



To: Members of Planning Committee

Councillors S J Pugsley (Chair), B Maitland-Walker (Vice Chair), I Aldridge, D Archer, G S Dowding, S Y Goss, A P Hadley, T Hall, B Heywood, I Jones, C Morgan, P H Murphy, J Parbrook, K H Turner, R Woods

Our Ref TB/TM

Your Ref

Contact Tracey Meadows t.meadows@tauntondeane.gov.uk

Extension 01823 356573

Date 17 June 2015

**THE PRESS AND PUBLIC ARE WELCOME TO ATTEND THE MEETING
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OR IN OTHER LANGUAGES ON REQUEST**

Dear Councillor

I hereby give you notice to attend the following meeting:

PLANNING COMMITTEE

Date: Thursday 25 June 2015

Time: 4.30 pm

Venue: Council Chamber, Council Offices, Williton

Please note that this meeting may be recorded. At the start of the meeting the Chairman will confirm if all or part of the meeting is being recorded.

You should be aware that the Council is a Data Controller under the Data Protection Act. Data collected during the recording will be retained in accordance with the Council's policy. Therefore unless you advise otherwise, by entering the Council Chamber and speaking during Public Participation you are consenting to being recorded and to the possible use of the sound recording for access via the website or for training purposes. If you have any queries regarding this please contact Democratic Services on 01823 356573.

Yours sincerely

A handwritten signature in blue ink, appearing to read "Bruce Lang".

BRUCE LANG
Proper Officer

PLANNING COMMITTEE

THURSDAY 25 June 2015 at 4.30pm
COUNCIL CHAMBER, COUNCIL OFFICES, WILLITON

AGENDA

1. Apologies for Absence

2. Minutes

Minutes of the Meeting of the 28 May 2015 - **SEE ATTACHED**

3. Declarations of Interest or Lobbying

To receive and record any declarations of interest or lobbying in respect of any matters included on the agenda for consideration at this meeting.

4. Public Participation

The Chairman/Administrator to advise the Committee of any items on which members of the public have requested to speak and advise those members of the public present of the details of the Council's public participation scheme.

For those members of the public wishing to speak at this meeting there are a few points you might like to note.

A three minute time limit applies to each speaker and you will be asked to speak after the officer has presented the report but before Councillors debate the issue. There will be no further opportunity for comment at a later stage. Where an application is involved it has been agreed that the applicant will be the last member of the public to be invited to speak. Your comments should be addressed to the Chairman and any ruling made by the Chair is not open to discussion. If a response is needed it will be given either orally at the meeting or a written reply made within five working days of the meeting.

5. Town and Country Planning Act 1990 and Other Matters (Enforcement)

To consider the reports of the Planning Team on the plans deposited in accordance with the Town and Country Planning Act 1990 and other matters - **COPY ATTACHED** (separate report). All recommendations take account of existing legislation (including the Human Rights Act) Government Circulars, Somerset and Exmoor National Park Joint Structure Review, The West Somerset Local Plan, all current planning policy documents and Sustainability and Crime and Disorder issues.

Report No: Eleven

Date: 17 June 2015

| <u>Ref No.</u> | <u>Application/Report</u> |
|--------------------|--|
| 3/37/15/009 | Demolition of existing derelict garden storage buildings and partial demolition of garden boundary walls and fences, to be replaced by new boundary walls and fences. Erection of a four bedroom house on part of the garden and enlargement and resurfacing of adjoining parking area. Resubmission of 3/37/15/003. |
| 3/21/15/014 | Outline application for residential development (with all matters reserved) for 80 dwellings, access and associated works. |

6. Exmoor National Park Matters - **Councillor to report**

7. Delegated Decision List - **Please see attached**

8. Performance chart – Please see attached

RISK SCORING MATRIX

Report writers score risks in reports uses the scoring matrix below

| | | | | | | | |
|---------------------------------|---|----------------|------------|-------------|-------------|----------------|----------------|
| Likelihood (Probability) | 5 | Almost Certain | Low (5) | Medium (10) | High (15) | Very High (20) | Very High (25) |
| | 4 | Likely | Low (4) | Medium (8) | Medium (12) | High (16) | Very High (20) |
| | 3 | Possible | Low (3) | Low (6) | Medium (9) | Medium (12) | High (15) |
| | 2 | Unlikely | Low (2) | Low (4) | Low (6) | Medium (8) | Medium (10) |
| | 1 | Rare | Low (1) | Low (2) | Low (3) | Low (4) | Low (5) |
| | | | 1 | 2 | 3 | 4 | 5 |
| | | | Negligible | Minor | Moderate | Major | Catastrophic |
| Impact (Consequences) | | | | | | | |

Mitigating actions for high ('High' or above) scoring risks are to be reflected in Service Plans, managed by the Group Manager and implemented by Service Lead Officers;

Lower scoring risks will either be accepted with no mitigating actions or included in work plans with appropriate mitigating actions that are managed by Service Lead Officers.

PLANNING COMMITTEE

Minutes of the Meeting held on 28 May 2015 at 4.30 pm

Present:

Councillor S J PugsleyChairman
Councillor B Maitland-WalkerVice Chairman

Councillor D Archer
Councillor G S Dowding
Councillor S Y Goss
Councillor A P Hadley
Councillor B Heywood

Councillor K H Turner
Councillor C Morgan
Councillor P H Murphy
Councillor J Parbrook
Councillor K H Turner
Councillor R Woods

Officers in Attendance:

Area Planning Manager – Bryn Kitching
Major Applications Co-ordinator – John Burton
Assistant Director Planning and Environment – Tim Burton
Committee Administrator – Tracey Meadows
Legal Advisor –Martin Evans - Mendip DC

Also Present

Matthew Morris – GVA Independent Retail Consultant

P226 Apologies for Absence

There were apologies for absence from Councillors I Aldridge and T Hall.

P227 Minutes

RESOLVED that the Minutes of the Planning Committee Meeting held on 23 April 2015 circulated at the meeting be confirmed as a correct record. All Councillors who were present at this meeting voted in favour.

P228 Declarations of Lobbying

| Name | Min No | Ref No. | Application | Persons Lobbying |
|--|---------------|----------------|-------------------------|-------------------------|
| All Cllrs declared that they had received correspondence from Lidl | P230 | 3/21/15/005 | Former Aqua splash site | In favour |

P229 Declarations of Interest

| Name | Min No | Ref No. | Personal of Prejudicial | Action Taken |
|------------------------|---------------|----------------|--|---------------------------|
| Cllr A Hadley | P230 | 3/21/15/005 | Prejudicial – owns a convenience store in the town. | Withdrew from the meeting |
| Cllr B Maitland-Walker | P230 | 3/21/15/005 | Personal – same name as the Solicitors for the applicant, no relation. | Spoke and Voted |
| Cllr Puglsey | P230 | 3/21/15/005 | Personal – wife knows a member of staff. | Spoke and Voted |

P230 Public Participation

| Min No. | Reference No. | Application | Name | Position | Stance |
|----------------|----------------------|--------------------------|---------------|--|---------------|
| P231 | 3/21/15/005 | Former Aqua Splash site | Mr Rainey | Agent on behalf of Retailers in the town | Objector |
| P231 | 3/21/15/005 | Former Aqua Splash site | Mrs Lorimer | Local Resident | In favour |
| P231 | 3/21/15/005 | Former Aqua Splash site | Mr Mitchell | Agent on behalf of Applicant | In favour |
| P231 | 3/21/15/005 | Former Aqua Splash site | Mr McGuinness | Local Resident | In favour |
| P231 | 3/21/15/034 | Land at Ellicombe Meadow | Mrs Lorimer | Local Resident | Objector |

P231 Town and Country Planning Act 1990 and Other Matters

Report Ten of the Planning Team dated 23 April 2015 (circulated with the Agenda). The Committee considered the reports, prepared by the Planning Team, relating to plans deposited in accordance with the planning legislation and, where appropriate, Members were advised of correspondence received and subsequent amendments since the agenda had been prepared.

(Copies of all letters reported may be inspected in the planning application files that constitute part of the background papers for each item).

RESOLVED That the Recommendations contained in Section 1 of the Report be Approved (in so far as they relate to the above), including, where appropriate, the conditions imposed and the reasons for refusal, subject to any amendments detailed below:

Reference Location, Proposal, Debate and Decision

3/21/15/005 Former Aquasplash Site, Seaward Way, Minehead
Erection of new neighborhood foodstore with associated car parking

Objections raised by the speakers included:

- This new food store would have a significant impact on trading conditions in the town due to the shift to out of town developments.

The Members debate centred on the following issues:

- The emphasis on what this food store can provide to the town with a variety of choice of food/goods at a low cost.
- This development is an improvement on the eyesore that is there at present. There is a vast amount of support for this development.
- Development would bring absentee's shoppers back to Minehead instead of going to Taunton for their weekly shop.

Councillor C Morgan proposed and Councillor K Turner seconded a motion that planning permission be **GRANTED** in accordance with the Officer's recommendation.

The motion was carried.

Reference **Location, Proposal, Debate and Decision**

3/21/15/034 **Land at Ellicombe Meadow, Minehead**

Proposed residential development of eight semi-detached dwellings (plots 23, 23A, 24, 24A, 25, 25A, 26 & 26A) and nine affordable flats (plots 5 to 12A) together with vehicular parkin, access and associated infrastructure (resubmission of 3/21/14/086)

Objections raised by the speaker included:

- Residents did not know that this was coming back to the Planning Committee.
- The tall hedge is pruned in winter making the house visible from the lane. There are no guarantees that the hedge will be retained.
- The view to the sea will be changed, with properties shoe horned into this piece of land.
- The integrity of the builders need to be questioned.

The Members debate centred on the following issues:

- Views are not a material consideration.
- The homes were not in keeping with the area.
- Ownership of the boundary to maintain the hedge.
- Should be affordable housing on site.
- Over development of area.

Councillor K Turner proposed and Councillor C Morgan seconded a motion that planning permission be **GRANTED** in accordance with Officers recommendations.

P232 **Exmoor National Park Matters**

Councillor S Pugsley reported on matters relating to West Somerset considered at the last meeting of the Exmoor National Park Planning Committee. This included:

Applications

- 1) Proposed bar/function room area altering existing ground floor of west wing, glazing in inner external courtyard including changes to staircase positions, demolition of old skittle alley with excavation to form store/laundry area together with a tunnel linking the external courtyard to inner underground store room (Full) – The Luttrell Arms Hotel, 32 High Street, Dunster, Minehead, Somerset.
- 2) Proposed extension and alterations to house to include extension to dining room, raising height of existing concrete block walls, alteration of garage/store roof to enable better access and the retrospective installation of a new stainless steel flue (Householder) – Barle House, Sparrows Lane, Withypool, Minehead, Somerset.
- 3) Proposed retention of existing access gate, dry stone walling and the removal of existing steel structure and concrete slab (Retrospective)(Full) – New Mill Quarry, Luxborough to Roadwater Road, Luxborough, Somerset.

P233 Delegated Decision List

The Planning Manager answered questions from the report.

P234 Appeals Lodged

| Appellant | Proposal and Site | Appeal Type |
|------------------|---|--------------------|
| | Erection of single storey extensions to south west elevation (front) and North east elevation (rear) at Higher Thornes Farm, Lower Weacombe, TA4 4ED – Awaiting decision, will bring back to Committee. | Written reps |

P235 Appeals Decided

Proposal and Site

Siting of mobile home to be used as an Equestrian/agricultural/forestry Workers dwelling at Red Park Equestrian Centre, Grove Way, Williton Industrial Estate, Williton TA4 4TB

Outcome

Enforcement Appeal and Planning Appeal allowed and costs awarded to the appellant.

The meeting closed at 6.50pm

| | |
|---|--|
| Application No: | 3/37/15/009 |
| Parish | Watchet |
| Application Type | Full Planning Permission |
| Case Officer: | Elizabeth Peeks |
| Grid Ref | Easting: 307284 Northing: 143262 |
| Applicant | Ms Kath Morgan |
| Proposal | Demolition of existing derelict garden storage buildings and partial demolition of garden boundary walls and fences, to be replaced by new boundary walls and fences. Erection of a four bedroom house on part of the garden and enlargement and resurfacing of adjoining parking area. Resubmission of 3/37/15/003. |
| Location | 3 Seaview Terrace, Watchet, TA23 0DF |
| Reason for referral to Committee | Contentious application called in by the Chairman and Vice Chairman of the Planning Committee. |

Risk Assessment

| Description | Likelihood | Impact | Overall |
|--|------------|--------|---------|
| Risk: Planning permission is refused for reason which could not be reasonable substantiated at appeal or approved for reasons which are not reasonable | 2 | 3 | 6 |
| Mitigation: Clear advice from Planning Officers and Legal advisor during the Committee meeting | 1 | 3 | 3 |

The scoring of the risks identified in the above table has been based on the scoring matrix. Each risk has been assessed and scored both before the mitigation measures have been actioned and after they have.

Site Location:

3 Seaview Terrace, Watchet, TA23 0DF

Description of development:

Demolition of existing derelict garden storage buildings and partial demolition of garden boundary walls and fences, to be replaced by new boundary walls and fences. Erection of a four bedroom house on part of the garden and enlargement and resurfacing of adjoining parking area. Resubmission of 3/37/15/003.

Consultations and Representations:

The Local Planning Authority has received the following representations:

Watchet Town Council

The Committee resubmits the observations from their meeting in March:

The Environment & Planning Committee is strongly opposed to this application on the following grounds:

- Considers this application as an overdevelopment of the site.
- Concerns with regard to the overlooking and the overshadowing of neighbouring properties
- Concern on the impact on access to the town during the construction phase, noting that Goviers Lane is a no through road, and the main pedestrian access to the town from the south leading to the railway crossing on the level, and the lack of a safe alternative.
- Main amenities of the town are located to the north and are accessed by Goviers Lane.
- Concerns about the increase in traffic on Goviers Lane during construction and afterwards, and would draw the attention of the Planning Officer to the need to secure a highways comment in respect of the substandard junction at the top of Goviers Lane, at the junction with Doniford Road, and the increase in traffic at the Beverly Drive/South Road junction.
- Concerns over the stability of neighbouring sites affected due to the amount of earth to be moved during the construction phase.
- Concerned with the freedom of use of the pedestrian access between Seaview Terrace and Goviers Lane, at the northern side of the proposed dwelling, as this route has been used by people for decades.

In addition the Committee requests that the matter is brought to the attention of SCC Highways.

Highways Development Control

Standing advice.

On the previous application 3/37/15/003 the Highway Authority made the following comments:

As requested, I have taken a further look at this site and can add further to our previous comment (that standing advice applies).

The views of the local community are clearly expressed and understood, and indeed representations have been made direct to SCC as the Highway Authority.

There is no question that an additional dwelling in this location will add to the traffic on the narrow lane, which has not been well received by the local residents. Being mindful however of section 4 of the NNPF and the requirement to only refuse development where impacts are 'severe' it could be difficult to substantiate a refusal at appeal.

It is essential however that appropriate parking and visibility splays are provided to allow safe access and egress to/from the site, and these provisions should be in accordance with the standing advice when considering the size of the proposed property and the speed of passing traffic. If this is not achievable, it is of course entirely appropriate for you to refuse the scheme on highway safety grounds.

I appreciate that this view will not be well received locally, but I suggest that it is for the LPA to weigh the responses to applications as part of the planning process and determine accordingly.

SCC - Ecologist

Comments from application 3/37/15/003:

Thank you for consulting me on this application which has been submitted with a Protected Species Survey report prepared by Country Contracts and dated 'February 2015'. The survey focussed on assessing likely use by bats, breeding birds and reptiles & amphibians.

That part of the application site that comprises tarmac will be of very limited wildlife value but the gardens on the site do have some potential to support protected species as is acknowledged in the Country Contracts report.

Bats – From the Report it seems clear that there are no potential roost sites within the application site itself. The garden area could provide some foraging habitat for bats and it is possible that there might be roosts in some of the adjoining properties. However, in my opinion, the loss of a relatively small area of possible foraging habitat is unlikely to affect the favourable conservation status of any bat species particularly when it is considered that there appear to be significant areas of suitable habitat nearby in association, for example, with the railway line.

Breeding birds – According to the survey submitted with the application: "The shrubs/trees within the development area offer some suitable habitat for nesting sites for a variety [sic] resident and passerine bird species." For this reason, if you are minded to approve the application, I would recommend that a condition is imposed restricting the timing of shrub/tree clearance to outside of the bird nesting season unless the work is supervised by an ecologist. An informative note should be added to any planning certificate issued reminding the developers of their obligations under the Wildlife and Countryside Act 1981 (as amended) with regards to nesting birds.

Reptiles and Amphibians - The Survey report indicates that the pond on site is unlikely to support newts (because, presumably, of the presence of Goldfish in the pond) but it does not comment on the suitability of the terrestrial habitat that occurs for other amphibians or reptiles. From the photographs appended to the report I would judge that the garden is likely to support a range of amphibians and reptiles. The report mentions nearby records of Slow-worms and Smooth Newts. The presence of protected species is capable of being a material consideration in the planning process and ODPM Circular 06/2005 (still in force) makes this clear: "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. The need to ensure ecological surveys are carried out should therefore only be left to coverage under planning conditions in exceptional circumstances, with the result that the surveys are carried out after planning permission has been granted. However, bearing in mind the delay and cost that may be involved, developers should not be required to undertake surveys for protected species unless there is a reasonable likelihood of the species being present and affected by the development. Where this is the case, the survey should be completed and any necessary measures to protect the species should be in place, through conditions and/or planning obligations, before the permission is granted."

As I have indicated, the presence of protected amphibians and reptiles at this site is likely and they would be affected by the development as suitable habitat will be disturbed and lost during construction of the new building.

Watchet Station County Wildlife Site lies under 50 metres from the application site to the northeast. I do not anticipate that the CWS will be affected significantly by the proposed development.

In my consultation response to West Somerset Council regarding 3/37/15/003 Seaview Terrace, Watchet. I referred to the reported presence of Slow-worms in the vicinity of the application site and noted that: "The presence of protected species is capable of being a material consideration in the planning process".

The applicant's ecologist (Adrian Coward, Country Contracts) has been in touch with me to propose some mitigation measures (see below). In the light of Mr Coward's e-mail I would request that, if you are minded to approve the application, a condition be imposed to require that prior to any site clearance works there is a destructive search of vegetated areas of the site that could support Slow-worms carried out under the supervision of a suitably qualified and experienced ecologist.

Further, the retention of the existing garden pond ought to be conditioned, or if this cannot be achieved there ought to be creation of a replacement within the development site.

With respect to point 4 in Mr Coward's e-mail, I think it would be better to agree the potential receptor site for translocated amphibians and reptiles in advance of the destructive search. From aerial photos of the area, I believe suitable habitat exists nearby, so I do not anticipate that lack of habitat should be a problem.

Watchet Conservation Society

The committee of Watchet Conservation Society has considered the above planning application in detail at a recent site visit and has many concerns.

Goviers Lane is a very special thoroughfare in Watchet. It forms an important pedestrian link between the town harbour area and the many properties to the south. It is an ancient road, linking the harbour to Doniford Road which was once the main thoroughfare between Bridgwater and Minehead. Its sunken, enclosed feel, with its odd mixture of houses, walls and hedges is familiar to most Watchet residents. Its foot is marked with the end of Sea View Terrace. The chronology and dates of the houses in the terrace are uncertain, but No 1, alongside Goviers Lane is probably the earliest and may have served as a customs house for goods passing up and down Goviers lane to the east wharf when this was the main route to Doniford Road. This, as the rest of Sea View Terrace is listed Grade II and is within the Conservation Area. Just above is the proud edifice of Almyr House, its tall east elevation with two oriel windows almost abutting the road. Between the two is the site of the proposed house, at present an overgrown patch behind a poorly maintained wall, but with an interesting piece of stainless steel sculpture. Here too is the access to the public footpath to Beverley Drive – again a much-used pedestrian link to town. This is a place where the built environment and the spaces between may be seen as amenities in themselves.

The Conservation Society Committee considers that it would be inappropriate to alter this important streetscape with another building and that the character of Goviers Lane should be maintained or improved as it is. We acknowledge that the proposed building design takes cognisance of the architectural features of its adjacent buildings, and that its scale in relation to them has been carefully considered. However, these adjacent buildings stand as examples of their time. To draw architectural features from them would appear no more than pastiche, and would demean both. We consider that such a building, being within the curtilage of a listed building, would affect its and the adjoining listed buildings' setting and, although not within it, the Conservation Area.

Goviers Lane is clearly most important as a pedestrian route, and very little traffic uses it. Increased traffic use, turning and parking would clearly make this a more dangerous and unattractive place. Highway difficulties have not in the past been a consideration when the Conservation Society has objected to planning applications, as its main concern is the built and natural environment. However, in this case we feel that Goviers Lane's importance suggests that it should as far as possible be traffic-free.

We believe that the development does not accord with Policy BD/2 of the Local Plan in that it does not have regard to its relationship with adjoining buildings and open spaces (Policy BD/2i). Its mass would have an overbearing impact upon Almyr House and The end of Almyr Terrace. Even the flat-roofed west extension would be of sufficient height to affect outlook of Almyr Terrace. A sedum roof would not make this a more attractive feature and would be out of keeping with the area.

Additionally the proposal does not accord with Policy 9 or Policy LB/1:

POLICY 9: The Built Historic Environment The setting, local distinctiveness and variety of buildings and structures of architectural or historic interest should be maintained and where possible be enhanced. The character or appearance of Conservation Areas should be preserved or enhanced.

POLICY LB/1: Listed Buildings Alterations and Extensions Development which involves alteration or extension to a listed building, or is within the curtilage of a listed building, will only be permitted where its features and setting are preserved and where: the essential form, scale and appearance of the building is not adversely affected, any new details are designed so as to respect the character or appearance of the building, materials for the extension or alteration are in harmony with the existing building, features of architectural or historic interest are retained unaltered including those in the interior of the building.

Although the building is not actually within the Conservation Area, it is adjacent to it and is within the curtilage of a listed building.

The Society's raison d'être is to conserve the best of Watchet's heritage and Goviers Lane is too precious to be spoilt by this development or any other on this site. We therefore object to the proposal.

Public Consultation

The Local Planning Authority has received 18 letters of objection making the following comments (summarised):

- There is a serious impact by those protected by the Equalities Act 2010 - the disabled and mothers with prams who use Goviers Lane and the footpath from Goviers Lane and as such the Act is contravened
- There were inaccuracies in the previous report as the proposal affects the front of Almyr Terrace and not the rear.
- Will have an unacceptable and overbearing impact on properties in Almyr Terrace, Almyr House and 7 High Bank.
- The proposal has an adverse overlooking impact on properties in Almyr Terrace, Almyr House and 7 High Bank
- Loss of light to Almyr Terrace.
- As Almyr Terrace only has front gardens the residential amenity of using the front gardens will be severely affected.
- The requisite parking required for a 4 bedroom house is not to be provided and will severely impact on an already over developed and under serviced area. the proposal contravenes at least 5 other highway regulations.
- As Sea View Terrace is listed this helps in determining the location of any new development to the detriment of other properties.

- Loss of sunlight and increased shadowing
- Should be a bungalow at the level of Goviers Lane to overcome the impact on nearby properties
- Goviers Lane is essentially a pedestrian thoroughfare with no passing places and the junction with Doniford Road is substandard
- The distance to the front of Alymr Terrace is 11.2m and 10.5m to Alymr House. This is too close.
- A previous application for 4 Sea View Terrace was refused which was 18m away from Alymr Terrace as it would adversely affect the living conditions of the occupiers of the Alymr Terrace
- Applications on the application site have been refused due to being of insufficient size to accommodate a dwelling, garage, turning space and parking, the proposed dwelling would be overlooked and would be too close to Alymr Terrace and Sea View Terrace. In addition the means of access from Mount Pleasant would be unsatisfactory. The situation has not changed.
- Intensification of the use of the junctions at Goviers Lane and Beverley Drive is potentially detrimental to highway safety.
- Reducing the garage space to one vehicle will not help the on street parking situation.
- There is a dovecot on the site.
- A ban should be placed on future applications in this area.
- There should be no garage with access from Goviers Lane as Goviers Lane is not suitable for additional traffic as there is little space for pedestrians to move out of the way of vehicles as the lane is narrow.
- Additional traffic on Goviers Lane will cause additional dangers to pedestrians particularly children, pushchairs and mobility scooters
- The large size of the house is out of proportion to most in the area.
- An additional garage will increase daily traffic by 50% (as there are only 2 garages at present in Goviers Lane).
- Goviers Lane does not meet the minimum width of 5m for a shared access road(as required by Somerset County Council's Estate Roads for Somerset) being 4m wide
- 3 Sea View Terrace will only have 3 parking spaces but currently has 5 but there are sometimes 7 cars parked on the site. This could lead to more on street parking in Beverley Drive which is already congested.
- There are doubts as to whether there are full access rights onto Beverley Drive
- The land should be used for allotments or by the community or schools as a garden project.
- Application should be refused.
- If Goviers Lane is blocked being disabled I would have to walk along a busy road which would vastly lengthen my journey.
- The materials are not in keeping.
- Creates a precedent for garden development
- Disruption and inconvenience of living close to a building site.
- If Goviers Lane is closed during construction how will people using mobility scooters access the town?
- Goviers Lane is already hazardous for pedestrian users.
- Construction traffic using Goviers Lane will increase traffic using this Lane.
- Over development of the site
- Stability for the adjoining property to the application site
- Character of Watchet will be spoilt.
- Affect flora and fauna through loss of habitat. There are smooth newts, frogs and slow worms on the site that need protecting.
- There should be no garage with access from Goviers Lane
- There is no demand for large expensive houses in this area. The requirement is for retirement bungalows, starter homes and social housing

- Inappropriate to build so close to Watchet Conservation Area, within the curtilage of a listed building and close to the historically significant Alymr House.
- Should preserve or enhance the historic appearance and character of the area Policy CA/1). There should be space between Alymr House and Sea View Terrace.
- An alternative site for the memorial sculpture will be difficult to find. A suitable site should be found before the application is considered.
- There is no structural engineer's report to explain how the neighbouring wall will be safeguarded. Will the Council be responsible for compensation if it collapses?
- The Victorian sewerage system is inadequate. An additional dwelling will exacerbate the existing problems.
- If Goviers Lane is shut through the construction period people will probably walk through my garden in High Bank (a private lane) as that will be the diverted route to get to town.

A petition with 27 signatures have been received stating how many years they have used the footpath link between Beverley Drive and Goviers Lane. The petition states, "To allow the continued use of the pathway from Beverley Drive to Goviers Lane, Watchet".. The use ranges from 1 year to 64 years. According to the covering letter the petition is to show how important this link is to the users.

Planning Policy Context

Section 38(6) of the Planning & Compulsory Purchase Act 2004 requires that all development proposals are determined in accordance with the Development Plan unless material considerations indicate otherwise. The Development Plan for West Somerset consists of the Somerset Minerals Local Plan (adopted April 2004), Somerset Waste Core Strategy (adopted February 2013) and the West Somerset District Local Plan (adopted April 2006). West Somerset is in the process of developing the emerging Local Plan to 2032, which will replace the strategy and some of the policies within the adopted Local Plan. The emerging Local Plan is at an early stage of production process. It will go to the Publication stage in early 2015 when the contents will acquire some additional weight as a material consideration. Until that stage is reached, policies within the emerging Local Plan can therefore only be afforded limited weight as a material consideration.

The following Policies are considered relevant to this application:

- SP/1 Settlement Hierarchy
- SP/2 Development in Minehead and Rural Centres
- BD/1 Local Distinctiveness
- BD/2 Design of New Development
- T/3 Transport Requirements of New Development
- T/8 Residential Car Parking
- NC/4 Species Protection
- LB/1 Listed Buildings Alterations and Extensions

National Policy

National Planning Policy Framework (the NPPF)

Technical Guidance to the National Planning Policy Framework (the NPPG)

Local Policy

West Somerset Local Plan (2006)

West Somerset Local Plan to 2032 Revised Draft Preferred Strategy (June 2013)
Somerset County Council Parking Strategy (2013)
Somerset County Council Highways Development Control Standing Advice (2013)

Planning History

The following planning history is relevant to this application:

| | | | |
|-------------|--|---------------------|-------------------|
| 3/37/74/028 | Erection of dwelling in garden | Refused | 25 September 1974 |
| 3/37/75/002 | Erection of dwelling | Refused | 28 February 1975 |
| 3/37/15/001 | Erection of a 4 bedroom dwelling on detached garden/parking area belonging to 3 Sea View Terrace | Withdrawn - Invalid | 10 February 2015 |
| 3/37/15/003 | Demolition of existing derelict buildings and partial demolition of garden boundary walls and fences, to be replaced by new boundary walls and fences. Erection of four bedroom house on part of the garden and enlargement and resurfacing of the adjoining parking area. | Refused | 27.4.15 |
| 3/37/15/004 | Demolition of existing derelict garden storage buildings and partial demolition of garden boundary walls. | Not yet determined | |

Proposal

The application seeks planning permission to erect one detached four bedroom house together with the enlargement and resurfacing of an existing parking area where two of the spaces are allocated for the use of the occupiers for the proposed dwelling and three spaces are for the benefit of occupiers of 3 Seaview Terrace. These parking spaces are accessed via Beverley Drive. The site forms part of the garden of 3 Sea View Terrace but is detached from the property by a footpath link that runs from Beverley Drive to Goviers Lane. Pedestrian access is also proposed along the southern boundary of the site between the site and Alymr House with access to Goviers Lane and the rear parking area. The existing footpath link from Beverley Drive to Goviers Lane will be retained. The metal sculpture in the garden will be removed and the applicant is currently in the process of securing another location within Watchet for it.

The proposed dwelling comprises a single garage on the lower ground floor which is accessed via Goviers Lane. A utility room and entrance hall are also proposed on the lower ground floor. The area between Goviers Lane and the proposed dwelling will be stone paved in front of the proposed entrance hall. Above the garage, utility and entrance hall are two floors. The ground floor comprises an open plan kitchen/dining/ family room, and a utility room together with a single storey extension on the rear of the property which would accommodate a bedroom, ensuite and living room. The first floor is reached via stairs that are located in a two storey curved side extension and includes 2 double bedrooms, one single bedroom and a family bathroom. The walls of the lower ground floor would be natural stone and the upper floors would be rendered. The roof of the dwelling would be natural slate with the single storey extension having a sedum roof. A rendered retaining wall to the parking area is proposed together with the erection of a 1.8m close boarded fence to the rear and northern boundary of the proposed single storey extension. A stone outbuilding which is in disrepair will need to be demolished for the dwelling to be built. A separate listed building consent application (3/37/15/004) has been submitted for the demolition of this curtilage building.

Site Description

The site lies between Seaview Terrace, Alymr House and Alymr Terrace. It is raised up above Goviers Lane. The site is generally level and is a car parking area and garden for 3 Sea View Terrace. A stone wall, approximately 1.6m high forms the southern boundary between the site and between Alymr Terrace. There are a number of stone and render retaining walls within the site.

Planning Analysis

1. *Principle of Development*

The site lies within the development limits of Watchet, a rural centre where saved policy SP/2 is the relevant settlement policy which states,

"Within the development limits of Minehead, Watchet and Williton commercial or residential development will be permitted where:

It does not result in the loss of land specifically identified for other uses.

(i) There is safe and convenient access by bus, cycle or on foot to facilities or employment.

(ii) It involves infilling or small groups of dwellings, conversion, sub-division or redevelopment of an existing building or buildings or the redevelopment of previously used land."

The proposed erection of a dwelling will not result in the loss of land specifically identified for other uses, is accessible by bus, cycle and on foot and involves in filling between existing dwellings. The principle of development is therefore acceptable.

2. *Character and Appearance of the Area*

The immediate area to the west of Goviers Lane is characterised by rendered or stone terrace houses with slate roofs on land which slopes down towards the West Somerset Railway. The site is not within the Watchet Conservation Area but adjoins it as Sea View Terrace forms the southern boundary of the Conservation Area together with the section of Goviers Lane that runs adjacent to 1 Sea View Terrace. Sea View Terrace are Grade II listed buildings. The application site lies within the curtilage of a listed building. This means that the setting of the Conservation Area and the listed buildings needs to be assessed as part of this application. It is considered that the location and orientation of the proposed dwelling takes in to account the street plan of Goviers Lane as Alymr House fronts onto Goviers Lane and 1 Sea View Terrace runs adjacent to Goviers Lane. The use of stone and render for the proposed dwelling reflects the materials used in the vicinity as does the use of various details including pitched roofs, timber sash windows, oriel windows and brick quoins. The proposed dwelling is not as tall as Sea View Terrace or Alymr House and is set back from Goviers Lane thus making it visually subservient to these properties. The stair turret adds interest to the building but does not detract from the setting of the Conservation Area or Sea View Terrace. The space between Alymr House and 1 Sea View Terrace will be lost but it is considered that this is not harmful to the setting of the listed buildings or the Conservation Area. It is therefore concluded that the setting of Sea View Terrace and Watchet Conservation Area is preserved.

3. Residential Amenity

Due to the location, size and design of the proposed dwelling there is potential for the amenities of existing occupiers of houses in Almyr Terrace, Almyr House, High Bank and Sea View Terrace to be affected, in particular, overlooking, loss of light/ sunlight and being over bearing.

In terms of overlooking, with regard to Almyr House, the only windows that look towards Almyr House are at ground floor level and the boundary wall between the two properties will ensure that there is no overlooking. With regard to 1 Sea View Terrace there is a window at first floor window from the proposed stair turret and a dining window which look towards this property. Due to the distance involved (a minimum of 17m) and as there is a wall around the patio area of the property it is considered that there is very limited overlooking. At the rear of the property one bedroom and one bathroom window are proposed at first floor and glazed french doors from a bedroom at ground floor. These windows will not cause any direct over looking into any nearby property as the windows are at right angles to both Almyr Terrace and Sea View Terrace. On the front of the property that overlooks Goviers Lane two oriel windows at ground floor level are proposed for the open plan dining and family room. A window in the stair turret that is the height of the turret is proposed. As the stairs will not be in front of this long window there will be no overlooking. At first floor level two bedroom windows are proposed. There is likely to be a degree of overlooking from the bedroom windows into the garden of the bungalow opposite as these windows will be at a higher level than the bungalow. The distance between these windows and 7 High Bank is 22.2m. It is considered that due to the distance between these windows and 7 High Bank and as they are bedroom windows, these rooms are not occupied for the majority of daylight hours so that the overlooking is not so harmful that refusal should be recommended to the scheme.

As part of the application details of shadowing that would occur to neighbouring properties has been submitted. These details are taken at different times of the year; February, March, June, August and September. In February there is no shadowing of Sea View Terrace, Almyr House or High Bank that can be contributable to the proposed dwelling until 5pm where the garden of High Bank is in shadow which is when it is already dark. At other times of the year the proposed house will not adversely cause shadowing to any property.

Consultees have also raised concern over the proposed dwelling being over bearing and loss of light In relation to loss of light. This has been assessed and it is considered that there will be no significant loss of light to any property due to the location and size of the proposed dwelling in relation to adjoining properties. Concerns over the proposed dwelling being overbearing have been received. The proposed dwelling however is only 2 storey for the section that is in line with Almyr House. It is single storey for the section that is located in front of 23 and 24 Almyr Terrace. The sedum roof will be approximately 0.4m higher than the stone boundary wall at its highest point. The highest point is about 15.4m away from the front wall of Almyr Terrace. Due to the small difference in the height of the roof above the wall and the distance to Almyr Terrace it is not considered that this will not be overbearing on these properties.

The property will have the benefit of a garden but 9 trees and shrubs will be removed. A landscaping scheme has been submitted which shows that two areas, the steep bank that fronts Goviers Lane and an area around the single storey extension will incorporate ground cover, specimen shrubs and climbers. The pond will also be retained. This will improve the visual amenity and biodiversity of the area.

4. Highway Safety

The Council as Local Planning Authority refused the previous application which was identical

to this application except the now proposed single garage was a double garage and 2 parking spaces were proposed with access from Beverley Drive instead of 3 parking spaces which are now proposed. As the reason for refusal was a highway safety reason, it is considered that this is the determining factor that needs to be taken into account on this application as all the other issues raised on the previous application were taken into account at the time of determination and are unchanged as the details of the application have not been changed in relation to design, siting and size etc. The reason for refusal was:

Goviers Lane is a narrow no-through road, without turning space, that is mainly used by pedestrians and has limited use by motor vehicles. It is the only safe route for pedestrians, mobility and wheelchair users into the centre of Watchet from the residential areas to the east of the railway line. The cars using the proposed double garage and parking space will create conflict with these users due to the inability to easily pass and as such, conflicts with paragraph 35 of the National Planning Policy Framework.

In reaching the above decision, members paid regard to pedestrians - and more specifically - mobility scooters and wheelchair users. Due to the width of the road without any pavement or refuge, Members considered that there would be greater potential for conflict between vehicles accessing the proposed development and other road users – specifically those with mobility issues.

Under the Equalities Act 2010, it is considered that the same consideration should be given to this application, but with the inclusions of people with pushchairs as well. The proposal would not result in a physical barrier that would stop people with mobility issues or pushchairs from accessing the town centre from Goviers Lane, but it could make it a less commodious route if there were regular conflicts between users. Ultimately this could result in less people feeling that they are able to safely and conveniently access the town centre. This needs to be balanced against the likely number of additional vehicle movements that would be a result of the development. 3 of the parking spaces for the proposed dwelling are access from Beverley Drive and not Goviers Lane. The single garage would be accessed off Goviers Lane and it is the vehicles that would be accessing this garage as well as potential drop off/deliveries which could potentially result in conflicts between road users. The potential for conflict in the current application is less than the previous application that was refused and it needs to be considered whether there is an adverse impact to all users of Goviers Lane that could be substantiated. It is considered by officers that the limited increase in vehicles using Goviers Lane will not substantially adversely affect the use of Goviers Lane by pedestrian and other users such as the disabled and those using pushchairs. Access for these user groups will still be available and it is therefore considered that under the Equalities Act 2010, access for all is still available.

The Highway Authority are aware of these concerns and advised on the previous application that whilst the proposed dwelling will add traffic to Goviers Lane any impact of this additional traffic will not be severe and as such it is considered that refusal on highway safety grounds could not be substantiated.

It is also noted that amenity issues such as dust and noise and highway safety issues could arise during the construction phase, particularly concern has been raised over the potential of periods of time when construction traffic could use Goviers Lane have been raised. It is recommended that a construction management plan condition be imposed so that the hours of working, the route for deliveries and the mitigation of dust is controlled. A petition has also been received as the 27 signatories wish to show that they value the pedestrian link between Goviers Lane and Beverley Drive. This link will not be closed as part of this application.

Comments have also been received stating that there is insufficient parking for the proposed dwelling. Under standing advice the optimum standard for a four bedroom house in Watchet

is three parking spaces. This level of parking has been proposed and is therefore considered acceptable. It should also be noted that an appeal for one dwelling at Elderberry Steep, West Street, Watchet (3/37/14/008) was allowed on appeal in March 2015 without any parking as it was considered that the proposal was near the town centre and the residents of the proposed property could walk to the local facilities. This is also the case with this application but it is also recognised that no parking could result in increased on street parking where there is already significant on street parking.

5. Biodiversity

A protected species survey was completed in February 2015 and concluded that at least one bat box should be installed, planting should primarily be of native species and any security and safety illumination should be designed to minimise light spill, that vegetation should not be removed if there are any nesting birds present, bird nesting boxes should be provided, the pond should be retained, the northern bank be retained, discarded materials on the site should be carefully removed and if any reptiles or amphibians are found a scheme to relocate them be agreed in writing by the Local Planning Authority. The Council's ecological advisor has confirmed that the mitigation measures should be incorporated within a condition. Such a condition is recommended.

6. Other Implications

It is noted that two outline applications for a bungalow were refused in the 1970's on the grounds that there was insufficient space to accommodate a dwelling, garage, turning space and a parking space, the proposed dwelling would be over looked creating an undesirable lack of privacy, the dwelling would be too close to Alymr Terrace and Sea View Terrace and the proposed access from Mount Pleasant and the existing rear access would be unsatisfactory. This scheme if a full application for a dwelling on a larger site than the applications that were refused and Beverley Drive had not been constructed. As the access from Beverley Drive is an improvement to the one that was previously there, there is sufficient parking and room to turn, no significant overlooking or lack of privacy of the occupiers of the new dwelling and it is considered that the proposed dwelling is not too close to Alymr Terrace or Sea View Terrace it is considered that the reasons for refusal have been overcome and that there are no new additional reasons that would justify a refusal to this scheme.

The Town Council and other residents consider that the proposed development is an overdevelopment of the site. The proposal accommodates a four bedroom house with sufficient parking and garden area for the property and also accommodates sufficient parking spaces for 3 Sea View Terrace. The living conditions for the occupiers of the proposed dwelling and for neighbouring properties are felt to be acceptable and as such it is considered that the proposal is not overdevelopment of the site.

Precedent has also been cited as an issue that means the application should be refused. As each application is assessed on its merits there is no such thing as a precedent as each site has its own issues that need to be addressed.

Concern has been raised over the stability of the site as soil will need to be removed to accommodate the double garage at road level. This is an issue that is controlled by Building Regulations.

Environmental Impact Assessment

This development does not fall within the scope of the Town & Country Planning (Environmental Impact Assessment) Regulations 2011 and so Environmental Impact

Assessment is not required.

Conclusion and Recommendation

It is considered that the proposal, is acceptable and it is recommended that planning permission be granted.

Planning Permission is subject to the following conditions:

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

Reason: As required by Section 51 of the Planning and Compulsory Purchase Act 2004.

- 2 The development hereby permitted shall be carried out in accordance with the approved drawings: Drawing Numbers: 13.40.05C and 06B, SPP1928 - 01A and the Protected Species Survey dated February 2015 by Country Contacts incorporating email dated 29 March 2015 from Adrian Coward .

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

- 3 No works shall be undertaken on site unless samples of the materials [including colour of render, paintwork and colourwash] to be used in the construction of the external surfaces of the works hereby permitted have been submitted to and approved in writing by the Local Planning Authority. The works shall be carried out in strict accordance with the approved details.

Reason: To safeguard the character and appearance of the building and the setting of the adjacent listed buildings having regard to the provisions of Saved Policies BD/2 and LB/1 of the West Somerset District Local Plan (2006).

- 4 No works shall be undertaken on site unless full details of all new joinery have been first submitted to and approved in writing by the Local Planning Authority. Such details shall include elevations at 1:20 scale and cross-sections, profiles, reveal, surrounds, at full or half scale and details of the materials, finish and colour in respect of new windows and external doors.. The works shall thereafter be carried out in accordance with the approved details and thereafter retained as such.

Reason: To safeguard the character and appearance of the building and the setting of the adjoining listed buildings having regard to the provisions of Saved Policies LB/1 and BD/2 of the West Somerset District Local Plan (2006).

- 5 The dwelling hereby approved shall not be occupied until space has been laid out within the site in accordance with the approved plan for the parking and turning of vehicles, and such area shall not thereafter be used for any purpose other than the parking and turning of the vehicles associated with the development.

Reason: To ensure that sufficient provision is made for off-street parking and turning of vehicles in the interests of highway safety having regard to the provisions of Policies T/3

and T/8 of the West Somerset District Local Plan (2006).

- 6 The dwelling hereby approved shall not be occupied unless the garages identified on the approved plan has/have been provided and such garages shall not thereafter be used for any purpose other than for the garaging of vehicles associated with the development.

Reason: To maintain adequate off-street parking in the interests of highway safety having regard to the provisions of Policies T/3 and T/8 of the West Somerset District Local Plan (2006).

- 7 No works shall be undertaken on site unless details for the provision of parking and servicing of vehicles, operating hours and control of dust during the construction phase have been submitted to and approved in writing by the local planning authority. The details shall include plans for the:

(i) parking of vehicles of site personnel, operatives and visitors;

(ii) hours of operation

(iii) loading and unloading of plant and materials

(iv) storage of plant and materials used in constructing the development , and

(v) control of dust

The parking/servicing area(s) shall be provided in accordance with the approved details prior to any other works being undertaken on site or in accordance with an alternative implementation scheme which has been approved in writing by the local planning authority. The parking/servicing area(s) shall be retained for the duration of the site clearance and construction phase.

Reason: To ensure that the development does not prejudice the free flow of traffic or highway safety nor cause inconvenience to other highway users and the amenities of neighbours are not adversely affected..

- 8 No work shall commence on the hereby approved scheme until an implementation plan for the mitigation measures identified in the Protected Species Survey dated February 2015 by Country Contacts and email dated 29 March 2015 from Adrian Coward has been submitted to and agreed in writing by the Local Planning Authority . Only the approved implementation plan shall be used and subsequently retained.

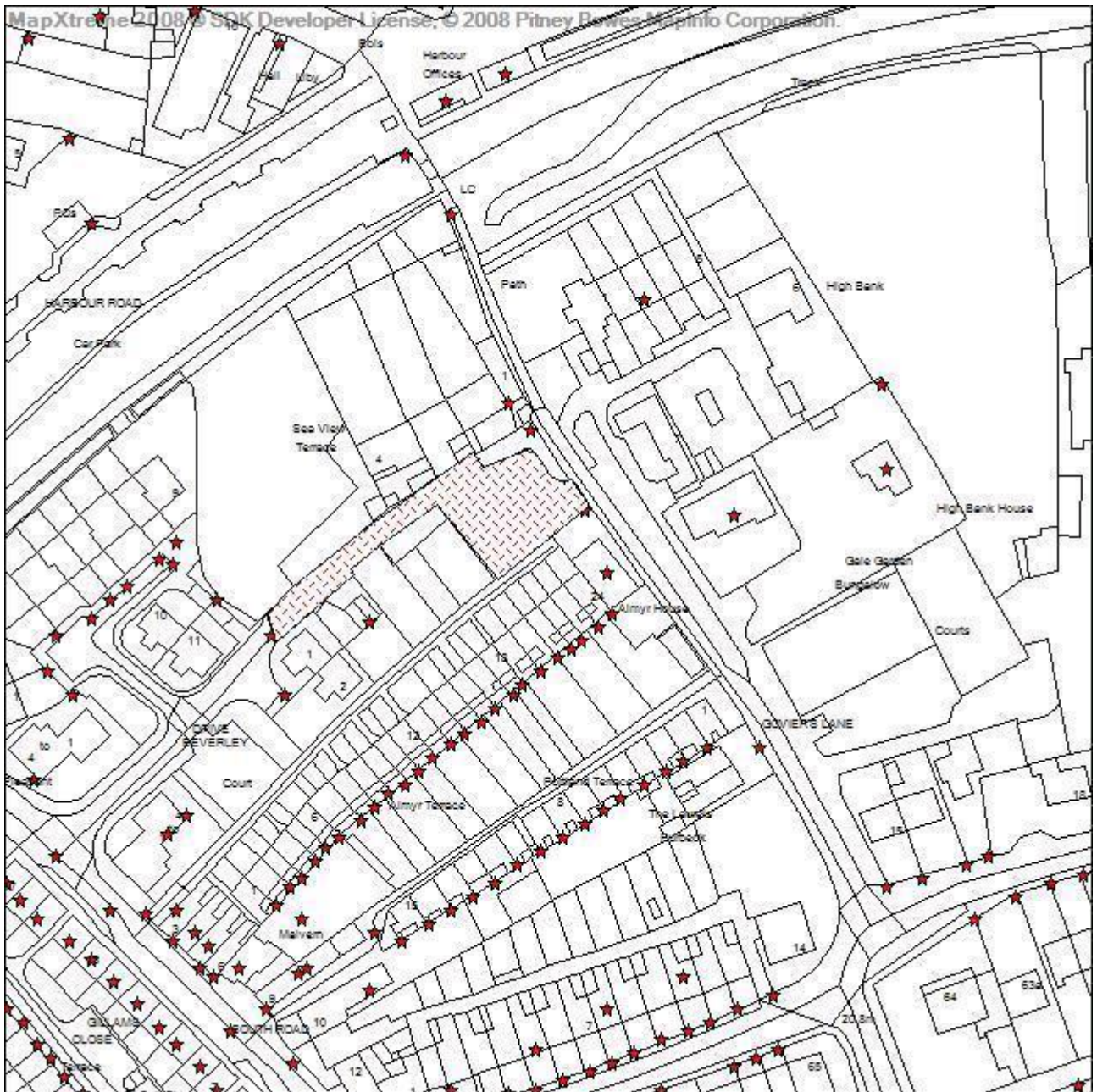
Reason: To ensure that suitable mitigation measures are incorporated into the development to minimise the impact on species protected by law having regard to the provisions of Saved Policy NC/4 of the West Somerset District Local Plan (2006).

- 9 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 extension, enlargement or other alteration of the dwelling house other than that expressly authorised by this permission shall be carried out without planning permission obtained from the Local Planning Authority.

Reason: The Local Planning Authority considers that further development could cause detriment to the amenities of the occupiers of nearby properties and the character of the building and the surrounding area. For this reason the Local Planning Authority would wish to control any future development to comply with Saved Policies BD/1, BD/2 and BD/3 of the West Somerset District Local Plan (2006).

- 10 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 garages or other free standing buildings shall be erected within the curtilage of the dwelling(s) hereby approved, other than those expressly authorised by this permission, without the granting of express planning permission from the Local Planning Authority.

Reason: The Local Planning Authority considers that the introduction of further curtilage buildings could cause detriment to the amenities of the occupiers of nearby properties and the character of the building and the surrounding area and for this reason would wish to control any future development to comply with Saved Policy BD/2 of the West Somerset District Local Plan (2006).



Application No 3/37/15/009
 Erection of a 4 bedroom house on part of
 the garden & enlargement & resurfacing of
 adjoining parking area. Resubmission of
 3/37/15/003.

3 Seaview Terrace, Watchet
 11/05/2015

Planning Manager
 West Somerset Council,
 West Somerset House
 Killick Way
 Williton TA4 4QA
 West Somerset Council
 Licence Number: 100023932



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| | |
|---|--|
| Application No: | 3/21/15/014 |
| Parish | Minehead |
| Application Type | Outline Planning Permission |
| Case Officer: | John Burton |
| Grid Ref | |
| Applicant | Mrs Fran Slade |
| Proposal | Outline application for residential development (with all matters reserved) for 80 dwellings, access and associated works. |
| Location | Land west of Minehead Caravan Club, Hopcott Road, Minehead |
| Reason for referral to Committee | This is a major application with significant implications which conflicts with the aims of the emerging Local Plan. |

Risk Assessment

| Description | Likelihood | Impact | Overall |
|--|------------|--------|---------|
| Risk: Planning permission is refused for reason which could not be reasonable substantiated at appeal or approved for reasons which are not reasonable | 2 | 3 | 6 |
| Mitigation: Clear advice from Planning Officers and Legal advisor during the Committee meeting | 1 | 3 | 3 |

The scoring of the risks identified in the above table has been based on the scoring matrix. Each risk has been assessed and scored both before the mitigation measures have been actioned and after they have.

Site Location:

Land west of Minehead Caravan Club, Hopcott Road, Minehead

Description of development:

Outline application for residential development (with all matters reserved) for 80 dwellings, access and associated works.

Consultations and Representations:

The Local Planning Authority has received the following representations:

Minehead Town Council

Recommend refusal

Policy LC/1 - The application documents map shows the visual impact from the site to the Town, but not the impact of the proposed development from the Town to the site.

Policy W/1 and W/5 - The Flood Risk Assessment is incomplete. Surface water flooding and highways flooding has been highlighted as a problem along Hopcott Road. The Local Lead Flood Authority and Minehead's Surface Water Management Plan do not appear to have been consulted during the Flood Risk Assessment, not have the Local Lead Flood Authority's Flood Maps.

Reason Reference to:

1. The email from Wessex Water (Appendix C page 1 of the Flood Risk Assessment)
2. Minehead Surface Water Management Plan - "it is recommended that SCC, or its delegated authorities, should be consulted with reference to the key guidance points from this document which fall under the heading of:
 - Runoff rates: considering new development and re-development.
 - Surface water drainage; disposal methods, network requirements. Ownerships and responsibilities
 - Minehead Surface Water Management Plan - Detailed Assessment and Options Appraisal Report"
3. The National Planning Policy Framework
 - It must be demonstrated that the development provides wider sustainability benefits to the community that outweigh flood risk, informed by a Strategic Flood Risk Assessment where one has been prepared; and
 - A site specific flood risk assessment must demonstrate that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall. Both elements of the test will have to be passed for development to be allocated or permitted.

Policy LC/1 and LC/3 - The height of buildings (some 21/2 storey) will have a detrimental visual impact from the Town towards the boundary of the ENP.

Environment Agency

No observations received.

Wessex Water Authority

I refer to your letter of 11th February inviting comments on the above proposed development and advise the following on behalf of Wessex Water as sewerage and water undertaker for the area in question:

Water mains cross the eastern and southern borders of the site. Apparatus to be accurately located on site and easements (3 metres either side of the centre line of the pipe) / protection measures must be observed.

The proposed development forms part of the Key Strategic Development Allocation at Minehead/Alcombe. Wessex Water will support a strategic approach to the servicing of development within this area. There is limited capacity within the existing public combined sewer network to accommodate additional foul and surface water flows; capacity improvements are likely to be required to support core strategy proposals. A planning

condition is recommended to ensure future engagement with Wessex Water and agreement of a drainage strategy:

Foul and Surface Water - Planning Condition

The development shall not be commenced until;
A foul and surface water drainage strategy is submitted and approved in writing by the local Planning Authority and Wessex Water.

The drainage scheme shall be completed in accordance with the approved details and to a timetable agreed with the local planning authority.

Reason: To ensure that proper provision is made for sewerage of the site and that the development does not increase the risk of sewer flooding to downstream property.

Water Supply

Network modelling will be required of the water supply network to consider off site reinforcement to accommodate this proposal and future development.

I trust you will find these comments of use please contact me if you have any queries.

Somerset Drainage Board Consortium

The site is located outside the boundary of the Parrett Internal Drainage Board area however any surface water run-off generated will discharge into the Board's area, within which the Board has jurisdiction and powers over matters relating to Ordinary Watercourses. The Board's responsibilities require it to ensure flood risk and surface water drainage are managed effectively.

The Board have viewed the Flood Risk Assessment and would agree that a sustainable surface water design will need to be submitted to the Local Planning Authority. The surface water design should mimic or improve the existing run-off. It should also reduce the rate and volume being discharged into the receiving land drainage network or sewerage network as appropriate. These details should provide sufficient information as well as allay any concerns associated with potential increased flood risk to downstream property and land owners. The downstream area already has known surface water flooding problems and this development should be required to contribute to take reduction measures.

This site is elevated above Hopcott Road, and conditions should require that no surface water run-off shall be permitted to discharge from the site onto Hopcott Road and that measures need to be incorporated in the design to prevent this up to 100 year event.

The Board would suggest that if the committee of the Local Planning Authority are to approve the application the condition and informative set out below must be included.

Condition: No development should proceed until the surface water drainage and watercourse proposals have been agreed with the Local Planning Authority in conjunction with the Parrett Internal Drainage Board.

Reason: The application details have insufficient details to determine if drainage matters are to be properly addressed. It is not possible at this time if the development of the site will have an adverse impact on flood risk elsewhere which is contrary to the principles set out in Section 103 of the National Planning Policy Framework and Section 2 of the Technical Guidance to the National Planning Policy Framework.

The Board has had no contact from the applicant, or the developer's agent as the site is a distance from the Board's catchment boundary. However, it is important that surface water drainage disposal and flood risk is considered with improvements made.

The above requirements are based on the principles set out in Section 103 of the National Planning Policy Framework and Section 2 of the Technical Guidance to the National Planning Policy Framework, which requires that the development should not increase flood risk elsewhere.

As the site is located outside the Board's area, it may have been considered that the Board would have little interest. However, a robust, sustainable and maintainable approach that will mitigate any impact on the receiving network must be designed.

SCC - Ecologist

Thank you for consulting me on this application. An Ecological Survey report has been submitted with the application prepared by Blackdown Environmental and dated 'December 2014'.

The Report's findings and conclusions are sound and, if you are minded to approve the application, I recommend that conditions are imposed in accordance with the Ecological Survey Report along the following lines:

1. Measures to protect retained boundary hedgerows and standard trees within the hedgerows shall be set out in a scheme to be submitted to WSC and approved before any development shall start. The measures approved shall be implemented in full;
2. Any detailed landscaping scheme submitted at the detailed planning stage shall contain proposals to reinforce and improve the boundary hedgerow habitats to ensure that these features continue to provide good foraging habitat for bats and nesting opportunities for birds;
3. A lighting scheme for the site shall be prepared and submitted to WSC for approval which minimises local light pollution and, in particular, avoids illumination of boundary hedges to facilitate their use by bats;
4. A reptile mitigation strategy based on the findings of the ecological survey report (see 6.5.3 in particular) shall be submitted to and approved by WSC prior to commencement of the development;
5. Six months prior to the commencement of the development there shall be a re-survey of the site for badgers and any measures that are required to protect any active setts identified shall be put in place before construction begins.

Suitable measures to enhance the site's biodiversity (in line with the National Planning Policy Framework) could include provision of bat and bird boxes in the design of the houses. If WSC wish to secure such enhancement I assume this would also need to be secured by condition or by some other sort of planning obligation.

If you would like to discuss any of the above (including wording of precise conditions) please do not hesitate to contact me.

Housing Enabling Officer

The proposals are for 80 residential dwellings (with all matters reserved) and it is indicated that of these 28 will be affordable with 18 to be delivered as Social Rented houses (9 x 1 bed and 9 x 2 bed) and 10 as Intermediate houses (10 x 3 bed)

Minehead is the highest demand area for affordable housing in West Somerset and, at present, there are 347 households registered with the Somerset Homefinder Choice Based Lettings Scheme who have chosen Minehead as their first preference for re-housing. Of these 185 are assessed as one bedroom households and 111 as two bedroom households with a further 51 requiring 3 bedrooms or more. The proposals, therefore, address the need for small social rented dwellings and should offer Housing Associations opportunities to free up larger family accommodation in existing stock.

As no discussions have yet taken place, it is unclear whether it is proposed to deliver the Intermediate houses as ownership or rented models.

There is still a relatively healthy demand for Low Cost Home Ownership within West Somerset, despite some difficulties with mortgage availability, with both new-build and re-sale options tending to sell well. Two and three bedroom dwellings are more sought after.

There are currently 216 households registered with South West Homes who have indicated that they would like to purchase a home in West Somerset and although only nine of them have a local connection with the District, experience shows that most low cost home ownership opportunities are purchased by households not previously registered.

I look forward to holding discussions regarding the most appropriate models to deliver these homes should approval be granted.

Planning Policy

West Somerset is in the process of finalising the review of the SHLAA. This is likely to show a five year supply does exist). Officers will shortly be asking the Council to sanction the identification of several interim release sites which will bolster the supply further. This has recently been discussed with Members through a paper which outlines that officers do believe a five year supply exists, although this has not been subject to any scrutiny. Until this work has been ratified by a panel of housebuilding industry representatives through the SHLAA process the weight that we might attribute to this land supply figure is perhaps slightly less than would be the case once the SHLAA has been signed off.

In terms of other material changes in circumstances, there is now a Published Plan which has been subject to representations (and again, does not appear to have attracted any real significant representations in respect of Hopcott). On this basis, officers could now be attributing more weight to the Local Plan than was the case at the time of the previous appeal, particularly as the site is certainly central to the delivery of the overall plan strategy and presumably the application is in conflict with this.

It is obviously the role of the application case officer to weigh up whether he or she feels it appropriate to recommend planning permission but personally, from a policy point of view, I do not feel that the Council should be compelled to grant consent solely on the basis of the previous appeal decision (if it can be demonstrated that circumstances are materially different).

Rights of Way Protection Officer

No observations received.

Planning at Exmoor National Park

No observations received.

Somerset County Council Education

Please see attached my response to the earlier planning application for development of land to the west of the site of the current application (3/21/13/120). Since that time, the first school rolls in Minehead have continued to grow so that by 2016, the combined rolls at St Michael's and Minehead First Schools are expected to be close to existing capacity; and will exceed combined capacity by 2017. The actual figures are shown in the table below:

| | Net Capacity | NOR Oct 2014 | Forecast 2016 | Forecast 2017 |
|----------------|--------------|--------------|---------------|---------------|
| StMichael's | 150 | 134 | 150 | 153 |
| Minehead First | 318 | 280 | 300 | 326 |
| Totals | 468 | 414 | 450 | 479 |

As explained in my previous-mail, these rises in rolls are due mainly to the rise in birth-rate and demographic factors and do not take into account new development or the impact of potential Local Plan allocations.

The development of 80 dwellings on land to the west of the Caravan Site would require 11 first school places to be available, whilst, now that the application for 71 dwellings on land to the west of the current site has been allowed on appeal, the County Council would expect a further ten first school places to be required when implemented; a total of 21 places. It is clear from the school forecasts above, that this number will not be available and we have now reached the point at which developer contributions will be necessary to mitigate the additional pressure on education facilities.

The notional cost of providing a first school place is £12,257, so in the case of this particular planning application, contributions of £134,827 should be secured through a Section 106 agreement in the event that it is approved.

It would also probably be necessary to secure similar contributions in the case of other future applications on sites elsewhere in the town, but it is of real concern that, under current arrangements which permit the pooling of S106 contributions from only five developments from April this year, if these schemes continue to come forward on an incremental basis, insufficient contributions would be able to be accrued to fund necessary education facilities to serve the level of planned growth of the town.

Highways Development Control

The proposal relates to an outline application for up to 80 dwellings with associated access works. I note that all matters (access, appearance, landscaping, layout and scale) are reserved to be the subject of future applications. Where helpful I have provided guidance and advice on these matters in order that the applicant can take these into account.

Summary

The Highway Authority has reviewed the submission and considered the overall benefits and dis-benefits of this proposal. On balance the Highway Authority recommends that there is no highway reason why permission could not be granted subject to conditions. The reasons for this recommendation are set out below.

Traffic Impact

The applicant has provided a transport assessment (TA) as part of the submission. This has been assessed by the local highway authority and our comments are set out below.

The TA uses v7.1.1 of TRICS, industry-standard trip generation database, to identify appropriate trip rates for the development. The applicant has assumed that the whole site will be open market, which tends to generate more traffic than affordable housing. The analysis has indicated that the proposal is forecast to generate 52 two-way trips in the AM peak and 53 two-way trips in the PM peak. The applicant has concluded that the development will generate less than 1 vehicle movement per minute during the AM and PM peak hours. The methods used to come to this conclusion are considered to be sound and the calculations are robust. It would have been more appropriate to utilise the most recent version of TRICS (v7.1.3); however having checked with the latest version the output would not make a significant impact on the trip generation forecasts.

Distribution of development traffic onto the surrounding road network had been forecast using a combination of first principles and 2001 census journey to work data. However, the information is now 13 years old and would be preferable to make use of middle super output area level data from the 2011 census. The applicant's methodology assumes that, in terms of AM peak hour departures from the site and PM peak hour arrivals to the site almost 70% of vehicles will use the A39 east of the site access and 30% will use the A39 west of the access. In terms of further disaggregation:

- Nearly 50% of development traffic is forecast to continue along the A39 east;
- Just under half of development traffic is forecast to travel towards Minehead, split almost evenly between two routes: Cher (26%) and Townsend Road (23.7%) for travel towards Minehead town centre; and
- Less than 5% of development traffic is forecast to continue along the A39 west.

The local highway authority is of the opinion that this method for assigning development trips to the local road network is appropriate and the outputs are reasonable.

The applicant established existing traffic conditions by way of a combination of Somerset County Council traffic data and manual traffic turning counts undertaken in September 2013. TEMPRO growth rates were then applied to estimate future traffic. The selection categories used to determine the TEMPRO growth rates are appropriate for the development. The rates for 2013-14 could be exactly replicated but not for 2013-15 or 2013-20. However the growth rates were only marginally different and therefore this is not expected to affect the traffic impact significantly.

The applicant's consultants have used Junctions 8, the junction capacity assessment program, to assess two junctions for a future assessment year of 2020. The two junctions investigated were as follows:

- Junction 1: Site access/A39 Hopcott Road priority junction; and
- Junction 2 A39 Hopcott Road/A39 Alcombe Road mini-roundabout.

Both junctions are forecast to operate with significant spare capacity in both the AM and PM peak hours. The A39 west approach to Junction 2 is the arm which is forecast to operate closet to capacity, but even in this case it would still operate with spare capacity.

During the AM peak hour, 50 development vehicle trips are forecast to pass through the site access junction (37 departures and 13 arrivals) with 55 development vehicle trips passing through the junction in the PM peak hour.

It should be noted that pre-application correspondence issued by the County Council had requested that the TA include the traffic impact of the adjacent 320 dwelling site; however the applicants have failed to undertake this in the submitted TA. Notwithstanding this omission and whilst the application development will result in an increase in vehicle movements through nearby junctions, the cumulative impact of both developments is not likely to cause the junctions to operate over capacity. As such the County Council considers that the scale of impact could not be classed as severe and thus, in line with the National Planning Policy Framework, traffic impact does not constitute a reason for refusal of this application.

Travel Plan

The applicant submitted a Travel Plan and this has been assessed and a copy of the audit has been attached although there are only minor amendments that are required:

- Further details will be required on the existing bus stops, which are in close proximity to the site.
- Percentage figures for baseline data and five year projection has been mentioned but absolute figures would be required.

Please note that an amended Travel Plan would need to be submitted taking into account the points raised above and the other elements set out in the report. This will need to be secured via a S106 agreement.

Access onto A39

Whilst it is noted that all matters, including access, are reserved for future consideration, the application explains how new vehicular and pedestrian access could be formed on the southern side of Hopcott Road, part of the A39. This would be slightly to the west of the junction with Whitegate Road. The TA states that the access design replicates the design for to access the site to the immediate west (permission reference 3/21/13/120). The submitted Planning Statement indicates that the site access is proposed to provide visibility splays of 2.4m x 120m in each direction, which the local highway authority considers to be acceptable. However, drawing number 14431-T06 appears to indicate that a small portion of the land for the western splay is outside of the highway boundary and it is not clear whether it is in the applicant's control. This will need to be clarified.

In relation to the splays the applicant should note that:

- the full extent of the splays will be adopted by the County Council; and
- no obstruction to visibility is permitted within the splays which would exceed a height of 300mm above the level of the adjoining carriageway.

The proposed access junction should include 6.0m radii and the access road should be of a width to allow two-way vehicle flow. The gradient of the proposed access road should not at any point, be steeper than 1:20 for a distance of 10m from its junction with Hopcott Road (A39).

In forming the access the applicant will need to ensure that allowances are made to resurface the full width of the existing carriageway of Hopcott Road where it has been disturbed by the extended construction and to overlap each construction layer of the carriageway by a minimum of 300mm. Cores may have to be taken within the existing carriageway to ascertain the depths of the bituminous macadam layers.

Off-site infrastructure proposals

The TA explains that improvements to facilities for pedestrians and cyclists along the northern side of Hopcott Road were proposed and accepted as part of the planning permission granted on appeal for the neighbouring site to the west (ref 3/21/13/120). The improvements will remove some of the verge and widen the existing footway to create a 2.5m wide shared cycleway/footway. These works will commence opposite the site access and terminate at Whitegate Road.

The application development proposes to continue this facility further east along Hopcott Road from Whitegate Road as far as Meadow Terrace, as shown on drawing number 14431/T08. Whilst the County Council is content with the principle of this proposal there are concerns with some of the detail. The County Council will wish to liaise with the applicant's transport consultants to achieve an acceptable design. Please note that these works will need to be secured via a legal agreement.

Site Layout

In relation to the site's internal layout the Design and Access Statement indicates that the internal estate roads will have a longitudinal gradient of 1:14. This would be acceptable. However, should steeper longitudinal gradients be proposed, it is recommended that the applicant/developer discusses them further with Somerset County Council prior to works commencing on site. Proposed footways should not be designed with longitudinal gradients steeper than 1:12. Anything steeper will present difficulties for wheelchair users.

Retaining Structures

In addition to the above the Design and Access Statement also makes reference to retaining structures within the application site. Regardless of whether they are to be adopted by this authority or remain within private ownership, the County Council will need to be assured of the safety and durability of retaining/sustaining walls proposed to be constructed within 3.67m of the highway boundary and/or which will have a retained height of 1.37m above or below the highway boundary. Therefore, detailed design drawings and calculations must be submitted to Somerset County Council for checking/approval purposes prior to the commencement of any construction works to the retaining walls.

Street Network

The applicant should note that some parts of the proposed layout would result in the laying out of a private street and will be subject to the Advance Payments Code (APC) under Sections 219 to 225 of the Highways Act 1980.

The applicant has indicated that the network of secondary streets will take the form of shared surface roads. It is not, however, clear whether these roads be offered to Somerset County Council for adoption. If they are, then they will need to be built to the County Council's adoptable standards including the provision of suitably sized turning heads. Adoptable visibility splays with dimensions of 2.4m x 25m will need to be provided at junctions of the Secondary Streets with the internal spine road. However, if these areas are to remain within private ownership, and to satisfy APC legislation, they will need to be built to adoptable standards in terms of materials used and depths laid.

In terms of forward visibility within the site, adoptable splays will be required on the inside of all carriageway bends. No obstructions to visibility will be permitted within these areas that exceed a height greater than 600mm above the adjoining carriageway level. The full extent of the splays will be adopted by Somerset County Council. An adoptable turning head, with overhang margins, to cater for the turning movements of an 11.4m long 4 axle refuse vehicle will be required at the south-eastern corner of the development site. Private drives that serve garage doors shall be constructed to a minimum length of 6.0m as measured from the back edge of the proposed highway boundary. Tandem parking should be constructed to a minimum length of 10.5m and parking bays that immediately adjoins any form of structure (such as a planted area, wall or footpath) shall be constructed to a minimum length of 5.5m.

No doors, gates or low-level windows, utility boxes, down pipes or porches will be permitted to obstruct footways/shared surface roads. The highway are shall be limited to that area of the footway/carriageway clear of all private service boxes, inspection chambers, rainwater pipes, vent pipes, meter boxes (including wall mounted), steps etc.

Finally, where an outfall drain or pipe will discharge into an existing drain, pipe or watercourse not maintainable by the Local Highway Authority, written evidence of the consent of the authority or owner responsible for the existing drain will be required, with a copy submitted to Somerset County Council.

Drainage

The Flood Risk Assessment (FRA) has been assessed and the Highway Authority has the following observations to make.

Clause 3.3 provides anecdotal evidence that the highway drain on the A39 occasionally surcharges and therefore one of the causes of this maybe the volume of surface water running off the site and onto the highway. After discussions with my colleagues in the Area Highway Office they have confirmed that run-off from the higher ground is an on-going issue and appears to be concentrated in several locations onto Hopcott Road. The magnitude of this problem is that in the past it has caused flooding on the carriageway at the low point downstream and investigations have been undertaken to prevent this happening in the future.

The FRA has reported that the applicant has proposed a surface water drainage strategy will ensure that surface water run-off will be routed to the new surface water sewers thereby reducing the volume of surface water that will discharged from the site. This is welcomed by the Highway Authority, however there are huge concerns as to the potential exacerbation of

this issue during the construction phase as topsoil strip will increase the rate at which run-off will discharge from the site.

It is therefore considered to be essential that measures are provided to intercept the natural run-off from the site during construction generally along the northern boundary and more specifically at any points of access.

Conclusion and recommendations

To conclude the proposal will result in an increase in vehicle movements on the local highway network however it is not considered to be severe enough to warrant an objection on these grounds. The Travel Plan is broadly considered to be acceptable although there are some elements that would need to be amended. In addition the Travel Plan would need to be secured via a S106 agreement.

In terms of the access and the internal layout it is noted that all matters are reserved however the applicant is encouraged to take note of the points set out above. The proposal has also provided details of off-site highway works. It is noted that the Highway Authority has accepted the principle of these works however the applicant will need to submit revised drawings based on the comments provided in the audit. Furthermore these works will need to be secured via a legal agreement.

Finally the drainage proposals appear to be broadly acceptable although the developer will need to give some thought to the increase in discharge associated with the construction phase. However this could be covered in the Construction Management Plan.

Therefore based on the above information the Highway Authority raises no objection to this proposal and if the Local Planning Authority were minded to grant planning permission then the following conditions would need to be attached.

- S106 to secure the Travel Plan and off-site highway works.
- 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.
- The proposed estate roads, footways, footpaths, tactile paving, cycleways, bus stops, verges, junctions, street lighting, sewers, drains, retaining walls, service routes, surface water outfall, vehicle overhang margins, embankments, visibility splays, accesses, carriageway

gradients, drive gradients, car, motorcycle and cycle parking and street furniture shall be constructed and laid out in accordance with details to be approved by the Local Planning Authority in writing. For this purpose, plans and sections, indicating as appropriate, the design, layout, levels, gradients, materials and method of construction shall be submitted to the Local Planning Authority.

- 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.
- The development hereby permitted shall not be brought into use until that part of the service road that provides access to it has been constructed in accordance with the approved plans.
- The gradients of the proposed drives to the dwellings hereby permitted shall not be steeper than 1 in 10 and shall be permanently retained at the gradient thereafter at all times.
- In the interests of sustainable development none of the dwellings hereby permitted shall be occupied until a network of cycleway and footpath connections has been constructed within the development site in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.
- No work shall commence on the development site until an appropriate right of discharge for surface water has been obtained before being submitted to and approved in writing by the Local Planning Authority. A drainage scheme for the site showing details of gullies, connections, soakaways and means of attenuation on site shall be submitted to and approved in writing by the Local Planning Authority. The drainage works shall be carried out in accordance with the approved details, unless otherwise agreed in writing with the Local Planning Authority.
- There shall be no obstruction to visibility greater than 300mm 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 120m either side of the access. Such visibility shall be fully provided before the development hereby permitted is commenced and shall thereafter be maintained at all times.
- No work shall commence on the development hereby permitted until details of the off-site highway works have been submitted to and approved in writing by the Local Planning Authority.

Such works shall then be fully constructed in accordance with the approved plan to an agreed specification before the development is first brought into use.

NOTES:

Where works are to be undertaken on or adjoining the publicly maintainable highway a licence under Section 171 of the Highways Act 1980 must be obtained from the Highway Authority. Applications forms can be obtained by writing to the Traffic and Transport Development Group, County Hall, 0300 123 2224. Applications should be submitted to at least four weeks before

works are proposed to commence in order for statutory undertakers to be consulted concerning their services.

The fee for a Section 171 Licence is £250. This will entitle the developer to have their plans checked and specifications supplied. The works will also be inspected by the Superintendence Team and will be signed off upon satisfactory completion.

The developer in delivering the necessary highway works associated with the development hereby permitted is required to consult with all frontagers affected by said highway works as part of the delivery process. This should be undertaken as soon as reasonably practicable after the grant of planning permission and prior to the commencement of said highway works, especially if the design has evolved through the technical approval process. This is not the responsibility of the Highway Authority.

Avon & Somerset Police

Thank you for consulting Avon & Somerset Police in relation to the above planning application. Having reviewed the documentation submitted in support of the application, I would make the following comments:-

- NPPF – states that new developments should create safe and accessible environments where crime and disorder and the fear of crime do not undermine quality of life or community cohesion (para.58) and safe and accessible developments containing clear and accessible pedestrian routes and high quality public space which encourage the active and continual use of public space (para.69).
- Design & Access Statement – the DAS for outline and detailed applications should therefore demonstrate how crime prevention measures have been considered in the design of the proposal and how the design reflects the attributes of safe, sustainable places set out in ‘ Safer Places, the Planning System & Crime Prevention’. The DAS submitted in support of this application does not appear to do so.
- Crime Statistics – reported crime for the area of this proposed development during the period 01/03/2014-28/02/2015 (within 500 metre radius of the grid reference) is as follows:-
 - Burglary - 1 Offence (dwelling)
 - Criminal Damage - 9 Offences (incl. 3 criminal damage to dwellings and 3 damage to vehicles)
 - Drug Offences - 6
 - Other Offences - 5
 - Sexual Offences - 1
 - Theft & Handling Stolen Goods - 8 Offences (incl. 2 theft from motor vehicles, 3 theft of pedal cycles)
 - Violence Against the Person - 13 Offences (incl. 1 wounding, 6 assault ABH, 3 common assault)
 - Total - 43 Offences
 - This averages less than 4 offences per month, which are low crime levels.
- Layout of Roads & Footpaths – Vehicular and pedestrian routes should be visually open, direct and not undermine the defensible space of neighbourhoods. Judging by the Illustrative Masterplan, this appears to be the case. The use of traffic calming measures and road surface changes by means of colour or texture as indicated on the plan also helps reinforce the private nature of parts of this development.

- Layout & Orientation of Dwellings – dwellings should be positioned facing each other to allow neighbours to easily view their surroundings and make the potential offender feel more vulnerable to detection. This appears to be proposed although limited detail is provided on the plan.
- Communal Areas – such areas have the potential to generate crime, the fear of crime and anti-social behaviour and should be designed to allow adequate supervision from nearby dwellings with safe routes for users to come and go. Generally speaking, this also appears to be the case. Features should be incorporated to prevent unauthorised vehicular access.
- Dwelling Boundaries – it is important that boundaries between public and private areas are clearly indicated. At this outline stage, limited detail is included on the Masterplan but, generally speaking, this appears to be the case. It is desirable that dwelling frontages are kept open to view to assist resident surveillance of the street and public spaces, so walls, fences and hedges should be kept low i.e. below 1 metre. More vulnerable side and rear boundaries need more robust defensive barriers, so walls, fences, hedges etc should be minimum height 1.8 metres. Gates providing access to rear gardens should be as near as possible to the front building line, the same height as the fencing and lockable.
- Gable End Walls – it is important to avoid windowless elevations and blank walls adjacent to public spaces, as this type of elevation can encourage graffiti and anti-social behaviour. The provision of at least one window above ground floor level can help prevent this in improve surveillance of nearby public areas.
- Rear Access Footpaths – it is preferable that footpaths are not placed to the rear of dwellings as the majority of burglaries occur via the rear. Where essential to provide access for refuse collection etc they should be gated at the entrance to deter unauthorised access.
- Car Parking – cars should be parked in locked garages or on a hard standing within the dwelling curtilage. Where communal parking areas are necessary they should be in small groups, close and adjacent to homes and within view of active rooms in these homes. Rear parking courtyards are discouraged as they enable access to the vulnerable rear elevations of dwellings where the majority of burglaries occur. The Masterplan indicates a mixture of garages, parking spaces to the front of dwellings and rear parking courtyards and I recommend that the latter be reconsidered.
- Planting – should not impede opportunities for natural surveillance nor create potential hiding places so, in areas where visibility is important, shrubs should be selected with a mature growth height of no more than 1 metre and trees should be devoid of foliage below 2 metres, so allowing a 1 metre clear field of vision.
- Street Lighting – all street lighting for adopted highways and footpaths, private estate roads and footpaths and car parks should comply with BS 5489:2013.
- Secured By Design – if planning permission is granted, the applicants are advised to formulate all physical security specifications of the dwellings i.e. doorsets, windows, security lighting, intruder alarm, cycle storage etc in accordance with the police approved ‘Secured by Design’ award scheme. Full details are available on the SBD website – www.securedbydesign.com.

I trust you find the above comments useful, if I can be of any further assistance please do not hesitate to contact me.

Public Consultation

The Local Planning Authority has received 5 letters of objection/support making the following comments (summarised):

- For - Affordable housing, More housing to meet Government targets.
- Schools- e.g. Minehead First School has already had to add an extra classroom and have mixed year groups due to an increase in pupil numbers, I don't believe there is room for another increase in pupil numbers as this would have a negative impact on the children's learning.
- Hospital- we don't have an A and E service and the hospital has been known to close at night. Having to travel as far as Taunton, possibly after a longer wait for an ambulance could cost lives or greatly affect future quality of life due to a delay in receiving necessary medications.
- GP services- with an increased population could GP services cope with this?
- Safety - will extra street lighting be put along Hopcott Road? I'm assuming speed limits and
- Junctions will be well planned so not to lead to queues waiting to join the main road from the estate.
- Loss in value of nearby homes- how will it affect the value of the houses opposite along Hopcott Road? Will these home owners be compensated in any way?
- Roadsurfaces- one route many may use to get from the estate into town will be down Whitegate Road. The road surface along here is appalling, will it be improved?
- Cycle Route- would this be along very narrow pavements that are barely wide enough for pedestrians, never-mind pedestrians and cyclists.
- Employment- an increase in the local population but with very little increase in permanent jobs.
- Our objections are the same as for the other development further up and the possible development of up to 750 dwellings. Where are these people going to work?
- It was mentioned that Hopcott Road has not reached its capacity, we beg to differ. Our short garden backs on to the road and it is always busy even in winter months and the speed of traffic is certainly much more than the 40 limit posted.
- It's supposed to be the "Gateway" to Exmoor but all we will have is another large housing estate.
- Many of the strategic aspects of this development have not been fully considered.
- The development is not commercially viable and will have a substantial detrimental impact on the inhabitants of this part of west Somerset and the beautiful nature of the bordering Exmoor National Park.

- This area does not require a development of this size. There are already a large number of dwellings for sale across Minehead and many of these have been for sale for a long time. There is also an increasing number of properties for rent which have also been available for a long time. The reason for all this is a lack of employment opportunities in the area.
- There is an increasing number of persons of retirement age in Minehead and these tend to be the only people that can afford properties. They would not want to live in this new site. So there is a total lack of knowledge as to what is required in the area.
- The land has certain issues that will provide significant on-costs for the developer. This will impact upon the selling price making the new properties difficult to sell.
- I do not believe that the LPA has fully considered the significant impact this development would have on local roads, transport infrastructure and flooding issues.
- The development will have a major detrimental impact on Minehead which is known for its significant rural beauty. The development site is of significant beauty, adjacent to Exmoor. This will not help attract tourists to the area who come for its beauty.
- It is clear that this development is contrary to the strategic intent detailed in the West Somerset local plan, particularly in respect of destroying agricultural land, landscape protection, biodiversity and the requirement for superfast broadband.
- It is difficult to understand why the Council has not considered the substantial amount of more appropriate development land that exists

Planning Policy Context

Section 38(6) of the Planning & Compulsory Purchase Act 2004 requires that all development proposals are determined in accordance with the Development Plan unless material considerations indicate otherwise. The Development Plan for West Somerset consists of the Somerset Minerals Local Plan (adopted April 2004), Somerset Waste Core Strategy (adopted February 2013) and the West Somerset District Local Plan (adopted April 2006). West Somerset is in the process of developing the emerging Local Plan to 2032, which will replace the strategy and some of the policies within the adopted Local Plan. The emerging Local Plan is at an early stage of production process. It will go to the Publication stage in early 2015 when the contents will acquire some additional weight as a material consideration. Until that stage is reached, policies within the emerging Local Plan can therefore only be afforded limited weight as a material consideration.

The following Policies are considered relevant to this application:

- SP/5 Development Outside Defined Settlements
- LC/3 Landscape Character
- TW/2 Hedgerows
- NC/4 Species Protection
- W/5 Surface Water Run-Off
- BD/2 Design of New Development

- T/3 Transport Requirements of New Development
- T/8 Residential Car Parking
- T/15 Transport Infrastructure and Developer Contributions
- H/4 Affordable Housing
- R/5 Public Open Space and Large Developments
- PO/1 Planning Obligations

National Policy

The National Planning Policy Framework (March 2012) is a material planning consideration.

[National Planning Policy Framework \(the NPPF\)](#)

[Technical Guidance to the National Planning Policy Framework \(the NPPG\)](#)

Local Policy

[West Somerset Local Plan \(2006\)](#)

[West Somerset Local Plan to 2032 Revised Draft Preferred Strategy \(June 2013\)](#)

[West Somerset Planning Obligations Supplementary Planning Document \(2009\)](#)

[West Somerset Supplementary Planning Guidance: Design Guidance for House Extensions \(2003\)](#)

[Somerset County Council Parking Strategy \(2013\)](#)

[Somerset County Council Highways Development Control Standing Advice \(2013\)](#)

Planning History

The following planning history is relevant to this application:

| | | | |
|-------------|--|--|--|
| 3/21/13/120 | Outline application for a residential development of up to 71 dwellings on land off Hopcott Road, Minehead (Immediately adjacent to the current application site). | Application not determined by the LPA, but was the subject of an appeal against non-determination. | Appeal allowed 11th November 2014. A concurrent application for an award of costs was refused. |
|-------------|--|--|--|

Proposal

The application seeks outline planning permission for 80 dwellings, with all matters reserved, on a field to the southern side of Hopcott Road. The illustrative plan shows a mixture of mainly 1, 2 and 3 bed houses with about 20% being 4 and 5 bed properties. The proposed access to the site is at the northern end, directly on to Hopcott Road (A39), forming a staggered junction with Whitegate Roads. An illustrative masterplan for the site has been submitted showing a road zig zagging up the hill with potential access points in to the fields either side. Terraced housing is shown running up the contours on the lower slopes of the site with the larger houses further up the hill to the south. The dwellings would be predominantly 2 storeys with some being split level giving them single storey aspect to the road frontage. This takes advantage of the slope of the land. Due to the slope of the site, retaining walls and stepped access to frontages will be required. It should be noted that the illustrative masterplan does not form part of the application but is for illustrative purposes only to show how the site could be developed. The layout, landscaping, scale, appearance and means of access (all matters) are reserved for determination at reserved matters stage.

Site Description

This is open countryside on the southern fringe of Minehead sloping up from Hopcott Road in a southerly direction. All four boundaries to the field currently have strong tree and hedgerow settings, with the land beyond at the top of the hill to the south being heavily wooded. The site lies adjacent to a caravan site to the east and an open field to the west which has recently gained planning permission for up to 71 dwellings (in outline) on appeal. To the south of the site, approximately half a kilometre away, lies the boundary of the National Park, although that boundary is not at all visible from the site due to slope of the land and the dense tree cover on the nearby ridge. The built up area of Minehead lies predominantly to the north of the site on the other side of Hopcott Road, with Alcombe lying to the east and south-east of the site.

Planning Analysis

Principle of Development and planning policy

Policy SP/1 of the adopted Local Plan designates Minehead as a town and the Local Plan specifically identifies the extent of the development limits. The settlement policies within the Local Plan seek to focus the majority of development in Minehead, some development within rural centres (Watchet and Williton) and limited development within the designated villages. The proposal site is outside the development limits of Minehead. Policy SP/5 requires that development on sites outside of the development limits is strictly controlled and limited to development that benefits social or economic activity, maintains or enhances the environment and does not significantly increase the need to travel. Paragraph 49 of the NPPF, however, identifies that Development Plan policies that specifically deal with supply of housing should not be considered up to date where a local planning authority cannot demonstrate a 5 year land supply, and should be considered in the context of the presumption in favour of sustainable development. This was the scenario that played a crucial role in the recent appeal decision regarding residential development on land immediately adjacent. The Inspector allowed that appeal (in November 2014), primarily for this reason. She stated that the appeal scheme met all three of the mutually dependant dimensions that comprise the presumption in favour of sustainable development - economic, social and environmental - without the requirement for a wider master plan for the area. She also maintained that the proposal would make a strategic contribution towards addressing the shortfall of housing, and especially affordable housing, within West Somerset. It is therefore quite clear that the current application site must be considered against the principles of sustainable development as well as other material considerations.

However, since that appeal decision was issued, the West Somerset Local Plan has been rolled forward and circumstances could be said to have materially changed. The application site is shown within The West Somerset Local Plan to 2032 (publication draft, January 2015) as being part of a key strategic site, MD2. The proposed policy states that the area MD2 will be a mixed development of approximately 750 dwellings with a minimum of 3 hectares of appropriate and compatible, non-residential uses. These non-residential uses are considered to be community and commercial uses. It was resolved by the Local Development Panel in November 2013 that the development of the strategic site would be subject to a master planning process in order to manage the balance and location of the various uses. The current proposal only relates to residential development and does not show how the site will effectively be incorporated within the larger strategic site. Without a master plan this could prejudice the

effective development of the neighbouring sections of land that maybe included within the strategic site. However, this does not necessarily mean that the proposal is premature. It must be remembered that in the context of the NPPF there is a presumption in favour of sustainable development and that to refuse an application on the grounds of prematurity there must be clear adverse impacts of granting planning permission which would significantly and demonstrably outweigh the benefits. These circumstances are limited to situations where both:

a) the development proposed is so substantial, or its cumulative effect would be so significant, that to grant permission would undermine the plan-making process by predetermining decisions about the scale, location or phasing of new development that are central to an emerging Local Plan or Neighbourhood Planning; and

b) the emerging plan is at an advanced stage but is not yet formally part of the development plan for the area.

West Somerset Council is in the process of finalising the review of the SHLAA. Officers believe that this is likely to show a five year supply does exist, but this needs to be considered by a panel of house builders. Officers will shortly be asking the Council to sanction the identification of several interim release sites which will bolster the supply further. Officers have recently taken through a paper with Members through the Panel which outlines that a five year supply exists although this has not been subject to any scrutiny. Until this work has been ratified by a panel of housebuilding industry representatives through the SHLAA process the weight that might be attributable to this land supply figure is perhaps slightly less than would be the case once the SHLAA has been signed off. However, the Local Plan (publication draft) has also been subject to representations, with no significant representations in respect of the current Hopcott site. On this basis it would now be appropriate to attribute more weight to the Local Plan than was the case at the time of the previous appeal, particularly as the site is certainly central to the delivery of the overall plan strategy and in conflict with it.

With all this in mind, Members must be aware that it is generally acknowledged that refusal of a planning permission on the grounds of prematurity is seldom justified where a draft Local Plan has yet to be submitted for examination. Where planning permission is refused on grounds of prematurity, the local planning authority will need to indicate clearly how the grant of permission for the development concerned would prejudice the outcome of the plan-making process." (Planning Practice Guidance 2014). As the emerging local plan has not been submitted for examination limited weight can be given to the policies within it. It should be noted however that as the site is sustainable, the principle of development has to be accepted, and the NPPF makes clear that Local Planning Authorities should proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs. Officers are of the opinion that as it can be demonstrated that circumstances are materially different, the Council should not be compelled to grant consent solely on the basis of the previous appeal decision. However, on balance it is considered that the development is sustainable and could be brought forward without being prejudicial to the emerging Local Plan.

Character and Appearance of the Area

The site forms part of the open countryside that adjoins the built up area of Minehead and is bordered by Hopcott Road along the site's northern boundary which defines the current edge to Minehead. The site together with the adjoining fields form a distinct slope up to a large

wooded area and to the boundary of Exmoor National Park beyond that. The fields are generally defined by native hedgerows along the boundaries. The boundary to Hopcott Road is an overgrown hedgerow with trees within the hedgerow. There are a number of clusters of houses interspersed along the southern side of Hopcott Road including one group of dwellings along the western boundary of the site. The building materials used in the vicinity of the site are mixed but are mainly render, slate and tiles. The predominant building form is detached and semi-detached dwellings in the immediate area. Stone boundary walls are also a feature of the area.

As the site is sloping and set up above Minehead the visual impact on the area needs to be taken into account. Due to the existing roadside tree and hedgerow cover the immediate views from Hopcott Road are limited but when viewed from Seaward Way and North Hill for example the site is much more visible. The views from Hopcott Road would be opened up with the proposed new access. In order to help assimilate the development into the landscape it is considered that all the boundary hedgerows and hedgerow trees will need to be retained. The proposed development of this site would be seen as an extension for Minehead. The setting of Exmoor National Park will not be affected because the site is not visible from the park or its boundaries due to the sloping nature of the surrounding land and the wooded area immediately due south of the proposals site. This is in line with the conclusions of the submitted Landscape and Visual Impact Assessment. However, the site is very much at the foothills of Exmoor and it is a value judgement as to whether or not the proposal would impact upon this gateway site.

Considerations of detailed design would be appropriately considered at the reserved matters stage, and accordingly the design and layout of the development does not form part of the application. However, a design solution is suggested as part of the feasibility study and the Design and Access Statement outlines the ethos of what could be built. It is considered that design solutions are capable of being achieved. The suggested location of the buildings would ensure that the garden areas receive the sun and to ensure that PV and /or solar hot water panels can be utilised on the roofs. It is considered that the principle of the layout shown on the illustrative masterplan is acceptable in principle.

Residential Amenity

Policy BD/2 of the Local Plan requires that the siting of new building must have regard to the relationship with adjoining buildings and open spaces. One of the core principles of the NPPF is "always to seek high quality design and a good standard of amenity for all existing and future occupants of land and buildings" - (paragraph 17). This policy will need to be taken into account when the reserved matters application are submitted.

The proposed dwellings on the adjacent site (granted on appeal) have not yet been the subject of a reserved matters application and hence detailed design. So it is impossible to say at this stage how this current proposal would relate to that scheme. However, based on the feasibility studies for both applications, no difficulties are envisaged in this regard. The distance and orientation of the new dwellings proposed by this application can be designed so that there are no overbearing or overlooking issues.

Highway Safety

The site is located approximately 0.8km from the centre of Alcombe, about 1.2km from the two main supermarkets and the Mart Road employment area on the edge of the Town Centre of Minehead and approximately 0.8km from the centre of Minehead. Collectively there is a good range of services and facilities in these locations. The site is located around 500m from the nearest bus stop on Alcombe Road. As part of the proposal for the site adjacent (granted on appeal) two bus stops are proposed at the entrance to the site which adds to the site's sustainability. New sites to meet the housing need are likely to come forward on land that is similarly distant from the town centre and other service areas including the proposed allocated site within the draft emerging Local Plan (of which this application site forms a part of). Travel Plan measures (which can be secured through a S106) would help to maximise opportunities for the use of sustainable modes of transport. Overall it is considered that the location of the site is acceptable in transport sustainability terms. This is also the conclusion reached by the Inspector on the appeal site adjacent.

The Highway Authority has reviewed the submission and considered the overall benefits and dis-benefits of this proposal. On balance the Highway Authority recommends that there is no highway reason why permission could not be granted subject to conditions.

On the issue of traffic impact, the local highway authority is of the opinion that the method used for assigning development trips to the local road network is appropriate and the outputs are reasonable. The applicant established existing traffic conditions by way of a combination of Somerset County. It is noted that the two junctions investigated (namely, site access/A39 Hopcott Road priority junction and A39 Hopcott Road/A39 Alcombe Road mini-roundabout) are forecast to operate with significant spare capacity in both the AM and PM peak hours. The A39 west approach to Junction 2 is the arm which is forecast to operate closest to capacity, but even in this case it would still operate with spare capacity. The County Council considers that the scale of impact could not be classed as severe and is thus, in line with the National Planning Policy Framework, traffic impact does not constitute a reason for refusal of this application.

In respect of the submitted Travel Plan, only minor amendments are required. Further details will be required on the existing bus stops, which are in close proximity to the site, and percentage figures for baseline data and five year projection has been mentioned but absolute figures would be required. The Highway Authority request that an amended Travel Plan would need to be submitted taking into account the points raised above and will need to be secured via a S106 agreement.

With regard to the proposed access onto A39, it is noted that this would be slightly to the west of the junction with Whitegate Road. The TA states that the access design replicates the design for to access the site to the immediate west (permission reference 3/21/13/120). The submitted Planning Statement indicates that the site access is proposed to provide visibility splays of 2.4m x 120m in each direction, which the local highway authority considers to be acceptable. However, drawing number 14431-T06 appears to indicate that a small portion of the land for the western splay is outside of the highway boundary and it is not clear whether it is in the applicant's control. This will need to be clarified. In forming the access the applicant will need to ensure that allowances are made to resurface the full width of the existing carriageway of Hopcott Road where it has been disturbed by the extended construction.

On the issue of off-site infrastructure proposals, the Highway Authority note that the TA explains that improvements to facilities for pedestrians and cyclists along the northern side of Hopcott Road were proposed and accepted as part of the planning permission granted on appeal for the neighbouring site to the west (ref 3/21/13/120). The improvements will remove some of the verge and widen the existing footway to create a 2.5m wide shared cycleway/footway. These works will commence opposite the site access and terminate at Whitegate Road. The application development proposes to continue this facility further east along Hopcott Road from Whitegate Road as far as Meadow Terrace, as shown on drawing number 14431/T08. Whilst the County Council is content with the principle of this proposal there are concerns with some of the detail. The County Council will wish to liaise with the applicant's transport consultants to achieve an acceptable design. Again, the Highway Authority ask that these works should be secured via a legal agreement.

With regard to the internal site layout, the Design and Access Statement indicates that the internal estate roads will have a longitudinal gradient of 1:14. This would be acceptable. However, should steeper longitudinal gradients be proposed, it is recommended that the applicant/developer discusses them further with Somerset County Council prior to works commencing on site. Proposed footways should not be designed with longitudinal gradients steeper than 1:12. Anything steeper will present difficulties for wheelchair users. In addition, the Design and Access Statement also makes reference to retaining structures within the application site. Regardless of whether they are to be adopted by this authority or remain within private ownership, the County Council will need to be assured of the safety and durability of retaining/sustaining walls proposed to be constructed within 3.67m of the highway boundary and/or which will have a retained height of 1.37m above or below the highway boundary. Therefore, detailed design drawings and calculations must be submitted to Somerset County Council for checking/approval purposes prior to the commencement of any construction works to the retaining walls.

The applicant has indicated that the network of secondary streets will take the form of shared surface roads. It is not, however, clear whether these roads be offered to Somerset County Council for adoption. If they are, then they will need to be built to the County Council's adoptable standards including the provision of suitably sized turning heads and adoptable visibility splays. However, if these areas are to remain within private ownership, and to satisfy APC legislation, they will need to be built to adoptable standards in terms of materials used and depths laid.

The Highway Authority makes the following conclusions. The proposal will result in an increase in vehicle movements on the local highway network however it is not considered to be severe enough to warrant an objection on these grounds. The Travel Plan is broadly considered to be acceptable although there are some elements that would need to be amended. The Travel Plan would need to be secured via a S106 agreement. In terms of the access and the internal layout it is noted that all matters are reserved however the applicant is encouraged to take note of the points made by the Highway Authority. The proposal has also provided details of off-site highway works. It is noted that the Highway Authority has accepted the principle of these works however the applicant will need to submit revised drawings based on the comments provided in the audit. Furthermore these works will need to be secured via a legal agreement. Finally the drainage proposals appear to be broadly acceptable although the developer will need to give some thought to the increase in discharge associated with the construction phase. However this could be covered in the Construction Management Plan. Therefore based on the above information the Highway Authority raises

no objection to this proposal and if the Local Planning Authority were minded to grant planning permission then conditions would need to be attached.

Flood Risk

Policy W/6 of the Local Plan only permits development within areas of flooding where environmentally acceptable measures are in place to mitigate risks. The requirements for Flood Risk Assessment are provided in the National Planning Policy Framework and associated Planning Practice Guidance, together with the Environment Agency's Guidance Notes. It is noted that these policies and associated guidance have been followed in the preparation of the submitted FRA.

The site lies entirely within Flood Zone 1 and, therefore, has a 'low' risk of flooding as defined in the NPPF. The local SFRA has identified that there are no records of flooding incidents at the site or within the immediate vicinity. No other sources of flooding, i.e. from reservoir or sewer, have been identified for the site or surrounding area.

A review of the feasibility of a variety of SUDS techniques has been undertaken to identify those that are suitable at the application site. The preferred SUDS strategy would be the use of geocellular storage and a retention basin to collect surface water and allow it to discharge to the Wessex Water surface water sewer network located to the east of the site. The geocellular storage will be located beneath several areas of car parking to the north of the site, which have been estimated to cover an area of approximately 2,000 m². The retention basin would be located within the area of public open space also to the north of the site estimated to include an area of approximately 850 m². The proposed attenuation system would discharge into the surface water sewer network via a flow control that would be limited to the greenfield run-off rates for a range of return periods from the 1 year event up to and including the 100 year event. A detailed drainage design would be undertaken following determination of the application to consider the precise implementation of SUDS on the site.

The FRA has demonstrated that the development will be safe and that it would not increase flood risk elsewhere. The proposed land use is considered appropriate in relation to the flood risk vulnerability classifications set out in Table 3 of the NPPF PPG. Account must be taken of the recent appeal decision for the site adjacent to the western boundary and it is noted that this has been referred to in the preparation of the submitted FRA. The Inspector on the appeal case noted that the proposed development would include the use of sustainable drainage techniques and that these are matters that could be secured by condition. The Inspector concluded that the adjacent proposals would not be at risk from flooding and neither would it increase the risk of flooding elsewhere. The drainage strategy set out in the submitted FRA has been based on similar principles as for the adjacent development. The development should therefore be considered acceptable in planning policy terms.

Although the Environment Agency have not (at the time of compiling this report) responded, it is noted that they have had pre-application discussions with the applicant in which they stated the following. This site is located within Flood Zone 1, at low risk of flooding, and is not within 8m of a main river. However, as the site is over 1 hectare the EA will require a surface water drainage masterplan to be provided, along with associated calculations. The EA also need to see an indicative drainage layout for the whole site showing the location and volumes of all attenuation features, sustainable drainage techniques and discharge points. Permeable paving or other porous surfaces might be an option at this site. This should be supported by calculations showing the greenfield run-off rates, the post-development run-off rates, the

attenuation volumes required. Greenfield runoff rates must be maintained for all storm return periods up to and including the 1 in 100 year storm. There must be enough storage on site to allow for a 1 in 100 year storm plus an allowance for climate change. Surface water run-off should be controlled as near to its source as possible through a sustainable drainage approach to surface water management (SUDS).

Wessex Water have commented that they will support a strategic approach to the servicing of development within this area. They note that there is limited capacity within the existing public combined sewer network to accommodate additional foul and surface water flows and therefore capacity improvements are likely to be required to support core strategy proposals. A planning condition is recommended to ensure future engagement with Wessex Water and agreement of a drainage strategy.

Affordable Housing Provision.

In considering a proposal against sustainable development principles the provision of a supply of housing to meet the needs of present and future generations is an important factor. This development would make a relatively significant contribution to the housing need in West Somerset. Whilst the housing mix is not known as this is an outline application, the submitted illustrative masterplan shows a mix of house types and tenures with 35% of the dwellings being one and two bedroomed affordable units.

The NPPF requires that local planning authorities ensure that their local plans meet the full needs for market and affordable housing in the housing market area. Where affordable housing is needed the NPPF requires that policies should be in place to meet the need on site unless off-site provision or a financial contribution of broadly equivalent value is justified. The provision of affordable housing is a significant social benefit. Appropriate provision of affordable housing is a strong factor that weighs in favour of housing proposals.

Policy H/4 of the local plan requires that affordable housing is provided on sites where 15 or more dwellings are proposed in Minehead. The Policy sets out that the provision should be based on the level of identified need in the area and sets out a number of factors to be taken in to account in considering proposals where an affordable housing contribution is required. The Council's planning obligations SPD (2009) however, provides a more up to date policy in respect of the provision of affordable housing. The SPD reduces the threshold when affordable housing should be provided to eight or more dwellings and sets the provision at 35% of the total number of dwellings.

The proposal is for 80 residential dwellings and it is indicated that of these 28 will be affordable with 18 to be delivered as Social Rented houses (9 x 1 bed and 9 x 2 bed) and 10 as Intermediate houses (10 x 3 bed). Minehead is the highest demand area for affordable housing in West Somerset and, at present, there are 347 households registered with the Somerset Homefinder Choice Based Lettings Scheme who have chosen Minehead as their first preference for re-housing. Of these 185 are assessed as one bedroom households and 111 as two bedroom households with a further 51 requiring 3 bedrooms or more. The proposals, therefore, address the need for small social rented dwellings and should offer Housing Associations opportunities to free up larger family accommodation in existing stock.

It is unclear whether it is proposed to deliver the Intermediate houses as ownership or rented models, but negotiations are in hand and the tenures would be secured through a Section 106 agreement. It is considered that the affordable housing provision falls within the requirements

of the Council's SPD and complies with policies within the NPPF (paragraphs 47 and 50). The trigger points for the provision will need to be agreed on as part of the S106 negotiations. The provision of a policy compliant proportion of affordable housing is a significant factor that weighs in favour of this proposal.

Ecological issues.

The application is accompanied by a full Ecological Survey report dated December 2014. The survey identifies that the proposal site area is not within any statutory or non-statutory sites of nature conservation importance. Statutory designated sites include Exmoor Heaths SAC, SSSI (approximately 1.58km northwest), Dunster Park (1.47km southwest) and Heathlands SSSI (1.1km southeast of the site). The closest non-statutory designated sites include Hopcott Meadow LWS located approximately 780m to the southwest of the site. The report does not anticipate that the proposed construction works will result in direct loss of habitats within these sites (or similar habitat connected to these sites) or have significant impacts on species for which these sites have been designated.

Recommendations with regards to likely impacts have been given. Measures to avoid, mitigate and compensate potential impacts on habitats and species (and enhance the site for biodiversity in line with the NPPF) have been provided as appropriate. When detailed layout plans are known it is recommended that project specific measures to avoid, mitigate and compensate potential ecological impacts (and provide details of ecological enhancement measures) are provided within a Construction Environmental Management Plan (CEMP), Landscape and Ecological Management Plan (LEMP) or similar documents as appropriate.

The construction of dwellings is anticipated to result in the loss of species-poor grassland and removal of a section of hedgerow adjacent to Hopcott Road to facilitate site access. This is not considered to be a significant loss. It is recommended that measures to protect retained hedgerows and trees during construction are detailed in a Construction Environmental Management Plan (CEMP), and management of retained hedgerows and other habitats created are detailed in a Landscape and Ecological Management Plan (LEMP) or similar documents, as appropriate.

The report recommends that measures to retain and enhance hedgerow habitats are implemented to ensure continued use of the site by bat species, and implementation of a sensitive lighting plan to ensure artificial illumination of surrounding hedgerows is minimised.

Nest tube surveys have not identified evidence of dormice utilising boundary hedgerow habitats. It is assessed that dormice are likely to have been absent from the areas surveyed during the survey period.

Small numbers of slow worms were recorded within field margin habitats within the site, predominantly towards the northern boundary. It is recommended that a strategy to protect reptiles should be implemented prior to any works commencing and agreed with the Local Planning Authority. Such a strategy can be detailed in a Construction Environment Management Plan (CEMP) or similar document when detailed proposals are known.

Evidence of badgers have been identified, including a latrine containing faeces and paths characteristic of having been made by badger. No badger setts showing evidence of current use by badger were identified. However two mammal burrows (not located together) were

identified within the eastern boundary hedge bank which were of a size and shape which indicates they may possibly have been used by badgers in the past.

Boundary hedgerows, scrub and agricultural buildings within the site have potential to be used for nesting by a variety of common bird species. It is recommended that works to remove habitats with potential to support nesting birds (e.g. sections of hedgerow, trees, dense scrub and buildings) are undertaken during the period between 15th September and end of February to avoid the period when the majority of bird species are nesting. Measures to compensate for loss of nesting habitat should include new planting of trees and woody vegetation within areas of public open space. Opportunities to enhance nesting habitat within the site should include incorporating bird nest boxes within new properties on site and attaching bird boxes to mature trees bordering the site.

The County Ecologist notes that the report's findings and conclusions are sound. However, he recommends that conditions are imposed in accordance with the Ecological Survey Report along the following lines:

1. Measures to protect retained boundary hedgerows and standard trees within the hedgerows shall be set out in a scheme to be submitted to WSC and approved before any development shall start. The measures approved shall be implemented in full;
2. Any detailed landscaping scheme submitted at the detailed planning stage shall contain proposals to reinforce and improve the boundary hedgerow habitats to ensure that these features continue to provide good foraging habitat for bats and nesting opportunities for birds;
3. A lighting scheme for the site shall be prepared and submitted to WSC for approval which minimises local light pollution and, in particular, avoids illumination of boundary hedges to facilitate their use by bats;
4. A reptile mitigation strategy based on the findings of the ecological survey report (see 6.5.3 in particular) shall be submitted to and approved by WSC prior to commencement of the development;
5. Six months prior to the commencement of the development there shall be a re-survey of the site for badgers and any measures that are required to protect any active setts identified shall be put in place before construction begins.

The County Ecologist goes on to state that measures to enhance the site's biodiversity (in line with the National Planning Policy Framework) could include provision of bat and bird boxes in the design of the houses. This has been detailed in the report. This would also need to be secured by condition.

Although the site clearly has some ecological activity, the report is clear that any interference with current habitats and species can be mitigated. This would involve further research, work and plans which would need to be incorporated into any detailed design forming the reserved matters. Therefore at this stage, ecology can be sufficiently safeguarded by a condition that insists that the findings, conclusions and recommendations of the submitted report are adhered to in full. This view is supported by the County Ecologist.

Legal agreement.

Policy PO/1 of the Local Plan sets out the Council's broad policy basis for Section 106 obligations. The policy is supported by a supplementary planning document regarding

planning obligations. In essence, the obligations are intended to meet a range of local policy objectives, with the aim of overcoming, or substantially mitigating the impact of the development in a number of respects. Consideration of the obligation must be undertaken in the light of the advice at paragraph 204 of the Framework and the statutory requirements of Regulation 122 of the Community Infrastructure Levy Regulations. These require that planning obligations should only be accepted where they meet the following tests: they are necessary to make the development acceptable in planning terms; are directly related to the development; and are fairly and reasonably related in scale and kind to it.

The appeal into the similar residential development of the site adjacent looked at the question of what was applicable by way of a planning obligation. That decision is recent, relevant and legally sound and so it is considered appropriate to use that as a basis for negotiating planning obligations for this current proposal. The Inspector identified that a shortfall in housing delivery within the District has resulted in an under provision of affordable housing to meet an identified need within the area, and therefore Affordable Housing, particularly family homes, should form part of a legal agreement. He considered that a contribution would be necessary to meet the additional need for community facilities arising from the development. The Inspector also identified that accessibility to the surrounding area for future residents by means other than the private car would be important in terms of the sustainability of the site, and to this end, an obligation to secure cycle paths, pedestrian/cycle crossing and a travel plan would be appropriate as these would help promote the use of public transport, reducing reliance on the private car. Lastly, the Inspector identified that the obligation should secure the payment to the County Council of what is, in effect, security against the possibility of a failure to achieve the targets, referred to in the Travel Plan submitted with that application. The Inspector considered that all of contributions and obligations secured by a S106 agreement(s) would meet the Framework tests and comply with the Community Infrastructure Levy Regulations.

The applicant for this current development has agreed that the conclusions drawn by the Inspector would be an appropriate starting point for agreeing a planning obligation under s106 as part of this proposal. On this basis, it is recommended that Members give officers delegated powers to negotiate and pursue the legal agreement along these lines.

Community consultation.

Paragraph 66 of the Framework encourages applicants to work closely with those directly affected by the development proposals, taking into account the views of the community. Proposals should be looked upon more favourably where an applicant has demonstrated views have been taken into account in developing the design.

Prior to the submission of the planning application the applicant has engaged with local residents through a public exhibition and inviting written and verbal comments.

The acceptability of the principal of the scheme has been considered in detail above. The applicant has demonstrated that there has been some consultation with the community and that views have been taken on board in developing the design of the scheme. This is a small factor that weighs in favour of the proposal. The site forms part of the open countryside that adjoins the built up area of Minehead and is bordered by Hopcott Road along the site's northern boundary which defines the current edge to Minehead. The site together with the

adjoining fields form a distinct slope up to a large wooded area and to the boundary of Exmoor National Park beyond that. The fields are generally defined by native hedgerows along

Environmental Impact Assessment.

The local planning authority has screened the proposal to determine whether the proposed development was EIA development or not. Following a review of the proposal and the planning constraints associated with the site, the Council reached the view that the development was not EIA development.

Conclusion and Recommendation

It is considered that the benefits of this proposal in terms of the contribution to the supply of houses, including an adequate and policy compliant proportion of affordable housing, is a significant factor that weighs in favour of the grant of planning permission. The negative impacts of the development can be mitigated to a large degree and are not considered to outweigh the benefits of the proposal. In considering the proposed development in the context of Local Plan policy and policies within the Framework it is considered that the site is suitable for housing development and represents sustainable development. A package of planning conditions and obligations are necessary to ensure that the impact of the development is acceptable.

It is recommended that delegated authority be granted to the Assistant Director, Planning and Environment to grant outline planning permission, subject to the completion of a Section 106 agreement as identified within this report.

Conclusion and Recommendation

It is considered that the proposal, is acceptable and it is recommended that Outline Planning Permission be granted subject to the applicant entering into a legal agreement to secure the following:

- 35% Affordable Housing
- Off-site Highway Works
- Travel Plan
- Education contributions
- Provision and Management of on-site open space
- Community Infrastructure Contributions

Planning Permission is subject to the following conditions:

- 1 Approval of the details of the layout, scale, appearance, access and landscaping of the site (hereinafter called “the reserved matters”) shall be obtained from the Local Planning Authority in writing before any development is commenced. Application for approval of the reserved matters shall be made to the Local Planning Authority not later than the expiration of three years from the date of this permission. The development hereby permitted shall be begun, not later than the

expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matter to be approved.

Reason: In accordance with the provisions of S92 (2) Town and Country Planning Act 1990 (as amended by S51 (2) Planning and Compulsory Purchase Act 2004).

- 2 The development hereby permitted shall be carried out in accordance with the approved drawings and documents submitted on 9th February 2015 as follows:

Site Location Plan (30th November 2014);
Transport Assessment (January 2015);
Ecological Survey Report (December 2014);
Flood Risk Assessment (December 2014);

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

- 3 No works shall be undertaken on site until a site waste management plan has been submitted to and approved in writing by the Local Planning Authority. The plan shall be implemented in accordance with the approved details.

Reason: To ensure that the waste is dealt with appropriately and to accord with the provisions of saved policy B/8 of the adopted West Somerset District Local Plan (2006).

- 4 Notwithstanding the Residential Travel Plan submitted by Hydrock Ref: R/C14431/002 and dated January 2015, no dwelling permitted by this development shall be occupied until a detailed Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The approved Travel Plan shall be implemented and operated as approved.

Reason: To ensure that the carrying out of the works is adequately served by all modes of transport and to minimise the impacts of the works on the highway network.

- 5 During the construction operations all vehicles leaving the site shall be in such condition as not to emit dust or deposit mud, slurry or other 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 shall be fully implemented prior to the commencement of development and thereafter maintained until construction operations cease.

Reason: In the interests of highway safety having regard to the provisions of Policy T/3 of the West Somerset District Local Plan (2006).

6 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 deliver hours;
- Expected number of construction vehicles per day;
- Car parking for contractors;
- Specific measures to adopted to mitigate construction impacts in pursuance of the Environmental Code of Construction Practice;
- A scheme to encourage the use of Public Transport amongst contactors; and Measures to avoid traffic congestion impacting upon the Strategic Road Network.

Reason: To prevent pollution to the land and/or water environment, protect the amenities of local residents and occupiers and to safeguard the natural environment within the Site and its surroundings having regard to the provisions of Saved Policies PC/1, PC/2, PC/4 of the West Somerset District Local Plan (2006).

7 No works shall be undertaken on site unless a scheme for the lighting of the site (including the provision of the external lighting on buildings) has been submitted to and approved in writing by the local planning authority. The external lighting of the site shall only be carried out in accordance with the approved scheme.

Reason: To ensure that external lighting does not harm the character of the surrounding area nor light sensitive wildlife having regard to the provision of Policies LC/1, LC/3, NC/4 and NC/5 of the West Somerset District Local Plan.

8 No development hereby approved shall not be commenced until such time as a comprehensive site surface water drainage scheme, incorporating detailed design for all of the sustainable drainage measures, in accordance with the Flood Risk Assessment (RMA C1260 dated December 2013) has been submitted to, and approved by the Local Planning Authority (LPA). The scheme shall also specify the future maintenance regimes for the various drainage works on site, and specify who/which organisation will be responsible for their future performance. The scheme shall be constructed and maintained in accordance with the approved details.

Reason: To ensure that the site has an appropriate means of surface water drainage, and will not increase flood risks elsewhere and to accord with the provisions of saved policy W/5 of the adopted West Somerset District Local Plan (2006).

- 9 The proposals hereby approved shall be carried out in strict accordance with the recommendations and mitigation measures suggested in the Ecological Survey Report submitted by Blackdown Environmental dated December 2014 and received by the Council on 9th February 2015.

Reason: To ensure that the maximum amount of protection is afforded to wildlife, particularly protected species, in accordance with the Wildlife and Countryside Act 1981 (as amended), the Conservation of Natural Habitats and Species (Amendment) Regulations 2012 (also known as the Habitat Regulations), the National Planning policy Framework and policy NC4 of the Saved West Somerset Local plan 2006.

- 10 No development shall commence until details of the proposed highway works, including: estate roads; footpaths; tactile paving; cycleways; bus stops/bus lay-bys; verges; junctions; street lighting; sewers; drains; retaining walls; services routes; surface water outfall; vehicle overhang margins; embankments; visibility splays; accesses; carriageway gradients; drive gradients; car, motorcycle and cycle parking; street furniture; and a programme of implementation of such highways works, has been submitted to and approved in writing by the Local Planning Authority. The highway works shall be carried out strictly in accordance with the approved details.

For this purpose, plans and sections, including as appropriate, the design, layout, levels, gradients, materials and method of construction shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety having regard to the provisions of Saved Policy T/3 of the West Somerset District Local Plan (2006).

- 11 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 having regard to the provisions of Saved Policy T/3 of the West Somerset District Local Plan (2006).

- 12 The development hereby permitted shall not be brought into use until that part of the service road that provides access to it has been constructed in accordance with the approved plans.

Reason: In the interests of highway safety having regard to the provisions of Saved Policy T/3 of the West Somerset District Local Plan (2006).

- 13 The gradients of the proposed drives to the dwellings hereby permitted shall not be steeper than 1 in 10 and shall be permanently retained at the gradient thereafter at all times.

Reason: In the interests of highway safety having regard to the provisions of Saved Policy T/3 of the West Somerset District Local Plan (2006).

- 14 No development shall commence until a proposed layout scheme to include the provision for access to other parts of the Hopcott Road site as identified in the Emerging Local Plan is submitted for approval in writing by the Local Planning Authority. The layout scheme will be in a form that is adequate to accommodate public transport, vehicles, cycleways and footpath linkages for the future development of the Hopcott Road site. The development shall be carried out strictly in accordance with the approved details.

Reason: In the interests of highway safety having regard to the provisions of Saved Policy T/3 of the West Somerset District Local Plan (2006).

- 15 No work shall commence on the development site until an appropriate right of discharge for surface water has been obtained before being submitted to and approved in writing by the Local Planning Authority. A drainage scheme for the site showing details of gullies, connections, soakaways and means of attenuation on site shall be submitted to and approved in writing by the Local Planning Authority. The drainage works shall be carried out in accordance with the approved details, unless otherwise agreed in writing with the Local Planning Authority.

Reason: In the interests of highway safety having regard to the provisions of Saved Policy T/3 of the West Somerset District Local Plan (2006).

- 16 No work shall commence on the development hereby permitted until a comprehensive site surface water drainage scheme and programme of implementation, incorporating detailed design for all of the sustainable drainage measures, in accordance with the Flood Risk Assessment (RMA C1335 dated December 2014), has been submitted to, and approved in writing by the Local Planning Authority. The scheme shall also specify the future maintenance regimes for the various drainage works on site, and specify who/which organisation will be responsible for their future performance. The scheme shall be constructed in and maintained in accordance with the approved details.

Reason: To ensure that the site is served by and adequate surface water drainage system that does not result in any off-site adverse impacts.

- 17 There shall be no obstruction to visibility greater than 300mm 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 120m either side of the access. 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 having regard to the provisions of Saved Policy T/3 of the West Somerset District Local Plan (2006).

Notes

1 STATEMENT OF POSITIVE WORKING

In determining this application the Local Planning Authority considers it has complied with the requirements of paragraphs 186 and 187 of the National Planning Policy Framework. Although the applicant did not seek to enter into pre-application discussions/correspondence with the Local Planning Authority in advance of submitting the application, for the reasons given above and expanded upon in the planning officer's report, the application was considered acceptable and planning permission was granted.

- 2 Where works are to be undertaken on or adjoining the publicly maintainable highway a licence under Section 171 of the Highways Act 1980 must be obtained from the Highway Authority. Applications forms can be obtained by writing to the Traffic and Transport Development Group, County Hall, 0300 123 2224. Applications should be submitted to at least four weeks before works are proposed to commence in order for statutory undertakers to be consulted concerning their services.

The fee for a Section 171 Licence is £250. This will entitle the developer to have their plans checked and specifications supplied. The works will also be inspected by the Superintendence Team and will be signed off upon satisfactory completion.

The developer in delivering the necessary highway works associated with the development hereby permitted is required to consult with all frontagers affected by said highway works as part of the delivery process. This should be undertaken as soon as reasonably practicable after the grant of planning permission and prior to the commencement of said highway works, especially if the design has evolved through the technical approval process. This is not the responsibility of the Highway Authority.

- 3 WILDLIFE AND THE LAW. The protection afforded to wildlife under UK and EU legislation is irrespective of the planning system and any activity undertaken on the tree(s) must comply with the appropriate wildlife legislation.

BREEDING BIRDS. Nesting birds are protected under the Wildlife and Countryside Act 1981 (as amended) and if discovered must not be disturbed. If works are to be carried out during the breeding season (from February to August, possibly later) then the tree(s) should be checked for nesting birds before work begins.

BATS. The applicant and contractors must be aware that all bats are fully protected by law under the Wildlife and Countryside Act 1981 (as amended) and the Conservation of Natural Habitats and Species (Amendment) Regulations 2012, also known as the Habitat Regulations. It is an offence to intentionally or recklessly damage, destroy or obstruct access to structures or places of shelter or protection used by bats, or to disturb bats whilst they are using these places.

Trees with features such as rot holes, split branches or gaps behind loose bark, may be used as roost sites for bats. Should a bat or bats be encountered while work is being carried out on the tree(s), work must cease immediately and advice must be obtained from the Governments advisers on wildlife, Natural England (Tel. 01823

285500). Bats should preferably not be handled (and not unless with gloves) but should be left in situ, gently covered, until advice is obtained.



Application No 3/21/15/014
Outline application for residential
development (with all matters
reserved) for 80 dwellings,
access and associated works.
Land west of Minehead Caravan
Club, Hoppott Road, Minehead
9 February 2015
Planning Manager
West Somerset Council
West Somerset House
Killick Way



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Easting: 296965
Northing: 145374

Scale: 1:5000

Delegated Decision List

| Ref No. | Application | Proposal | Date | Decision | Officer |
|----------------|---|--|--------------|-----------------|--------------------|
| 3/05/15/004 | Bay Cottage, Main Road, Carhampton, Minehead, TA24 6LZ | Two storey extension | 27 May 2015 | Grant | BM |
| 3/21/15/030 | Iona, Bircham Road, Alcombe, Minehead, TA24 6BE | Refurbish five existing sash windows on the principal elevation and replace the bathroom window with a painted timber, slimlite double glazed sash window. | 28 May 2015 | Grant | EP |
| 3/21/15/037 | Flat 2, Chapel House, Periton Road, Minehead, TA24 8DX | Raise the wall plate height of the existing kitchen extension and convert the loft to form an additional bedroom. It is also proposed to erect a glazed extension to the east elevation. | 20 May 2015 | Grant | BM |
| 3/21/15/042 | Minehead Cricket Club, Luttrell Way, Minehead, TA24 6DF | To construct a two-bay artificial cricket net area at the run-off of West Somerset College's current artificial running track with an 8m x 8m extension to running track and fencing. | 10 June 2015 | Grant | RW |
| 3/26/15/006 | 4 Cleeve Park, Minehead, TA24 6JA | Erection of front porch | 05 June 2015 | Grant | BM |
| 3/26/15/008 | Croft Cottage, Huish Lane, Watchet, Somerset, TA23 | Replace all existing upstairs timber windows with single | 20 May 2015 | Grant | EP |

OPB
glazed hand crafted
timber windows.

| Ref No. | Application | Proposal | Date | Decision | Officer |
|----------------|---|--|-----------------|-----------------|--------------------|
| 3/30/15/001 | Kimmins Moor, Skilgate, Taunton, TA4 2DL | Erection of agricultural/wood storage building plus creation of field access for greater visibility and accessibility | 10 June 2015 | Grant | SK |
| 3/31/15/005 | Higher Barn, Capton Lane, Stogumber, Taunton, TA4 4LX | Erection of side extension | 15 June 2015 | Grant | BM |
| 3/32/15/005 | Idson Farm, Idson Lane, Stogursey, TA5 1TR | Conversion of existing stables and store rooms to annexe accommodation | 20 May 2015 | Grant | RW |
| 3/32/15/007 | Mudhorse Cottage, Gorpit Lane, Stogursey, Bridgwater, TA5 1TW | Erection of a single storey side extension to a single storey dwelling. | 20 May 2015 | Grant | BM |
| 3/37/14/023 | Leighland, 42 Brendon Road, Watchet, TA23 0HX | Reinstate the original vehicle access in the north east corner of the site and erect a three bedroom detached dwelling to the south. | 03 June 2015 | Refuse | SK |
| 3/37/15/008 | 39 Holm View, Watchet, TA23 0AF | Installation of drop kerb and parking area to the side of house | 15 June 2015 | Grant | BM |
| C/10/15/001 | Land parallel to railway line from Dunster to Blue Anchor | Approval of details reserved by condition 3 (relating to details of means of construction of construction, | 03 June 2015 | Grant | SK |

surfacing and width of
cycle path and
proposed footbridge)
in relation to planning
permission
3/10/12/003

| Ref No. | Application | Proposal | Date | Decision | Officer |
|------------------------------|---|---|--------------------------------|--------------------------|--------------------------------------|
| C/28/15/002 | The Old Rectory, Main Road, Sampford Brett, Taunton, TA4 4LA | Approval of details reserved by condition 6 (relating to materials for flooring works) and condition 8 (relating to the details of the cupboards) in relation to Listed Building Consent 3/28/14/009 | 20 May 2015 | Grant | EP |
| Ref No. C/39/15/001 | Application Doniford Bay Holiday Park, Sea Lane, Watchet, TA23 0TJ | Proposal Approval of details reserved by condition 3 (relating to landscaping) and condition 4 (relating to grassland creation and management) in relation to planning permission 3/39/14/023 | Date 03 June 2015 | Decision Grant | Officer SK |
| Ref No. NMA/37/15/0 02 | Application Lorna Doone Park, West Street, Watchet, TA23 0BJ | Proposal Non-material amendment for fixed rooflights to be added to the underside of existing proposed rooflights to the north elevation of plots 18 and 38 in relation to planning permission 3/37/13/015 | Date 16 June 2015 | Decision Grant | Officer SK |
| Ref No. T/21/15/003 | Application Burgundy Rise, Burgundy Road, Minehead, TA24 5QJ | Proposal Application to fell one pine tree included in a Tree Preservation Order | Date 08 June 2015 | Decision Grant | Officer DG |

WSC CORPORATE PERFORMANCE UPDATE - Q4 2014/15

Progress Against Corporate Priorities & Service Measures

| Key Action /Measure | Target | Q3 UPDATE | Q4 UPDATE | Status Q3 | Status Q4 | JMT Owner | Responsible Officer |
|---|--------|---|--|-----------|-----------|------------|---------------------|
| % major planning applications determined within 13 weeks (or within agreed extension of time) | 60% | Q3 - 100% - 5 applications (4 applications were determined within 13 weeks and 1 application determined within an agreed time period) | Q4 - 66.6% - 6 applications (1 application was determined within 13 weeks and 3 applications determined within an agreed time period) 2014/2015 - 75% - 16 applications (6 applications were determined within 13 weeks and 6 applications determined within an agreed time period) | GREEN | GREEN | TIM BURTON | BRYN KITCHING |
| % minor planning applications determined within 8 weeks (or within an agreed extension of time) | 80% | Q3 - 90.4% - 21 applications (15 applications were determined within 8 weeks and 4 applications determined within an agreed time period) | Q4 - 88.9% - 27 applications (22 applications were determined within 8 weeks and 2 applications determined within an agreed extension of time) 2014/2015 - 85.9% - 99 applications (76 applications were determined within 8 weeks and 9 applications determined within and agreed extension of time) | GREEN | GREEN | TIM BURTON | BRYN KITCHING |
| % of other planning applications determined within 8 weeks | 95% | Q3 - 90.4% - 21 applications (15 applications were determined within 8 weeks and 4 applications determined within an agreed time period) (Year to date 92.59%) | Q4 - 92.3% - 39 applications (36 applications were determined within 8 weeks) 2014/2015 - 94.2% - 191 applications (177 applications were determined within 8 weeks and 3 applications determined within an agreed extension of time) | AMBER | AMBER | TIM BURTON | BRYN KITCHING |