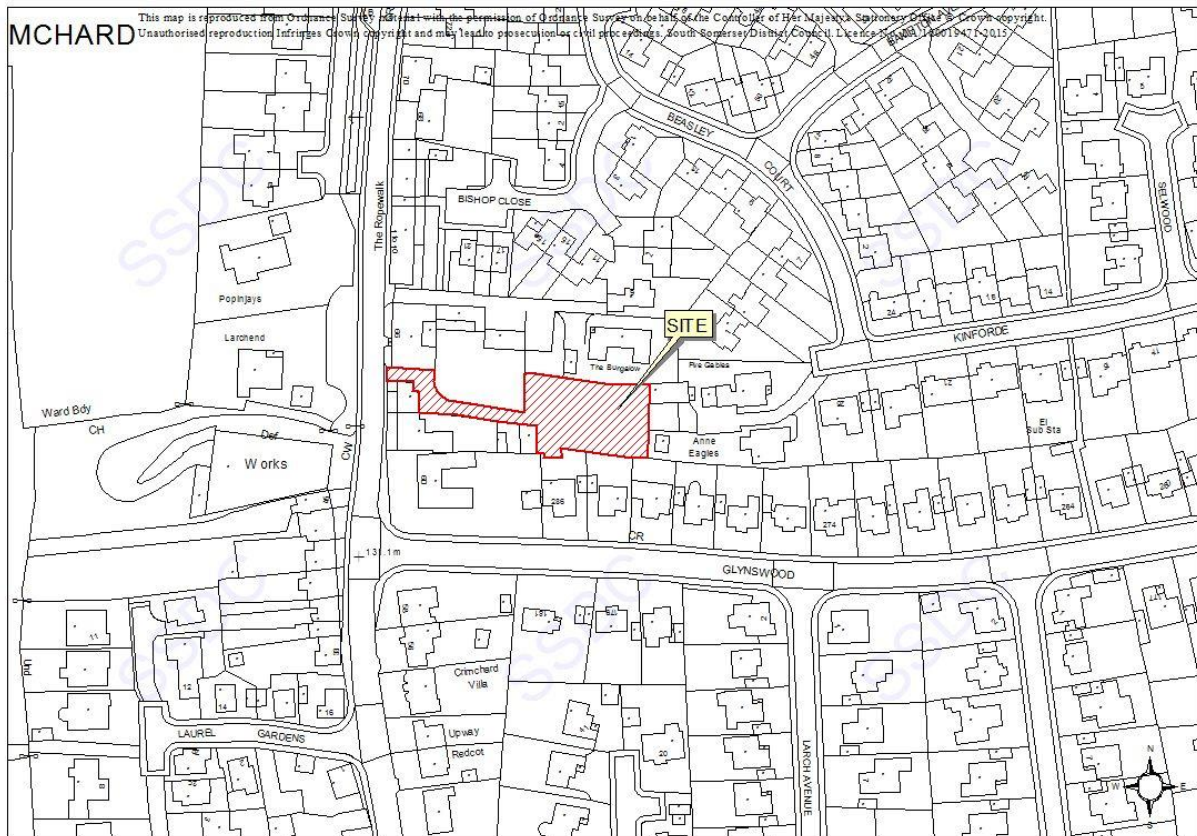
Proposal :	The erection of a detached dwellinghouse and detached double garage (Revised scheme to 14/01297/FUL). (GR 331842/109220)
Site Address:	Land To The Rear Of Anne Eagles, Kinforde
Parish:	Chard
CRIMCHARD (CHARD) Ward (SSDC Member)	Cllr J Kenton
Recommending Case Officer:	Diana Watts Tel: (01935) 462483 Email: diana.watts@southsomerset.gov.uk
Target date :	30th March 2015
Applicant :	Mr D Hartnell
Agent: (no agent if blank)	Paul Rowe Caparo 11 Mervyn Ball Close Chard Somerset TA20 1EJ
Application Type :	Minor Dwellings 1-9 site less than 1ha

REASON FOR REFERRAL TO COMMITTEE

This application is referred to Committee at the request of the Ward Member with the agreement of the Area Chair to allow the highways issues to be debated.

SITE DESCRIPTION AND PROPOSAL





The application site is a vacant plot of land surrounded by residential development, to the east of Crimchard. It is accessed directly from Crimchard (a classified 'C' road) via a narrow driveway that passes between two houses fronting Crimchard and winds down towards high entrance gates on the edge of the plot. The site itself was originally a farm yard prior to the modern development that is now present on all sides taking place and has been used more recently as a builders yard, although that appears to have ceased over 10 years ago. The site is largely open, with a tarmac hardstanding to the centre, a modern brick built garage/store located in the north east corner, and a raised grassed area to the north west. The boundaries mainly comprise high natural stone walls, however there is brick and fence treatment on the eastern boundary. The neighbouring residential development is mainly modern housing, with a bungalow to the south and a bungalow to the north. Anne Eagles itself is a chalet style bungalow. To the west of the site, and fronting Crimchard, on higher ground, there are more traditional two storey houses, including two listed buildings.

This application is for the erection of a 3 bedroom house with a detached double garage with the existing garage/store building retained as a domestic store. It follows a refused scheme for a slightly larger and taller 4 bedroomed detached house (14/01297/FUL). There would be parking space allocated for three cars plus turning space. Access would be gained via the existing driveway onto Crimchard. The house and garage would be rendered with slate roofs and windows would be upvc. The front porch would be constructed in natural stone. Existing stone boundary walls and fencing would remain with some new close boarded fencing erected within the garden to create private space.

A Design and Access Statement has been submitted to support and explain the proposal:

- Site is 0.1 ha, enclosed, rectangular in shape; a former builder's yard and store, and piggery demolished a few years ago
- Proposal would make effective and efficient use of land within town, within walking distance of town centre amenities

- Extensive negotiations have been undertaken to address previous objections e.g lowering ridge height and incorporating catslide roof with velux rooflights to rear to avoid overlooking. All rooflights set at a height which means you cannot look out (1.625m above floor, a countrywide accepted solution). Also noted that the windows of The Bungalow are set an acute angle and the only habitable room bed 3 is set furthest away from The Bungalow. Also proposing 2m fence running east to west to rear of new dwelling to provide new dwelling with maximum privacy immediately to its rear.
- Proposal would have a neutral impact on highway safety as the applicant uses or can use the access on a regular basis in connection with the established use of the land.

HISTORY

14/04998/PREAPP - Pre-application advice given on an informal basis to address overlooking issue

14/01297/FUL - Erection of detached dwellinghouse and double garage - refused (overlooking)

14/00311/PREAPP - Pre-application advice given on an informal basis and last letter raised concerns regarding lack of detail to enable proper assessment and concerns about overlooking.

11/02274/FUL: Erection of 2 detached chalet style bungalows with detached annex accommodation, garage and parking - refused due to approach roads being unsuitable (width and poor alignment), and inadequate visibility splays at junction with Crimchard. August 2013

12/03418/COL: Application for Certificate of lawfulness for the existing use of land as a builder's yard - Withdrawn. (it was considered that there was insufficient evidence to prove on the balance of probabilities that the site had been used as a builder's yard at the time of the application being made or for a continuous period of ten years prior to this and before the application could be refused, the applicant chose to withdraw it.)

851569: Erection of two chalet bungalows and garages - Conditionally approved.

810263: (Outline) The erection of a dwelling on land adjacent to Knights Farm, Crimchard, Chard - Withdrawn.

78522: Use of buildings as workshop, yard and store - Conditionally approved.

POLICY

The South Somerset Local Plan (2006 - 2028) was adopted on the 5th March 2015. In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004 (as amended) and Section 70(2) of the Town and Country Planning Act 1990 (as amended), the adopted local plan now forms part of the development plan. As such, decisions on the award of planning permission should be made in accordance with this development plan, unless material considerations indicate otherwise. Legislation and national policy are clear that the starting point for decision-making is the development plan, where development that accords with an up-to-date local plan should be approved, and proposed development that conflicts should be refused, unless other material considerations indicate otherwise.

South Somerset Local Plan (2006-2028)

SD1 - Sustainable Development

TA5 - Transport Impact of New Development

TA6- Parking Standards

EQ2 - General Development

EQ3 -Historic Environment

Policy-related Material Considerations

National Planning Policy Framework (March 2012):
Core Planning Principles - Paragraph 17

Chapter 4 - Promoting Sustainable Transport
Chapter 6 - Delivering a Wide Choice of High Quality Homes
Chapter 7 - Requiring Good Design
Chapter 12 - Conserving and Enhancing the Historic Environment

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

CONSULTATIONS

Chard Town Council: Refusal on the grounds that Members had concerns on the matter of Highways due to the access onto Crimchard being extremely dangerous. Also and on the grounds of the impact it will have on the listed building of Crimchard House and the effect to the access on Crimchard House. The application is also not in keeping with the local streetscene, of which most are bungalows.

County Highway Authority: Standing advice applies but has confirmed that the Planning Officer's highway safety assessment on the previous application 14/01297/FUL was fair and accurate. This concluded that whilst the Planning Authority fully appreciate how poor the access is, if there is no increase in traffic compared with the permitted use of the site (regardless of what the traffic generation has been) it is technically accepted that the use of the access should continue. It is therefore considered that it would not be possible to demonstrate that the proposal would have a 'severe' impact on highway safety taking into account how the land can be lawfully used and that it would be unreasonable to refuse an application for a single dwelling on the grounds of highway safety.

SSDC Highway Consultant:

As requested, I have reviewed the highways issues associated with the above scheme.

It is fair to say that the existing site access junction is severely substandard. Visibility in both directions is restricted by the property frontage boundaries located both to the north and south of the site access. As a consequence, any significant increase in use of the access would need to be very carefully assessed.

A residential dwelling in Chard is likely to typically generate around six vehicular movements a day, i.e. three inbound movements and three outbound movements, with no more than one vehicle movement occurring during the AM and PM peak periods (8:00 to 9:00 and 17:00 to 18:00) respectively - on average, one movement every 60 minutes when the road network is normally at its busiest. In this case, it is only the outbound movement where the restricted visibility would be an issue.

You have brought my attention to the fact that the site is akin to being 'brownfield' and that there is a building(s) on site that in planning terms could generate traffic without recourse to further planning permission. From our discussion, it is not unreasonable to suggest that uses could take place on the site that may generate levels of traffic similar to, or over and above, that of a residential dwelling. Such vehicular movements may not be occurring at present, but if they could occur under any current or future permitted/lawful use of the land, as you have indicated, then such potential traffic generation has to be a material consideration in this case.

I am mindful of paragraph 32 of the NPPF which states that plans and decisions should take account of whether:

- the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;

- safe and suitable access to the site can be achieved for all people; and
- improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

Given the location of the site, it is considered that there would be opportunities for sustainable transport modes to be taken up. While the site access may not be considered to be 'safe' given the restricted visibility, in referring to the third bullet point, given the potential traffic generation of the current site, it is unlikely that the residual cumulative impacts of development would be severe. In my mind, if a legitimate use could occur within the site (without the need for planning permission) that could generate similar levels of vehicular traffic to that of a residential dwelling, then a highway objection would be unreasonable, even taking into account the substandard nature of the access.

SSDC Environmental Protection Officer: Should planning permission be granted I would like to see the following condition attached:

In the event that contamination is found at any time when carrying out the approved development it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken, and where remediation is necessary a remediation scheme must be prepared, which is subject to the approval in writing of the Local Planning Authority. This must be conducted in accordance with DEFRA and the Environment Agency's 'Guiding Principles for Land Contamination'.

SSDC Conservation Officer: I would confirm I have no objections to the proposal.

REPRESENTATIONS

A site notice was erected at the site and neighbours notified. Three letters of objection have been received:

- Dangerous exit and entrance with lack of visibility - needs further investigation by highways
- Any increase in traffic would exacerbate danger
- Planting either side of access becoming more established will only make situation worse
- Cars park on both sides of the road near access and on one side there is no pavement
- Crimchard has become a very busy road with speeding traffic; there have been several near misses (we have approached local MP about the traffic and a survey has been undertaken)
- Owners of Crimchard House foster between 2 and 6 children - safety issue
- Width of access not wide enough for emergency vehicles, especially fire engines
- Access lane has dog leg therefore not providing good visibility for pedestrians and drivers using the lane at the same time
- Both Knights Cottage and Crimchard House have doors/gateways that lead immediately onto the land.
- During school run/rush hours, traffic here dangerous and chaotic
- Buses stop right outside Crimchard House on occasion
- Crimchard House is grade 2 listed and is being restored by owners. Drains beneath land are weak and regular traffic could lead to collapse
- Why couldn't access come via Kinforde and dwelling be more centrally located on plot?
- Revised development even more out of character with existing properties, some listed, the others bungalows
- Weird to have skylights instead of windows

- Flood risk assessment should be done. Drainage system unknown. Large amounts of water pour off Snowdon
- If minded to approve, suggest single garage instead of double as site can accommodate 7 vehicles and existing building store has a garage in use already. No of vehicles should be limited to 3, restrict outside lighting as I am an amateur astronomer, store to be demolished
- Application states no trees or hedgerows on site - incorrect
- One of stone boundary walls belongs to us
- It should be a two bedroomed bungalow
- Would over shadow our bungalow (The Bungalow) and block light
- Despite cat slide roof and velux windows, would still destroy any peace and privacy
- Velux rooflights at 1.625m are not too high to be looked out of
- Any buyer would want to add dormers
- We will overlook the proposed dwelling due to the 1m higher ground level of our property - would look over rear garden and into downstairs windows
- The odd addition of the 2m fence will make no difference due to the different ground levels and enclosed area would become overgrown and potentially damage wall
- Concerned that layout suggests further development of land to east; the existing store and size of garden could accommodate another dwelling, increasing traffic and noise
- House still too close to Crimchard House with the 'eyes' of the house looking straight up at our house and garden
- Concerned about damage to railings and walls with increased traffic
- Transporting of building materials past our downstairs window would affect safety and privacy

CONSIDERATIONS

Principle of Development

The site is within the defined development area of Chard and as such, a new dwelling is acceptable in principle.

Visual Impact

The site is in a backland location where there is no clear pattern of development to follow, although it is noted that the property to the north-east 'The Bungalow' was approved in a similar 'one off' location. The proposed dwelling is two storey and whilst it is acknowledged that there are two bungalows, one immediately to the north and one to the south of the site, the majority of properties in the area are two storey and set on a variety of levels. Views towards the site from all sides show staggered rooflines. It is also a spacious site, larger than the residential plots to the South and East and it is considered that in this context, the proposed height and form of building would not look out of place. The form and design of the proposed house would be more traditional than several of the surrounding newer dwellings and would reflect some the characteristics of the historic houses on Crimchard. The dwelling would have cottage style proportions with a 7m high ridge, depth of 6.5m (main two storey element) and an eaves height of 4.5m in line with the Council's design guide. The proposed use of brick chimneys, rendered walls and a slate roof would relate well to materials used in Crimchard but provide some contrast with the brick and concrete tiles on the more modern dwellings immediately adjoining the site. This contrast is not felt to be inappropriate given the individual position of the proposed house and its more traditional design.

In terms of size of the house, its footprint would be smaller than most neighbouring properties although it would be higher than the two bungalows to the north and south. Whilst it is appreciated that the house would stand out in relation to these bungalows, taking into account

the space retained between them (approx. 9m to north and 15m to south) and the raised level of The Bungalow to the north and the intervening high boundary stone wall to the south, it is considered that it would not appear out of scale or cramped on the site. The previously proposed chalet bungalows, which were refused on highway safety grounds, would have been only 0.5m lower than the proposed house and much closer.

It is noted that there are listed buildings to the west of the site and the impact on their setting has been carefully considered but taking into account the lower level of the site, the intervening walls, the development which has already taken place to the east and the distance between them, it is considered that there would be no adverse effect. The Conservation Officer has confirmed that he has no objections. It is also noted that there is no indication that any alterations would be carried out to the existing boundary walls, which are to remain.

The concern raised with regard to potential damage to walls and railings for Crimchard House (grade 2 listed) is appreciated but this a civil matter rather than a planning issue.

Residential Amenity

Strong objections have been received from neighbouring residents to the north, south and west of the application site.

As far as loss of light/overshadowing is concerned, which has been raised by the occupants of The Bungalow to the north, it is considered that the proposed house would not cause significant loss of light. The Bungalow is set on ground about a metre higher than the site and off to one side thereby facing the proposed rear garden. Given the distance between (9m between the dwellings to the nearest corner, 4m to the boundary), the orientation and the levels, it is considered that there would not be any significant loss of light even in the afternoon when the sun would be in the direction of the proposed house. It is noted that 286 Glynswood is positioned to the south of the site and the proposed house would be 6m away from the rear garden wall and therefore, would also not suffer any direct loss of light.

With regard to overlooking, there would be no gable end windows looking north or south.

There would be first floor windows looking west towards the garden of Crimchard House. There is currently trellis style fencing on top of a stone wall and mature evergreen planting to screen this view and where there is a gap remaining, this is relatively small and could be screened to mirror the adjoining screening. In any event, there is a reasonable distance between the properties not to cause significant loss of privacy (8m between front of proposed house and rear garden boundary and the garden is 27m long). In addition, the garden slopes up away from the application site.

The garden of The Bungalow to the north is screened by a stone wall approximately 1m high, which currently provides privacy given the drop of about a metre down to the level of the site. Their garden faces south and includes a patio and there are a number of windows facing the site, including those serving the sitting room and the master bedroom. Following the previous refusal of planning permission that the scheme would overlook The Bungalow, the applicant has revised the rear east facing elevation to address this issue by incorporating a catslide roof with velux rooflights. A cross section shows that these rooflights would be set at 1.625m above floor level. The usual minimum cill height considered necessary to prevent overlooking is 1.7m but bearing in mind the angled view towards The Bungalow and that three of the four windows are bathroom or landing windows and the only bedroom window is furthest away (13m to boundary), it is considered that the proposal would not give rise to an overlooking situation. A condition would need to be imposed to prevent additional windows or dormers being added without planning permission.

The occupants of The Bungalow can look from their garden into the site due to the low height of their boundary wall but if necessary they could erect or plant further screening. Boundary planting has been removed here in the last couple of years. It is agreed that the proposed fencing shown within the rear garden of the proposed dwelling would have little impact on privacy but the garden is sufficiently large that private garden space could be achieved. It is considered therefore that the proposed dwelling would have appropriate amenity space.

The neighbours at Crimchard House have also raised loss of privacy as a concern due to passing traffic. The existing ground floor window and gate immediately adjoining the access road are noted but bearing in mind that traffic can pass the property currently and could increase lawfully for this site for domestic use, this is not considered to be an issue in planning terms.

Highway Safety

A Parking Strategy was adopted and Standing Advice published in 2013. Also of relevance is that the National Planning Policy Framework states that development should only be refused where the impact of the development on highway safety would be severe.

The Highway Authority has referred the Local Planning Authority to the published Standing Advice. This gives advice on the standards, such as the dimensions required for turning, parking space and visibility. The parking and turning areas are considered acceptable in terms of their dimensions and layout in this location.

The site is accessed off Crimchard, which is a classified 'C' road. The existing access is narrow (4m at the road edge reducing to 3.6m at its narrowest) and has very limited visibility in both directions (7.7m to the south, 3.45m to north), due to the presence of neighbouring boundary walls, one of which is a listed wall and railings to the front of Crimchard House. The applicant has no control over the adjoining boundaries and is unable to implement improvements to visibility, such as reducing any obstruction to 900mm. Neighbours have highlighted how unsafe the access is and the difficulties of using the access driveway. It is clear that the access is sub-standard in terms of width, poor alignment and visibility.

The County Highway Authority has previously expressed the view that the provision of two dwellings within the application site would lead to a significant increase in vehicle movements, which using the substandard access would have a detrimental impact on highway safety. It also indicated that if the site's previous use as a builders' yard could be shown to be lawful, then it could not uphold a highway objection given that the traffic generation would be comparable. However, no such lawful use has been proven and it seems that the business use was abandoned some time ago. The Planning Officer, in his report on a previous planning application 11/02274/FUL, commented that whilst two dwellings were clearly unacceptable, one dwelling might be acceptable as there would be some vehicle movements associated with the current use of the site.

In view of the strong local objections to this access being used, the SSDC Highway Consultant was asked to review the highway issues. He agrees that the existing site access junction is severely substandard. Visibility in both directions is restricted by the property frontage boundaries located both to the north and south of the site access and as a consequence, any significant increase in use of the access would need to be very carefully assessed.

He explains that a dwelling in Chard would be likely to typically generate around six vehicular movements a day, i.e. three inbound movements and three outbound movements, with no more than one vehicle movement occurring during the AM and PM peak periods (8:00 to 9:00 and 17:00 to 18:00) respectively - on average, one movement every 60 minutes when the road network is normally at its busiest. In this case, it is only the outbound movement where the

restricted visibility would be an issue.

He notes that the site is akin to being 'brownfield' and that there is a building on site that in planning terms could generate traffic without recourse to further planning permission. It is not unreasonable to suggest that uses could take place on the site that might generate levels of traffic similar to, or over and above, that of a residential dwelling. Such vehicular movements might not be occurring at present, but if they could occur under any current or future permitted/lawful use of the land, then such potential traffic generation has to be a material consideration in this case.

Paragraph 32 of the NPPF states that decisions should take account of whether:

- opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- safe and suitable access to the site can be achieved for all people; and
- improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

Given the location of the site, it is considered that there would be opportunities for sustainable transport modes to be taken up. While the site access may not be considered to be 'safe' given the restricted visibility, in referring to the third bullet point, given the potential traffic generation of the current site, it is unlikely that the residual cumulative impacts of development would be severe. Therefore, if a legitimate use could occur within the site (without the need for planning permission) that could generate similar levels of vehicular traffic to that of a residential dwelling, then a highway objection would be unreasonable, even taking into account the substandard nature of the access.

Other Issues

Concerns have been raised in relation to drainage and water disposal. With regard to surface water disposal, whether there is a history of flooding or not, there is no reason to assume that the provision of the proposed dwelling would make that situation worse. On site provision would need to be made for the disposal of surface water, details of which would usually be conditioned and the existing tarmac, which covers a significant part of the site, would be partially replaced by a landscaped garden area, thereby reducing the amount of hard surface. The issue of the neighbouring drains is not one that can be controlled by under planning legislation. Any works that would impact on existing drains would need to satisfy the relevant building regulations, as would any new drainage provision for the proposed dwelling.

Objections have also been raised with regard to how construction traffic would enter the site and the possibility of damage to property, drains, etc. Having considered these issues, it would be unreasonable to refuse permission on the grounds of disturbance or potential damage to the neighbouring property. Whilst construction works can cause some disruption, this is usually only for a short period of time. Contractors would be expected to be as considerate as possible and would also be legally obliged to make good any damage that might occur during the construction process.

As far as access for emergency vehicles such as fire engines are concerned, it is understood from Building Control that there are compensatory measures which can be carried out to address this concern.

Further dwellings on the site has been raised as a concern but this would require planning permission and such an application would be unlikely to be supported due to highway safety

concerns/increased use of poor access and visual impact.

It has been questioned why vehicular access could not be gained via Kinforde. This is not proposed but it would appear that it would adversely affect the amenities of the two properties Anne Eagles and Five Gables as the access would run close to and between these properties and all along their rear gardens.

Concern has been raised about light pollution and a condition could be imposed requiring the prior written approval of any external lighting.

RECOMMENDATION

Grant permission

01. It is considered that the proposed development would be in keeping with the character and appearance of the area, cause no demonstrable harm to residential amenity, highway safety or the setting of the listed buildings in accordance with the aims and objectives of policies TA5, TA6, EQ1, EQ2, EQ3 and EQ7 of the South Somerset Local Plan and the National Planning Policy Framework.

SUBJECT TO THE FOLLOWING:

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

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

02. The development hereby permitted shall not be carried out otherwise than in complete accordance with the following approved plans: drawing nos HNDH3AP1, HNDH3AP2, HNDH3AP3, HNDH3AP4, HNDH3AP5, HNDH3AP6 and HNDH3AP7 received 27 January 2015 and 2 February 2015.

Reason: For the avoidance of doubt as to the development authorised and in the interests of proper planning.

03. The development hereby permitted shall not be commenced unless particulars of the materials (including the provision of samples where appropriate) to be used for the external walls, windows, doors, eaves detailing, rainwater goods, boarding, lintels and roof have been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of visual amenity, in accordance with policies EQ2 and EQ3 of South Somerset Local Plan (Adopted March 2015).

04. The area allocated for parking and turning on drawing no. HNDH3AP4 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, in accordance with policies TA5 and TA6 of South Somerset Local Plan (Adopted March 2015).

05. 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 dwelling without the prior express grant of planning permission.

Reason: In the interests of visual amenity and residential amenity in accordance with policies EQ2 and EQ3 of South Somerset Local Plan (Adopted March 2015).

06. The development hereby permitted shall not be commenced unless 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: In the interests of visual amenity in accordance with policies EQ2 and EQ3 of South Somerset Local Plan (Adopted March 2015).

07. 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 and roof lights, or other openings (including doors) shall be formed at first or second floor level in the dwelling hereby permitted without the prior express grant of planning permission.

Reason: In the interests of visual and residential amenity in accordance with policies EQ2 and EQ3 of South Somerset Local Plan (Adopted March 2015).

08. The development hereby permitted shall not be commenced unless surface water drainage details to serve the development have been submitted to and agreed in writing by the Local Planning Authority. Such approved details shall include soakaways and they shall be completed and become fully operational before the development is first used. Following its installation such an approved scheme shall be permanently retained and maintained thereafter.

Reason: In order to manage surface water run-off and flood risk from the development, in accordance with policy EQ1 of the South Somerset Local Plan and chapter 10 of the National Planning Policy Framework.

09. No means of external lighting or other illumination shall be installed on the dwelling hereby approved or within the garden unless details of such lighting have been submitted to and approved in writing by the Local Planning Authority. Such approved details, once carried out shall not be altered without the prior written agreement of the Local Planning Authority.

Reason: To safeguard the character and appearance of the area and to avoid unnecessary light pollution, in accordance with policies EQ2 and EQ7 of the South Somerset Local Plan and the National Planning Policy Framework.

10. The rooflights hereby approved on the rear elevation shall be installed at a minimum cill height of 1.6m.

Reason: In the interests of residential amenity in accordance with policy EQ2 of South Somerset Local Plan (Adopted March 2015).

11. In the event that contamination is found at any time when carrying out the approved development it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken, and where remediation is necessary a remediation scheme must be prepared, which is subject to the approval in writing of the Local Planning Authority. This must be conducted in accordance with DEFRA and the Environment Agency's 'Guiding Principles for Land Contamination'.

Reason: In order to mitigate any pollution or harm to health or safety, in accordance with policies EQ2 and EQ7 of the South Somerset Local Plan (Adopted March 2015) and the National Planning Policy Framework.

12. The windows hereby approved shall have a balanced design (with equal sized panes of glass) and external horizontal bars not internal strips.

Reason: In the interests of visual amenity, in accordance with policies EQ2 and EQ3 of South Somerset Local Plan (Adopted March 2015).