

PLANNING COMMITTEE

THURSDAY 31 JULY 2014 at 4.30pm
COUNCIL CHAMBER, COUNCIL OFFICES, WILLITON

AGENDA

1. Apologies for Absence

2. Minutes

Minutes of the Meeting of the 26 June 2014 - **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: THREE

Date: 22 JULY 2014

<u>Ref No.</u>	<u>Application/Report</u>
3/21/13/120 Outline Planning	Land at Hopcott Road, Minehead Outline application (with all matters except access reserved) for residential development up to 71 dwellings (including 35% affordable housing), access, landscaping and associated works.
3/21/14/062 Listed Building Consent	Townsend House, Townsend Road, Minehead Erection of a Historical Information Plaque on the Front of the Building.
3/37/14/012 Full Planning	28 Reed Close, Watchet Erection of Rear and Side Single Storey Extensions and Associated Works.
3/39/14/018 Full Planning	The Orange Pip, 4 Fore Street, Williton, Taunton Reinstating 3 & 4 Fore Street as Two Retail Units + COU to One Retail Unit (Class A1) And One Café (Class A3) (Retrospective)

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

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

8. **Appeals Lodged**

Appellant	Proposal and Site	Appeal Type
Mrs P Gibbons	Site at Staple Farm, West Quantoxhead Erection Of A Steel Shed To House A Biomass Boiler Plus Chimney. (Enforcement Notice Appeal)	Hearing
Mr B Smith	7 Summerland Avenue, Minehead Installation of 3.84kw Solar PV System to Front Roof of Property Facing Highway.	Written Reps
Mr M Willis	Site at 2 Avis Hill, Washford, Watchet Erection of a Detached Three Bed Dwelling	Written Reps

9. **Appeals Decided**

Appellant	Proposal and Site	Outcome
Dr P Rawson	9 Copse Close, Watchet Two Bedroom House with Car Parking	Dismissed 18 June 2014
Mrs A Stapleton	Single Storey Timber Outbuilding	Dismissed 27 June 2014

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.

Application No:	3/21/13/120
Parish	Minehead
Application Type	Outline Planning Permission
Case Officer:	Elizabeth Peeks
Grid Ref	Easting: 296927 Northing: 145702
Applicant	Williams Partnership
Proposal	Outline application (with all matters except access reserved) for residential development up to 71 dwellings (including 35% affordable housing), access, landscaping and associated works.
Location	Land at Hopcott Road, Minehead
Reason for referral to Committee	To agree areas of dispute as part of the appeal process.

Risk Assessment

Description	Likelihood	Impact	Overall
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
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 at Hopcott Road, Minehead

Description of development:

Outline application (with all matters except access reserved) for residential development up to 71 dwellings (including 35% affordable housing), access, landscaping and associated works.

Update

At the Planning Committee meeting held on 26 June 2014 the application was recommended for approval but it was resolved to defer making a decision on the application for two reasons:

- The Committee wished to see additional information regarding a masterplan for the wider site at Hopcott Road and details of how the application site would fit in with the wider masterplan.
- The Committee wished to see the results of further discussions between the Council Officers and the developers regarding the mix of affordable housing to be provided.

In detail the information required for the first bullet point is contained in conditions 5, 6 and 7 as outlined in the June Committee report. The June Committee report and Late Correspondence sheet is attached for information.

The Agent lodged an appeal on 10 July 2014 for the non-determination of the application and will be submitting an application for costs. As part of the appeal process a Statement of Common Ground needs to be submitted. The Agent has asked that the areas of the application which the

Council considers are in dispute are notified to him by 30 July. It is considered that the only area of dispute is the contents of the Section 106 Agreement. The Agreement must meet the relevant tests for planning obligations in that they:

1. are necessary to make the development acceptable in planning terms,
2. directly related to the development, and
3. fairly and reasonably related in scale and kind.

Obligations must be fully justified and evidenced and where affordable housing contributions are being sought, obligations should not prevent development from going forward.

It is considered that the items that need to be included within the Section 106 Agreement are as follows:

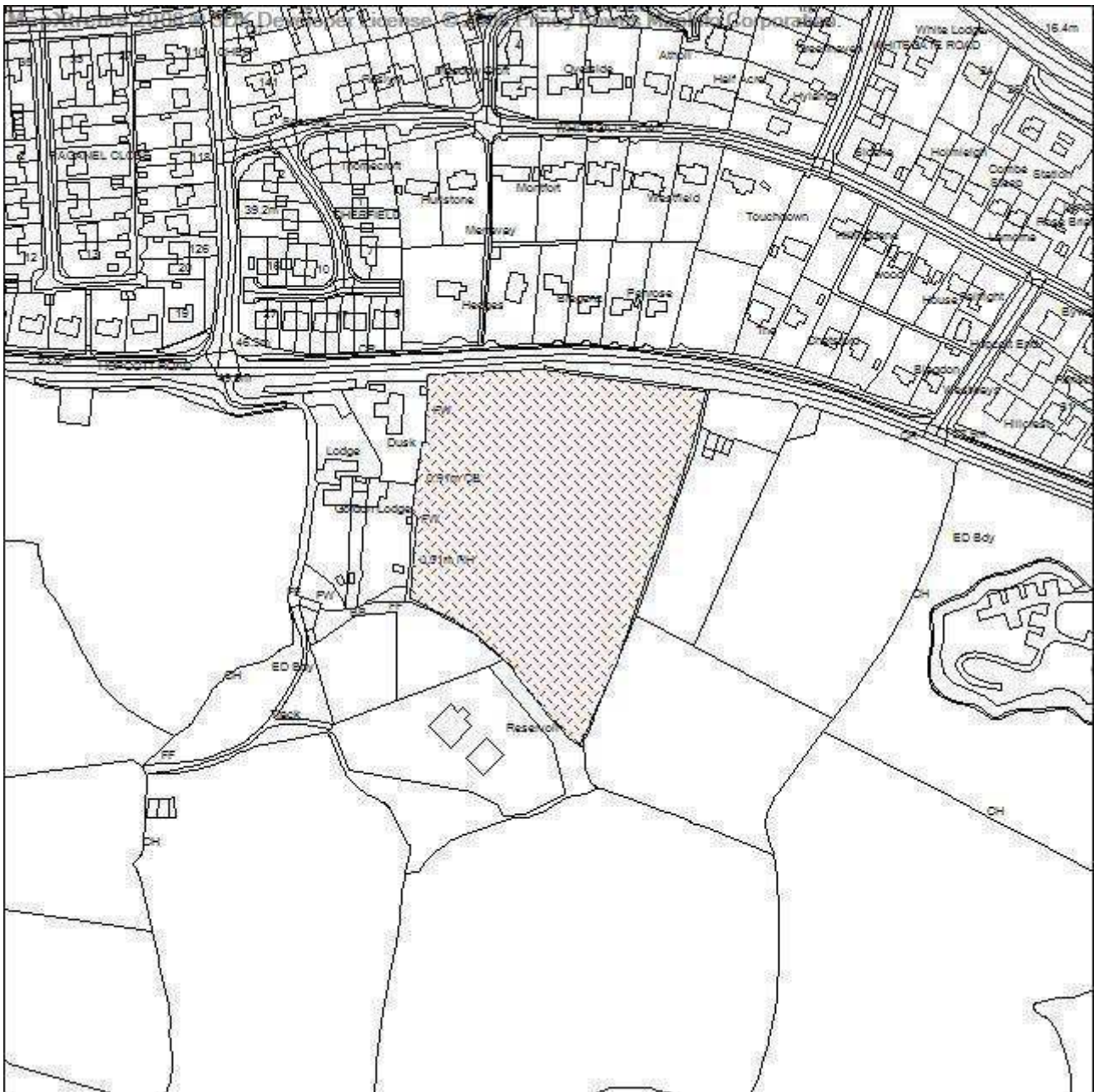
- **35% affordable housing on site** in the form of 10 one bedroom units, 8 two bedroom units, 5 three bedroom units and 2 four bedroom units. These should be provided on a social rent basis but as there is also a demand for low cost home ownership, particularly for two and three bedroom dwellings this could also be provided in lieu of some social rent properties. The numbers will need to be agreed with the Housing Enabler Officer.
- **Community and recreation contribution** – in the Planning Obligations SPD the range per dwelling is £5,000 - £10,000. It is considered that whilst the Agent has offered £5,000 per dwelling this figure should be £10,000 unless there are abnormal costs for developing the site as contended by the Agent and are shown in a viability report.
- **Provision and maintenance of Public Open Space** - for 71 dwellings, 5050 square metres is required either on or off site. As this is an outline application with all matters except access being reserved, the number of dwellings is not known and nor is the layout of the site. It is therefore considered that a cost per square metre for any off site provision is agreed together with the cost for maintaining the public open space. There will need to be a number of costs as different types of open space will need different maintenance regimes.
- **Off site highway works** – this includes the provision of the cycle way, two bus stops, two bus shelters and a pedestrian crossing. This part of the Agreement will need to be negotiated with the Highway Authority
- **Monitoring Costs** – in the Planning Obligations SPD, £100 per property is required to help with the cost of monitoring compliance with the Agreement.

The Agent has asked for a meeting to discuss the Section 106 requirements and has stated that if agreement cannot be reached the applicant will consider submitting a unilateral undertaking for an amount they consider reasonable in the context of CIL regulations so that no compliance is required from the Local Planning Authority.

Officers are mindful that members had additional concerns regarding masterplanning of the larger site and how this application would fit in with that. Although it was recommended that conditions could be used to secure as masterplan after outline planning permission was granted, Members felt that they need to see such details prior to determining the application and deferred a decision until such time that information was presented by the applicant. By submitting an appeal for non-determination, the applicant has made it quite clear that they do not intend to provide any further information. Therefore Members will need to determine whether the non-provision of a masterplan is an additional area of dispute that needs to be put forward at appeal.

Recommendation

It is recommended that the only area of dispute is the detail of the Section 106 and that negotiations are undertaken with the Agent in line with the above.



Application No 3/21/13/120
 Outline application (with all matters
 except access reserved) for
 residential development up to 71
 dwellings (including 35% affordable
 housing), access, landscaping and
 associated works.
 Land at Hopcott Road, Minehead
 8 January 2014
 Planning Manager
 West Somerset Council
 West Somerset House
 Killick Way
 Williton TA4 4QA
 West Somerset Council
 Licence Number: 100023932



This Map is based upon Ordnance Survey material with the
 permission of Ordnance Survey on behalf of the controller of
 HMSO © Crown Copyright.

Unauthorised reproduction infringes Crown Copyright and may
 lead to prosecution or civil proceedings.

Easting: 296933 Northing: 145631

Scale:

1:3000

Northing:

APPENDIX

Application No:	3/21/13/120
Parish	Minehead
Application Type	Outline Planning Permission
Case Officer:	Elizabeth Peeks
Grid Ref	Easting: 296927 Northing: 145702
Applicant	Williams Partnership
Proposal	Outline application (with all matters except access reserved) for residential development up to 71 dwellings (including 35% affordable housing), access, landscaping and associated works.
Location	Land at Hopcott Road, Minehead
Reason for referral to Committee	The Proposal Is A Major Development.

Risk Assessment

Description	Likelihood	Impact	Overall
Planning permission is refused for reason which could not be reasonable substantiated at appeal or approved for reasons which are not reasonable	3	4	12
Clear advice from Planning Officers and Legal advisor during the Committee meeting	2	4	8

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 at Hopcott Road, Minehead

Description of development:

Outline application (with all matters except access reserved) for residential development up to 71 dwellings (including 35% affordable housing), access, landscaping and associated works.

Consultations and Representations:

The Local Planning Authority has received the following representations:

Minehead Town Council

The Planning Committee are totally opposed to the development and the way it has been currently planned.

The Committee agree that much more thought is required to meet the needs and requirements of the local residents.

There is inadequate infrastructure in Minehead to support this development with concern for the impact on medical, pre-school and transport facilities.

This development will exacerbate the flooding issues that are already a concern in Lower Hopcott Road,

A controlled pedestrian/cycle crossing is required rather than the uncontrolled crossing outlined in the current plans.

This development will not hit set targets for car emission reductions

Environment Agency

Thank you for referring the above application to the Environment Agency which was received on 13 January 2014. We have **no objection** to the application subject to the following condition and informatives being included within the decision notice:

CONDITION:

No development hereby approved shall 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.

CONDITION NOTE:

There is some discrepancy between the micro drainage calculations and the information provided by RMA Environmental Ltd in their FRA. As part of the detailed drainage stage we request these to be amended to demonstrate that the site will attenuate the 1 in 100 year plus climate change volumes and release the water at an acceptable flow rate that matches the Micro drainage calculations.

INFORMATIVES:

The potential introduction of SUDs Approval Boards (SABs) in April 2014 may need to be taken into further consideration by the applicant/agent if this application is determined after the SAB inception date. For this site, Somerset County Council will become the SAB, subject to legal commencement of the relevant provisions of the Floods and Water Management Act 2010. Transitional arrangements for adoption of surface water drainage systems may apply.

There must be no interruption to the surface water drainage systems of the surrounding land as a result of operations on the site. Provisions must be made to ensure that all existing drainage systems continue to operate efficiently and that adjoining third party landowners are not adversely affected.

Pollution Prevention During Construction

Safeguards should be implemented during the construction phase to minimise the risks of pollution and detrimental effects to the water interests in and around the site.

Such safeguards should cover the use of plant and machinery, oils/chemicals and materials; the use and routing of heavy plant and vehicles; the location and form of work and storage areas and compounds and the control and removal of spoil and wastes. We recommend the applicant refer to our Pollution Prevention Guidelines, which can be found at:

<http://www.environment-agency.gov.uk/business/topics/pollution/39083.aspx>.

Waste Management

Should this proposal be granted planning permission, then in accordance with the waste hierarchy, we wish the applicant to consider reduction, reuse and recovery of waste in preference to offsite incineration and disposal to landfill during site construction.

If any controlled waste is to be removed off site, then site operator must ensure a registered waste carrier is used to convey the waste material off site to a suitably authorised facility.

If the applicant requires more specific guidance it is available on our website www.environment-agency.gov.uk/subjects/waste/.

In England, it is a legal requirement to have a site waste management plan (SWMP) for all new construction projects worth more than £300,000. The level of detail that your SWMP should contain depends on the estimated build cost, excluding VAT. You must still comply with the duty of care for waste. Because you will need to record all waste movements in one document, having a SWMP will help you to ensure you comply with the duty of care. Further information can be found at <http://www.netregs.co.uk>

Please provide us with a copy of the decision notice when available.

If you have any queries regarding the above matter please do not hesitate to contact me.

Wessex Water Authority

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

The site will be served by separate systems of drainage constructed to current adoptable standards please see Wessex Water's [Advice Note 16](#) for further guidance.

There is current adequate spare capacity within existing networks to support predicted development flows; details to be agreed.

Subject to agreement of detail an attenuated connection to the public surface water sewer to the east of the site can be agreed with Wessex Water

There is limited capacity within the local water supply network to serve proposed development; water supply network modelling will be required. There is no current charge for this service. The applicant may contact the undersigned for further information.

Somerset Drainage Board Consortium

Parrett Drainage Board

SCC - Ecologist

I would have no objection to the application being approved subject to conditions to:

- Require a fresh badger survey of the site six months before commencement of works. Should there be evidence of badger activity within the site a mitigation strategy shall be submitted to the planning authority and agreed prior to commencement;
- Obtain mitigation for impacts of the development on bats. This mitigation should be consistent with that recommended in the report 'Ecological and Protected Species Surveys Hopcott Road, Minehead, Somerset' dated 'December 2013'. Most importantly, a landscape buffer of at least 3 metres width of suitable habitat should be maintained around the development site (with the exception of the single site entrance onto Hopcott Road) at all stages of the development. (Please note that the 'Illustrative Masterplan' 7131043 dated 'November 2013' seems to show such an arrangement in place at the end of the project). A lighting strategy should be required to be submitted and approved pre-commencement to reduce impacts on bats;
- Ensure any removal of trees or shrubs proceeds outside of the bird nesting season, or, if does not, the activity is supervised by an ecologist;
- Provide that any translocation of Slow-worms is conducted according to the principles outlined in sections 6.4.10 – 6.4.14 inclusive of the Ecological and Protected Species Survey report previously mentioned. To this end I recommend that a reptile mitigation method statement be required to be submitted and approved before work begins on site.

Some informative notes should be added to any planning certificate issued drawing the developers' attention to legal protection afforded to nesting birds, badgers, bats & reptiles and advising the developers on what to do if these are encountered during the development.

According to the Biological Records Centre (BRC), Perennial Centaury (*Centaurium scillioides*) is a nationally rare plant. There are native populations on the south wales coastline as well as in Cornwall. It is a 'Species of Principle Importance' for the purpose of conserving biodiversity under the NERC Act 2006, but only so far as Wales is concerned. Nevertheless, it is so rare in England that if a natural population occurs it would be of some significance.

Because of this I recommend that there is a search of the application site to establish whether Perennial

Centaury occurs and, if so, to what extent the proposed development would affect it. I have spoken to Steve Parker, a representative of the Somerset Rare Plants Group and he confirms that earlier this year he was sent a specimen of the plant from a site in Minehead. Steve tells me that the plant flowers in June and July so now would be an ideal time to look for it. Given that there are plants on neighbouring land and the fact that the flowers are quite conspicuous, I would think that a search for this plant would be likely to turn up specimens if it occurred within the proposed development site provided there was a site visit soon.

Environmental Health Team

I refer to the above development proposal. One of the key design constraints is identified as drainage and flood risk.

The applicant in the flood risk assessment has proposed a retention basin or pond with a volume of around 872 m³ (@ c.1 metre depth) to cope with surface water flows from this development. Part of this retention pond is to be incorporated into the public open space providing wider amenity benefits. The future long-term management of maintenance responsibilities it is proposed would lie with the site owners and/or operators and which is to be decided at a later stage. It is also mentioned that this drainage system could be adopted under the Flood and Water Management Act 2010 by an 'approving body'. It refers to flood risk is low and there are no records of flood incidents.

However, we have had reports of flooding on nearby properties recently owing to excess surface water during recent storms. This site falls within the Mercia Mudstone with soakaway tests showing 'negligible amounts of infiltration'.

Based on this risk, I would therefore agree with Environment Agency's earlier comments (31st July 2013) that to mitigate the risk of flooding off-site that rather than leaving the adoption and maintenance of this drainage scheme at a later date, that there is an agreed drainage scheme approved by the LPA prior to the development arising. This will include the future maintenance of this land and help towards the prevention of a nuisance.

Housing Enabling Officer

Further to the Outline application for up to 71 dwellings (including 35% affordable housing), I would like to make the following comments.

I note that the application covers 46 open market houses (1 x 2-bedroom, 26 x 3 bedroom and 19 x 4 bedroom) and 25 affordable flats (20 x 1-bedroom and 5 x 2-bedroom).

The Planning Statement comments that a mix of tenures will be discussed with the Local Planning Authority and, whilst this is welcomed, I would advise that the largest demand is for social rented units and I would look to secure a significant proportion to be delivered on this site.

I would comment that the provision of flats for affordable housing is not comparable with the houses which are proposed for the open market dwellings and would also welcome discussion regarding the type of dwelling which will be eventually provided as the affordable element.

I note that the proposals are largely based on pre-application advice received in May 2013 when the predominant need was for one and two bedroom affordable dwellings. Whilst this is still the case I would also point out that a fairly significant number of affordable homes are currently under construction (or soon will be) in the Minehead and Alcombe area and we need to take account of this when planning future delivery.

There is an acknowledged historic under provision of one bedroom homes throughout the District and, with continuing changes to the Welfare Benefit Programme, this demand will only increase. We do, however, need to be mindful that this is not the only housing need in the District and for reasons of sustainable development and management I would suggest a wider mix.

Current Housing Need

Minehead remains the highest demand area within the District in terms of Housing Need. At the present time, there are 536 households registered on the Somerset Homefinder Choice Based Lettings system who have chosen Minehead as their first choice parish for re-housing. The majority have some form of local connection with Minehead or West Somerset ranging from a requirement to live nearer relatives to give/receive support to resident far in excess of ten years.

Of these 536 households 287 have been assessed as one-bedroom households, 166 are two-bedroom households, 60 are three-bedroom households, 20 are four-bedroom households and 3 are five or more bedroom households.

Low Cost Home Ownership

There is still a relatively healthy demand for Low Cost Home Ownership within West Somerset and, 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 194 households registered with South West Homes who have indicated that they would like to purchase a home in West Somerset. 31 of these households have a local connection with the District and for 17 of them, this connection is with Minehead.

Recommendation

Based on current need figures and the open nature of proposed tenure I would suggest a more appropriate mix would be

11 x one-bedroom
8 x two-bedroom
4 x three-bedroom
2 x four-bedroom

Planning Policy

Comments of the Planning Policy Team

Context

- Site originally put forward for possible residential development consideration as part of the Strategic Housing Land Availability Assessment (SHLAA) 'Call-for-Sites' in Summer 2009 (8th July – 1st September). No specific potential capacity was proposed by the applicant.
- SHLAA Panel considered the site (MIN1) as being potentially suitable for this type of development. It also identified it as having a notional capacity of c.60 dwellings and in terms of availability could be built out within the first two five year periods, 2011 – 2016 and, 2016 – 2021.
- Site re-submitted in the SHLAA Update 'Call-for-Sites' in Winter 2013 (18th January – 14th March). Development capacity proposed by applicant, c.70 dwellings.
- Land was not identified as part of the Residential Urban Capacity Study (RUCS) in 2000/01.
- The land has not previously been put forward and/or allocated for development in previous iterations of local development plan documents (e.g. Minehead Area Local Plan, West Somerset District Local Plan,). It was not even considered as an 'omission-site' via representations to the district-wide Local Plan in the Inspectors Report.
- The land was previously identified and designated as forming a part of a Special Landscape Area (SLA) in the Minehead Area Local Plan and its relevant policy C/1.
- The SLA designation was proposed to be carried forward in the district-wide Local Plan with policy wording and areas identified in the Consultation Draft (Policy LC/2) (Policy and Deposit Draft (Policy LC/3) versions of the emerging policy document. This reflected the policy stance in the strategic tier of the development plan as expressed through the Structure Plan in its, consultation-draft (Policy 4) and deposit-draft (Policy 7) versions. The publication of the second revised version of PPG 7 in 1997 changed the national planning policy context in which these policies had been drafted. In order to avoid development plan policies applying local designations and elevating them to the equivalent of statutory designations (e.g. AONB's, National Parks, SSSI's, etc.), the emphasis was changed to

that of locally assessed, landscape character. This change in policy stance was duly reflect at both levels of the development plan through the Proposed Modifications to the Structure Plan and the Proposed Changes to the Local Plan.'

- Previously, it could have been argued that due to the site in questions proximity to the National Park boundary that the policy requirements of Policy 2 of the Structure Plan, as this deals with the 'setting' of the National Park. However, the revocation of the extant and emerging Regional Spatial Strategies for the South West also saw the removal of almost all development plan status from the various adopted structure plans and policies within the region removes this option. Defra have produced a Circular that attempts to provide this policy context but this is not a planning policy document, but a land management one, which means it has limited weight and, the National Planning Policy Framework (NPPF), which post-dates it, makes no such mention. As the NPPF is the most recent document published it, therefore represents the current Government policy on the matter. Also the current usage of that part of Hopcott that is within the National Park is primarily made up of commercial coniferous tree plantations, which is hardly representative of the unique local characteristics of the ENP.

Comments

The primary concerns of the planning Policy team about the proposal are that it is both premature in respect of the future development of Minehead in respect of the allocation of strategic sites for mixed-use development and, that it prejudices the comprehensive development of a much larger area of which it forms a part. 'Strategic' in the context of the emerging Local Plan to 2032 is a site capable of accommodating a minimum of 250 dwellings and 3 Hectares of land for employment generating and social/community activities. There is a clear history leading to the identification of the land, of which the proposed site forms a part, as a potential location for a strategic quantum of growth for the plan period, 2012 – 2032. The stages in this process are as follows:

- The nomination of the land in question through the original SHLAA Call-for-Sites in 2009 has, along with other nominations around it helped to inform the process that has led to the identification of potential sites for strategic levels of development around the three main settlements in the West Somerset Local Planning Authority (LPA) area. This has been an iterative process and the first stage of it was the publication of the SHLAA report in 2010. This identified that the land in question met the three main criteria of the SHLAA process in respect of; suitability, availability and, achievability. Because the new generation of development plans are expected to provide a clear indication of how much residential development would need to be provided for over a 15 – 20 year timeframe and identify suitable location(s) for it, the West Somerset SHLAA report also looked at 'broad-locations-for-growth' around settlements. One of these was around Minehead and incorporated the proposed site.
- The Options consultation on the emerging Local Plan confirmed the overall strategy as one which should be focused on the three main settlements of Minehead, Watchet and, Williton with the greater part of the overall development expected to go to Minehead. In an attempt to rationalise the potential number, location and, size of the sites, particularly in relation to Minehead, a paper was presented to the Council's Local Development Panel on 18th October 2011. The proposal site was located within area A6 of 11 sub-areas that formed the broad-location-for-growth for Minehead in the SHLAA report. Members of the Local Development Panel resolved to promote seven of the eleven sub-areas, including A6, as part of the preferred 'Strategic-Directions-of-Growth' around Minehead to be included in the next consultation version of the emerging Local Plan, the Preferred Strategy.
- The West Somerset Local Plan: Preferred Strategy was issued for consultation on 22nd March 2012 for a period of eight weeks. Prior to its release and following the resolution of the Local Development Panel on 18th October 2011 (and endorsed by Full Council at its meeting on 15th November 2011), the Preferred Strategy was subject to two external assessments in the form of a Sustainability Appraisal and, a Habitats Regulations Assessment. The latter document required some amendments to be made to the Preferred Strategy that affected the southern part of the strategic-direction-of-growth identified for south of the Hopcott Road (including the former sub-area A6 which includes the application site).

APPENDIX

- Five days after the commencement of the consultation period on the Preferred Strategy, the Government published the National Planning Policy Framework (NPPF). Paragraph 47 of the NPPF requires LPA's to identify key sites for the delivery of housing and other land-use activities. This meant that the strategic-directions-of-growth approach proposed through the Preferred Strategy would be insufficient to ensure that the Local Plan would be found 'sound' at the Examination stage. The implications of the NPPF for the emerging Local Plan at the stage in the process it had reached were reported to the Local Development Panel at its meeting in June 2012. A further report was submitted in October 2012 which outlined the need for additional work to be carried out in order to clarify the LPA's position in respect of the housing requirement figure that the emerging Local Plan would need to cater for over the plan period (2012 – 2032) and clarify how it would address this at the strategic level. The outcome of this was that the Council commissioned further work in response to the NPPF including an update to the Northern Peninsula Strategic Housing Market Assessment (SHMA) of 2008 in as far as it related to West Somerset and in terms of determining an objectively identified housing need, for the West Somerset LPA area.

The update to the SHMA identified a housing need figure for the LPA area of just under 2,400. This was not dissimilar to the housing requirement figure (2,500) that the Local Plan had been working to plan for as proposed in the former emerging Regional Spatial Strategy for the South West. The Council carried out a further assessment of the land and strategic sites included in the original Preferred Strategy and these were considered by the Local Development Panel in April 2013. They then formed part of their recommendation to Full Council of a Revised Preferred Strategy of the Local Plan which was consulted on during the summer of 2013.

The progress of the emerging Local Plan to date, outlined above, and the procedure of refining and reporting the various changes in respect of the strategic sites identified for consultation demonstrates that this has been carried out as part of an iterative and methodical process. The Minutes of the Local Development Panel meeting on 14th November 2013 made it clear that the strategic sites identified through the emerging Local Plan would be subject to a 'Master-Planning' process in order to manage the balance and location of the various uses that may need to be accommodated within them. Policy MD2 in the Revised Preferred Strategy makes clear that the land of which the proposed site forms a part, is expected to be a mixed-use development including residential and compatible non-residential uses. The 'Purpose' section elaborates on this by referring to community and commercial uses.

The proposed development on the site only relates to residential development. It does not include provision for community and/or commercial activities and, does not show how the proposal would be linked with developments on neighbouring pieces of land, and the activities on them, that would comprise the greater strategic site. Without some form of comprehensive master-plan to cover the whole of the strategic site it is difficult to see how a development of the type proposed would make a positive contribution to the sustainability of the larger strategic site. It could prejudice the effective development of the neighbouring pieces of land in a consistent and sustainable way, if developed in isolation from them.

In preliminary conversation with the Local Highway Authority, Somerset County Council, over the transport aspects of the site, they have already expressed concern that the site could be safely and effectively accessed if developed in isolation. The access would be onto a Class 1 County road (A.39), on the inside of a gently curving road with a (current) speed limit of 40mph. It is doubted if visibility splays could be created of the appropriate standard (c.120 metres in both directions to meet the minimum safety standard required. They have also expressed concern about the potential gradient of the road within the site where it will access the A.39.

It is also noted that the proposed access will be in close proximity to an existing road junction on the opposite side of the road where the nature of the gradient of the joining road (Cher) already creates difficulties for vehicles emerging from it onto the A.39. There is also a smaller access road, directly opposite serving a small collection of houses, which can complicate traffic movements in the area.

The development proposal provides an indicative number and type of affordable housing units that could be included as part of the development. The proposal suggests that most of these would be of the one-bedroom variety but also indicates that the open-market properties will be of a range of sizes. West Somerset Council has produced a Planning Obligations Supplementary Planning Document (SPD) which focuses primarily on the provision of affordable housing from larger scale developments. It makes it clear that the size and type of the affordable housing that is expected to be provided as part of the development should be on a like-for like basis within the ratio (65 open-market : 35 Affordable housing). No justification has been provided for the difference between the two. Variation from this requirement in respect of the affordable housing element would have to be subject to the overall negotiation process that would under-pin any Section 106/Planning Obligations, heads-of-terms' agreement that would accompany the application. The most likely justification for variation would be in response to a different cohort of need for affordable housing in the local area. This would have to be demonstrated through an appropriate up-to-date affordable housing needs survey. It is understood that no such conversation has been undertaken between the applicant/developer and the Council's Affordable Housing Enabler.

Planning Policy

Rights of Way Protection Officer

NHS England

NHS South West

Planning at Exmoor National Park

SCC Planning (Minerals)

Western Power

Somerset County Council Education

A development of 71 dwellings would be expected to require about 10 first school places to be available. St Michael's First School is closest to the proposed site and has a net capacity of 150, with 140 on roll; and a forecast roll of 153 by 2017. The other first school in Minehead – Minehead First School has a capacity of 318, with 274 on roll, but with a forecast roll of 322 by 2017. These rises in rolls are due mainly to the rise in birth-rate and demographic factors and do not take into account new development. If the suggested Local Plan increase of over 1300 dwellings in two major allocations comes forward (and this site forms part of one of them), there will obviously be an acute issue about the availability of first school places in the town - and it will not be possible to increase the capacity of the existing schools sufficiently. Prior to the adoption of the new Local Plan, it will therefore be necessary to have identified a site where an additional new first school could be located.

For the time being, it would be difficult to provide sufficient evidence of need for first school education contributions having regard to the CIL Regulations, but there will come a point at which such contributions (or possibly CIL receipts) will need to be secured.

The local middle school and the college would both have sufficient capacity for pupils living in this development. However, the availability of places at these schools may also need to be reviewed in the future as new development is implemented and the current inflated first school cohorts move through the education system.

I will not be seeking education contributions in relation to this application now, but I wanted to flag up the likelihood that we will need to try and do so in relation to subsequent applications on other sites elsewhere at some point in the future – and in particular to bring to your Policy Team's attention the need for a new school site. I can also clarify that I will not be seeking pre-school contributions in relation to the current application. I appreciate the clarification that WSDC will not be employing the CIL.

Highways Development Control

I refer to the above mentioned planning application received on 14th January 2014 and following a site visit on 16th January 2014 I have the following observations on the highway and transportation aspects of this proposal.

The proposal relates to an outline application for 71 residential units and associated access and landscaping.

Traffic Impact

The submitted Transport Assessment (TA) was subjected to a detailed audit, which has now been completed and the Highway Authority's observations are set out below.

Paragraph 5.4.1 indicates that the development has been based on 80 residential units rather than the 71 proposed. The applicant has argued that this represents a 'sensitivity' test for the site, however it is the Highway Authority's opinion that this would be a little above the expected average rates. Furthermore trip generation for the development is provided in Table 5.2 for the AM and PM Peaks. These rates have obtained using the TRICS 2013 (B) database. The actual output has been provided in the appendices. Having evaluated the output the Highway Authority is satisfied that these appear to be acceptable.

Paragraph 5.5.1 states that the predicted trip distribution for the site has been based on first principles and the 2001 Travel to Work Census data. Table 5.3 shows the predicted trip distribution for the site. Having looked at this the trip distribution to the wards of Alcombe West and Minehead North could perhaps be directed a slightly more through Townsend Road. However, I do not consider this to be an issue as it would be unlikely to make a significant difference.

Moving onto traffic impacts paragraph 5.1.1 states that ATC data was obtained from Somerset County Council for Hopcott Road, although a copy of this data hasn't provided in the submission. Whilst manual classified counts were undertaken in September 2013 at the A39 Hopcott Road/A39 Alcombe Road/Townsend Road mini-roundabout.

The applicant provided TEMPro growth factors have been employed. These are presented in Table 5.1 and have been assessed by the Highway Authority and we are satisfied that they are considered to be correct. The applicant has indicated that the peak hours are 0800-0900 in the AM and 1700-1800 in the PM; with the years of assessment chosen are year of opening (2015) and five years afterwards (2020). This is in line with Somerset County Council requirements.

It was agreed with the Highway Authority at the scoping stage that two junctions would be required for analysis. These were the site access/A39 Hopcott Road priority junction and the A39 Hopcott Road/A39 Alcombe Road mini-roundabout. Table 6.1 shows the output from the PICADY model analysis of the site access with the A39 Hopcott Road junction. The model indicates that the junction would be well within capacity and is considered to be acceptable. Table 6.2 shows the ARCADY output for the A39 Hopcott Road/A39 Alcombe Road mini-roundabout. This again shows that the junction would operate within capacity. Having reviewed the data the Highway Authority is of the opinion that this has been marginally overestimated.

An accessibility plan of the site is provided in Appendix E. This shows the distance of local facilities and services to the site with an 800m radius shown. It is noted that no pedestrian facilities exist along the southern side of the A39 Hopcott Road in the vicinity of the site. This is not necessarily an issue as the entire town lies on the northern side of the road where a pedestrian footway does exist. In terms of cycling infrastructure, there are no off-road cycle routes directly between the site and the centre of town or employment areas so cyclists would have to use existing road network. However, the type of roads that lie between the site and these areas of town are mainly residential.

Paragraph 3.3.1 cites the nearest bus stops to lie approximately 500m to the east, west and north of the site. The stops are quoted as appearing to operate on a 'hail and ride' basis. This seems to be correct. Table 3.1 illustrates the services that are available with bus timetables supplied in Appendix G. Having

checked this information, the stops along Townsend Road only host the route 28 bus which runs between Taunton and Minehead every 30 minutes. This is an 800m walk so modal shift may occur. A factor which may limit modal factor across all forms is the apparent lack of street lighting along the A39 Hopcott Road. In particular, during winter, this would be likely to limit people moving away from the use of the private car.

Since this is an outline application, no exact parking provision has been stated. It is noted that in Paragraph 4.6.1 two sets of parking standards are referred to. The Highway Authority recommends that the applicant take into account Somerset County Council's Parking Standards.

Therefore in terms of actual traffic the proposal will lead to an increase in vehicle movements although these are not considered to be significant enough to warrant an objection on these grounds.

Travel Plan

The submitted Travel Plan has been audited by the Somerset County Council's Travel Plan Officer. The Travel Plan fulfils most of its requirements. However the applicant will need to address the following points:

- Greater detail and clarity on cycle and motorcycle parking;
- Further details on the Travel Plan Co ordinator role;
- Targets need amending to take into account Single Occupancy Vehicles and Car share (rather than 'Car on their own' and Car with other person(s); and
- It has not been stated that the TP will be secured via a S106 agreement.

A copy of the full report is attached and the applicant is advised to address the points raised. Furthermore the Highway Authority will require the Travel Plan to be secured via S106 as per our guidelines.

Internal Layout

At the point where the proposed site will tie into the existing highway allowances shall be made to resurface the full width of Hopcott Road where it has been disturbed by the extended construction and to overlap each construction layer of the carriageway by a minimum width of 300mm. Cores may need to be taken to ascertain the depth of existing bituminous macadam layers. The proposed estate road will need to provide a minimum width of 5.0m to allow two-way vehicle flow. In terms of visibility, splays of 2.4m x 120m have been provided in either direction. This is considered to be acceptable by the Highway Authority although the applicant will note that any planting will need to be below 300mm.

Turning to the internal site layout the applicant should be made aware that it is likely that the internal layout of the site will result in the laying out of a private street and as such under Sections 219 to 225 of the Highways Act 1980, will be subject to the Advance Payment Code.

Be advised that the longitudinal gradients of channel lines within type 4 bitumen macadam carriageways and block paved shared surface carriageways should not be steeper than 1:14. Approval from Somerset County Council will be required should this gradient be designed to be steeper, as this could have an impact on materials to be used within the carriageway. 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. The footways will also need to make sure that the longitudinal designed gradients are no steeper than 1:12. Anything steeper will provide difficulties. Adoptable turning heads will need to be designed in accordance with the Estate Roads in Somerset and provided between plots 40, 47 and 48. Furthermore it is noted that steps are proposed within pedestrian links. The design of steps shall be in accordance with 'Estate Roads in Somerset – Specification Construction Notes (Section 9.5).

The following points are details the applicant should take account of prior to any further submission. It is noted that vehicles parked behind plots 49-58 will only be able to access the public highway by driving around the proposed play area. There is the potential of conflict due to the number of vehicles using this

APPENDIX

route and pedestrian/children going to/from the play area. The applicant is urged to re-evaluate this and investigate whether it is possible to provide access between plots 6 and 53? The proposed location of the access to the parking court between plots 20/21 and the play area, may result in an area of conflict with motorists wishing to gain access to the parking courtyard having to cross the driving line of vehicles emerging through the bend fronting plot 21 travelling in an easterly direction.

Adoptable 17.0m forward visibility splays will be required throughout the inside of all carriageway bends. There shall be no obstruction to visibility within these areas that exceeds a height greater than 600mm above adjoining carriageway level. The 'Design and Access Statement' indicates that some form of planting will be placed within the required splays. A commuted sum payable by the developer will be required for any such planting and a comprehensive planting schedule will need to be submitted to Somerset County Council for checking/approval purposes.

Finally the applicant should make sure that no doors, gates or low-level windows, utility boxes, down pipes or porches are to obstruct footways/shared surface roads. The highway limits 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) and steps.

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 bays should be constructed to a minimum length of 10.5m and parking bays that immediately but up against any form of structure (planted, wall or footpath) shall be constructed to a minimum length of 5.5m. The applicant is also urged to rotate the parking bays serving plots 45 and 46 anti-clockwise through 90 degrees whilst the parking bay immediately south of plot 37 should be rotated clockwise by 90 degrees.

Turning to site drainage can the applicant please confirm the future maintenance responsibilities for the balancing ponds? Where works have to be undertaken within or adjoining the public highway a Section 50 licence will be required. These can be obtained from the Streetworks Co-ordinator (Tel No. 01823 483135). 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 a copy of which will need to be submitted to Somerset County Council.

Surface water from all private areas, including drives and parking bays, will not be permitted to discharge onto the prospective publicly maintained highway. Private interceptor drains must be installed to prevent this from happening.

The applicant would also be required to clear existing carriageway gullies and drains of all detritus and foreign matter both at the beginning and end of the development works. If any extraneous matter from the development site enters an existing road drain or public sewer, the developer shall be responsible for its removal.

Any planting within adoptable areas will require a commuted sum. Under Section 141 of the Highways Act 1980, no tree or shrub shall be planted within 4.5m of the centreline of a made up carriageway. Tree must be a minimum distance of 5.0m from buildings, 3.0m from drainage/services and 1.0m from the carriageway edge. Root barriers of a type to be approved by Somerset County Council will be required for all trees that are to be planted adjacent to the back edge of the prospective public highway to prevent future structural damage to the highway. Furthermore grass margins should not be laid up to vertical faces. The last 200mm should be of a hardened material.

Flood Risk Assessment & Drainage Strategy

The following comments are in reference to the Flood Risk Assessment which has been submitted by the applicant.

The applicant has proposed to utilise permeable paving for the car parking and shared areas. They will need to give careful consideration for the detail between such areas and the prospective public highway. Preference should be given to designing permeable paved areas with levels that fall away from the

highway as this will alert those responsible for the maintenance to any reduction in performance i.e. will lead to ponding as opposed to discharge onto the highway.

It is noted that additional SUDS features being considered include swales and filter drains to convey run-off from the roads. The introduction of these features would need to be approved by the Highway Authority as they would result in a greater future maintenance liability and therefore would require a commuted sum.

Off site Highways Works

The proposal would require off site improvements in terms of highway infrastructure for both pedestrians and cyclists. These were provided on plans 13450/T07 Rev A and 13450/T08. These details have been subject to a feasibility audit and the completed report is attached. The applicant is urged to take account of the points raised whilst any further submission would need to be accompanied by an exception response to this audit.

Please note that any off site highway works would be subject to a legal agreement.

Conclusion and Recommendation

Having reviewed the TA the Highway Authority is satisfied that the proposal will not result in a significant impact to the surrounding highway network. The Travel Plan will need to be amended to reflect the requirements set out in the attached report. Although it is appreciated that this is an outline application and the details shown on the submitted drawing are indicative the applicant the applicant is urged to take account of the points set out above.

In terms of drainage the applicant will need to take note of the information set out above and address these points prior to their next submission. Finally in terms of off-site highway works the audit report has raised a number of points, which need to be clarified before the highway can provide their recommendation to this proposal.

I refer to the above mentioned planning application and the Highway Authority's initial response dated 3rd March 2014.

As you are aware although the Highway Authority was satisfied that the proposal would not result in a significant impact on the surrounding highway network, there were some concerns over the off-site highway works and the Travel Plan.

To address these concerns the applicant has submitted further information. This has been submitted for Safety and Technical audit and a copy of the completed report is attached. Having reviewed the report it appears that most of the previous points have now been addressed. However there are a couple of points that remain outstanding although these points are not considered to be significant enough to warrant an objection from the Highway Authority.

From reviewing the submitted information it is apparent that the drainage points have not been addressed as yet (or they were not submitted to the Highway Authority for consideration). Please note that the points raised as part of the Highway Authority's response dated 3rd March will need to be addressed prior to works commencing on the site.

At present the revised Travel Plan is still being audited once this has been completed a copy of the report will be sent to the Local Planning Authority. Please note that this would need to be secured via a S106 agreement with the Local Planning Authority.

Therefore to conclude the submitted information has addressed the points raised as part of the Safety and Technical Audit. The audit report relating to the Travel Plan is still outstanding and will be forwarded to the Local Planning Authority once this has been completed. Finally it doesn't appear that the drainage details have been addressed. The Highway Authority would strongly recommend this is dealt with prior

to any permission is granted.

However on balance if the Local Planning Authority were minded to grant permission I would require the following conditions to be attached.

- S106 agreement to secure the Travel Plan and also the Highway works.
- The applicant shall ensure that all vehicles leaving the site are 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 fully implemented prior to the commencement of development and thereafter maintained until the use of the site discontinues.
- A condition survey of the existing public highway will need to be carried out and agreed with the Highway Authority prior to any works commencing on site, and any damage to the highway occurring as a result of this development is to be remedied by the developer to the satisfaction of the Highway Authority once all works have completed on site.
- 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;
 - Constriction 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.
- The proposed 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 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, including 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 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 that gradient thereafter at all times.

APPENDIX

- 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.
- No work shall commence on the development hereby permitted until details of the proposed highway works have been submitted to and approved in writing by the Local Planning Authority.

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

NOTE:

The developer should note that the works on or adjacent to the existing highway will need to be undertaken as part of a formal legal agreement with Somerset County Council. This should be commenced as soon as practicably possible, and the developer should contact Somerset County Council for information, 0845 345 9155.

Public Consultation

The Local Planning Authority has received 84 letters of objection/support making the following comments (summarised):

Visual affects

- A huge housing estate of some 71 dwellings constitutes little more than an unnecessary blot on the Minehead's scenic landscape.
- I object to the long distance visual impact of a disproportionately large development in such a prominent and elevated position on currently unspoilt, agricultural greenbelt land. The sweeping views from Minehead's tourist jewel, North Hill, will be permanently scarred by the scale of this building plot. This is detrimental to Minehead's future tourism.
- Has anyone questioned vehicle pulling onto the road at night with lights blazing into neighbouring properties?
- Policy LC/3 of the West Somerset District Local Plan (April 2006) states "where development is permitted outside development limits, particular attention will be given to the protection of the scenic quality and distinctive local character of the landscape. Development which does not respect the character of the local landscape will not be permitted". This site quite obviously falls foul of these stated restrictions.
- The tourists only visit Minehead and Exmoor because the area is unspoilt
- Because of the current proposed position light from cars headlights at night will shine right into the front of our property, into our bedrooms and living rooms causing a considerable amount of disturbance and annoyance and light pollution and also the noise of vehicles entering the estate.
- Would substantially change the transition area between the Town and the National Park
- As visitors drive along the A39 from the outskirts of Alcombe towards Porlock they will in the future find major new developments right across the border of the National Park. This will not attract visitors or people wishing to relocate to Minehead.
- The proposed density of dwellings should be reduced substantially. 71 houses, flats etc. is again out of keeping with the area and the town which contains several conservation areas. We note that the Developer aims to 'integrate development into the landscape'. If this is the case then a much smaller development is required (we fail to understand what 'drawing inspiration from nearby North Hill' means, nowhere on North Hill is a development of such density).
- The town has long been known as "the gateway to Exmoor", an introduction to this unique area. How would that work with so much concreted over?
- The proposed site will be extremely steep and make like difficult for the young and old. Those using prams, bicycles, wheelchairs, and invalid vehicles will experience mobility problems and

risk of runaways. In addition this site will need high ugly and potentially dangerous supporting walls, certainly not in keeping with the area.

- Generally, over the years it was West Somerset Planning's mission statement to oppose any development to the South of the Hopcott Road, and Periton Road, as it represents development in the open countryside. Perhaps someone could explain to me what has exactly changed here?

Economy/housing

- Minehead's economy cannot support a residential development of these proportions when already the local housing market is saturated with properties for sale, while first-time buyers can barely afford the inflated prices of the seaside community.
- Second or holiday homes are undesirable and a waste of valuable land since they bring little or no benefit to Minehead's economy and constitute little more than a white elephant.
- I object to the development on the basis that it is encroaching on the greenbelt land and the proportion of affordable housing with the development does not justify it. Property in Minehead is not selling. The housing problem is as much to do with affordability as availability. For this development to be justified the proportion of affordable housing needs to be 75-100% rather than the 35% proposed.
- Where on earth will the jobs come from for all these other people, certainly not Minehead! This means they will have to travel further afield for work clogging up our already busy roads. What happened to reducing our carbon footprint?
- The demand for new housing should be fulfilled nearer existing thriving settlements such as Taunton or Bridgwater, where appropriate infrastructure already exist and are more likely to be able to accommodate a rising population.
- Although a percentage of the proposed development seeks to meet the requirement for affordable housing, I would argue that young families tend to move to larger settlements in search of work and amenities, and closer connections to the main transport networks, than Minehead, which appeals more to older/elderly people. There already exists a problem of vacant properties across the town, including many sold as second homes/holiday homes. This leads to a feeling of a declining town and detracts from efforts to build sustainable communities?
- Apart from the temporary period of the build, the development proposal directly provides absolutely no sustainable economic benefit whatsoever to Minehead.
- There is no prospect of increased employment here.
- I fail to see how an increase in the population of Minehead will benefit the area, there are few new employment opportunities, the high street is slowly losing any shops of any worth, replaced by charity shops, the schools are even now fighting about how to provide an education system for our child, a further increase will be detriment to this.
- There are almost 700 properties in the 1-4 bedroom range currently available for sale. There are currently almost 200 properties available for rent within the area. There are further small developments taking place. There is a significant number of sub -£150,000 houses available on the open market that would be construed as suitable social housing.

Infrastructure

- I question how you would treat the gradient of the roads on the site. I would be almost impossible for prams, wheelchairs or bikes to cope with the steepness, especially when there is snow and ice.
- I understand that the development includes the provision of new bus stops, which falls in line with the promotion of sustainable transport, however I think it overlooks the existing inadequacy of the bus services in the area and poor existing road network. The Hub, situated close to the site in question, is frequented by many children and young families and the addition of bus stops will reduce safety for pedestrians. It may mean that new crossing facilities will be needed to mitigate this issue.
- The proposed location on the upper side of Hopcott Road will result in increased traffic on a notoriously dangerous stretch of road especially at the blind and steep junction with Cher.
- I am concerned about the access from the A39 into the proposed new housing estate. The quarter of a mile from the Fire Station is extremely dangerous. There is a substantial bend in the road where you envisage the entrance to the development to be. It is also a notorious spot for speeding vehicles. This would prove dangerous when cars are slowing down to enter the development or pulling out.

APPENDIX

- Having served on the local Community Speed Watch team I have been in a position to measure accurately the speed (in Periton Road) of traffic using Hopcott Road. This experience has confirmed my unmeasured observations over the sixteen years I have lived in Periton Road. A significant percentage of traffic travels along Periton/Hopcott Roads at excessive and potentially dangerous speed. This is an issue that would have to be addressed before any Planning consent could be granted.
- The site is not within comfortable walking distance of the town centre and public amenities so the resident must resort to private transportation which will aggravate Minehead's shortage of parking and congest its narrow roads.
- My main concern is the lack of infrastructure to support more housing/people. Due consideration has to be given to the impact on health centres, schools and public services which are already struggling.
- A major issue is the road network in and out of Minehead which is totally inadequate.
- To create more hard surfaces in an area which, during periods of prolonged rain, has water running down Periton Road towards Hopcott Road, due to inadequate drainage clearance and maintenance has not been thoroughly thought through.
- The estate may not be expected to flood, but the knock on effect on the surrounding area. Already after rain it is not unusual to see a stream running down the A39, also Bampton Street and to see the road drains full with water. The estate will be on land that would soak up a lot of this water.
- There are few leisure facilities for this town at present are the developers going to provide a new swimming pool and additional doctors in the surgeries, improve our road to Taunton and Bridgwater. I fear not.
- The developers are assuming that by providing 300 cycle spaces, residents will choose to cycle to and from their homes. Firstly anyone cycling from the site will invariably do so down a considerable hill. The return journey would be back up this hill, so only the fit and determined would want to do this on a regular basis, rather than take the car.
- Lighting is poor along many areas making it unsafe for some to feel they can walk safely in the dark.
- It is stated that there has been no flooding in the immediate vicinity – that is completely wrong. During November 2012 the ground floor of our house, Victoria Cottage, 20 Alcombe Road, was completely flooded by water pouring into our back garden and then into our kitchen and other rooms. Similarly our neighbours at No. 22 also suffered in the same way. This deluge was primarily caused by water streaming down Hopcott Road, then downhill via Meadow Terrace before cascading into the rear car ports of our houses. Our rear gardens were rapidly under four feet of water, which subsequently entered both properties, causing much distress, anxiety and damage. We, with others, have traced the source of the problem, which stems from water streaming from the fields on which you propose to build and then down Hopcott Road. It is stated that the proposed ponds will take up to six hours of rain – is that heavy rain or drizzle? We have now been experiencing 12 hours-plus of heavy rain and with the climate now changing this could become the norm. Where will the overflow go? It does not bear thinking about. Please can you clarify who will manage, maintain and be responsible for these balancing ponds going forward to ensure they work correctly and will not overflow?
- At the meeting held in the Quaker House in January re this proposal, it was stated that the more houses we have here in Minehead the more the likelihood of improvement to the A39 and A358. This is rubbish. I can remember 60 years ago when there was talk of bypasses to the villages between Williton and Minehead. Since that time, the Parks Estate, Cuckoo Meadow, Seaward Way estate and Butlins have all been built without much improvements to the A39.
- There is no street lighting along the Hopcott Road – presumably of the cost of installing this would fall on our local council which is already short of cash?

Biodiversity

- Flora and Fauna – you would be destroying nature. I only have to look out of my window to see deer, badgers, various birds of prey and plenty more wildlife. It would be carnage to destroy it.
- We witness many varieties of wildlife all year round in these fields from wild deer, foxes, badgers, birds of prey, bats and slow worms to name a few. This proposed site will only destroy the natural habitat for such creatures.

APPENDIX

- The Ecological and Protected Species Survey submitted by Michael Woods Associates has identified a good population of slow worms on the site and has also shown that 9 different species of bat use the site for foraging and commuting to other sites.
- Would have a serious impact on the resident and visiting wildlife species that includes Red Deer, Bats of numerous variety, Bullfinch, Goldfinch, Redpoll, Redwing and most importantly of all, the increasingly rare Cirl Bunting populations (recorded on this site and previously near the campsite at Alcombe)
- I believe that there is a rare colony of bats that live in the trees just above the proposed development. Not to mention our very rare Butterfly.
- The area will be completely spoilt by the loss of hedges and fields, which are the habitat of deer, badgers and many species of birds at present.
- We have a very rare wild plant in our garden which may have self-seeded and the chance is that this may have come from the proposed site. I have had this plan verified by the rare plants man in Wellington and I would suggest that you have this ground checked out before and soil is moved? The name of this plant is Centaurea Scilloides trailing. This can only be found in Cornwall from what I have been told.

Other

- The application would prejudice further development that might lead to access rights for more than just 71 dwellings in a considered dangerous location. This could lead to further complications and questions concerning other access routes if the overall development at Hopcott is ever established.
- This appears to be a significant development outside the A39 boundary which may very well be seen as a precedent by other developers. In our view therefore the potential for a cumulative detrimental effect is likely to be established if this development goes ahead.
- Put these houses between Dunster and Alcombe, where accessibility is easier.
- Why allow this development when there are sites within the town infrastructure which have been identified as developments sites by the council, namely Seward Way adjacent to the existing Mallards development. Infrastructure, access etc. are already available being close to the main supermarkets, schools and hospital.
- I recall when planning policy excluded any development to the south of the A39. I object to a development here when there are other suitable areas for development, which would not have such an adverse visual impact on the curtilage of the town.
- Consist of perfectly useable agricultural land – a commodity essential to any notion of sustainability.
- Does not take into account or in any way meld with the overall proposal to develop the ribbon of land south of the A39. In essence, it is a stand-alone proposal that will stand out like a sore thumb on our landscape and will, of necessity, mean that a number of site entrances will be required to access the entirety of the proposed overall scheme.
- I believe that the land where this development is proposed has certain issues that will provide significant on-cost for any developer and these will mean a significant on-cost to each of the properties. This will make the properties difficult to sell as this is a low income area and the majority of potential buyers that the developer supposedly wishes to target will not have an income that will allow them to afford these properties.
- It is clear that this development is contrary to the Council's Local Plan. The plan mentions that the two major sources of employment are agriculture and tourism. The new housing development will destroy agricultural land and the beauty of the local area that attracts tourists to this area. The plan talks about Landscape Protection and Bio-diversity. This development is contrary in all respect to this strategic intent.
- The plan talks about how superfast optical broadband will allow people to work from home. I believe that research will show that only an extremely low percentage of people actually work from home as there are not the business or employment opportunities that enable this. Superfast Optical Broadband can support the development of Knowledge based companies but it is only one small part of the type of infrastructure and facilities required to support these type of Companies.
- According to local valuers our property could lose up to 20% of its market value.

- We feel it prudent at the time to point out that the strip of grass between the public foot path and out wall/fence is part of our property and is maintained by us (we note there is a bus stop proposed outside our property) and therefore there would be no room for a 'bus pull in'.
- There is a much better section of land by the Hospital on Seaward Way. This scrubby piece of land is what our visitor's first see of Minehead and in my opinion needs to be built on.
- The application is premature and should not be permitted before any public enquiry into the proposed local plan (currently being processed by West Somerset Council) has been concluded and the draft Local Plan has been adopted.
- The proposed development is outside of the Minehead Area Local Plan Development Limit Line.
- If, which is likely, the development includes 'social housing' there would be a danger that the new population mix of Minehead would be detrimental to its family holiday image. The economy of the town would suffer if Foxes Hotels/Academy decided to leave, or, indeed, if Butlins did so.
- This is the first step in what could be termed as 'urban sprawl' as the land owners also own adjoining land.
- By granting planning permission now the local planning authority would pre-empt the Secretary of State's outstanding decision on the draft local plan to 2032, to be made on the basis of his Inspector's public inquiry and the latter's recommendation on major and still controversial policies in what remains a draft.
- It has also been noted that the submitted red line plan (Ref: 7131043 – No. 2) does not include the works proposed to the opposite side of the road nor the edge of the highway to the north of the site. The red line plan should include the entire area that is proposed for development – not just the field in question.

Support

- Well over two years ago this was the first area that the council earmarked out of the first 24 new housing sites in three key settlement areas in the town to meet the need for 2,500 new homes over the next 20 years within an expanded town boundary. This site was earmarked by the council to be developed between 2011 and 2016 and we are already well into 2014 with no such planning permissions having been granted within the then areas defined by the Council. This site is or virtually the first planning application and involves just 71 out of the 2,500 proposed new dwellings.

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 late Summer 2014 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/5 Development Outside Defined Settlements
- LC/1 Exmoor National Park Periphery
- LC/3 Landscape Character
- NC/4 Species Protection
- W/1 Waste Water, Sewage Management and, Infrastructure
- W/4 Water Resources
- W/5 Surface Water Run-Off
- BD/1 Local Distinctiveness
- BD/2 Design of New Development
- T/8 Residential Car Parking

- T/9 Existing Footpaths
- T/13 Bus Facilities and Infrastructure
- H/4 Affordable Housing
- BD/9 Energy and Waste Conservation
- R/5 Public Open Space and Large Developments
- UN/2 Undergrounding of Service Lines and New Development
- PO/1 Planning Obligations
- TW/2 Hedgerows
- TW/1 Trees and Woodland Protection
- T/3 Transport Requirements of New Development
- A/2 Best and Most Versatile Agricultural Land

National Policy

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

Planning History

The following planning history is relevant to this application:

EIA/21/13/003	A formal screening opinion for proposed residential development of up to 80 new dwellings and associated works	EIA not required	30 July 2013
---------------	--	------------------	--------------

Proposal

The application seeks outline planning permission for up to 71 dwellings on one field to the southern side of Hopcott Road. The illustrative plan shows 20 one bed units, six 2 bed units, twenty six 3 bed units, fifteen 4 bed units and four 5 bed units. The proposed access to the site is at the western end of the site . A pedestrian crossing and cycle ways along Hopcott Road are also proposed. The proposed bus stops and shelters would be sited opposite the public footpath that joins Hopcott Road with Whitegate together with two bus stops and bus shelters in proximity to the access point and pedestrian crossing. An illustrative masterplan for the site has been submitted showing a road zig-zagging up the hill with two potential access points in to the field to the east. Terraced housing is shown running up the contours on the lower slopes of the site with a meadow and two balancing ponds fronting onto Hopcott Road. This area is also to be used as public open space. In the middle of the site is 'The Square' , an area of public open space incorporating some play equipment and benches. To the south of 'The Square' are a number of terraced houses and on the upper area larger detached and semi-detached houses together with flats above garages are proposed. The dwellings would be predominantly 2 storeys with some having rooms in the roof making them 2.5 storeys and the flats in the northeast corner of the site would be 2.5 storeys with undercroft parking whereas the flats with garage beneath would be 1.5 storeys. The properties are proposed to be rendered with slate roofs, wooden windows and horizontal boarding. Due to the slope of the site, retaining walls will be required. The boundary hedgerows will also be retained. 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 and appearance of the dwellings are reserved matters to be determined at reserved matters stage.

Site Description

The prominent site on the southern fringe of Minehead slopes up from Hopcott Road in a southerly direction rising approximately 25m resulting in a slope of 1:8. The field is currently divided into two by a fence with one half down to grass and the western half being used for sheep. This part of the field also has a number of fruit trees, Ash and Hawthorn. The roadside, southern and eastern boundaries are bordered by native hedgerows with mature trees whereas the western boundary which divides the field from the adjoining houses is a mixture of brick walls at the northern end and shrubs and trees at the southern end. The site is surrounded by fields to the east and with fields and reservoir to the south.

Planning Analysis

Principle of Development and 5 year land supply

Overview

Policy SP/1 of the Local Plan designates Minehead as a town. 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. Minehead is classed as a Town in the settlement hierarchy and the Local Plan specifically identifies the extent of the development limits.

As the site is outside the development limits of Minehead Policy SP/5 of the Local Plan is the relevant settlement 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. In this scenario the NPPF states that housing applications should be considered in the context of the presumption in favour of sustainable development.

Five Year Land Supply Implications

In view of the current progress in relation to the emerging Local Plan 2012-2032, it is acknowledged that the local planning authority is currently not in a position to demonstrate a five-year housing land supply in accordance with the paragraph 47 of the NPPF. This situation is unlikely to change until the new Local Plan, with strategic site allocations, has progressed sufficiently so that it can be afforded significant weight.

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 NPPF is a strong material consideration that indicates that, in view of the current position in respect of the five-year housing land supply, proposals should not be judged against criteria within Policy SP/5 but rather the main issue in this case will be whether the proposal constitutes sustainable development as defined by the NPPF.

The NPPF clearly sets out that, even when the Development Plan is absent, silent or the relevant policies are out of date planning permission should not be granted where the adverse impacts of doing so would significantly and demonstrably outweigh the benefits of doing so when assessed against the policies in the NPPF (paragraph 14).

As such notwithstanding the fact that the site is located outside of the development limits consideration must be given to whether the proposed development is suitable having regard to the principles of sustainable development and other material considerations.

Emerging Local Plan and Prematurity

The application site is shown within The West Somerset Local Plan to 2032 (revised draft preferred strategy), June 2013 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 proposed development 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. Although the site has not been allocated and there is no masterplan for the strategic site at the present time 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 would significantly and demonstrably outweigh the benefits, taking the NPPF policies and other material considerations into account. 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.

Refusal of planning permission on grounds of prematurity will seldom be justified where a draft Local Plan has yet to be submitted for examination, or in the case of a Neighbourhood Plan, before the end of the local planning authority publicity period. 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 with it. It should be noted however that as the site is sustainable (see below) that the principle of development is accepted. There is however concern over the proposed efficient development of the whole strategic site and in order to ensure that this site is effectively incorporated within the proposed strategic site it is considered that this can be controlled by condition. This accords to a number of the core planning principles of the NPPF, in particular ,

- "proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs. Every effort should be made objectively to identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth. Plans should take account of market signals, such as land prices and housing affordability, and set out a clear strategy for allocating sufficient land which is suitable for development in their area, taking account of the needs of the residential and business communities;
- promote mixed use developments, and encourage multiple benefits from the use of land in urban and rural areas, recognising that some open land can perform many functions (such as for wildlife, recreation, flood risk mitigation, carbon storage, or food production);
- take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs." (paragraph 17)

together with paragraphs 57 and 59 of the NPPF which state:

- It is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes.
- Local planning authorities should consider using design codes where they could deliver high quality outcomes. However, design policies should avoid unnecessary prescription or detail and should concentrate on guiding the overall scale, density, massing, height, landscape, layout, materials and access of new development in relation to neighbouring buildings and the local area more generally.

Overall, it is considered that the development could be brought forward without being prejudicial to the emerging Local Plan.

Principles of Sustainable Development

Paragraph 7 of the NPPF states that there are three dimensions of sustainable development, economic, social and environmental. Each dimension of sustainable development should not be considered in isolation and they are mutually dependant. Paragraph 6 of the NPPF states that paragraphs 18 to 219 of the NPPF should be taken as a whole and constitute the Government's view of what sustainable development means in practice for the planning system. In reaching a view as to whether the site is suitable for the development proposed a range of considerations are relevant. The remainder of the report will consider the various aspects of the proposal taking into account the economic, social and

environmental facets of sustainable development.

Location of the Site (transport links/proximity to services and facilities)

Planning policy seeks to ensure that maximum use of public transport, cycling and walking can take place (paragraphs 17 and 35 of the NPPF).

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. Over a 10 minute walk (which is up to 800m) to local facilities is generally considered beyond what is considered to be easy walking distance for a walkable neighbourhood according to Manual for Streets (2007). The site is located around 500m from the nearest bus stop on Alcombe Road. It can therefore be seen that the distance to the town centre and other services and facilities is such that the site is on the limit of transport sustainability but services, facilities and employment can be reached relatively easily without the need to use a car. As part of the proposal however two bus stops at the entrance to the site are proposed which improves the site's sustainable. It is also noted that other sites within the development limits are located equally as distant from the centre of Alcombe, the town centre, the town's main employment area and the two main supermarkets. 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.

Housing Supply

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 bed roomed affordable units.

Affordable Housing

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 an 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 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.

On-site Provision

Having regard to the comments from the Housing Enabler, for this site, the provision of 10 one bed units, 8 two bed units, 5 three bed units and 2 four bed units are required compared to the proposed 20 one bed units and 5 two bed units put forward by the Agent. The number of one bed units required by the Housing Enabler is 10% less than the needs indicate. The reason for this is to ensure that not too many one bed dwellings are provided especially as a number of one bed units that have been provided and consented in Minehead in the last financial year together with the proposed 8 one bed units that are likely to be built in the next 18 months at the Ellicombe Meadow site. It is considered that whilst the one bed demand is not completely met on this site there is also a need for accommodation for larger

families. The current local need indicates that the affordable homes should mainly be provided on a social rent basis. There is also a demand for Low Cost Home ownership especially for two and three bedroom dwellings. The tenures would be secured through a Section 106 agreement.

Given the importance of tenure split and the mix of affordable units the results of more detailed discussion could be reported to Members prior to the signing of a Section 106 Agreement although it is important that members are mindful of the basis on which they are considering the proposal it should be noted that the proposal is to provide 35% of the dwellings as affordable units. As such the on-site provision meets the requirements of the SPD.

Conclusion

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.

Economic implications

Having regard to paragraph 7 of the NPPF the economic role of sustainability involves contributing to a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation.

There are economic benefits associated with the construction of dwellings throughout the construction period. Although there are not substantive economic benefits through the provision of housing in itself ensuring that adequate housing land is available and the housing need is met does have wider benefits, some of which are of an economic nature. In the context of a significant housing need (as outlined above), the provision of a relatively significant number of houses on a site at the edge of the district's highest tier settlement is a factor that weighs in favour of the proposed development.

Overall, the proposal is considered sustainable development and, given the lack of a 5 year land supply, the proposal is therefore considered acceptable in principle.

2. 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 the boundary of Exmoor National Park. 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.

The relevant Local Plan policies which relate to the design of any proposed new development are policies BD/1 and BD/2. These policies require development to be sympathetic in scale to the surrounding built environment and open spaces in terms of layout, design, use of materials, landscaping and use of boundary treatments. The NPPF places a strong emphasis on design and states that "good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people" (paragraph 56).

As the site is a sloping site 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 whole site is visible. The views from Hopcott Road will be opened up however 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, or in the case of the elms (which will eventually succumb to Dutch Elm disease) be replaced as part of a landscaping scheme. This can be controlled through

conditions. It is considered that with carefully design solutions the proposed development of this site will be seen as an extension for Minehead and that the setting of Exmoor National Park will not be so adversely affected that the application should be recommended for refusal.

As the proposal is in outline only, the design and layout of the development does not form part of the application. An illustrative masterplan has been submitted showing a possible layout with building types, parking courts, open space and potential access points into adjoining land. The Design and Access Statement outlines the ethos of what could be built. It is suggested however, important that the design should not appear to be driven by the design of the highway through use of landscaping, different road widths, pedestrian routes and spaces including a formal square at the centre of the site to give the neighbourhood an identity. In addition, the character of North Hill has been looked at as that development is on a slope, similar to the application site although clearly not at the same density The location of the buildings would take account the sun to 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. The proposed materials are render and slate. The proposed density is 35 dwellings per hectare. It is considered that the principle of the layout shown on the illustrative masterplan is acceptable in principle (excluding the number of access points into adjoining land that is discussed in the highway section below). It is proposed to add a condition to the permission requiring that a detailed masterplan and design code is in place prior to the consideration of any reserved matters.

Residential Amenity

Policy BD/2 of the Local Plan requires that the siting of new building has had regard to the relationship with adjoining buildings and open spaces. One of the core principles of the NPPF is to "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 existing dwellings to the west of the site do have windows that overlook the site and this will need to be taken account when siting any new dwellings as will the distance and orientation of the new dwellings so that there are no overbearing or overlooking issues.

Concern has been raised that car head lights will shine into existing properties when they exit the new access road. It is not unusual for there to be dwellings located opposite a T junction and whilst this can be designed out when a new road network is being designed it is very limited in what can be done in this particular situation. It is considered that the distances involved together with the existing boundary treatment will help keep any light entering the property to a minimum and that any adverse effect whilst understood would not be so detrimental as to refuse the application.

Due to the proximity of the existing dwellings to the application site the impact on their amenity during the construction period needs to be taken into account. Whilst a degree of disturbance is associated with all forms of development the impact of this can be mitigated through appropriate site management. To ensure that this can be achieved a construction management plan can be secured through a planning condition. Such a condition can be used to secure appropriate working practices in terms of operations on (eg hours of work) and traffic impacts (to ensure deliveries using heavy vehicles avoid peak times). It is considered that with suitable working practices in place this development could proceed without significant harm to neighbour amenity.

4. Highway Safety

Paragraph 32 of the NPPF makes it clear that planning decisions should take into account whether a safe and suitable access to the site can be achieved.

It is proposed to create a 5.5m wide access onto Hopcott Road with 2.4m x 120m visibility splays and 2.5m x 120m visibility splays for cyclists. A shared unsegregated 2.5m wide footway/cycleway is proposed to the east of the new junction to the junction with Whitegate Road. Two bus stops and shelters near the proposed junction are also proposed.

APPENDIX

The Highway Authority are satisfied that the proposal would not result in a significant impact on the surrounding highway network but consider that a S106 Agreement to secure a Travel Plan and highway works (including the pedestrian crossing and cycle path) is required. In the opinion of the Highway Authority, the submitted travel plan has met the standard required subject to minor amendments. These amendments can be agreed as part of the S106. The Travel Plan currently proposes the use of notice boards, site specific travel information packs, resident travel vouchers, discounted cycle purchase, walking bus for Minehead First School pupils, cycle to work information, provision of bus stops and a cycleway. Conditions are also necessary including a drainage scheme (including means of attenuation).

It is noted that the pedestrian crossing is to be uncontrolled but that Minehead Town Council consider it should be controlled. The Highway Authority have not objected to this but this can form part of the discussions in drafting the S106.

Comments have also been received concerning the lack of street lighting in the vicinity of the application site. This issue has been raised with the Highway Authority who acknowledge there is a lack of street lighting. Highway Authority advise however that the lighting of short stretches can be harmful for drivers as they move from lit to unlit areas. The solution is to light the whole length of Hopcott but this would be an unreasonable requirement for the applicant to implement.

As part of the Highway response details on the internal layout and parking requirements have been provided but are not discussed as part of this application as the internal layout is a reserved matter.

5. 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 NPPF requires that inappropriate development in areas of risk of flooding should be avoided by directing development away from areas at highest risk of flooding and, where development is necessary, it should be made safe without increasing flood risk elsewhere.

The site is located within flood zone 1 and is not at risk of reservoir flooding. As the site is over one hectare, however, a Flood Risk Assessment (FRA) has been submitted. As part of the submitted FRA a proposed drainage system has been put forward to provide the desired rate of attenuation. The measures suggested that can be used are restricted by the low infiltration rates and relatively steep slope of the site. The preferred strategy is the use of a retention basin/pond to collect surface water and allow it to discharge to the Wessex Water surface water sewer network. The runoff from the site would be routed into the retention basin/pond. The flow would be controlled through an outlet structure. The flow control would be limited to the greenfield runoff rates for a range of return periods from a 1 year up to a 100 year event. Further drainage and SUDS features can be utilised in order to provide further attenuation including porous hard surfaces to parking and shared areas, oversized, low fall surface water drains and informal SUDS feature such as swales and filter drains.

It should be noted that the surface water that currently leaves the site is intercepted by Hopcott Road and that the highway drainage system is unlikely to have been designed to accommodate additional water from the application site so could lead to overflowing of the highway drainage system and cause potential flooding to nearby properties. This is known to have happened and has been confirmed by a number of representations received. For this reason a SUDS that collects and stores the surface water from the site and is then connected to a dedicated surface water sewer to an existing connection to the east of the site and as noted below, Wessex Water has confirmed that this sewer has sufficient capacity to accept the proposed surface water flows should help ensure that water does not run down Hopcott Road and flood properties. The Environment Agency has assessed the FRA and the proposed solutions and has no objection to the application subject to a condition concerning a surface water drainage scheme. A number of informatives have also been suggested which can be included on the decision notice.

Wessex Water have confirmed that there is currently spare capacity within the existing network to support predicted development flows. Agreement however is required for the detail for connecting the attenuation connection to the public surface water sewer. There is however limited capacity within the

local water supply.

With regard to the recommendations from the Environment Agency and comments from Wessex Water it is considered that surface water can be adequately controlled through the use of SUDS and as the existing public surface water sewer has capacity it is considered that the scheme is acceptable with regard to flooding issues subject to the imposition of a surface water drainage scheme condition.

6. Ecology

Policy NC/4 of the Local Plan prohibits development that would give rise to harm to protected species unless the harm can be avoided through the use of planning conditions or planning obligations. In addition the NPPF defines one of the facets of sustainable development as "helping to improve biodiversity" (paragraph 7) and in Chapter 11 the overarching aim is that in making decisions on planning applications, biodiversity should be maintained and enhanced.

The application is supported by ecological and protected species surveys for badgers, bats, dormice, slow worms and birds.

Badgers

There were no signs of badgers using the area but two latrines in the adjoining woodland at the southern end of the site were found. The County Ecologist considers that a fresh badger survey should be carried out six months before works commence on site and if there is evidence of badger activity within the site a mitigation strategy should be submitted and agreed before the development commences. This can be secured by a condition.

Bats

There were no roosting sites for bats on the application site but nine species of bat were recorded, the most frequently being common pipistrelles with lower numbers of rarer bat species including lesser and greater horseshoe bats and Leisler. The County Ecologist considers that the mitigation recommended in the submitted surveys be implemented. This includes a landscape buffer at least 3m wide around the boundaries of the site except at the point of access onto Hopcott Road. This buffer should not form part of any rear gardens. A lighting strategy would also be required to be submitted and approved prior to work commencing on site. Conditions to ensure that there is an appropriate buffer and lighting scheme can be imposed. The maintenance of the buffer zone can be included within a maintenance agreement in the S106 agreement.

Dormice

No signs of dormice were identified during the dormouse survey. There are also no records of dormice identified during the desktop study.

Slow worms

The reptile study identified a good population of slow worms around the northern, eastern and western boundaries but there were none in the centre of the site or along the southern boundary. It is recommended that the site is fenced off with reptile proof fencing during the construction period, the slow worms caught and relocated. Destructive searches will then need to be carried out to ensure that the land is not suitable for recolonisation. The destructive search will require an excavator to scrape away the vegetation and top few centimetres of topsoil under the supervision of an ecologist and any slow worms found are to be relocated. Where possible however the slow worms should preferably be retained on site. The strip of grassland and balancing ponds along the northern boundary may be suitable but a management plan to retain this area as rough, tussocky grassland in perpetuity will be necessary. A reptile mitigation method statement will be required and approved prior to works commencing on site. This can be secured by condition and the maintenance of the northern strip can be included in a maintenance agreement as part of the S106.

Birds

A variety of birds were found on site during the survey periods and research on records of bird species was carried out. None were on the site. There were however historic records of curlew buntings in 1996 but

on consulting the local RSPB curlew officer it was identified that no curlews are known within the area and so are not considered a restraint to development.

To ensure that nesting birds are not adversely affected during construction a note on the decision notice will be required to bring to the attention of the developer that the removal of trees and shrubs should be carried out outside of the bird nesting season. If it is to be carried out in the nesting season it will need to be done under the supervision of an ecologist. A condition should not be used as other legislation controls works that affect nesting birds.

Flora

It has been brought to our attention that there is the possibility that there is a nationally rare plant, Perennial Centaury in the vicinity of the site and that it could have spread to the application site. Due to this the County Ecologist has recommended that a search for the plant be undertaken. Should the plant be found advice on a suitable condition, if required will be sought.

Enhancing biodiversity

It is suggested that to be in accordance with the NPPF which states that, "opportunities to incorporate biodiversity in and around developments should be encouraged" (paragraph 118) there are a number of enhancements that could be made. A proposed enhancement are the two balancing ponds and surrounding area. Other enhancements could include bat and bird boxes particularly along the eastern boundary and new hedgerow planting along the western boundary. These enhancements can be secured by condition.

Overall it is considered that adequate measures can be put in place to ensure that there would not be a net loss in biodiversity and enhancements, mainly through landscaping can be achieved.

Section 106 Agreement

Policy PO/1 of the local plan allows for the provision of planning obligations to provide or contribute towards infrastructure or community facilities directly related to the proposed development and commensurate with the development proposals.

In seeking to negotiate and secure planning obligations the local planning authority has to have regard to paragraphs 203 and 204 of the Framework and Regulation 122 of the Community Infrastructure Levy Regulations 2010. Planning obligations should only be sought where they meet all of the following three tests:

- necessary to make the development acceptable in planning terms;
- directly related to the development; and
- fairly and reasonably related in scale and kind to the development.

The local planning authority has an adopted SPD in respect of planning obligations (adopted December 2009). The guidance in the SPD sets the local planning authority's priorities for planning obligations and how these should be secured.

Value of Planning Obligations

The SPD sets out an indication of the potential value of planning obligations for contributions in addition to the provision of affordable housing. It details what could be achieved whilst enabling the development to be commercially viable. These contributions would include costs such as community recreation contributions, highway improvements and contributions towards education.

For residential development in Minehead, this range is suggested to be between £5,000 - £10,000 per plot although individual applications are assessed on their own individual merits and circumstances. Where a developer is able to demonstrate that necessary contributions would result in the scheme becoming unviable, the local planning authority should seek to take a flexible approach in securing any obligations (as advocated by paragraph 205 of the Framework). The Agent has suggested that £5,000 per open market dwelling only be offered as it is considered that this reflects the abnormal costs of the site which are related to the topography of the site and the required retaining structures. As no viability

details have been submitted it is not known what the abnormal costs are and how this affects the viability of the site. In addition, the contribution should also relate to all the proposed dwellings not just the open market dwellings. The figure per dwelling will therefore need to be negotiated as part of the Section 106 agreement. The commuted sum would need to be acceptable and reasonably related in kind and scale to the development proposed. The wording of the Section 106 agreement would allow the contributions to be spent on projects that are local to the application site and the allocation of the contribution would be managed through the Council's Planning Obligations Group process.

Affordable Housing

As set out above, the Section 106 Agreement will secure a 35% on-site provision of affordable housing. The timing of the affordable housing contribution is to be agreed as part of the negotiations in completing the Section 106. It could be secured, for example, on the basis of 50% of the contribution prior to the commencement of the development and the final 50% of the contribution prior to the occupation of 50% of the dwellings. The affordable housing would then be completed and the ownership transferred to a registered provider prior to the occupation of no more than 50% of the open market dwellings at the site.

Community Infrastructure Education

As the scheme is for more than 50 dwellings, having regard to the SPD, there is a requirement for the provision of a contribution towards education. The County Education Authority has however, decided that a contribution will not be required for this particular development as there is sufficient capacity for pupils at the middle school and college. With regard to the first schools, at present, the County Education Authority considers that it is difficult to provide sufficient evidence to show that a contribution is required. There will however come a point where a contribution will be required as it is realised that with a proposed increase of dwellings through local plan housing allocations there will be an acute issue concerning the need for first school pupil places in Minehead and as the schools will not be able to increase their capacity, a new first school will be required.

Highway works

Off-site highway improvements are proposed including a pedestrian crossing, two bus stops and two bus shelters together with a shared cycle way using the existing pavement on Hopcott Road.

Recreation

West Somerset Council's Sport and Recreation Facilities Assessment identifies a need for the redevelopment of the football club building and identifies the lack of a public swimming pool in Minehead as a significant issue. The Somerset Playing Pitch Assessment Report 2013 identifies the need for a redeveloped football clubhouse and changing rooms at Irnham Road and that by 2026 there will be an unmet demand for sports pitches (junior and mini football pitches, rugby and mini rugby pitches). There has also been an identified need for additional multi-use games areas, allotments and provision for teenagers. Minehead Town Council has identified a number of priorities and these include improving and developing recreational and play facilities for children of all ages and to develop a community resource building which encompasses recreational and sporting facilities. In addition, improvements to the rights of way network to improve connectivity and a project to develop mixed ability cycle trails in the Hopcott area with a purpose built trails centre is being progressed that would improve connectivity to the surrounding area to the south. Improvements to the public realm of Minehead town centre is relevant. The evidence available at present demonstrates that new residential development will result in a need for community infrastructure. As such this proposal must mitigate its impact on the existing community facilities and this could include financially supporting some of the above proposals.

Policy R/5 of the Local Plan seeks the provision of public open space for sites providing more than 25 dwellings. The Policy allows for on-site provision and/or a contribution towards the provision of open space elsewhere. The Policy sets out that the provision should be on the basis of 1 hectare per 173 dwellings. For a scheme of 71 dwellings this would equate to 5050 square metres. There is therefore a shortfall of open space of 950 square metres based on the illustrative masterplan. As this is an outlined scheme, what is shown on the illustrative masterplan may not be what is provided at reserved matters stage a figure per square metre for off-site provision will need to be included within the Section 106.

This can then be used to calculate what the financial contribution should be. The cost per square metre is to be negotiated. Having regard to the relatively modest scale of development proposed it is considered appropriate that some on site open space is provided and there is a contribution towards the provision or enhancement of community infrastructure elsewhere which is reasonably related in kind and scale to the development.

Provision and maintenance of public open space including landscaped areas

As part of the development it is known that an area of open space including balancing ponds are required at the northern end of the site and that other areas of open space will be required to accord with policy R/5 together with a landscape buffer for ecological reasons as discussed under bats above and visual reasons are required. As landscaping and the layout and design are reserved matters the Section 106 will only be able to generic as the details are not known.

Section 106 Monitoring and Administration

The SPD requires the provision of £100 per dwelling (£7,100 for this proposal) as a contribution towards the monitoring and administration of the Section 106 agreement. The trigger for payment is proposed to be upon completion of the Section 106/ issue of permission.

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.

Other implications

Housing Need

The issue of the need for housing has been raised by a number of residents together with the view that there are many properties currently for sale. In the updated strategic housing market assessment, which forms part of the evidence for the emerging local plan it identifies a housing need of at least 2,400 dwellings with a previous study at the height of the market indicating a need for 3,500 dwellings within the District. A need has therefore been demonstrated and this site would contribute to meeting that need.

Infrastructure

Concern over the lack of infrastructure to support the proposed housing has been raised. The Council's planning policy team has approached the various infrastructure providers to ascertain the need for infrastructure as a result of the scale of development that would be proposed in the emerging Local Plan. There has not been any significant need identified that would result in it being appropriate for the Council to secure infrastructure provision through the Community Infrastructure Levy. Any site/development specific mitigation can be secured through on-site provision or contributions towards off-site provision or enhancement of infrastructure/facilities. In this case the scheme falls above the threshold where the County Council seeks contributions towards education provision but the County Council as noted above have stated that no additional infrastructure is required at this time. In terms of open space and community infrastructure, as set out above, provision would be made through a mixture of on-site provision and contributions towards off-site provision. The level of contribution has yet to be agreed but will have regard to the relevant policies and the SPD.

Loss of Agricultural Land

This proposal would result in the loss of about 2.05 hectares of agricultural land. This land is classed as Grade 3b under the agricultural land classification. Policy A/2 of the Local Plan seeks to protect the best

and most versatile agricultural land from development (grades 1, 2 and 3a). Planning permission for the development of Grade 3b land is therefore acceptable in principle as it is a lower grade than 1, 2 or 3a.. The Framework also requires that planning authorities take into account the economic and other benefits of the best and most versatile agricultural land and seek to use areas of lower quality land in preference to higher quality land. As higher grade land is not to be lost to development and having regard to the lack of sufficient housing land availability it is considered that the benefits associated with the provision of housing outweighs the harm associated with the loss of the agricultural land.

Air Quality

The Town Council have commented that the proposed development will not hit set targets for car emission reductions. Whilst no evidence has been submitted to substantiate this Environmental Health has confirmed that in terms of air quality and increase in emissions for larger developments there is a need to assess and predict air quality impacts in terms of the likelihood of exceeding the prescribed standards and the significance of any increase in emissions. The proposed development is approaching the size where an air quality assessment would be requested but measures such as the travel plan are proposed which will control any increase in traffic emissions. It is therefore considered that there will be an increase in emissions but these will be controlled through various measures. In addition, the air quality level is better than the national guidelines indicate and the proposed development will not mean that the levels will exceed the national guidelines, this aspect would not be reasonable as a reason for refusal.

Conclusion on the Suitability of the Site for Development

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.

Environmental Impact Assessment

Prior to the submission of the application the applicant wrote to the local planning authority to request a Screening Opinion as to whether the proposed development was EIA development. 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 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;
- to amended the schedule of conditions as appropriate; and
- negotiate any minor alteration to the scheme.

Conclusion and Recommendation

It is considered that the proposal, is acceptable and it is recommended that Outline Planning Permission be granted.

Planning Permission is subject to the following conditions:

- 1 The development hereby approved shall be begun either before the expiration of five years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the latest.

Reason: As required by Section 92 of the Town and Country Planning Act 1990.

- 2 Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.
Reason: As required by Section 92 of the Town and Country Planning Act 1990 and to avoid the accumulation of unimplemented planning permissions.
- 3 Approval of the details of the (a) layout (b) scale (c) appearance and (e) landscaping of the site shall be obtained from the Local Planning Authority in writing before any development is commenced.
Reason: This is an outline permission and these matters have been reserved for the subsequent approval of the Local Planning Authority, and as required by Section 92 of the Town and Country Planning Act 1990 (as amended).
- 4 The development hereby permitted shall be carried out in accordance with the approved drawings:
Project Number 7131043
- Location Plan, drawing number 1, issue C
 - Survey, drawing number 2, issue C
 - Illustrative Masterplan, drawing number 3, issue C
- Job number C13450
- Access Plan - general arrangement and visibility splays, drawing number 13450/T06
 - Proposed walking and cycling infrastructure improvement, drawing number 13450/T08
 - Access Plan contour and long section, drawing number 13450/T07
- and approved reports:
- Residential Travel Plan by Hydrock Ref: C13450
 - Transport Assessment by Hydrock Ref: C13450
 - Utilities Appraisal by Smiths Gore, project number RMA-C1260, dated Aug 2013
 - Flood Risk Assessment by RMA Environmental Ltd, project number RMA-C1260, dated Dec 2013
 - Design and Access Statement by Mark Richmond Architects, dated Dec 2013
 - Ecological & Protected Species Surveys, carried out by Michael Woods Associates Ecological Consultants, dated Dec 2013
 - Landscape & Visual Impact Assessment, by Bridges Design Associates, dated Dec 2013
 - Planning Statement by Williams Partnership, dated Dec 2013
 - Statement of community Involvement by Williams Partnership, dated Dec 2013
- entered on 8/01/2014.
Reason: For the avoidance of doubt and in the interests of proper planning.
- 5 Unless otherwise agreed, no Reserved Matters Application shall be submitted for development on any part of the site until and unless a Detailed Design Brief and Code for that part of the site has been generated in consultation with the Local Planning Authority and has been submitted to and approved by the Local Planning Authority.
Reason: To ensure that the development will deliver a cohesive approach to the design and layout having regard to the provisions of Policies BD/1 and BD/2 of the West Somerset District Local Plan and section 7 of the National Planning Policy Framework.
- 6 Each Detailed Design Brief and Code submitted to the Local Planning Authority for approval shall consist of guidance and coding relating to the following matters for part of the site unless otherwise agreed by the Local Planning Authority.
- Guidance and coding on the location and distributions of the different land uses;
 - Guidance and coding on residential densities;
 - Guidance and coding on building form, scale and design, including heights, bulk, massing, materials and detailing, colour palette and boundary treatments; and the identification of key building groups, frontages, landmarks and corner

- buildings, and important spaces around those buildings;
- Affordable Housing: the location and distribution of affordable housing units;
 - Movement Strategy to include:
 - highways and access: A plan showing proposed roads, footpaths and cycleways within the Sub-Area;
 - surface finishes and street furniture: Guidance and coding giving details of typical surface finishes and of street furniture for roads, footpaths, cycle-ways and car parking areas relating to the Hopcott Road Site;
 - car parking strategy, including principles of public/private split and management and maintenance of private car parking; and
 - guidance and coding on speed restraint measures;
 - Guidance and coding on the design and distribution of landscape and open space including identification of the public realm, incidental green open spaces and play areas within the site.
 - Guidance and coding on the incorporation and promotion of sustainability and renewable energy initiatives in accordance with such strategy will include guidance as to the achievement of:
 - energy efficient layouts;
 - energy efficient building design;
 - renewable energy generation including the safeguarding on residential buildings with a southerly aspect the option of providing in the future for energy generation by the use of solar panels or photo voltaic cells;
 - water use minimisation and recycling; and
 - provision for waste recycling;
 - Lighting: A strategy for lighting of roads, footpaths, cycle routes, play areas, open spaces and all other areas accessible to the public including guidance on the height of the lighting columns and the types, colour and brightness of proposed lights, and measures to limit light pollution from development within the site;

Reason: To ensure that the development achieves the objectives set out having regard to the provisions of Policies BD/1, LC/3, T/8, T/9, T/13, H/4, BD/9 and R/5 of the West Somerset District Local Plan and sections 1, 4, 7 and 10 of the National Planning Policy Framework.

- 7 The Detailed Design Briefs and Codes shall, where appropriate, include provision to safeguard the proposed access(es) to other parts of the Hopcott Road Site as identified in the emerging Local Plan from the Site in a form that is adequate to accommodate public transport and vehicles for the future development of the Hopcott Road Site. Provision shall also be included to safeguard footpath and cycleway linkages.

Reason: To ensure the comprehensive development of the Hopcott Road site and to accord with sections 1 and 6 of the National Planning Policy Framework.

- 8 No development shall take place in a part of the site other than in accordance with the approved Detailed Design Brief and Code, unless otherwise agreed by the Local Planning Authority.

Reason: To ensure that the development achieves the objectives set out having regard to the provisions of Policies BD/1, LC/3, T/8, T/9, T/13, H/4, BD/9 and R/5 of the West Somerset District Local Plan and sections 1, 4, 6, 7 and 10 of the National Planning Policy Framework.

- 9 Notwithstanding the Residential Travel Plan submitted by Hydrock Ref: C13450 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.

10 The applicant shall ensure that all vehicles leaving the site are 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 fully implemented prior to the commencement of development and thereafter maintained until the use of the site discontinues.

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 A condition survey of the existing public highway will need to be carried out and agreed with the Highway Authority prior to any works commencing on site, and any damage to the highway occurring as a result of this development is to be remedied by the developer to the satisfaction of the Highway Authority once all works have completed on site.

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 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).

13 The proposed 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 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, including as appropriate, the design, layout, levels, gradients, materials and method of construction shall be submitted to 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).

14 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).

- 15 The development hereby permitted shall not be brought 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).
- 16 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 that 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).
- 17 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).
- 18 No work shall commence on the development hereby permitted until details of the proposed highway works have been submitted to and approved in writing by the Local Planning Authority. Such highway works shall then be fully constructed in accordance with the approved plan, to an agreed specification before the development is first brought into use.
Reason: In the interests of highway safety having regard to the provisions of Saved Policy T/3 of the West Somerset District Local Plan (2006).
- 19 Require a fresh badger survey of the site six months before commencement of works. Should there be evidence of badger activity within the site a mitigation strategy shall be submitted to the planning authority and agreed prior to commencement.
Reason: To safeguard badgers and their setts having regard to the provisions of Saved Policy NC/4 of the West Somerset District Local Plan (2006).
- 20 No works shall be undertaken on site unless details of mitigation for impacts of the development on bats has been submitted to the Local Planning Authority. This mitigation should be consistent with that recommended in the report 'Ecological and Protected Species Surveys Hopcott Road, Minehead, Somerset' dated 'December 2013'. Most importantly, a landscape buffer of at least 3 metres width of suitable habitat should be maintained around the development site (with the exception of the single site entrance onto Hopcott Road) at all stages of the development. (Please note that the 'Illustrative Masterplan' 7131043 dated 'November 2013' seems to show such an arrangement in place at the end of the project). Any necessary mitigation measures identified by the survey shall be incorporated into the development before the building is converted and subsequently retained.
Reason: To safeguard bats and barn owls and their roosting/nesting sites having regard to the provisions of Saved Policy NC/4 of the West Somerset District Local Plan (2006).
- 21 No works shall be undertaken on site unless, details of a scheme for the retention and/or creation of suitable features and habitat for nesting birds, including details of the proposed timing of any works affecting features or habitat likely to be used by nesting birds, has been submitted to and approved in writing by the Local Planning Authority. This scheme shall include details of provisions for the long-term management of

features and habitats used by nesting birds. The works shall thereafter be carried out in accordance with the approved scheme.

Reasons: To safeguard nesting birds and their habitat having regard to the provisions of Saved Policy NC/5 of the West Somerset District Local Plan (2006).

- 22 No works (including ground clearance works) shall be undertaken on site unless details of a scheme for the avoidance of killing or injuring of slow worms has been submitted to and approved in writing by the Local Planning Authority. The works shall thereafter be carried out in accordance with the approved scheme.

Reason: To avoid unnecessary killing or injuring of slow worms having regard to the provisions of Saved Policy NC/4 of the West Somerset District Local Plan (2006).

- 23 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 having regard to the provision of Policies LC/1 and LC/3 of the West Somerset District Local Plan.

- 24 As part of Condition 3 the proposed landscaping works shall include a landscape strip around the boundaries of the site of at least 3m in width.

Reason: To ensure the provision of and implementation of an appropriate landscape setting to the development and to safeguard the habitat of protected species having regard to the provisions of Saved Policies BD/1, BD/2 and NC/4 of the West Somerset District Local Plan (2006).

- 25 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).

- 26 Prior to work commencing on site a site waste management plan shall be 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).

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. Pre-application discussion and correspondence took place between the applicant and the Local Planning Authority, which positively informed the nature of the submitted scheme. No substantive issues were raised by consultees through the application process. 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 The developer should note that the works on or adjacent to the existing highway will need to be undertaken as part of a formal legal agreement with Somerset County Council. This should be commenced as soon as practicably possible, and the developer should contact Somerset County Council for information, 0845 345 9155.
- 3 The protection afforded to wildlife under UK and EU legislation is irrespective of the planning system and any activity undertaken must comply with the appropriate wildlife legislation.

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.

The applicant and contractors must be aware that all bats, badgers and reptiles are fully protected by law under the Wildlife and Countryside Act 1981 (as amended) and the Conservation (Natural Habitats) Regulations 1994 (as amended 2007), 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 a tree, work must cease immediately and advice must be obtained from the Government's 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.

- 4 The potential introduction of SUDs Approval Boards (SABs) in April 2014 may need to be taken into further consideration by the applicant/agent if this application is determined after the SAB inception date. For this site, Somerset County Council will become the SAB, subject to legal commencement of the relevant provisions of the Floods and Water Management Act 2010. Transitional arrangements for adoption of surface water drainage systems may apply.

There must be no interruption to the surface water drainage systems of the surrounding land as a result of operations on the site. Provisions must be made to ensure that all existing drainage systems continue to operate efficiently and that adjoining third party landowners are not adversely affected.

5 **Pollution Prevention During Construction**

Safeguards should be implemented during the construction phase to minimise the risks of pollution and detrimental effects to the water interests in and around the site. Such safeguards should cover the use of plant and machinery, oils/chemicals and materials; the use and routing of heavy plant and vehicles; the location and form of work and storage areas and compounds and the control and removal of spoil and wastes. We recommend the applicant refer to our Pollution Prevention Guidelines, which can be found at:

<http://www.environment-agency.gov.uk/business/topics/pollution/39083.aspx>.

6 **Waste Management**

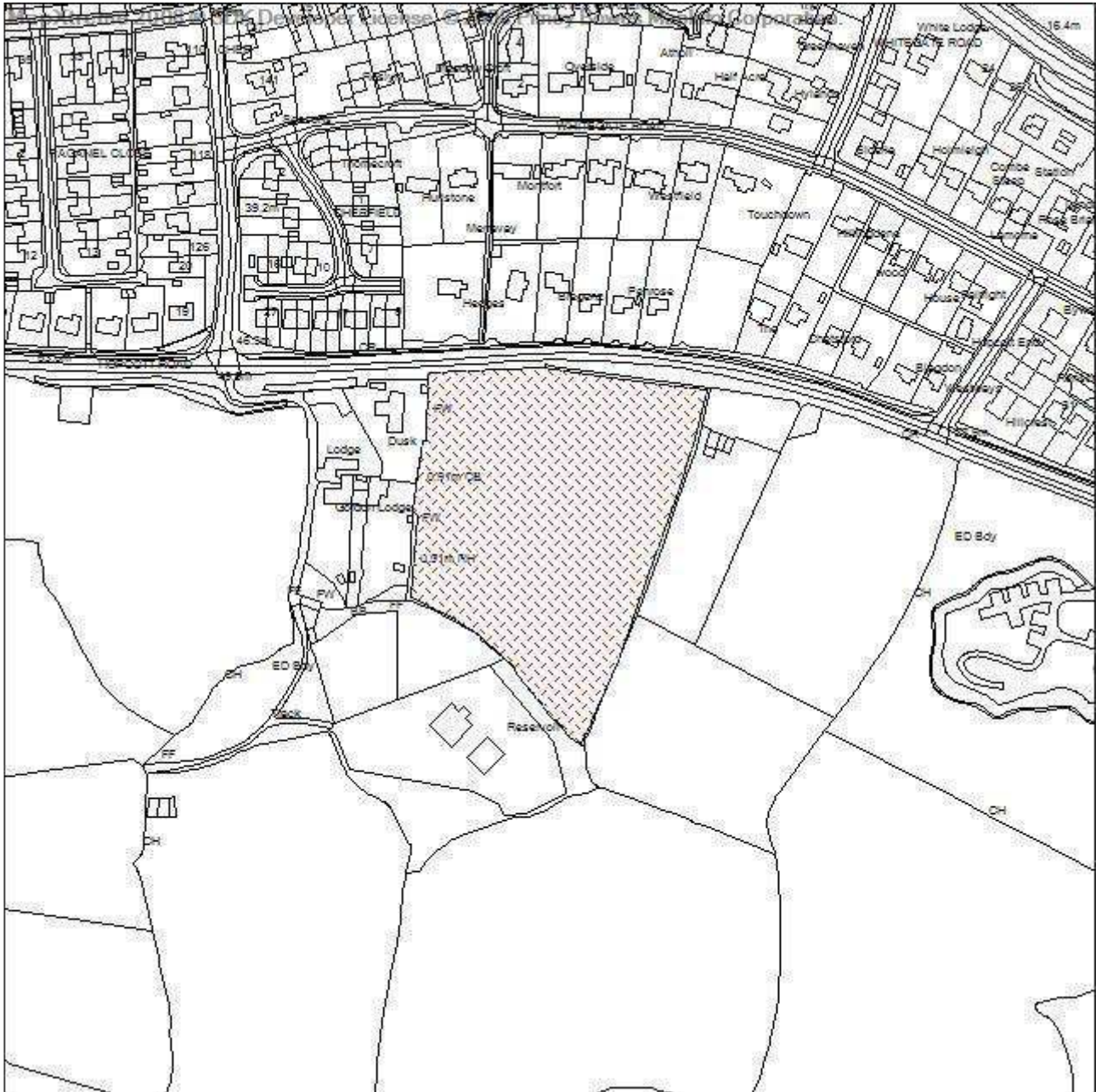
Should this proposal be granted planning permission, then in accordance with the waste hierarchy, we wish the applicant to consider reduction, reuse and recovery of waste in preference to offsite incineration and disposal to landfill during site construction.

APPENDIX

If any controlled waste is to be removed off site, then site operator must ensure a registered waste carrier is used to convey the waste material off site to a suitably authorised facility.

If the applicant requires more specific guidance it is available on our website www.environment-agency.gov.uk/subjects/waste/.

In England, it is a legal requirement to have a site waste management plan (SWMP) for all new construction projects worth more than £300,000. The level of detail that your SWMP should contain depends on the estimated build cost, excluding VAT. You must still comply with the duty of care for waste. Because you will need to record all waste movements in one document, having a SWMP will help you to ensure you comply with the duty of care. Further information can be found at <http://www.netregs.co.uk>



Application No 3/21/13/120
 Outline application (with all matters
 except access reserved) for
 residential development up to 71
 dwellings (including 35% affordable
 housing), access, landscaping and
 associated works.
 Land at Hopcott Road, Minehead
 8 January 2014
 Planning Manager
 West Somerset Council
 West Somerset House
 Killick Way
 Williton TA4 4QA
 West Somerset Council
 Licence Number: 100023932



This Map is based upon Ordnance Survey material with the
 permission of Ordnance Survey on behalf of the controller of
 HMSO © Crown Copyright.
 Unauthorised reproduction infringes Crown Copyright and may
 lead to prosecution or civil proceedings.
 Easting: 296933 Northing: 145631
 Northing: Scale: 1:3000

WEST SOMERSET COUNCIL - LATE CORRESPONDENCE SHEET**PLANNING COMMITTEE – THURSDAY 26 JUNE 2014****CORRESPONDENCE RECEIVED UP TO 3.00PM ON WEDNESDAY 25 JUNE 2014****3/21/13/120****Land at Hopcott Road, Minehead**

Outline application (with all matters except access reserved) for residential development up to 71 dwellings (including 35% affordable housing), access, landscaping and associated works

- One letter of objection stating that the proposal is about greed not need together with other issues already covered in the report
- The County Ecologist has made the following comments on the possible presence of a rare plant:

First email

According to the Biological Records Centre (BRC), Perennial Centaury (*Centaureum scillioides*) is a nationally rare plant. There are native populations on the south wales coastline as well as in Cornwall. It is a 'Species of Principle Importance' for the purpose of conserving biodiversity under the NERC Act 2006, but only so far as Wales is concerned. Nevertheless, it is so rare in England that if a natural population occurs it would be of some significance.

Because of this I recommend that there is a search of the application site to establish whether Perennial Centaury occurs and, if so, to what extent the proposed development would affect it. I have spoken to Steve Parker, a representative of the Somerset Rare Plants Group and he confirms that earlier this year he was sent a specimen of the plant from a site in Minehead. Steve tells me that the plant flowers in June and July so now would be an ideal time to look for it. Given that there are plants on neighbouring land and the fact that the flowers are quite conspicuous, I would think that a search for this plant would be likely to turn up specimens if it occurred within the proposed development site provided there was a site visit soon.

Second email

The presence of a large colony could be a material consideration that might lead to a recommendation of refusal of planning permission, so my advice would be to get have the site investigated before planning permission is granted. I would be very willing to come over to Minehead to take a look.

If it is not possible for a survey to be undertaken prior to determination, then a condition stating that before any development takes place on the site there will be a survey for the plant at an appropriate time of year and, if found, a mitigation scheme shall be submitted for to the planning authority. The scheme if agreed by the planning authority shall be implemented as agreed. In the meantime there shall be no development of the site.

The County Ecologist was going to visit the site prior to the determination of this application and an update will be made at the meeting. If the presence of the plant is not found it is suggested that the following condition be imposed:

27. Prior to any development taking place on site in pursuant to this permission a survey for Perennial Centaury (*Centaureum scillioides*) at an appropriate time of year (to be previously agreed by the local planning authority) shall be undertaken and, if found, a mitigation scheme shall be submitted to and approved by the local planning authority. The agreed scheme shall be implemented as agreed. No development of the site shall take place until the agreed scheme has been completed.

Reason: To safeguard a nationally rare plant having regard to the provisions of saved policy NC/5 in the West Somerset District Local Plan and the requirements of the NPPF.

Exmoor National Park - We do not intend to comment on the application at the outline stage

Add policy NC/5 to relevant policies.

Application No:	3/21/14/062
Parish	Minehead
Application Type	Listed Building Consent
Case Officer:	Elizabeth Peeks
Grid Ref	Easting: 296838 Northing: 145994
Applicant	Minehead Conservation Society
Proposal	Erection of a historical information plaque on the front of the building
Location	Townsend House, Townsend Road, Minehead, TA24 5RG
Reason for referral to Committee	

Risk Assessment

Description	Likelihood	Impact	Overall
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
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:

Townsend House, Townsend Road, Minehead, TA24 5RG

Description of development:

Erection of a historical information plaque on the front of the building

Consultations and Representations:

The Local Planning Authority has received the following representations:

Minehead Town Council

Recommend approval

English Heritage

On the basis of the information provided we do not consider that it is necessary for this application to be notified to English Heritage under the relevant statutory provisions.

Public Consultation

The Local Planning Authority has not received any letters of objection or support.

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 late Summer 2014 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:

LB/1 Listed Buildings Alterations and Extensions

National Policy

The National Planning Policy Framework (March 2012) and Technical Guidance to the National Planning Policy Framework are a material planning consideration.

Local Policy

West Somerset Local Plan (2006)

Planning History

The following planning history is relevant to this application:

3/21/94/068	Display of name plate	Refused	26.5.1994
3/21/99/250	Installation of wrought iron sculpture in niche above front door	Granted	30.11.2006

The proposal

It is proposed to erect a round cast iron plaque with a 260mm diameter to the left handside of the front door. It will be fixed to the building using screws and insulation washers. The plaque will be 10mm deep and the lettering will be 3mm deep. The lettering will be 9.5mm high for the capitals and 7mm for the lower case letters. The colours for the plaque will match the heritage fingerpost on the sea front and the refurbished lamp posts with the background being green and the lettering, ivory. The plaque is being erected to raise the profile of the building by letting the public know a very brief history of the building. This will be one of a series of plaques which the Minehead Conservation Society wish to erect on buildings around Minehead. The proposal will require the resiting of the existing small wooden name plate onto the right handside of the front door. This will replace the existing wooden painted noticeboard.

Analysis

This application must be determined in accordance with Section 16(2) of the Planning (Listed Buildings and Conservation Areas) Act 1990. This requires that Townsend House, its setting and any features of historic or architectural interest must be preserved when considering whether to grant listed building consent.

Townsend House is a Grade II Listed Building situated in a prominent position on the corner of the cross roads of Townsend Road, Selbourne Place, Friday Street and Irnham Road and is located within a Conservation Area. Townsend House is late 16th century or early 17th Century and was remodelled and heightened in the mid 18th Century.

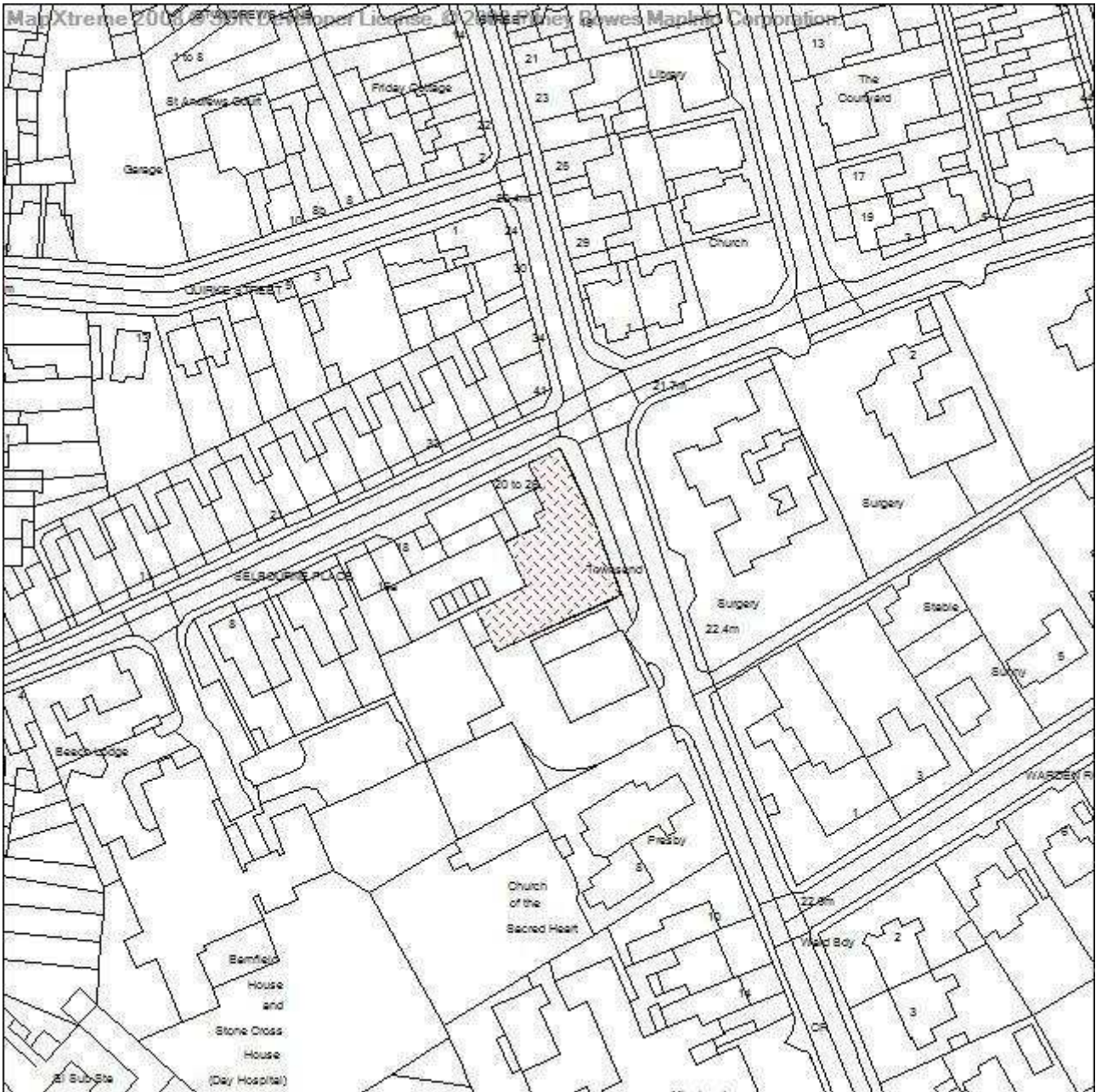
The proposed plaque is considered to be constructed of an appropriate traditional material and due to the size, colour, siting and shape will not detract from the symmetry of the building. The removal of the notice board is welcomed and will improve the appearance of the building. It should be noted that a previous proposal in 1994 for a nameplate was refused but this was due to the use of an inappropriate acrylic material that would have harmed the appearance of the building.

Conclusion and Recommendation

It is considered that the proposal, is acceptable and it is recommended that listed building consent be granted.

Listed Building Consent is subject to the following conditions:

- 1 The works hereby approved shall be begun before the expiration of three years from the date of this consent.
Reason: As required by Section 18 of the Town and Country Planning (Listed Buildings and Buildings in Conservation Areas) Act 1990 (as amended 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: PLAN 1.
Reason: For the avoidance of doubt and in the interests of proper planning.
- 3 Prior to the installation of the hereby approved plaque the noticeboard shall be removed and the wall made good.
Reason: To safeguard the character and appearance of the listed building and having regard to the provisions of saved policy LB/1 of the West Somerset District Local Plan (2006).
- 4 The colours to be used on the plaque shall match the green and ivory used on the heritage fingerpost located on the sea front, Minehead.
Reason: To safeguard the character and appearance of the listed building and having regard to the provisions of saved policy LB/1 of the West Somerset District Local Plan (2006).



Application No 3/21/14/062
Erection of a historical
information plaque on the front of
the building
Townsend House, Townsend
Road, Minehead
12 June 2014
Planning Manager
West Somerset Council
West Somerset House
Killick Way
Williton TA4 4QA
West Somerset Council
Licence Number: 100023932



This Map is based upon Ordnance Survey material with the
permission of Ordnance Survey on behalf of the controller of
HMSO © Crown Copyright.
Unauthorised reproduction infringes Crown Copyright and may
lead to prosecution or civil proceedings.
Easting: 296838 Northing: 145994 Scale:
1:1250

Application No:	3/37/14/012
Parish	Watchet
Application Type	Full Planning Permission
Case Officer:	Lisa Bullock
Grid Ref	Easting: 307570 Northing: 142766
Applicant	Mr A & Mrs L Bulpin
Proposal	Erection of rear and side single storey extensions and associated works.
Location	28 Reed Close, Watchet, TA23 0EF
Reason for referral to Committee	The applicant is an employee of the council

Risk Assessment

Description	Likelihood	Impact	Overall
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
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:

28 Reed Close, Watchet, TA23 0EF

Description of development:

Erection of rear and side single storey extensions and associated works.

Consultations and Representations:

The Local Planning Authority has received the following representations:

Watchet Town Council

No comments received.

Public Consultation

The Local Planning Authority has not received any letters of objection or support.

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 late Summer 2014 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/3 Conversions, Alterations and, Extensions

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)

West Somerset Council's Adopted Supplementary Planning Guidance: Design Guidance for House Extensions is also relevant to this proposal.

Planning History

There is no relevant history for this site.

Proposal

The application seeks planning permission for the erection of a single storey side and rear extension; this would involve the removal of a conservatory and shed. The proposed extension would protrude from the rear elevation by 3 metres. The rear extension would be set back from the side boundary which adjoins 26 Reed Close by 0.5 metres and extends the opposite side elevation by 1.2 metres, wrapping around the house to form a side elevation which would be 5.6 metres in length from front to back.

Site Description

Reed Close is made up of three-bedroom houses, either semi-detached or terraced. All are two-storey, brick built dwellings with pitched roofs covered in concrete tiles. The building line of the properties is such that the houses have front and back gardens. Some of the front gardens have been hard surfaced and have vehicle access to provide off street parking.

28 Reed Close is an end of terraced property. Pedestrian access runs along the side and rear of the property which is shared with number 26 for access into the rear gardens of both dwellings.

Planning Analysis

Principle

This proposal is for the development within the curtilage of an existing residential dwelling which is ancillary to that dwelling. This type of development is acceptable in principle.

It should be noted that it would be possible to construct a rear and side elevation to the scale proposed within this application by virtue of Article 3 (Schedule 2, Part 1, Class A) of the Town and Country Planning (General Permitted development) Order 1995 (as amended). However, the section which wraps around the building joining the two extensions together is not permitted by this order. Therefore Planning Permission is required.

Character and appearance of the area

The proposed rear/side extension is single storey, with a lean-to roof, pitched at the side. The lean-to roof would sit, just under the first floor windows. The proposal would involve the removal of a brick shed and conservatory which has a brick plinth with a flat roof and materials to match the house.

The proposed design would provide a cohesive scheme which harmonises with the house. It is considered that the proposal would be in keeping with surroundings by reason of its design, scale, layout and proposed use of materials.

Residential amenity

Windows and doors are located on the rear elevation and a single letter box window is located 1.8 metres above ground level on the side (south) elevation and therefore above eye height. No windows are located on the north (side) elevation which is adjacent to the boundary with number 26. The proposal would not overlook any neighbouring property.

The existing conservatory protrudes from the rear by 3 metres, the same as that proposed in this application. There is a change from flat to a lean-to roof but the extension would be set in from the neighbouring boundary by 0.5 metres unlike the existing conservatory which abuts the boundary. There would not be any additional overshadowing of any neighbouring property.

It is considered that the proposal, by reason of its design, scale and layout, would safeguard the amenities of neighbouring residents and adjoining land users.

Highway safety

This proposal does not result in any alterations to the existing access or parking arrangements.

Other implications

Concerns have been raised by a neighbour in relation to works on the boundary. Work of this nature is covered by the party wall act and is not of material consideration for this application.

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: BUL/1474/SP amendment A, BUL/1474/01, BUL/1474/PSP, BUL/1474/02 amendment B and BUL/1474/SLP entered on 19/06/2014.
Reason: For the avoidance of doubt and in the interests of proper planning.

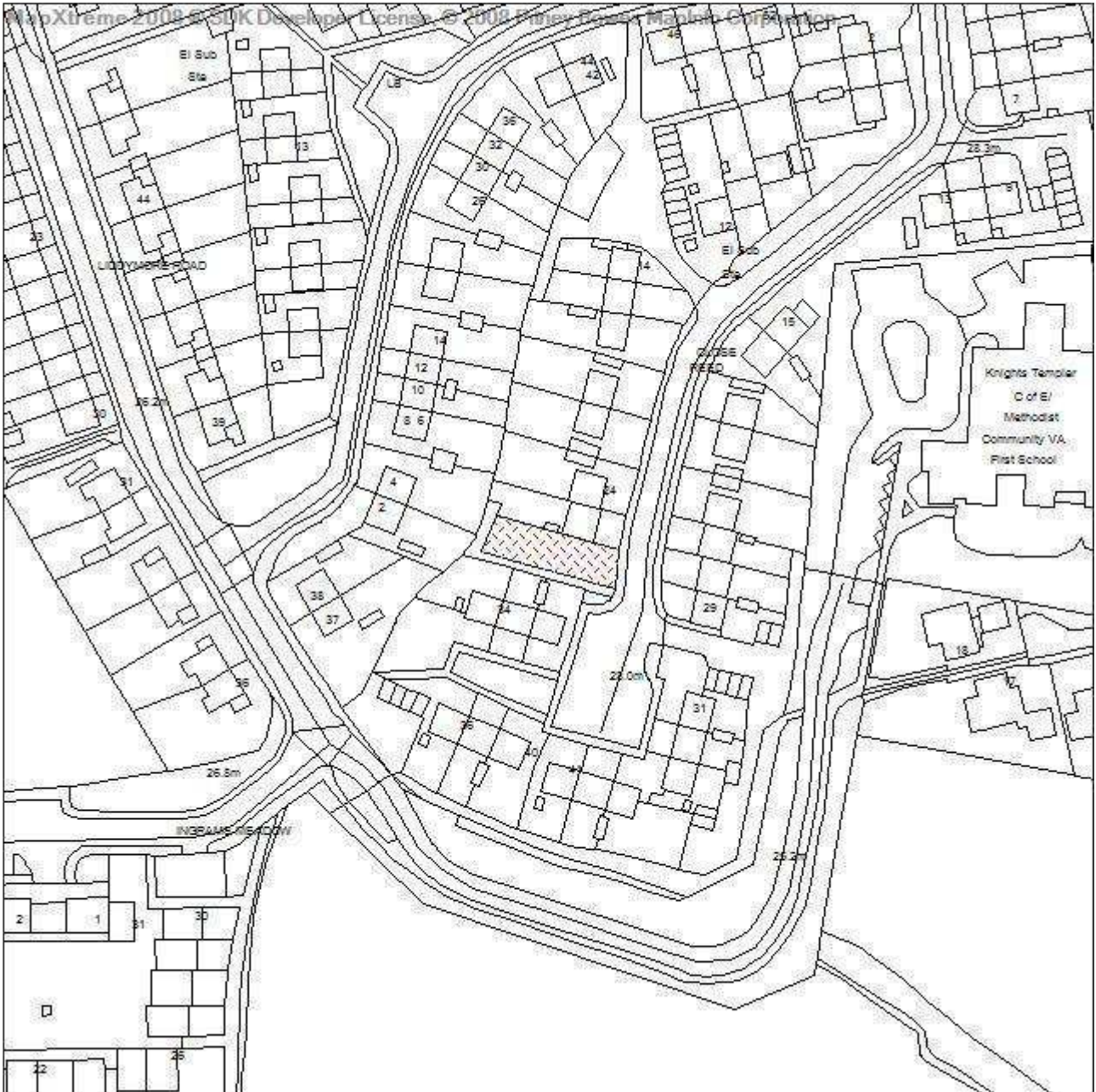
Notes

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 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 The Planning Authority is required to erect a Site Notice on or near the site to

advertise development proposals which are submitted. Could you please ensure that any remaining Notice(s) in respect of this decision are immediately removed from the site and suitably disposed of. Your co-operation in this matter is greatly appreciated.



Application No 3/37/14/012
Erection of rear and side single
storey extensions and associated
works
28 Reed Close, Watchet, TA23
0EF
19 June 2014
Planning Manager
West Somerset Council
West Somerset House
Killick Way
Williton TA4 4QA
West Somerset Council
Licence Number: 100023932



This Map is based upon Ordnance Survey material with the
permission of Ordnance Survey on behalf of the controller of
HMSO © Crown Copyright.
Unauthorised reproduction infringes Crown Copyright and may
lead to prosecution or civil proceedings.
Easting: 307570 Northing: 142766 Scale:
1:1250

Application No:	3/39/14/018
Parish	Williton
Application Type	Full Planning Permission
Case Officer:	Sue Keal
Grid Ref	Easting: 307753 Northing: 140977
Applicant	Mr Edward Martin
Proposal	Reinstating 3 & 4 Fore Street as two retail units, + COU to one retail unit (Class A1) and one Cafe (Class A3).(Retrospective).
Location	The Orange Pip, 4 Fore Street, Williton, Taunton, TA4 4PX
Reason for referral to Committee	A local Councillor has taken out the lease of part of the premises.

Risk Assessment

Description	Likelihood	Impact	Overall
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
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:

The Orange Pip, 4 Fore Street, Williton, Taunton, TA4 4PX

Description of development:

Reinstating 3 & 4 Fore Street as two retail units, + COU to one retail unit (Class A1) and one Cafe (Class A3).(Retrospective).

Consultations and Representations:

The Local Planning Authority has received the following representations:

Williton Parish Council

In principle no objections but owner of the property should have applied before alterations were carried out.

Highways Development Control - Standing advice applies

Environmental Health Team - No comments received.

Public Consultation

The Local Planning Authority has not received any letters of objection or support.

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 late Summer 2014 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:

- W/6 Flood Plains
- SP/1 Settlement Hierarchy
- SP/2 Development in Minehead and Rural Centres
- BD/1 Local Distinctiveness
- BD/2 Design of New Development
- BD/3 Conversions, Alterations and, Extensions
- T/3 Transport Requirements of New Development
- T/7 Non-Residential Development Car Parking
- SH/4 Retail Development in Watchet and Williton
- E/7 Retention of Employment-Use
- AD/1 Access for Disabled People

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:

3/39/85/001	Alterations to convert restaurant into a shop & restaurant	Grant	28/01/85
3/39/85/016	COU from restaurant to greengrocer's shop	Grant	26/04/85
3/39/11/027	Conversion of first floor into one 2 bedroom flat	Grant	03/11/11
FUN/39/14/001	Use of shop (A1) to cafe (A3).	Grant	16/01/14

Proposal

The application seeks retrospective planning consent for the reinstatement of 4 Fore Street as two retail units + Change of Use from one retail unit (Class A1) and one cafe (Class A3).

Site Description

The existing site was formerly Jones & Son fruit and vegetable shop and latterly known as the Orange Pip located in Fore Street Williton. This site has had the benefit of planning consent in the past when it was converted from two units into one and this is a material consideration in this case. The premises comprises of an existing retail use at ground floor level with residential flats above at first floor level. Access to the shops are via two existing doors off of Fore Street for customers, with a rear access available from the rear car parking area off of Robert Street for staff and deliveries.

Planning Analysis

1. Principle of Development

The proposed development is within the development limits of Williton which is classed as a rural centre and the proposal is acceptable in principle and complies with guidance contained within the NPPF with regards to sustainable development identify's three main dimensions to sustainable development, which are Economic, Social and Environmental.

Economic roles, contribute towards building a strong, responsive and competitive economy of the right type of development in the right place and time in order to support growth.

Social roles, contribute to supporting strong, vibrant and healthy communities and by creating a high quality built environment with accessible local services which reflect the needs of the community and support health social and cultural well-being.

Environmental roles, contribute to protecting and enhancing the natural built and historic environment, to help improve biodiversity, use natural resources wisely and minimise waste/pollution to mitigate and adapt to climate change.

All of these roles must not be considered separately, as they are mutually dependant on each other.

2. Character and Appearance of the Area

The existing site is not located within a designated conservation area and the nearest listed buildings are located approximately 18.4m to the south west of the front site known as Egremont Court and no. 3 Robert Street which is approximately 10m from the rear of the site.

The existing streetscene comprises of retail with residential accommodation above in the run of shops and an adjoining filling station and local solicitors offices beyond on the eastern side of Fore Street. On the opposite side of the street is a mix of residential and retail. The buildings are constructed in a mixture of styles and materials and a majority of the buildings are two storey.

The subdivision of one unit into two and the change of use of one of those units to a cafe will not have a significant impact on the character or appearance of the area. The proposed development will only involve the erection of an internal wall.

3. Residential Amenity

There will be no adverse impacts to the surrounding units which are all of business use. However, conditions have been attached in order to control any issues of noise under local plan policy PC/2 and PC/3 in order to protect the neighbour amenities of the residential flats above the retail units and also to the rear adjacent to the rear car parking area

4. Highway Safety

The existing accesses to the premises are to remain unaltered and the existing unit is located on level ground and therefore would be easily accessible by customers with mobility problems. There is a limited amount of rear parking spaces available in the rear courtyard area and the main Williton Car Park is nearby.

5. Flood Risk

The existing site is located with flood zones 2 and 3. The applicant has provided a brief Flood Risk Assessment which confirms that the existing floor levels of the unit will not change and therefore there would not be any significant impact on surface water flooding.

Flood mitigations measures are to proposed including the maintenance of the rear access for evacuation, provision of sandbags, monitoring the Environment Agencies Web site storage above floor level and the position of electrical outlets at a raised level.

6. Other Issues

Environmental Health have been contacted for their views for any issues they might have with the proposed development, in respect of noise storage of materials etc.

Environmental Impact Assessment

This development does not fall within the scope of the Town & Country Planning (Environmental Impact Assessment) Regulations 1999 and so Environmental Impact Assessment is not required.

Conclusion and Recommendation

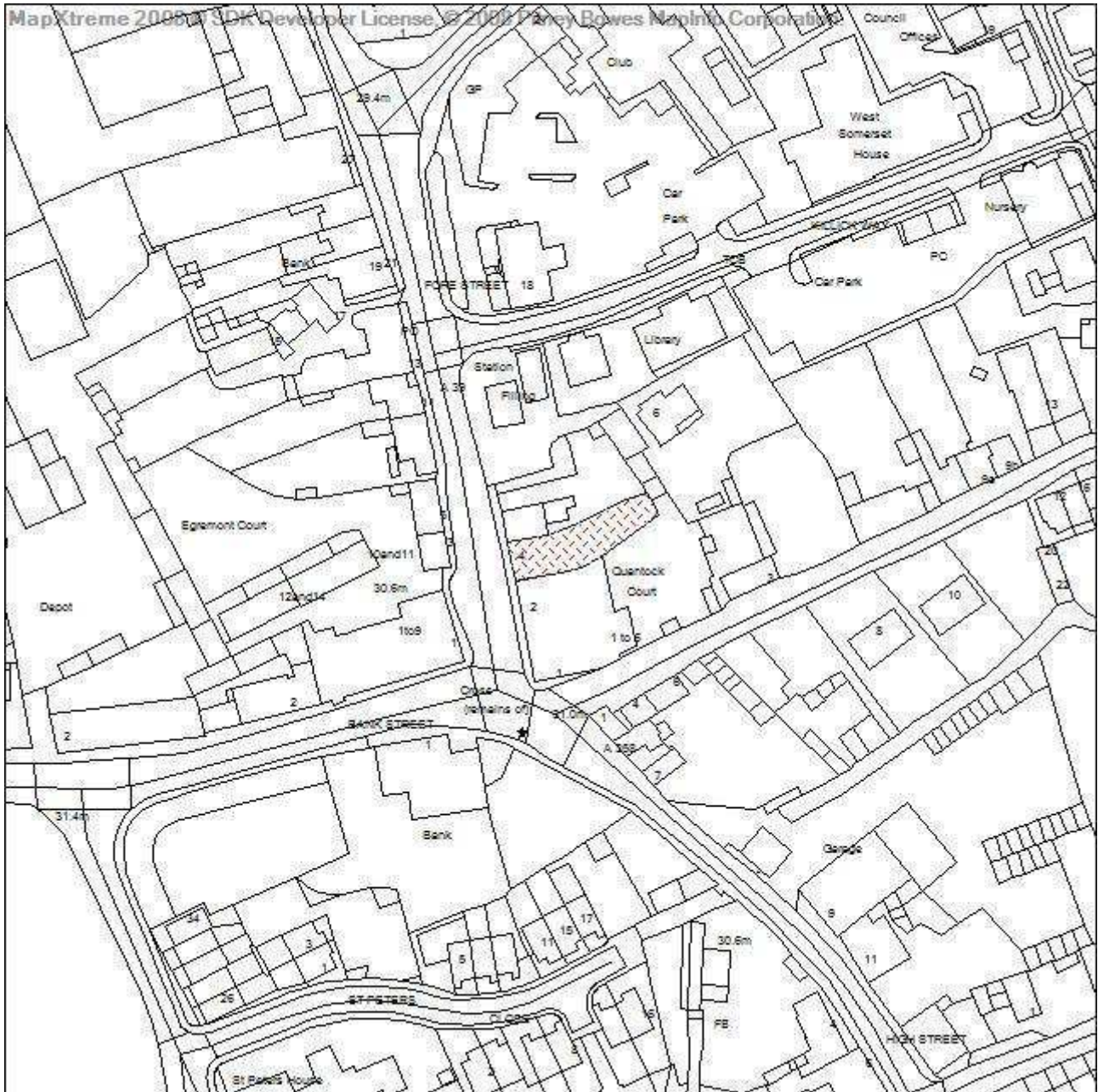
It is considered that the proposal, is acceptable and it is recommended that planning permission be granted.

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: Site plan, Proposed floor plan and front elevation photo submitted on 30/06/14.
Reason: For the avoidance of doubt and in the interests of proper planning.
- 3 The use hereby approved shall not be carried on and no customer shall be served or remain on the premises outside the hours of 8pm and 8am on the following day.
Reason: To safeguard the amenities of nearby occupiers having regard to the provisions of Saved Policy PC/2 of the West Somerset District Local Plan (2006).
- 4 Details for the parking, turning, loading and unloading of vehicles have been first submitted to and approved in writing by the local planning authority. The works shall thereafter be carried out in accordance with the approved details prior to the occupation of the building (or the commencement of the use) hereby approved. The parking, turning, loading and unloading areas shall thereafter be retained in accordance with the approved details.
Reason: To ensure that sufficient provision is made for off-street parking, turning, loading and unloading of vehicles in the interests of highway safety having regard to the provisions of Policies T/3 and T/7 of the West Somerset District Local Plan (2006).

Notes

- 1 The Planning Authority is required to erect a Site Notice on or near the site to advertise development proposals which are submitted. Could you please ensure that any remaining Notice(s) in respect of this decision are immediately removed from the site and suitably disposed of. Your co-operation in this matter is greatly appreciated.
- 2 **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. Pre-application discussion and correspondence took place between the applicant and the Local Planning Authority, which positively informed the design/nature of the submitted scheme. No substantive issues were raised by consultees through the application process. For the reasons given above and expanded upon in the planning officer's report, the application was considered acceptable and planning permission was granted.



Application No 3/39/14/018
Change of use to one retail unit
and one cafe.
The Orange Pip, 4 Fore Street,
Williton, Taunton, TA4 4PX
30 June 2014



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

This Map is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the controller of HMSO © Crown Copyright.
Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings.
Easting: 307753 Northing: 140977 Scale: 1:1250

Delegated Decision List

Ref No.	Application	Proposal	Date	Decision	Officer
3/04/13/010	Allshire, East Anstey, Tiverton, EX16 9JG	Erection of temporary agricultural dwelling	15 July 2014	Refuse	EP
3/09/14/001	Clayford, Dulverton, TA22 9RH	Lawful Development Certificate for a proposed single storey extension containing kitchen, utility and wc	04 July 2014	Grant	SK
3/17/14/005	Lower Westcott, Huish Champflower, Taunton, TA4 2BX	Proposed new porch, roof alterations and rear extension	26 June 2014	Grant	MH
3/21/14/037	Specsavers Opticians, 4 The Parade, Minehead, TA24 5UF	Proposed new shopfront security shuttering, across front of entrance alcove.	17 June 2014	Grant	SK
3/21/14/039	Clanville Lodge, Clanville Road, Minehead, TA24 5PD	Erection of first floor and two storey extensions to existing garage, erection of raised terrace and car port.	24 June 2014	Grant	SK
3/21/14/040	52 The Avenue, Minehead, TA24 5BB	Conversion of existing multiple occupancy home, (HMO) consisting of 13 rooms and 1 flat, into 7 flats. Demolition of the existing ground and first floor rear extension, and construction of new, smaller extension rebuilt on first floor. Renovation and restoration of original exterior details and associated hard and	26 June 2014	Grant	EP

soft landscaping.
(Resubmission of
3/21/11/004)

Ref No.	Application	Proposal	Date	Decision	Officer
3/21/14/041	Touchdown, Whitegate Road, Minehead, TA24 5SS	Erection of 3 new houses in the grounds of Touchdown	25 June 2014	Grant	SK
3/21/14/043	Land to the rear of Cuzco, Periton Road, Minehead, TA24 8DU	Proposed erection of one detached two-storey dwelling with ancillary garaging on plot B (following outline approval 3/21/11/132)	02 July 2014	Grant	EP
3/21/14/046	30 Lower Park, Minehead, TA24 8AY	Erection of replacement garage	24 June 2014	Grant	SK
3/21/14/048	St Helier, Millbridge Road, Minehead, TA24 8AG	Erection of a two storey extension to the east elevation of the dwelling	26 June 2014	Grant	SK
3/21/14/049	30 The Parks, Minehead, TA24 8BT	Installation of new window in lower ground floor	03 July 2014	Grant	EP
3/21/14/050	Leighton House, 20 The Parks, Minehead, TA24 8BT	To renew and upgrade existing roof structure	02 July 2014	Grant	EP
3/21/14/051	48 Fownes Road, Minehead, Somerset, TA24 6AF	Erection of a single storey lean-to rear extension	26 June 2014	Grant	SK
3/21/14/052	Offside flat, The Old Priory, The Avenue,	Remove and replace the existing rooflights	30 June 2014	Grant	LB

Minehead, TA24
5UQ

on the north and
south roof slope
above the first floor
flat known as 'The
Offside Flat'.

Ref No.	Application	Proposal	Date	Decision	Officer
3/21/14/055	Rose Hollow Cottage, Northfield Road, Minehead, TA24 5QH	Demolition of existing garage and construction of new garage. Also, the installation of replacement doors and windows to dwelling.	14 July 2014	Grant	SK
3/21/14/059	Jewsons, Mart Road, Minehead, TA24 5AU	Replacement of existing 2.7m high concrete post and chainlink fence and gates with 2.7m high powder coated palisade fence and gates.	15 July 2014	Grant	SK
3/26/14/010	Wood processing yard near Merry Oaks, Washford, Watchet, TA23 0LB	Erection of dwelling	24 June 2014	Refuse	EP
3/26/14/011	9 Cleeve Park, Chapel Cleeve, Minehead, TA24 6JA	Erection of a timber shed to the east of the dwelling with close boarded fencing to the north, east and west boundaries.	19 June 2014	Grant	MH
3/26/14/012	The White Horse Inn, Washford, Old Cleeve, Watchet, TA23 0JZ	Demolition of stable block and erection of detached building to accommodate three bed and breakfast units to be used in conjunction with the White Horse Inn	19 June 2014	Grant	LB
Ref No.	Application	Proposal	Date	Decision	Officer

3/26/14/014	1 Pillory Cottages, Old Cleeve, Minehead, TA24 6HR	Erection of replacement porch	14 July 2014	Grant	LB
Ref No. 3/31/14/007	Application 21 Old Way, Stogumber, Taunton, TA4 3SX	Proposal Replace existing clay tiles with green-grey slates	Date 30 June 2014	Decision Grant	Officer MH
Ref No. 3/36/14/002	Application The Coach House, Cranmer, Upton, Taunton, TA4 2HU	Proposal The erection of 2 metre high stone walls and 1.8 metre gates at entrance.	Date 08 July 2014	Decision Grant	Officer SK
Ref No. 3/37/14/006	Application Star Cottage, Mill Lane, Watchet, TA23 0BZ	Proposal Removal of condition 3 on planning permission 3/37/06/050 in order to convert the integral garage into living room/shower room	Date 19 June 2014	Decision Refuse	Officer EP
Ref No. 3/37/14/007	Application Mead End, 11 St Decumans Road, Watchet, TA23 0HR	Proposal Demolish existing single garage and replace with double garage and workshop	Date 30 June 2014	Decision Grant	Officer SK
Ref No. 3/37/14/008	Application Land at West Street, Watchet, TA23 0BQ	Proposal Outline application (with some matters reserved) for the erection of one three-bedroom detached dwelling (resubmission of 3/37/14/002)	Date 01 July 2014	Decision Refuse	Officer EP
Ref No. 3/37/14/009	Application 44 Normandy Avenue, Watchet, TA23 0TU	Proposal Extension to existing porch	Date 04 July 2014	Decision Grant	Officer SK
Ref No. 3/39/14/012	Application Land at Rydon Farm, West Quantoxhead TA4 4DW	Proposal Removal of four cabinets and three antennas and installation of Phase	Date 25 June 2014	Decision Prior approval not required	Officer JH

4.5 Headframe installed on the existing 15m high CU Phosco monopole mast and four new antennas and four RRUs mounted on new CU Phosco Headframe and one additional equipment cabinet located within existing VF cabinet at ground level

Ref No.	Application	Proposal	Date	Decision	Officer
3/39/14/013	Land to the north of Red Park Equestrian Centre, Egrove Way, Williton, Taunton, TA4 4TB	Erection of building for storing agricultural and forestry machinery and log store	19 June 2014	Prior approval not required	MH
3/39/14/014	7 Rylands Close, Williton, Taunton, TA4 4PE	Installation of dormer window to front elevation	26 June 2014	Grant	SK
3/39/14/016	1 Long Street, Williton, Taunton, TA4 4QN	To put in a 2m opening between the shop and the bakery. Also to remove the old conti board and shutter board in the bakery to repair water damaged walls.	19 June 2014	Grant	LB
ABD/17/14/001	West Shute Farm, Huish Champflower, Taunton, TA4 2HB	Prior approval of proposed change of use of agricultural building to dwellinghouse	15 July 2014	Prior approval is required and refused	EP
ABD/31/14/001	Building 1, Land at Higher Vexford Farm, Lydeard St Lawrence, Taunton, TA4 3QG	Prior approval of proposed change of use of agricultural building to a dwellinghouse	16 July 2014	Refuse	SK

Ref No.	Application	Proposal	Date	Decision	Officer
C/10/14/001	Land at Ellicombe Farm, Ellicombe Lane, Ellicombe, Minehead, TA24 6TR	Approval of details reserved by condition 7 (relating to existing & proposed finished ground floor levels) in relation to outline planning permission 3/10/13/001	09 July 2014	Grant	SK

Ref No.	Application	Proposal	Date	Decision	Officer
C/21/14/005	Land at Ellicombe Meadow, Alcombe, Minehead	Approval of details reserved by condition 3 (relating to hard and soft landscaping), condition 4 (relating to planting specification), condition 5 (relating to schedule of materials), condition 6 (relating to boundary treatments), condition 10 (relating to condition survey), condition 11 (relating to construction environmental management plan), condition 12 (relating to vehicle dust and mud), condition 17 (relating to cycle storage provision), condition 21 (relating to protection of hedgerows), condition 22 (relating to protection of pond and wooded area), condition 23 (relating to long term management of pond and wooded area), condition 24 (relating to impacts on amphibians), condition 25 (relating to working practices), condition 28 (relating	30 June 2014	Grant	MH

to planting scheme), condition 30 (relating to surface water drainage), condition 31 (relating to responsibility and maintenance of surface water drainage), condition 32 (relating to right of discharge of surface water), and condition 33 (relating to archaeological work) in relation to planning permission
3/21/13/084

Ref No.	Application	Proposal	Date	Decision	Officer
C/21/14/010	Land at Ellicombe Meadow	Approval of details reserved by condition 17 (relating to cycle storage) and condition 20 (relating to travel plan) in relation to planning permission 3/21/13/084.	26 June 2014	Grant	MH
C/21/14/011	Land to the North of Moor Road, Minehead, TA24 5RU	Approval of details reserved by condition 3 (relating to a scheme of works for consolidation of surface of the access), condition 4 (relating to a scheme of works including cross sections for the proposed access track) and condition 5 (relating to a soft landscaping scheme) in relation to planning permission 3/21/13/111	20 June 2014	Grant	LB
C/21/14/012	Land at Woodcombe Lane, Minehead, TA24 8SB	Approval of details reserved by condition 3 (relating to landscaping),	24 June 2014	Grant	MH

condition 4 (relating to protection of existing planting), condition 5 (relating to reptile fencing), condition 6 (relating to badgers), condition 7 (relating to existing habitat and enhancements), condition 8 (relating to materials), condition 9 (relating to joinery), condition 11 (relating to drainage), condition 14 (relating to photographic survey of church hut) in relation to planning permission
3/21/12/127

Ref No.	Application	Proposal	Date	Decision	Officer
C/21/14/014	1 Bampton Street, Minehead, TA24 5TR	Approval of details reserved by condition 7 (relating to programme of archaeological investigation) and condition 8 (relating to control of noise), in relation to planning permission 3/21/11/074	17 July 2014	Grant	SK
CA/21/14/002	The Wyndcott, Martlet Road, Minehead, TA24 5QE	Removal of lower limb of Silver Lime.	19 June 2014	Raise No Objection	SK
H/18/14/001	Hedgerow on land off the A39 at Kilve	Removal of 45m of hedgerow	16 July 2014	Refuse	EP
NMA/37/14/001	Lorna Doone Park, West Street, Watchet, TA23 0BJ	Non material amendment to planning permission 3/37/13/015 for the provision of glazed	14 July 2014	Grant	SK

type Juliet balconies
in lieu of metal railing
type

Ref No.	Application	Proposal	Date	Decision	Officer
Rmi/32/14/006	Hinkley Point C, Hinkley Point Road, Stogursey, Bridgwater, TA5 1UF. HPC Development Site, HPC Accomodation Campus and Washford Cross Roundabout.	Application to discharge planning requirement PW9, HGV Traffic in relation to Hinkley Point C (Nuclear Generation Company) Statutory Order 2013 made 18th March 2013.	18 July 2014	Grant	LB
T/18/14/002	Great Beats, Kilve, Bridgwater, TA5 1SS	Reduce height of Macrocarpa by one-third and remove three of the lowest branches	09 July 2014	Grant	SK
T/21/14/006	Clanville, Clanville Road, Minehead, TA24 5PD	Removal of lower branch of Beech	17 July 2014	Grant	SK
T/26/14/005	95 Cleeve Park, Chapel Cleeve, Minehead, TA24 6JJ	Reduce height of Common Yew by 10m, shorten branches in upper crown by 1-2m and raise crown to 2.5m	17 July 2014	Grant	SK