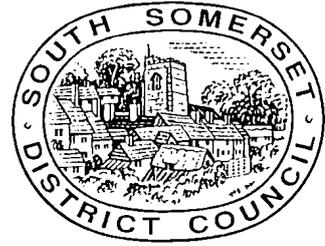


South Somerset District Council

Notice of Meeting



Area West Committee

Making a difference where it counts

Wednesday 20th April 2016

5.30 pm

**The Guildhall
Fore Street
Chard
TA20 1PP**

(disabled access and a hearing loop are available at this meeting venue)



The public and press are welcome to attend.

Please note: Consideration of planning applications will commence no earlier than 7.00pm.

If you would like any further information on the items to be discussed, please ring the Agenda Co-ordinator, **Jo Morris 01935 462055**, website: www.southsomerset.gov.uk

This Agenda was issued on Tuesday 12 April 2016.

A handwritten signature in cursive script that reads 'Ian Clarke'.

Ian Clarke, Assistant Director (Legal & Corporate Services)

This information is also available on our website
www.southsomerset.gov.uk



INVESTORS IN PEOPLE

Area West Committee Membership

The following members are requested to attend the meeting:

Chairman: Carol Goodall
Vice-chairman: Jenny Kenton

Jason Baker
Marcus Barrett
Mike Best
Amanda Broom
Dave Bulmer

Val Keitch
Paul Maxwell
Sue Osborne
Ric Pallister
Garry Shortland

Angie Singleton
Andrew Turpin
Linda Vijeh
Martin Wale

South Somerset District Council – Council Plan

Our focuses are: (all equal)

- Jobs – We want a strong economy which has low unemployment and thriving businesses
- Environment – We want an attractive environment to live in with increased recycling and lower energy use
- Homes – We want decent housing for our residents that matches their income
- Health and Communities – We want communities that are healthy, self-reliant and have individuals who are willing to help each other

Scrutiny Procedure Rules

Please note that decisions taken by Area Committees may be "called in" for scrutiny by the Council's Scrutiny Committee prior to implementation. This does not apply to decisions taken on planning applications.

Consideration of Planning Applications

Consideration of planning applications will commence no earlier than 7.00pm, following a break for refreshments, in the order shown on the planning applications schedule. The public and representatives of parish/town councils will be invited to speak on the individual planning applications at the time they are considered. Anyone wishing to raise matters in relation to other items on the agenda may do so at the time the item is considered.

Highways

A formal written report from the Area Highway Officer should be included on the main agenda in May and September. Alternatively, they can be contacted through Somerset County Council on 0300 123 2224.

Members Questions on reports prior to the meeting

Members of the Committee are requested to contact report authors on points of clarification prior to the Committee meeting.

Information for the Public

The Council has a well-established Area Committee system and through four Area Committees seeks to strengthen links between the Council and its local communities, allowing planning and other local issues to be decided at a local level (planning recommendations outside council policy are referred to the district wide Regulation Committee).

Decisions made by Area Committees, which include financial or policy implications are generally classed as executive decisions. Where these financial or policy decisions have a significant impact on council budgets or the local community, agendas will record these decisions as “key decisions”. Members of the public can view the council’s Executive Forward Plan, either online or at any SSSC council office, to see what executive/key decisions are scheduled to be taken in the coming months. Non-executive decisions taken by area committees include planning, and other quasi-judicial decisions.

At Area Committee meetings members of the public are able to:

- attend and make verbal or written representations, except where, for example, personal or confidential matters are being discussed;
- at the Area Committee Chairman’s discretion, members of the public are permitted to speak for up to up to 3 minutes on agenda items; and
- see agenda reports.

Meetings of the Area West Committee are held monthly at 5.30 p.m. on the 3rd Wednesday of the month in venues throughout Area West (unless specified otherwise).

Agendas and minutes of Area Committees are published on the Council’s website www.southsomerset.gov.uk/councillors-and-democracy/meetings-and-decisions

The Council’s Constitution is also on the web site and available for inspection in council offices.

Further information about this Committee can be obtained by contacting the agenda co-ordinator named on the front page.

Public Participation at Committees

This is a summary of the Protocol adopted by the Council and set out in Part 5 of the Council’s Constitution.

Public Question Time

The period allowed for participation in this session shall not exceed 15 minutes except with the consent of the Chairman of the Committee. Each individual speaker shall be restricted to a total of three minutes.

Planning Applications

Comments about planning applications will be dealt with at the time those applications are considered, rather than during the Public Question Time session.

Comments should be confined to additional information or issues, which have not been fully covered in the officer's report. Members of the public are asked to submit any additional documents to the planning officer at least 72 hours in advance and not to present them to the Committee on the day of the meeting. This will give the planning officer the opportunity to respond appropriately. Information from the public should not be tabled at the meeting. It should also be noted that, in the interests of fairness, the use of presentational aids (e.g. PowerPoint) by the applicant/agent or those making representations will not be permitted. However, the applicant/agent or those making representations are able to ask the Planning Officer to include photographs/images within the officer's presentation subject to them being received by the officer at least 72 hours prior to the meeting. No more than 5 photographs/images either supporting or against the application to be submitted. The Planning Officer will also need to be satisfied that the photographs are appropriate in terms of planning grounds.

At the Committee Chairman's discretion, members of the public are permitted to speak for up to 3 minutes each and where there are a number of persons wishing to speak they should be encouraged to choose one spokesperson to speak either for the applicant or on behalf of any supporters or objectors to the application. The total period allowed for such participation on each application shall not normally exceed 15 minutes.

The order of speaking on planning items will be:

- Town or Parish Council Spokesperson
- Objectors
- Supporters
- Applicant and/or Agent
- District Council Ward Member

If a member of the public wishes to speak they must inform the committee administrator before the meeting begins of their name and whether they have supporting comments or objections and who they are representing. This must be done by completing one of the public participation slips available at the meeting.

In exceptional circumstances, the Chairman of the Committee shall have discretion to vary the procedure set out to ensure fairness to all sides.

The same rules in terms of public participation will apply in respect of other agenda items where people wish to speak on that particular item.

If a Councillor has declared a Disclosable Pecuniary Interest (DPI) or a personal and prejudicial interest

In relation to Disclosable Pecuniary Interests, a Councillor is prohibited by law from participating in the discussion about the business on the agenda that relates to this interest and is also required to leave the room whilst the relevant agenda item is being discussed.

Under the new Code of Conduct adopted by this Council in July 2012, a Councillor with a personal and prejudicial interest (which is not also a DPI) will be afforded the same right as a member of the public to speak in relation to the relevant business and may also answer any questions, except that once the Councillor has addressed the Committee the Councillor will leave the room and not return until after the decision has been made.

Area West Committee

Wednesday 20 April 2016

Agenda

Preliminary Items

- 1. To approve as a correct record the Minutes of the Previous Meeting held on 16th March 2016**
- 2. Apologies for Absence**
- 3. Declarations of Interest**

In accordance with the Council's current Code of Conduct (adopted July 2012), which includes all the provisions relating to Disclosable Pecuniary Interests (DPI), personal and prejudicial interests, Members are asked to declare any DPI and also any personal interests (and whether or not such personal interests are also "prejudicial") in relation to any matter on the agenda for this meeting. A DPI is defined in The Relevant Authorities (Disclosable Pecuniary Interests) Regulations 2012 (SI 2012 No. 1464) and Appendix 3 of the Council's Code of Conduct. A personal interest is defined in paragraph 2.8 of the Code and a prejudicial interest is defined in paragraph 2.9.

Members are reminded that they need to declare the fact that they are also a member of a County, Town or Parish Council as a Personal Interest. As a result of the change made to the Code of Conduct by this Council at its meeting on 15th May 2014, where you are also a member of Somerset County Council and/or a Town or Parish Council within South Somerset you must declare a prejudicial interest in any business on the agenda where there is a financial benefit or gain or advantage to Somerset County Council and/or a Town or Parish Council which would be at the cost or to the financial disadvantage of South Somerset District Council. If you have a prejudicial interest you must comply with paragraphs 2.9(b) and 2.9(c) of the Code.

In the interests of complete transparency, Members of the County Council, who are not also members of this committee, are encouraged to declare any interests they may have in any matters being discussed even though they may not be under any obligation to do so under any relevant code of conduct.

Planning Applications Referred to the Regulation Committee

The following members of this Committee are also members of the Council's Regulation Committee:

Councillors. Mike Best, Sue Osborne and Angie Singleton

Where planning applications are referred by this Committee to the Regulation Committee for determination, in accordance with the Council's Code of Practice on Planning, Members of the Regulation Committee can participate and vote on these items at the Area Committee and at Regulation Committee. In these cases the Council's decision-making process is not complete until the application is determined by the Regulation Committee. Members of the Regulation Committee retain an open mind and will not finalise their position until the Regulation Committee. They will also consider the matter

at Regulation Committee as Members of that Committee and not as representatives of the Area Committee.

4. Public Question Time

This is a chance to ask questions, make comments and raise matters of concern.

Parish/Town Councils may also wish to use this opportunity to ask for the District Council's support on any matter of particular concern to their Parish/Town.

Anyone wishing to raise matters in relation to items on the agenda may do so at the time the item is considered.

5. Chairman's Announcements

Items for Discussion

- 6. Area West Committee - Forward Plan** (Pages 9 - 11)
- 7. Outdoor Gym for Ashill (Executive Decision)** (Pages 12 - 15)
- 8. Community Health and Leisure Service Update** (Pages 16 - 25)
- 9. Report for Area West Committee on the Performance of the Streetscene Service** (Pages 26 - 29)
- 10. Schedule of Planning Applications to be Determined by Committee** (Pages 30 - 31)
- 11. Planning Application 14/04399/FUL - Land At Crewkerne Road Chard** (Pages 32 - 56)
- 12. Planning Application 15/04772/OUT - Land North of Tatworth Road and Adjacent To Forton Road Chard** (Pages 57 - 84)
- 13. Date and Venue for Next Meeting** (Page 85)

Please note that the decisions taken by Area Committees may be called in for scrutiny by the Council's Scrutiny Committee prior to implementation.

This does not apply to decisions taken on planning applications.

Recording and photography at council meetings

Recording of council meetings is permitted, however anyone wishing to do so should let the Chairperson of the meeting know prior to the start of the meeting. The recording should be overt and clearly visible to anyone at the meeting, but non-disruptive. If someone is recording the meeting, the Chairman will make an announcement at the beginning of the meeting.

Any member of the public has the right not to be recorded. If anyone making public representation does not wish to be recorded they must let the Chairperson know.

The full 'Policy on Audio/Visual Recording and Photography at Council Meetings' can be viewed online at:

<http://modgov.southsomerset.gov.uk/documents/s3327/Policy%20on%20the%20recording%20of%20council%20meetings.pdf>

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Agenda Item 6

Area West Committee - Forward Plan

Assistant Director: Helen Rutter (Communities)
Service Manager: Andrew Gillespie, Area Development Manager (West)
Agenda Co-ordinator: Jo Morris, Democratic Services Officer , Legal & Democratic Services
Contact Details: jo.morris@southsomerset.gov.uk or 01935 462055

Purpose of the Report

This report informs members of the proposed Area West Committee Forward Plan.

Recommendation

Members are asked to:-

- (1) comment upon and note the proposed Area West Committee Forward Plan as attached.
- (2) identify priorities for further reports to be added to the Area West Committee Forward Plan.

Forward Plan

The Forward Plan sets out items and issues to be discussed by the Area West Committee over the coming few months.

The Forward Plan will be reviewed and updated each month in consultation with the Chairman. It is included each month on the Area West Committee agenda and members may endorse or request amendments.

To make the best use of the Area Committee, the focus for topics should be on issues where local involvement and influence may be beneficial, and where local priorities and issues raised by the community are linked to SSDC corporate aims and objectives.

Councillors, service managers, partners and members of the public may request that an item is placed within the forward plan for a future meeting by contacting the agenda co-ordinator.

Background Papers: *None.*

Notes

- (1) Items marked in italics are not yet confirmed, due to the attendance of additional representatives.
- (2) Further details on these items, or to suggest / request an agenda item for the Area Committee, please contact the Agenda Co-ordinator; Jo Morris, 01935 462055 or e-mail jo.morris@southsomerset.gov.uk
- (3) Standing items include:
 - (a) Chairman's announcements
 - (b) Public Question Time

Meeting Date	Agenda Item	Background / Purpose	Lead Officer(s) SSDC unless stated otherwise
18 th May 2016	<i>Ilminster Forum</i>	<i>Reports from members on outside organisations.</i>	<i>Cllr. Carol Goodall Zoe Harris, Neighbourhood Development Officer</i>
18 th May 2016	<i>Highways Update</i>	<i>To update members on the highways maintenance work carried out by the County Highway Authority.</i>	<i>Mike Fear, Assistant Highway Service Manager, Somerset County Council</i>
18 th May 2016	<i>Area West Committee Working Groups and Outside Organisations – Appointment of Members</i>	<i>To review the appointment of members to various working groups and outside organisations.</i>	<i>Jo Morris, Democratic Services Officer</i>
18 th May 2016	<i>Scheme of Delegation – Development Control – Nomination of Substitutes for Chairman and Vice Chairman</i>	<i>To review the appointment of two members to act as substitutes for the Chairman and Vice-Chairman in the exercising of the Scheme of Delegation for planning and related applications.</i>	<i>Jo Morris, Democratic Services Officer</i>
15 th June 2016	<i>Area West Development Work Programme</i>	<i>To provide an update on the progress of projects taking place in Area West</i>	<i>Andrew Gillespie, Area Development Manager (West)</i>
15 th June 2016	<i>Chard Regeneration Scheme</i>	<i>Report to update members on progress.</i>	<i>David Julian, Economic Development Manager</i>
20 th July 2016	<i>Environmental Health Service Update Report</i>	<i>Service Update Report</i>	<i>Alasdair Bell, Environmental Health Manager</i>

Meeting Date	Agenda Item	Background / Purpose	Lead Officer(s) SSDC unless stated otherwise
<i>20th July 2016</i>	<i>S106 Obligations</i>	<i>6 monthly update</i>	<i>Neil Waddleton, S106 Monitoring Officer</i>
<i>17th August 2016</i>	<i>Historic Buildings at Risk</i>	<i>Confidential report to update members on current Historic Buildings at Risk cases in Area West.</i>	<i>Greg Venn, Conservation Officer</i>
<i>21st September 2016</i>	<i>Countryside Service Update</i>	<i>Service update report</i>	<i>Katy Menday, Countryside Manager</i>

Agenda Item 7

Outdoor Gym for Ashill (Executive Decision)

Assistant Director: Helen Rutter, Communities
Service Manager: Andrew Gillespie, Area Development Manager (West)
Lead Officer: Zoë Harris, Community Regeneration Officer (West)
Contact Details: zoe.harris@southsomerset.gov.uk or 01460 260423

Purpose of the Report

To request a grant towards the installation of a small outdoor gym on Ashill Playing Field.

Public Interest

In response to public demand Ashill Parish Council want to install three pieces of outdoor gym equipment on their playing field.

Recommendation

That Members support a grant of £5,167.50 to be awarded to the Parish Council towards their outdoor gym.

Background

Ashill has an excellent playing field facility which is owned and managed by the parish council. The playing field is well used and already includes a tennis court, skate ramp, football pitch, play area and ball court.

A small group of residents approached the parish council with a suggestion to install the outdoor gym equipment because they felt it would benefit a sector of the community that were not currently being served by the playing field facilities, mainly adults that do not wish to take part in team games and particularly older residents that need to develop a more healthy lifestyle.

The group of residents have approached over 80 residents in the parish to establish their views and everyone has said they are supportive and would use the equipment to some extent.

Type of equipment proposed

A small research team made up of 3 residents have explored the options to ascertain what outdoor gym equipment would be best for the village. They have picked the following three pieces of equipment:

- Lat pull down / Shoulder press - This provides 2 different exercises, toning muscles in the upper body. Lifting approximately 30% of the users body weight the machine works the shoulders and arms on one side and the arms and back on the other.
- Recumbent Bike – designed to give the user a cardiovascular workout and improve leg strength and muscle tone. It is ideal as a rehabilitation tool as it keeps the back in a fixed position whilst working the lower body.
- Stand-alone Oblique – this provides gentle cardio activity and helps tone the oblique muscles of the abdomen.

These three items have been chosen because they are easy for people to use, particularly older residents and between them they will provide a decent full body workout.

The group’s decision was also informed by a visit to Hamilton Park in Taunton, where an outdoor gym has been in place for a few years. The group used the equipment at Hamilton Park and spoke to members of the public, including a 70 year old man who regularly uses the machines to exercise.

The equipment chosen is the same as that installed in the Taunton Parks, which is robust and meets the appropriate British Safety standard. Further advice was also sought from the relevant officer at Taunton Deane Borough Council with regard to use and ongoing maintenance. The group have also been advised to locate the items near each other so that people using the equipment with a friend can chat whilst exercising.

The parish council propose to locate the equipment close to the tennis courts which are floodlit. The floodlights will also illuminate the outdoor gym equipment which means it can be used in the darker evenings during autumn and winter.

Signage with instructions is provided with the equipment, but to further ensure people feel confident to use it, a local qualified athletics coach will provide some training sessions.

Benefit to the community

The provision of free gym equipment on a public playing field will be beneficial for a number of reasons:

- Easy access to anyone who would not join a gym due to the cost or difficulties with transport.
- Provides an opportunity for gentle exercise outdoors, some people in the village have said that they have been advised by their doctor to develop a healthier lifestyle.
- Additional equipment at the playing field will make the facility more attractive to a wider range of people, as it gives an alternative reason for residents to visit and use the park.
- Gives parents a healthy activity to do whilst they are visiting the park with their children
- Could help with loneliness and mental health issues, as the equipment provides the opportunity for people to meet up with others in a non-threatening environment, whilst doing exercise.

The Parish Council are happy for people living in surrounding villages to use the equipment and will promote the facility through local parish magazines and posters on village notice boards and at the local doctors surgery. They also plan to have a launch event

Finance

The cost of the project is outlined below:

Item / activity	Cost (£)
Lateral pull down / shoulder press	£3,386
Recumbent bike	£2,066

Oblique	£1,817
Signage with instructions on use	£496
Heras fencing, skip and post installation inspection	£1,090
Rhyno mulch surfacing	£1,480
TOTAL	£10,335

All the above costs include delivery and installation.

The Parish Council proposes to fund the scheme in the following way:

Funding source	Status	Amount
Parish council	Secured	£2,000
SCC Health & Wellbeing Budget (Cllr Vijeh)	Secured	£580
Awards for All grant	Pending	£2,587.50
SSDC	Awaiting decision	£5,167.50
TOTAL		£10,335.00

The Neighbourhood Development Officer has assessed the grant application and has given it the following score.

Category	Maximum score	Score
A Eligibility	Y/N	Yes
B Equalities Impact	7	4
C Need for Project	5	4
D Capacity of Organisation	15	13
E Financial need	7	4
F Innovation	3	3
Total	37	28

Financial Implications

The grant of £5,167.50 can be found from Area West Capital budget.

Council Plan Implications

Supporting this project helps address Focus 4 of the SSDC Council Plan:

- Health & Communities – providing free outdoor gym equipment is a good way to encourage residents to adopt a healthy lifestyle.

Carbon Emissions & Climate Change Implications

Not applicable

Equality and Diversity Implications

Rurally based residents, particularly those without use of a car and /or on a low income, find it difficult to access fitness facilities. Free outdoor gym equipment located on the village playing field will give more people the opportunity to take part in healthy activities.

Agenda Item 8

Community Health and Leisure Service Update

Assistant Director: Steve Joel, Health and Wellbeing
Service Manager: Lynda Pincombe, Community Health and Leisure Manager
Lead Officer: Lynda Pincombe, Community Health and Leisure Manager
Contact Details: lynda.pincombe@southsomerset.gov.uk or 01935 462614

Purpose of the Report

This report provides an update on the work of the Community Health and Leisure Service in Area West.

Public Interest

This report seeks to provide Area West members with a progress report on the work undertaken by the Council's Community Health and Leisure Service in the last 15 months. This report highlights specific examples of work undertaken within the area so that members can gain an understanding of how the service is creating value and making a difference for residents in their respective communities.

Recommendations

- 1) That the Area West Committee notes the content of this report.
- 2) That Members contact the Community Health and Leisure Manager, if they would like to discuss the current service delivery programme or recommend future priorities.

Background

The Community Health and Leisure team is based at Brympton Way but delivers in all areas, often providing specific technical support or project support with a view to developing sustainable activity. The team frequently works with area development staff on local projects and in the assessment of leisure related Area grants where a strategic overview or technical input may be required.

The services provided by the Community Health and Leisure team are summarised in the table below:

What?	Why?
Healthy Lifestyles	To provide a high quality physical activity and healthy lifestyles programme to enable more people to become active and healthier in South Somerset in line with Council Plan Focus 4.1 and the Somerset/South Somerset Health and Wellbeing Strategy.
Sports Development	To develop and support community sports clubs and other voluntary organisation to deliver excellent sporting opportunities for all residents in South Somerset in line with Council Plan Focus 4.1.
Play and Youth Facilities	To increase the quality and quantity of play opportunities in South Somerset in line with Council Plan Focus 4.3
Opportunities for Young People	To provide and support the development of positive activities for young people in South Somerset in line with Council Plan Focus 4.1.
Leisure Facility Development / Management	To manage and develop sports facilities that help to provide a healthy living environment and sustainable communities in line with Council Plan 4.3

Report

Healthy Lifestyles

Core Work:

- Priority Area 1: To increase the utilisation of the outdoors and green spaces for exercise and health related activity
- Priority Area 2: To decrease the number of adults and children in South Somerset who are currently inactive
- Priority Area 3: To reduce the number of overweight and obese adults and children in South Somerset

Area West Achievements/Delivery in the last 12 months:

Priority Area 1 – Utilisation of outdoors and green space for exercise and health related activity

- Walk figures for the first six months of 2015/16 (April to September) is as follows; 4404 attendances, up 1100 on the half way stage in 2014/15 and 166 new walkers have joined the scheme so far this year.
- 3 training days have been held for volunteers, 29 leaders have been trained from across the district. A Thank You Event was held in April 2015 to reward our committed volunteers, 35 attending.
- 5 Walk Leaders received their Bronze pin badge for leading 50 Health Walks since April 2014. The pin badges have been designed by the team to recognise volunteers and their dedication to Walking for Health
- There are currently 20 walks taking place across the district, most occurring weekly. Area West has 3 Health Walks and 1 Buggy Walk. There is an additional closed walking group at the Chard Watch project.
- A local Health Walk Directory is produced by the Community Health and Leisure team which is updated and circulated each quarter and can also be accessed on line at www.southsomerset.gov.uk/healthwalks

Priority Area 2 – Decrease number of adults and children who are currently inactive (completing less than 30 minutes of activity a week)

- Following a successful bid to Sport England's, Get Healthy, Get Active fund, the Healthy Lifestyles Team has led a new project called Click into Activity.

Click into Activity

- The target audience will be inactive males and female patients pro-dominantly aged 50-60 who are diagnosed as either diabetic, pre-diabetic or hypertensive.
- Identified patients will be referred to Exercise Specialists working across all GP surgeries in the federation who will offer 1-1 support, signposting, and a 'buddy system' to encourage participation in exercise and sports sessions specifically designed for inactive patients with a long term health condition.
- 2 members of part time staff recruited as exercise specialists with time spent either in GP surgeries or delivering activity sessions in community venues
- Exercise specialists completing 1-1 appointments weekly in 7 surgeries: Crewkerne Health Centre (Crewkerne), Essex House (Chard), Meadows (Ilminster), Springmead (Chard), Summervale (Ilminster), Tawstock (Chard), West One (Crewkerne) and fortnightly in one surgery: Church View (Broadway)
- Exercise Specialists currently delivering 4 activity sessions a week each.
- Participants will be entitled to 12 weeks free activity with the exercise specialists.

- Changes to exercise levels will be monitored through the use of the MyActivityTracker platform. Cards will be issued to all who take part in the programme.
- To date (21/03/2016), there have been 128 referrals with 86 of them moving into activity through the exercise specialists.
- Following the initial 12 weeks of activity with the exercise specialists, participants are signposted into other low cost activity sessions developed by the healthy lifestyles team or existing low cost activity sessions.

Priority Area 2 continued

- 1 Flexercise workshop has been delivered in area West, with 15 new leaders trained.
- 4x Sport50 sessions have been delivered in Chard, with a total attendance of 18 from Chard WI and Chard Helmstedt Society. These have not continued.
- Sport 50 sessions have started in Ilminster and are due to start in Crewkerne to support those coming to the end of their 12 weeks in the Click into Activity Project.
- Supporting the U3A in Crewkerne to develop the Walking Football opportunity to make it more widely accessible (and not just to U3A members) currently getting around 20 in attendance. We are copying the walking football model from our successful Yeovil session.
- Active Somerset classes run in Area West include (attendances in brackets); Active Aging Aerobics in Chard and Ilminster (9)
- Activity finder website Zing continues to be updated and promoted to advertise the number of exercise and activity opportunities in the district and a range of venues. www.zingsomerset.co.uk

Priority Area 3 – Reduce the number of overweight and obese adults and children

- Funding was granted to support Chard Community Kitchen 'Bubble and Speak' for 2015/16 with an overall attendance of 164 across 6 months. The weekly sessions teach people how to cook healthy and nutritious meals on a budget.
- Continue to support Children's Centres in the area by attending meetings and delivering Healthy Lifestyle programmes where possible. Health Testing sessions and Buggy Walks information delivered at Ilminster (7)
- 3 training courses have been offered at discounted rates to anyone working in health promotion in South Somerset. Courses include; Level 3 NVQ in Nutrition (9) Encouraging Physical Activity (15) and Understanding Behaviour Change (11). The team then work with those trained to deliver initiatives across the district.
- 6 Staff from Yarlinton Housing Group have been trained in basic health promotion messages that up skill staff in how to support residents to become more active, eat healthily and manage their weight.

Area West Priorities for 2016/17:

Priority Area 1 – Utilisation of outdoors and green space for exercise and health related activity

- Offer free Health Walk Leader training to community volunteers
- Develop opportunities for people to become more active through walking
- Report data to The Ramblers using Walking for Health database and provide feedback and support to volunteers
- Promote walking opportunities through printed directories and maps, local communication channels and online resources
- Maintain the standards required to be an accredited Walking for Health scheme
- Promote green spaces for healthy growing and eating of food
- Support mental health organisations to access the outdoors in order to increase physical activity levels

- Development of 321 running routes across the district, promoting these facilities through flyers, local communication channels and online
- Work as a part of the Zing Somerset Team to deliver 'Playing Out' – a programme designed to engage families in low cost outdoor activity.

Priority Area 2 – Decrease number of adults and children who are currently inactive (completing less than 30 minutes of activity a week)

- Keep online resources such as the Healthy Lifestyles pages on SSDC website and promote these resources to local residents, health professionals and community organisations
- Develop new opportunities and promote existing physical activity opportunities utilising Active Somerset funding
- Support the ageing population to maintain independence into later life through a range of targeted initiatives such as falls classes, physical activity classes, health testing, Pop Up Sport/Sport50, Golden Age Olympics and the Flexercise programme.
- Utilise available funding to develop new physical activity opportunities
- Continue to offer and develop both internal and external healthy workplace programmes including a range of different initiatives

Priority Area 3 – Reduce the number of overweight and obese adults and children

- Offer support and deliver a range of initiatives to Children's Centres and Primary Schools across the district to promote a healthy weight e.g. active clubs training, buggy walks, health testing and weight management programmes.
- Utilise available funding to develop healthy weight interventions in local areas in partnership with GP surgeries and community groups
- Deliver healthy weight initiatives at workplaces as part of healthy workplace programme, e.g. weight loss challenge
- Deliver health testing at community groups/organisations to raise awareness of the importance of a healthy lifestyle and encourage people to take responsibility for their own health
- Keep online resources up to date on SSDC website and sign post to additional services such as the Zing Somerset service

Sports Development

Core Work:

- To support the development of new and existing community sports clubs.
- To support the development of coaches, volunteers and officials.
- To seek to enhance school sport.

Area West Achievements/Delivery in the last 12 months

- Delivered Schools Tennis Coaching programme in Crewkerne and Ilminster areas, attended by 28 young people from 3 primary schools. Greenfylde (Ilminster), St Barts and Ashlands (both Crewkerne) took part.
- Continue to deliver a programme of winter and summer junior tennis competition for junior tennis players across the district. 321 junior players took part in the 2015 Summer Series. Chard Tennis Club hosted tournaments as part of this programme.
- Officers have supported Chard Cricket Club to host the Area Kwik Cricket finals over two days, which is the local cricket competition for primary schools. 200 children attended the finals at the club and Holyrood Academy supported with volunteers.

- Delivered a schools gymnastics programme for the 6th year, in partnership with Orchard Gymnastics in Yeovil. 42 teams and 210 children took part, 6 teams were from Area West schools. These were Greenfylde and West Chinnock.
- Officers have supported delivered of a Gymnastics CPD session at Avishayes School attended by 6 primary schools from Area West.
- Delivered one social badminton competition as part of the South Somerset Community Badminton Network competition series at Crewkerne Sports Centre in October 2015, attended by 22 adults.
- Officers have supported a young Leadership Academy at Holyrood Academy, 35 leaders from Combe St Nicholas, Redstart, Tatworth, Avishayes and Manor Court primary schools. These leaders deliver activity sessions back in their schools, so far 350 hours have been given by these children.
- Officers supported Holyrood Academy to co-ordinate the secondary schools rugby league and Chard Rugby Club hosted the area finals.
- Started to plan for pilot *In It Together* badminton and netball courses in Crewkerne, this is a Sport England funded project to increase the number of women and girls taking part in sport and physical activity across South Somerset.
- Officers delivered a Quick Sticks hockey competition attended by Tatworth, Manor Court, West Chinnock and Avishayes primary schools.
- Continue to deliver the Junior Athletics community programme which includes Fundamentals, Junior Athletics and the Academy. In 2015, 156 (7% increase on 2014) young people were registered on our Junior Athletics programme with between 20 and 48 athletes attending our weekly short courses.
- Officers have worked with Holyrood Academy in Chard to access £3,000 funding from the English Schools FA to deliver a Futsal project within Area West. This has resulted in a club being delivered, attended by 20 students, 17 leaders trained to support the taster sessions attended by local primary schools.

Area West Priorities for 2016/17

Sports Specific Development

- Continue to deliver a programme of sports specific development opportunities in partnership with key community sports clubs and NGB's to include: Tennis, Badminton, Hockey, Gymnastics, Athletics and Swimming.
- Deliver 'In It Together' within Area West, funded by Sport England Community Sport Activation, a project to increase the participation of women and girls across South Somerset. The total project cost was £258,844, with £163,294 from Sport England.
- Work with tennis clubs in Area West to support Great British Tennis Weekend 2016. People of all ages and abilities can just turn up with equipment provided for free. Roll out South Somerset Play Tennis over Summer 2016 with interested tennis clubs to encourage more families to play tennis over the Summer.

Play and Youth Facilities

Core Work:

- To work in partnership with others to provide a range of challenging and exciting play spaces and youth facilities across the district.
- To offer annual, quarterly and routine play inspection service to not-for-profit organisations.

Area West Achievements/Delivery in the last 12 months

- Full - Audit of 34 Play Areas & 6 Youth Facilities throughout Area West

- Misterton - Packers' Way Play Area (SSDC) was extensively refurbished following consultation with new play equipment, surfacing and bow top fencing.

The main features of the design are:

1. New Junior & Toddler Swings
2. New Large Spring Seesaw
3. New Junior Climbing Frame and Slide
4. New Accessible Roundabout
5. New Toddler Play House
6. New Coloured & Patterned Safety Surfacing
7. New Bow Top Fencing

- Crewkerne - Henhayes Play Area (Town Council). Funding and technical support for Crewkerne Town Council with the phased play area refurbishment.

The main features of the phased design are:

1. Increased play space
2. Repainting
3. New Rope Climber
4. New Safety Surfacing
5. New Accessible Path
6. New Picnic Table & Benches
7. New Litter Bins
8. Landscaping & Turfing
9. New Bow Top Fencing & Relocation of Accessible Gates

- Winterhay Lane, Ilminster – Supported Ilminster Town Council to progress the design work for improvements at this play area.
- Plot 5, Chard – some ground clearance and fencing work has been done to the site for the planned development of a new play area at this site.

Area West Priorities for 2015/16

- To meet with Chard Town Council to discuss the future provision for play and youth facilities and to prioritise delivery.
- Delivery of an enhanced play area at Snowden Park in Chard utilising S106 contributions from the adjacent development.
- Support Ilminster Town Council with their plans to install new equipment at Winterhay Lane and to progress their plans for an enhanced play area at Ilminster Recreation Ground.
- With the co-operation of the developer, pursue the adoption land designated for play off Canal Way.

Opportunities for Young People

Core Work:

- To support the development of stimulating things to do and places to go.
- To support the development of new and existing youth clubs.

- To develop opportunities for young people to volunteer and become involved in their communities.
- To support the development of playschemes and targeted holiday activity programmes.

The support that is given by the Young People Officer includes small grants of up to £500 through the Youth Development Fund, advice on start-up and examples of standard documents including Model Constitutions, Health & Safety Statement, Accident Reporting records, Model Child Protection Policy Parental consent forms.

The Young People Officer can arrange for youth group volunteers to be checked through the Disclosure and Barring service. (Previously known as CRB check)

There is a distinct role for both specialist support and more generic local development work. The Young People's Officer works closely with Area Development Staff and in particular the Neighbourhood Development Officer. This ensures that local groups and organisations delivering youth provision benefit from the external support, funding, good practice and advice.

Training & Development

Training for voluntary youth groups is offered during the year. Recent courses include; First Aid, Food Hygiene level 2 and Introduction to child protection.

Gold Star – Celebration of Volunteers Working with Young People

A packed house at the Octagon saw volunteers from across the District recognised. The audience also enjoyed 5 great acts performed by young people from across the district.

Play Days

Play Days in Area West continue to be very popular there were Play Days in the following places:

Ilminster 3 days.
 Combe St Nicholas 1 day
 Chard 3 days
 Crewkerne 3 days
 Winsham a community led Playday 1 day.

Activities Young People enjoyed at these events included, Water Rockets, Arts and Crafts, Sports and Games, Circus Skills, Water Wars, Sumo Suits, Bouncy Castle.

Youth Day at Henson Park, Chard

Chard Youth Day was enjoyed by a great number of young people last Summer. On offer was the following activities, Climbing Wall, DJ Taster Sessions, Slacklining, Dance Workshops, Green Woodworking, Moped Workshop Taster, Refreshments.

Area West Priorities for 2015/16

- Continue to support the delivery of play and youth days in Area West and across the district.

Leisure Facility Development and Management

Core Work:

- To provide sports clubs and community organisations with specialist advice and support to develop their facility projects.
- To secure appropriate leisure contributions from housing development to enhance local and strategic sport and recreation provision.
- To maximise access to existing dual use school sports facilities.
- To effectively and efficiently manage the Council's Facilities at Yeovil Recreation Centre.

Area West Achievements/Delivery in the last 12 months

- Officers are working with Crewkerne Rugby Club to explore funding opportunities to contribute to RFU funding to install permanent floodlighting on both sides of its pitch at Henhayes Recreation Ground.
- Officers have continue to support Ilminster Town Council, and Ilminster Town Football Club to deliver a new pavilion and community facility at Ilminster Recreation Ground.
- Officers are also supporting Ilminster Cricket Club to look at future improvements to their changing and social facilities.
- An offer of £50,000 has been made to Holyrood Academy to assist with the resurface of their sand based Artificial Grass Pitch.
- Just under £6,000 of S106 allocated to the provision of temporary changing facilities at Jocelyn Park by Chard Town Council

Area West Priorities for 2016/17

- To work with Chard ward members to map out a future action plan for sports facilities and clubs in Chard, including the County Council swimming pool at Holyrood Academy and playing pitch facilities.
- Support the delivery of Ilminster Town Council's master plan for the improvement of Ilminster Recreation Ground.
- To January 2016, £1.4million of S106 funding (capital and revenue contributions), have been banked as a result of the teams obligation requests via the planning process. Of the money received, £522,561,000 has been spent to date on enhancing or delivering new infrastructure in the area

Other District Wide Work/Achievements in the Last 15 months

Play, Youth and Leisure Strategy refresh

- Our previous play, youth and sports strategies have now expired. Four area workshops took place in 2015 to research what stakeholders think about current play, youth and sports provision in the district and to identify future delivery priorities. Due to the imminent release of a new Sport England strategy and capacity of the team

during the latter half of 2015 the, production of a new draft leisure strategy has been delayed until this year.

New District Playing Pitch Strategy

- In line with updated national planning guidance, the Community Health and Leisure team is working with Sport England and National Governing Bodies of Sport to produce a new playing pitch strategy. This strategy help to protect existing pitch/changing room provision, identify district development priorities, underpins requests for developer contributions and helps the Council and other pitch providers to secure external funding.

A considerable amount of auditing of pitch provision and changing room provision has taken place during 2015 by team members. The strategy is expected to be finalised by the summer. Members will be asked to comment on and approve the final strategy.

Communications

- **Posters / Promotional material:** A huge range of posters and promotional material have been produced in the last 7 months which have contributed towards the increased success of activities including Health Walks, Playdays, Youth Days, Healthy Communities and the wide range of activities at Yeovil Recreation Centre. This work has included creating a new brand from scratch for the Click into Activity project. The ability to be able to produce this material in house is a significant cost saving to the Council.
- **Electronic Newsletter:** The service produces a monthly communication to our Health & Well Being newsletter mailing list. In excess of 1,000 people read the electronic newsletter every month with an average of 160 people actively clicking on specific articles in each newsletter
- **Press Releases:** The service directly generated 20 press releases in the last 7 months
- **Social Media:** Engagement on Facebook has continued to increase in the last 7 months with the Yeovil Recreation Centre and Play/Youth Facebook pages now reaching 3,000 likes between them (up from 2,000 in June 2015). Social media has been used extensively to promote the hugely popular Playdays during the Summer and also the Family Fun Day at Yeovil Recreation Centre. Have also set up a 'Healthy Somerset' Twitter account which along with a Yeovil Recreation Centre account now has in excess of 100 followers.

Play Areas - The team directly manages and inspects 56 play areas across the district, 8 in Area North, 3 in Area East, 39 in Area South and 6 in Area West.

Passport to Leisure Card

- This scheme allows residents on low incomes to obtain discounts on the cost of certain leisure and cultural activities at Crewkerne Aqua Centre, Goldenstones Leisure Centre, Octagon Theatre, SSDC directly organised holiday activities, Wincanton Sports Centre, St Michael's Hall and Yeovil Recreation Centre. The service administers the scheme (free of charge) and as of January 2016 there were 314 valid cards; 19 in Area North, 56 in Area East, 229 in Area South and 10 in Area West

The Community Resource Service/Scrapstore

- This service was transferred to The Hub from 1st April 2013 for five years and the service continues to oversee contractor delivery. The Hub agreed to take on the future delivery of the Resource Service from their own premises in Yeovil from September 2015 after only 2 years, without any further subsidy from the Council.

Financial Implications

No new implications.

Corporate Priority Implications

The work of the Community Health and Leisure service contributes to the following aims within the Health and Communities Focus of the Council Plan:

- Ensure that the strategic priorities of the Somerset Health and Well-being Board reflect local needs and align council resources to deliver projects to address those needs
- Maintain and enhance the South Somerset network of leisure and cultural facilities, optimising opportunities for external funding to promote healthy living.

Equality and Diversity Implications

Consideration is given by the service to ensure that all facilities and services are accessible.

Background Papers: none

Agenda Item 9

Report for Area West Committee on the Performance of the Streetscene Service

Assistant Director: Laurence Willis - Environment
Lead Officer: Chris Cooper - Streetscene Manager
Contact Details: chris.cooper@southsomerset.gov.uk or (01935) 462840

Purpose of the Report

To update and inform the Area West Committee on the performance of the Streetscene Service in the Area for the period April 2015 – April 2016.

Recommendation

Members are invited to comment on the report.

Report

The major focus of the service so far for this period that affect Area West, are listed below.

- Routine cleansing and grounds maintenance
- Highway weed control

Operational Works

Over the last few months we have focussed on the normal pattern of seasonal matters such as litter clearance, rural road sweeping, ditch maintenance and horticultural works.

During 2015/16 we delivered two applications of herbicide as programmed through the highway weed killing operation. We are currently starting this work program for the 2016/17 season and aim to deliver the same level of service in this financial year.

The herbicide that we use is Round-up pro-biactive which carries no hazard classification and when coupled with an approach of spot spraying individual weeds rather than 'blanket spraying' vast areas, does I believe provide the safest cost effective method of weed control available to us when considering the size of the area that we maintain. We recognise that there are some concerns regarding the use of Glyphosate in some parts of the community and we are consistently monitoring government guidance on this matter and will respond in line with published guidelines.

Since the last Area Report, we have fitted weed removal brushes onto the road sweepers and have focussed on removal of soil & weeds that have built up on kerbed areas of the roads around the Area. This work plan has made a notable impression, we have cleaned the main roads, roundabouts and splitter islands on the A303. The programme has removed many tons of soil build-ups from our main road system and as a result of this work, we are seeing reduced local road pooling due to improved water access to road drains & less weed growth along these routes.

Our work with Chard Towns amenities team continues and in the coming year we will be delivering the road sweeping on behalf of the town, while the Amenities Team will continue to carry out the pavement sweeping. In addition to this, we have recently risk assessed the tree stock of Chard Town Councils open spaces and developed a work program designed to provide proactive tree management.

One aspect of the service that has always been an area of demand has been the calls for additional bins around the district. In response to this we have reviewed our service and made changes that have resulted in an increase in capacity. We are therefore, able to accommodate some additional requests should they be required to address litter and dog waste issues across the district.

As always, we continue to focus on managing the number of flytips found in the district, the chart below shows the numbers of fly tips collected from Area West over the year.

AREA WEST	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	TOTALS
Ashill		1			1		2				1		5
Broadway	2		1							1			4
Buckland St Mary	1	3					1						5
Chaffcombe	1		1			2	1		1				6
Chard	4		8	5	7	3	6		7	1	7		48
Chillington													0
Chiselborough				1						2			3
Combe St Nich	2	2	2		2	1	1	2	1	2			15
Crewkerne	4	3	5	2	1	5	4		1	3	1	2	31
Cricket St Thom							1	1					2
Cudworth		1				1			2				4
Dinnington	2	2	1		1	1						1	8
Donyatt	1					1				2			4
Dowlish Wake	1			1		1							3
East Chinnock	1	1	2	2			3			2		2	13
Haselbury Pluck	1			1									2
Hinton St George				1			1		3	4			9
Horton						3	1	2					6
Ilminster				1	2		2		2				7
Kingstone	1	1	1		2	1			1	2		1	10
Knowle St Giles		2		1	1	3							7
Merriott			5	5	2	1	2	2	1	1			19
Misterton		1			1		1					1	4
North Perrott				1		1					2		4
Over Stratton													0
Tatworth/Forton	9	1	3		1	1		1		2	3	1	22
Wambrook	2			2		1	3		1				9
Wayford							3						3
West Chinnock			1										1
West Crewkerne			1		2	1		2	1				7
Whitelackington		2	1		1			1					5
Whitestaunton			1										1
Winsham		3					1		1				5
TOTAL WEST	32	23	33	23	24	27	33	11	22	22	14	8	272

In Area West we find that the levels of tipping over the year show 272 instances of dumping compared to 256 reported fly tips for the same period last year. Although we are seeing an increase of 6% increase in the Area, we are at the same level of clearance across the district as a whole, as during the previous year when we cleared 948 tips across the district compared to 951 this year.

We recognise that dumping on private land is not included in this recording and in certain locations this is a problem for members of our community. We will be working to develop ways in which we can assist landowners to address these issues over the coming months.

During the autumn, our teams spent a number of weeks removing leaves from across the area and for the coming autumn we are investigating ways that we could use what we collect to recycle as mulch.

Since the last report, we ran a trial of operating a night shift road sweeping round that focussed on sweeping the main roads around the district; while the remaining rounds were re-worked to pick up the cleansing of the towns and villages. After some minor teething issues, we have successfully introduced a system that is both effective and acceptable to the staff involved. The results of this change are very encouraging as they are allowing us to make better use of our machinery whilst sweeping major routes around the district at night that are dangerous to access 'during the day'.

The pavement sweepers that we took delivery of late last year have been deployed and are working their way around the district, The rounds are scheduled to prevent conflicting with refuse/recycling days and we are finding that the quality of cleaning that this equipment provides is of an excellent standard.

Earlier this year the team supported the Clean for the Queen initiative that was taken up by a number of parishes and towns throughout the district. In Area West we worked with The Seavingtons, Haselbury Plucknett and Misterton. Should any other towns or parishes have cleansing or environmental initiatives, we would be delighted to work with them if they are interested.

The Parish Rangers employed by the team have been very busy and feedback on the contribution they have made to their respective parishes continues to be very good and we are continuing to develop the scheme with more parishes as requests are received.

During early January we held the first meeting of Parish Environmental Wardens at Lufton Depot. The idea of the scheme is to develop a network of key individuals in each parish which will develop relationships with the service to work with us to address a wide range of environmental issues – from reporting a problem through to working with our teams to deliver locally important projects. Should members or Parishes be interested in joining this group, please give me a call on the number listed above for a chat or to arrange for us to come and talk with the Parish Council about the scheme.

Our horticultural teams have completed the annual work programmes including the winter ditch maintenance, shrub bed maintenance and hedge cutting programs. We also completed the maintenance of Public Rights of Way in South Somerset in line with the County Councils work program.

The team has also invested in long term maintenance works on a number of ponds and attenuation features across the area with notable works carried out on the attenuation pond at Merriott & landscape works on the Minnows pond in Chard. We will continue to develop these sites over the coming season.

This year we offered free Christmas tree shredding in the towns around the district and we recycled a good number of trees. The scheme received a good response from residents in the towns that took part and we aim to repeat this next Christmas.

Since the summer, the team has been working very closely with the Yeovil Cemetery Team and together we are making notable improvements to the delivery of this service. This is a very specialised area of work and there is considerable expertise available within the service. In order to maximise good practice across the district we are available to work with other burial organisations to compare work practices and ensure that best work and health & safety practice is being followed. Recently we have been working with the Chard cemetery team to share best practice and we are currently looking to develop business continuity plans for both organisations based upon working cooperatively. Should you be interested in discussing this in more detail, please contact us to arrange a meeting.

We continue to develop staff in a range of both operational and managerial areas of work in order to improve capacity, deliver high quality safe services and to equip the team to deal with emergency response works in a professional and safe manner. Recently we have been speaking with both the Chard cemetery team and the Crewkerne Amenities team to share opportunities for training and development.

What's coming next?

- Spring / Summer annual work programmes
- Delivery of the Highway weed control program
- Development of the Parish Warden Scheme
- Ongoing development of our depot facilities

Financial Implications

All of the matters highlighted in the report have been achieved within service budgets.

Implications for Corporate Priorities

Continue to deliver schemes with local communities that enhance the appearance of their local areas.

Continue to support communities to minimise floodwater risks.

Maintain street cleaning high performance across the district.

Background Papers

Progress report to Area Committees on the Performance of the Streetscene service

Agenda Item 10

Schedule of Planning Applications to be Determined by Committee

Assistant Director: Martin Woods, Economy
 Service Manager: David Norris, Development Manager
 Contact Details: david.norris@southsomerset.gov.uk or 01935 462382

Purpose of the Report

The schedule of planning applications sets out the applications to be determined by Area West Committee at this meeting.

Recommendation

Members are asked to note the schedule of planning applications.

Planning Applications will be considered no earlier than 7.00 pm.

Members of the public who wish to speak about a particular planning item are recommended to arrive for 6.50 pm.

SCHEDULE					
Agenda Number	Ward	Application	Brief Summary of Proposal	Site Address	Applicant
11	CHARD JOCELYN	14/04399/FUL	Erection of 72 dwellings with vehicular access and supporting infrastructure (GR 333519/108681)	Land At Crewkerne Road Chard	Mr Paul Hoffmann
12	CHARD HOLYROOD	15/04772/OUT	Development of up to 200 residential dwellings (including up to 35% affordable housing), introduction of structural planting and landscaping, informal public open space and children's play area, surface water attenuation, access points form Forton Road and Tatworth Road and associated ancillary works (outline) (GR 332536/107629)	Land North Of Tatworth Road And Adjacent To Forton Road Chard	Gladman Developments

Further information about planning applications is shown below and at the beginning of the main agenda document.

The Committee will consider the applications set out in the schedule. The Planning Officer will give further information at the meeting and, where appropriate, advise members of letters received as a result of consultations since the agenda had been prepared.

Referral to the Regulation Committee

The inclusion of two stars (**) as part of the Development Manager's recommendation indicates that the application will need to be referred to the District Council's Regulation Committee if the Area Committee is unwilling to accept that recommendation.

The Lead Planning Officer, at the Committee, in consultation with the Chairman and Solicitor, will also be able to recommend that an application should be referred to District Council's Regulation Committee even if it has not been two starred on the Agenda.

Human Rights Act Statement

The Human Rights Act 1998 makes it unlawful, subject to certain expectations, for a public authority to act in a way which is incompatible with a Convention Right. However when a planning decision is to be made there is further provision that a public authority must take into account the public interest. Existing planning law has for many years demanded a balancing exercise between private rights and public interest and this authority's decision making takes into account this balance. If there are exceptional circumstances which demand more careful and sensitive consideration of Human Rights issues then these will be referred to in the relevant report.

Agenda Item 11

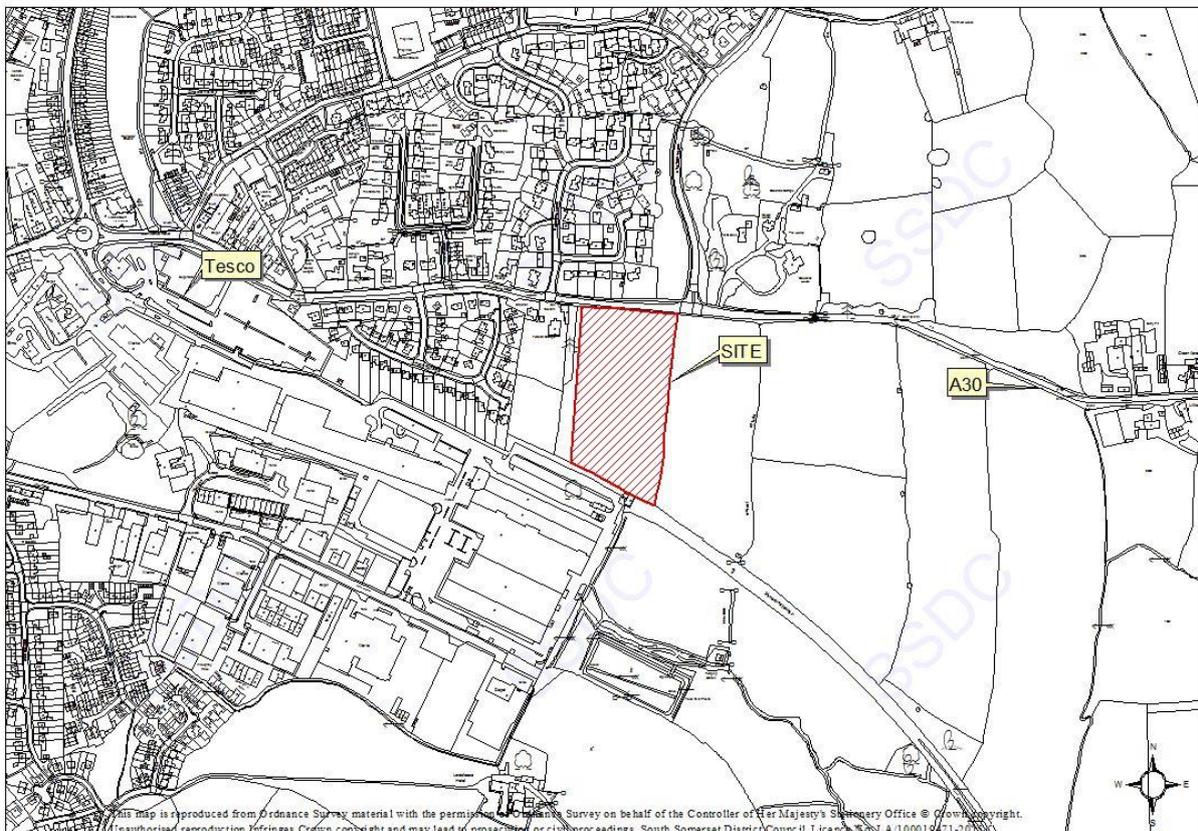
Officer Report On Planning Application: 14/04399/FUL

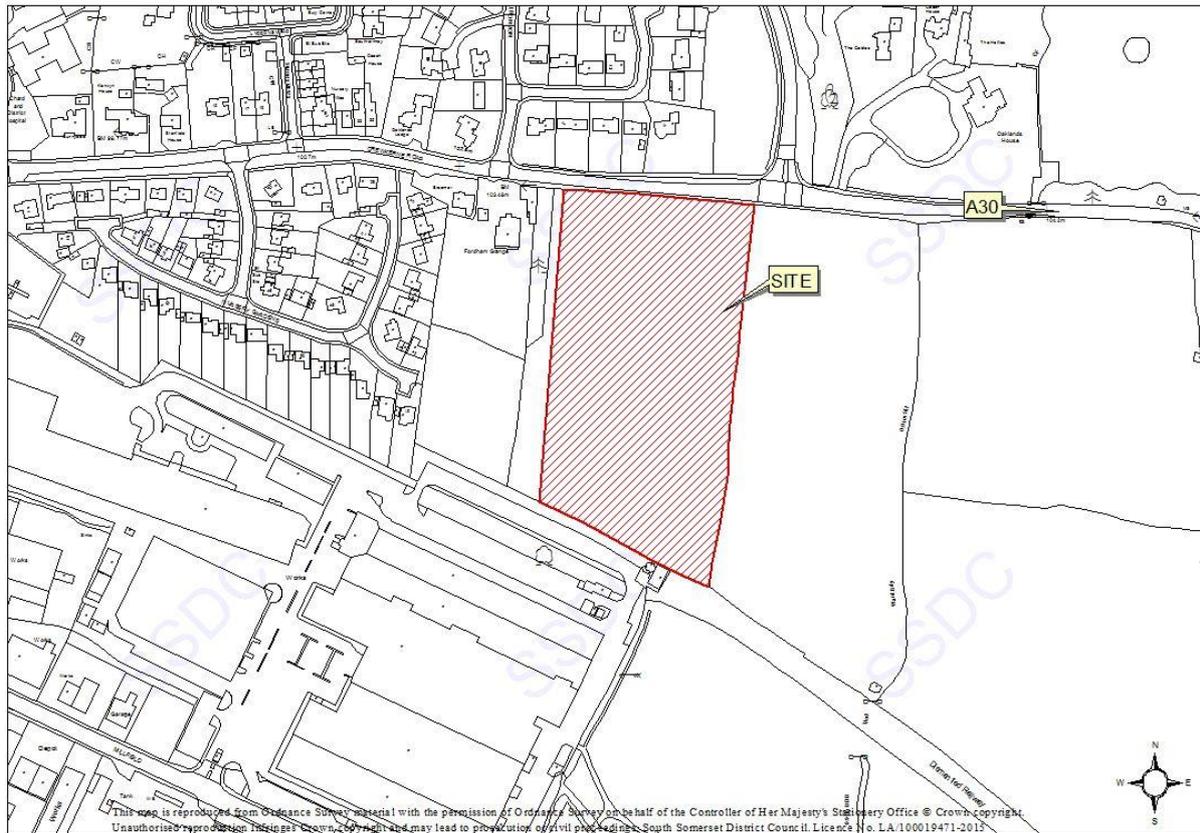
Proposal:	Erection of 72 dwellings with vehicular access and supporting infrastructure (GR 333519/108681)
Site Address:	Land At Crewkerne Road Chard
Parish:	Chard
JOCELYN (CHARD) Ward (SSDC Member)	Cllr D M Bulmer
Recommending Case Officer:	Andrew Gunn Tel: (01935) 462192 Email: andrew.gunn@southsomerset.gov.uk
Target date:	30th December 2014
Applicant:	Mr Paul Hoffmann
Agent: (no agent if blank)	
Application Type:	Major Dwlg's 10 or more or site 0.5ha+

REASON FOR REFERRAL TO COMMITTEE

The application has been referred to Area West Committee at the request of the Ward Member and in agreement with the Chair in order for a full discussion and consideration by Members in respect of the relationship with Numatic International Ltd and highway issues.

SITE DESCRIPTION





The application site is located on the southern side of the A30 Crewkerne Road, on the eastern edge of Chard. The site is currently grassed agricultural land comprising an area of 2.2 hectares. The land slopes down from north to south with an overall drop in ground level of around 15 metres. There are currently 2 agricultural accesses serving the site from the A30. The site is currently bounded by a mix of mature hedgerows, trees and fencing. Mixed land uses adjoin the site - residential to the north and the upper west boundary, agricultural land to the lower west boundary, Numatic and the old railway line to the south and agricultural land to the east. A main badger sett is located on the lower half of the eastern boundary.

PROPOSAL

This application, as amended, seeks consent for the erection of 72 dwellings, of which 14 (20%) of the houses will be affordable, a new vehicular access and associated infrastructure. A full planning application has been submitted and therefore, all of the details including layout, design, access, landscaping are sought for approval. The site is located on land within phase 2 of the Chard Plan with this being proposed as one of the earlier sites to come forward.

The proposed scheme includes a new vehicular access from the A30, located towards the eastern side of the site frontage. The scheme has been amended to include a right-turn land for eastbound vehicles turning into the site. 90 metres of visibility is available in both directions along the A30 measures 2.4m back along the proposed access road. Two central pedestrian refuges are provided on the A30 one either side of the site access. An additional footway is to be provided on the southern side of the A30 running west to the crossing point.

An estate road would run in a southerly direction from the A30 access until the centre of the site where it then turns westwards towards the western boundary. The road then runs south

for a short distance before running back eastwards across the site stopping in the bottom south east corner of the site. Pedestrian links will run through the site and connectivity will be provided to adjacent sites, in particular, cycle/pedestrian access to the former railway line in the south west corner, of which it is proposed to become part of the Stop Line Way cycle route.

The scheme, as amended, includes a total of 174 spaces, which includes 106 off road and 8 on road spaces, 15 of which are visitor spaces, and 60 garage spaces. Cycle parking will also be provided at a ratio of 1 space per bedroom, including a communal cycle store for the residents of the block of flats.

A mix of house designs and sizes are proposed throughout the site, ranging from detached, semi-detached, one block of flats and 5 separate blocks of terracing. The 3 storey flats building is located centrally at the front of the site with the largest terraced block comprising 9 units will be located along the southernmost part of the site. The houses will be constructed using a mix of brick and render for the walls with slate and double romans for the roofs. The majority of the gardens will be divided with 1.8 m high close boarded fencing with some brick and rendered walls.

Development has been pulled away from the lower half of the eastern boundary in order to provide an adequate buffer for the identified main badger sett.

A small grasscrete area will be created in the top north-west corner, accessed via the existing agricultural access from the A30. This will be provided and the access retained to maintain access rights for an adjacent landowner. No access will be allowed to the development.

POLICY

Section 38(6) of the Planning and Compulsory Purchase Act 2004 repeats the duty imposed under S54A of the Town and Country Planning Act 1990 and requires that decision must be made in accordance with relevant Development Plan Documents unless material considerations indicate otherwise,

Relevant Development Plan Documents

South Somerset Local Plan (Adopted 2015)

SD1 - Sustainable Development

SS1 - Settlement Policy

SS4 - District Wide Housing provision.

SS5 - Delivering New Housing Growth

SS6 - Infrastructure Delivery

PMT1 - Chard Strategic Growth Area

PMT2 - Chard Phasing

HG3 - Provision of Affordable Housing.

TA4 - Travel Plans

TA5 - Transport Impact of New Development

TA6 - Parking Standards

HW1 - Provision of Open Space, Outdoor Playing space, Sports, cultural and Community Facilities in new Development.

EQ2 - General Development

EQ4 - Biodiversity

Relevant material considerations:

National Planning Policy Framework.
Core Planning principles
Chapter 6 - Delivering a wide choice of high quality homes
Chapter 7 - Requiring Good Design
Chapter 11 - Conserving and enhancing the natural environment

Chard Regeneration Plan.

CONSULTATIONS

Chard Town Council: (first response)

Recommend approval in principle. The committee considered that regarding the plans for CEDA and future growth in Chard, provisions should be made to allow egress to the south east of the development to allow it to link to future development. The Member's recognized that the town's transport infrastructure is vital to the future growth of the Chard but that their preference would be that in time only one junction and one roundabout would be situated on Crewkerne Road.

The members expressed concerns regarding highway issues, particularly with the speed and volume of traffic along Crewkerne Road. The Town Council will insist that a SID is installed at Crewkerne Road to gather information on actual speeds and also to ask what, if any, traffic calming measures could be installed to mitigate further risk. It was noted that the development will for some s106 contributions from SSDC but the question is to be raised at what point will the new developments trigger the need for a new primary school in Chard?

Chard Town Council: (second response - amended plans in respect of some house design changes)

Approval to the amended plan, however comments from the recommendation of the original plans still stand.

Chard Town Council: (third response following amended plans)

Agrees the approval of this application subject to the following recommendations:

- 1) That a review of the planned access onto Crewkerne Road is carried out to satisfy concerns expressed about the safety of the current proposals.
- 2) That there is provision made for a safe route to school given that the nearest primary school is located on the opposite side of the A30 to the planned development.
- 3) Conditions are imposed to ensure the future maintenance of the hedge on the eastern edge of the development and to ensure that the continuous nature of the hedge is not breached by the construction of any gateway or fence.
- 4) That the planned provision of 20% affordable housing is honoured and not subject to further reduction. Councillors feel that this provision is too low and that any reduction would be detrimental to the interests of the residents of Chard.
- 5) That measures are put in place to ensure that the planned development does not have an adverse impact on the future of neighbouring employers.

Environmental Health (first response):

Noise

Whenever a new residential development is proposed adjacent to existing industrial areas, great care has to be taken in order to avoid as far as possible two potential consequences, these being

- o That the new residential units are not subjected to compromised amenity due to noise.

- o That the existing commercial unit(s) are not unreasonably impeded in their operation because of the presence of new sensitive receptors.

In order to understand the potential for these two negative impacts we requested that the developer commission a noise assessment for the development. This noise assessment has since been updated to reflected new national guidance on the impact of industrial noise on residential developments.

The data presented within the survey shows that there is the potential for adverse impact on the southern boundary of the site. However the developer has orientated the properties most exposed to the noise from Numatic away from the noise source. Plots 64 - 72 have no sensitive living spaces facing to the south, while Plot 63's most sensitive living spaces are orientated to the north and east away from the noise source. These buildings also serve to screen the rest of the development from the noise source. In addition the developer is proposing a specific standard of triple glazing, acoustic ventilation and addition acoustic fencing in order to minimise adverse impact at ground level.

The applicant has demonstrated that these measures should be sufficient to mitigate against the adverse noise impact which has been predicted by the noise survey. Should the application be approved it is very important that these orientations and other acoustic attenuation measures be preserved by condition.

However when considering the application I have the following comments.

- o This view is reached based on the data presented. It is based on modelled information and a "snapshot" of the present acoustic environment. There will be an uncertainty associated with the model and a snapshot survey may not have captured all likely noise sources or noisy activities.
- o This assessment is based on the current noise environment. The introduction of new receptors close to an existing commercial unit may restrict future development options for the commercial unit. For example the introduction of new air handling plant or more intensive shift activity could have an adverse impact on the new dwellings. It is difficult to definite the amount of acoustic "headspace" the commercial unit has because of the subjective nature of noise. In practice it may be that the presence of the new dwellings will restrict any future ability of the commercial site to produce more noise. Therefore the views of the occupier of the commercial unit in this regard should be carefully considered.
- o Following the site meeting which took place on the 20th October, Numatics have provided information on the future plans for the site. This indicates that activities are likely to increase in intensity on the site, with the assembly process being brought closer to the proposed development and some possible shift work into more sensitive times of the day. I have a particular concern regarding the movement of forklifts on the site and the associated use of reversing beepers. This noise can be intrusive and intermittent, which could give rise to future noise complaints. In addition the plans for a backup diesel generator would introduce a new noise source on that side of the site.

Given these uncertainties it is my judgement that the potential for the new dwellings to be exposed to elevated and intrusive noise does exist and that this poses a risk of an unacceptable adverse impact on the new dwellings. In addition the presence of these new dwelling could impose restrictions on the commercial activities of Numatics, restrictions which do not presently exist. So while the developer has thought carefully on how to mitigate against the risk, it is my recommendation that the application be refused.

Case officer comment:

Following receipt of the above comments and concerns, meetings and discussions were held with the applicant and their noise consultant. On-going discussions were held with their consultant, Mr Richard Sharland and the Council's Environmental Health Officers. Moreover, all parties visited Numatic at different times to gain a clearer understanding of how they currently operated, their future plans and to assess the potential for noise

Environmental Health (Second response):

After to my comments of the 29th October 2015, this department has had further meetings and discussions with the applicant and his acoustic consultant.

Following these discussions and applicant has undertaken more work to assess the likely future noise from the Numatic site and the acoustic characteristics of the building envelop. I refer to Richard Sharland's letters of the 4th December 2015 and 21st January 2016.

After careful consideration this department has concluded that the reassurance provided by this work, together with the high quality of the acoustic design of the development itself, is enough for us to conclude that it is unlikely that there will be a significant adverse effect on residential amenity. This is based on the current observed noise levels and likely future noise levels generated by the Numatic site.

I therefore withdraw my previous objections and recommend approval.

Economic Development:

Please see below considerations of the Application's implications for Numatic International Ltd (Numatic) and the wider Chard economy.

Throughout the company's 47 year history, Numatic has followed a continuous programme of expansion of its facilities to meet the increasing demand for products. Outgrowing various sites, Numatic has moved from Crewkerne to Beaminster and then the current site in Chard in 1990. The move to Chard was accompanied by recognition that increased production capacity and greater manufacturing expertise was essential for the company to remain competitive in world markets. Numatic has indicated that the development and expansion of the Chard site and its production facilities will continue into the future. For example, the current factory extension will provide the space needed to increase sales in 2016/17 by 25 per cent. Increased sales can lead to new job creation both in the company and supply chains, new investment in Chard and new infrastructure.

During the CEDA public consultation process Numatic management has repeatedly expressed concerns about the growth of the CEDA area near the site and the implications for their development plans. The main concern is the building of houses immediately adjacent to the factory and the potential for creating a statutory noise nuisance. Approving the building of houses on the C G Fry land is likely to hinder Numatic's development and expansion plans on that section of their site.

It is important to note that being considerate of surrounding residential properties, Numatic has deliberately laid out the factory so that those processes that run 24/7 are at the rear, South-Eastern end of the site, as far away from the houses in Nursery Gardens as possible. To meet increasing demand for products, it is likely that Numatic will need to expand these 24/7 processes throughout the site, including the area adjacent to the proposed housing development.

It is importantly to further note that at no stage has Numatic management expressed concern

over the broader CEDA plans. Rather, the linking of the A358 to the A30 has been viewed as having a positive impact on the businesses in the Millfield Industrial Estate.

Enabling Numatic to react to the world market and expand in Chard is a high Economic Development priority for South Somerset District Council. Numatic currently employs just under 1000 people and has a significant positive economic and social impact on Chard and the wider District. Impediments to Numatic's development and expansion in Chard need to be removed. It would be devastating to Chard and the wider District if Numatic determined the current site was unable to accommodate any future expansion plans. As such, consideration should be given to how the Council can best assist the company in meeting its future growth needs as well as safeguarding the existing operation in relation to the proposed housing development.

Highway Authority: (first response - summary of key points)

The Highway Authority originally objected to the application on the basis that they did not consider that the first proposed access arrangements can achieve a safe and suitable means of access onto Crewkerne Road nor were there sufficient parking spaces provided .

Primary Access; the main vehicular access to the proposed development site will take the form of a simple major/minor priority give-way junction with the A30 Crewkerne Road.

No provision has been made to introduce a dedicated lane to facilitate the waiting of vehicles on the A30 Crewkerne Road prior to turning right into the proposed development access. Given the currently-submitted scheme proposals, it would appear that any stationary vehicle (waiting to turn right) would obstruct the A30 eastbound through movement for vehicles. This could potentially cause highway safety concerns, possibly resulting in rear-end-shunt type collisions occurring.

Whilst in this instance the requirement for a right turn lane may fall below that of the Standard TD 42/95 of the DMRB. Para 2.15 (Mandatory Box Directive) of TD 42/95. Having reviewed the proposal and the local highway network it would appear that Somerset County Council have previously secured and delivered a right turn lane approximately 40metres (Oaklands Avenue) east of the proposed site access to ensure that vehicle movements are free flowing.

Therefore, the Highway Authority feel it would be also appropriate to provide a right turn lane in this location opposed to a simple priority junction thus minimising the possibility of localised rear-end shunting and other junction related accidents. Reviewing Personal Injury Accidents data at the Oaklands Avenue junction; it can be seen that there have been no recorded Personal Injury Accidents in this location, therefore it would appear that a junction arrangement of this nature would raise no cause for concern on highway safety grounds.

By introducing a right turn lane into the site SCC feel that this will maintain a constant approach to the design of highway infrastructure in this locality and delivery of a suitable highway scheme.

Pedestrian Crossing Facility; the proposed crossing will link to the existing footway along the northern side of the A30 Crewkerne Road.

Drawing No. PHL/101 Rev A submitted within the TA indicates that overall carriageway widths (between kerbs) at the proposed pedestrian refuge island appear to be in the region of 3.4m on the north side of the A30 and 3.0m on the south side. Best practice advises against reducing the available width of carriageways to between 2.75m - 3.25m. Cyclists are

considered to be especially vulnerable to vehicle overtaking conflicts when carriageways are narrowed to these widths. The advice (Local Transport Note (LTN) 2/08 Cycle Infrastructure Design) is that minimum kerb-to-kerb carriageway widths of 4m should be provided to enable safer conditions for cyclists adjacent to physical road narrowing features, e.g. pedestrian refuge islands.

There is no tactile paving area proposed within the pedestrian refuge island on the A30 Crewkerne Road. The absence of tactile paving could exacerbate highway safety conditions for any visually impaired pedestrians that may need to utilise the proposed uncontrolled crossing point. Appropriate type and layout of tactile paving should be incorporated as part of the proposed central refuge island.

There are no inter-visibility splays shown on the drawing to enable pedestrians to see and be seen by motorists approaching the proposed uncontrolled crossing point on the A30 located just east of the development access. The extent of the required inter-visibility splays should be provided commensurate with the 30mph speed limit.

There are no highway lighting proposals provided at this stage. It is acknowledged that there are already street lights present along the A30 Crewkerne Road. However, the highway infrastructure proposals to construct a new access to serve the development site and central pedestrian refuge island on the A30 may require the highway lighting arrangements to be altered. It is recommended that the Designer of these highway infrastructure proposals consults with the County Council's Highway Lighting Group at an early stage.

Observations made during the site visit confirm there to be a significant change in vertical alignment of the A30 Crewkerne Road for road users approaching the proposed development site access from the east. It appears that the proposed development site access and the pedestrian refuge island are to be located on the downhill side of a vertical crest hog curve. Concern is expressed about highway safety conditions for pedestrians to see and be seen by vehicles approaching the proposed refuge island when travelling westbound along the A30.

If a central refuge island is to be introduced on the A30 as currently proposed, it is paramount in highway safety terms that pedestrians must be able to see and be seen (in both vertical and horizontal planes) by motorists approaching in both directions along the A30 (but especially from the east) over an acceptable Stopping Sight Distance (SSD) in order to minimise potential conflicts. It is strongly recommended that traffic speed surveys are carried out on the A30 Crewkerne Road to establish the actual operational approach speed of traffic to the proposed central refuge island and development access location.

At the detailed design stages of these proposals the Designer should provide drawings showing the vertical and horizontal alignment profiles along the A30 incorporating the proposed central refuge island and development access. The Designer should demonstrate that adequate inter-visibility splays can be achieved based on measured vehicle speed survey data to enable pedestrians to see and be seen by approaching vehicles at the proposed central refuge island and from the proposed development access. Criteria described with the Highway Agency Standards HD 42/95 and TD 9/93 should be considered by the Designer as a basis for establishing the required inter-visibility splays.

In view of the highway safety concerns expressed above, it is recommended that an internally illuminated Refuge Beacon and pole is incorporated into the construction of the proposed refuge island on the A30.

Secondary access; this access is not considered acceptable; it should be removed and relocated within the proposed site internal layout. The Highway Authority does not consider

that a secondary access onto the A30 appropriate.

As a result in this instance it is considered that the proposed access arrangements do not meet the requirements of the Highway Authority.

In terms of parking, the scheme originally provided a total of 133 spaces, which constitutes a 36.5 spaces shortfall from the optimum standard in the County Council's adopted parking strategy.

The Highway Authority also commented on the internal layout of the proposal offering technical advice on visibility at junctions and on bends, straight lengths over 70m require speed reducing features, submission of a swept path analysis to ensure refused vehicles can manoeuvre through the site, carriageway and footway widths, dimensions of parking spaces, maximum gradients, drainage, need to discuss adoption at the technical detail design stage, and a full Travel Plan is required to be submitted.

Highway Authority: (revised comments following submission of amended plans) (officer summary)

Following submission of the Highway Authority's comments, the applicant undertook to address the main areas of concern.

A right hand turn lane is now proposed for eastbound vehicles turning into the site which the Highway Authority welcomes.

A swept path analysis has been undertaken which demonstrates that the largest vehicle types can now be accommodated within the highway network.

90 metres of visibility is available in both directions along the A30 as requested by the Highway Authority to address concerns relating to the speed of traffic as it enters Chard from the east.

An additional central pedestrian refuge has been provided at the western end of the right hand turn lane and an additional footway on the southern side of the A30.

The Highway Authority accept that the existing agricultural access from the A30 will remain but to only provide access to an adjacent field. The internal access road has been redesigned to prevent residential access.

A pedestrian footway has been created to link with the western boundary and any future development in that field.

Car parking spaces have been increased to 174 - this meets the County optimum standards.

Cycle parking will be provided at a ratio of 1 space per bedroom and a communal cycle store for the flats.

The internal estate road layout concerns have largely been addressed. The technical detail design stage will resolve any minor remaining issues.

The Transport Assessment has been remodelled to show traffic flow for now and at 2020.

The access is forecast to operate with plenty of spare capacity now and in 2020.

A draft Travel Plan is requested.

On the basis of the above, the Highway Authority raises no objection subject to entering into a S106 agreement to secure:

Off-site highway works to include the access, right hand turn lane, pedestrian crossings and visibility splays on the A30, pedestrian connections and a Travel Plan. Plus conditions and informatives.

Landscape: (first response)

I have reviewed the above application seeking to construct 72 dwellings to the south of the Crewkerne road, and have no landscape issues with either the principle of development in

this location, nor the general arrangement of the buildings on site, which correspond to both the site's topography and field pattern, and appear to respect the RPAs of the surrounding woody vegetation.

I have some concern relating to the access. I suspect that there will be a need to provide a far greater visibility splay than the plans indicate. These are long-established hedges, which are a major component of the local landscape. As I recollect it, the Chard UDF indicated the main site access to lay to the east, rather than support too many punctuations of the A30 roadside hedge. Consequently, unless the site access need remove no more of the existing roadside hedge than the plans currently indicate, then I would press for an adherence to the UDF's access arrangements.

I note that detailed landscape proposals are submitted, and other than two points of detail, I am satisfied with them. The two items requiring amendment are;

(a) remove *Betula* from the tree species - it is neither typical of the established hedgerow trees, nor does it prosper in the long-term in local soils. I would suggest *Pyrus 'chanticleer'* would make a suitable replacement, and;

(b) remove the *Vinca* and *Pachysandra* as groundcover in the public space, which we have found do not thrive where there is public pressure, and their maintenance is too intensive.

Landscape: (second response following submission of amended plans)

No further comments on the layout, and I note the impact upon the hedgerow at the site entrance to be small scale, to thus deal with that potential issue. Regarding the landscape plans, in relation to my initial comments, I await the tow minor amendments to be made to the landscape proposals. In addition, and for information, on the matter of birch, given the allergenic effects of birch pollen, SSDC now discourages the planting of birch within residential areas.

Conservation:

Although this site is part of the Chard UDF Stop Line Slopes development area, the remaining lack of clarity about the highway arrangement required for this area and therefore access to this parcel is a problem. The UDF seems to imply access from the south side of the site which would allow the preservation of the verdant frontage to Crewkerne Road, which the proposal would open up. If you are minded to accept the access from Crewkerne Road, the layout and design of the buildings raises no concerns from me. I would say it is important to ensure the connection out of this site on the south boundary to maximise permeability in the longer term.

Climate Change Officer: (summary)

Objects to the application because the opportunity to maximise solar orientation within the constraints of the site has not been taken. 26 of the 72 dwellings are not orientated sufficiently to achieve maximum gain from solar products.

Ecologist: (first response summary)

Satisfied with the ecological survey undertaken and broadly agree with its conclusions and outline mitigation. Raised an objection to the proposed road layout in the south east corner of the site and recommend the spur or turning head of the estate road is redesigned to terminate no closer than 5 metres from the east boundary hedge bank. The ecologist is otherwise satisfied with the proposals subject to conditions in respect of badger mitigation, a method statement for avoiding harm to dormice, biodiversity enhancement and control of

lighting.

Ecologist (additional comments following submission of amended plans):

I note the revised layout plan has slightly reduced the proximity of the road to the hedge and badger sett in the south east corner. This therefore overcomes my earlier objection. Otherwise no change to my comments made in my response dated 18 Nov 2014.

Natural England:

No objection. They advise the LPA to obtain their own specialist ecological advice when determining the environmental impacts of the development and refer to their own standing advice.

Somerset Wildlife Trust: (summary)

Object to the application. It is adjacent to the Chard Railway Fields Local Wildlife Site and the potential harmful impact of the development on this by noise, lighting and cat predation. There should be buffer and/or green space adjacent to the north, east and southern boundaries as advised by the ecology report. No recognition of the limitation imposed by the presence of badgers on site.

Officer comment:

The ecological report submitted as part of this application has been used to inform the layout and has been assessed by the Council's ecologist. The layout around the main badger sett has been amended and an acceptable buffer zone has now been created following the ecologist's advice. The impact of lighting has been recognised and a condition as advised by the ecologist will be attached to minimise the impact of lighting on wildlife interests. The Council's Ecologist does not consider that the development would have detrimental impact on the wildlife site to the south east of the site.

RSPB (Royal Society for the Protection of Birds): (summary)

The RSPB is in support of the principles set out in the Ecology report referencing the recommended mitigation options in respect of no vegetative clearance between 31st March to 31st August. They also recommend the installation of nesting/roosting boxes on dwellings.

SSDC Streetscene services (summary):

The scheme will provide 0.25 hectares of informal open space which is above that required by SSDC. Raise concern about the location of the open space as it is primarily a long linear area situated to one side of the development which is poorly positioned to be of benefit to future residents. Understand why the open space has been positioned in this location to help accommodate the badger sett but would require a more centrally located space. Encouraged by the design of a green entrance to the site and happy to see gateway planting as part of the development. Also advice about the use of certain non-invasive ground cover plants.

Community, Health and Leisure: (summary)

A total of £293,339 (excluding land acquisition costs) is sought towards the following:
Equipped play space - £57,026 (capital contribution) and £32,939 (commuted sum).
Youth facilities - £11,197 (Capital contribution) and £4,410 (commuted sum).
Playing pitches - £27,886 (capital contribution) and £19,898 (commuted sum).
Changing rooms - £56,616 (capital contribution) and £4,555 (commuted sum).

In light of the CIL regulations which do not allow more than 5 pooled contributions towards one particular project, the original request in respect of contributions towards the artificial grass pitch at CRESTA, Octagon Theatre and the indoor tennis centre are now withdrawn.

Members will be recall that in August 2014, they had resolved to secure land acquisition costs from developments in Chard, in respect of playing pitches and changing rooms, where those developments were not providing on site provision. This would require the developer to undertake viability assessments to compare the profit margin and residual land value between providing such facilities on and then off site. The figure of £44,433 has been requested to go towards land acquisition costs. As will be outlined later in this report, a viability assessment was required of the whole development and this will be discussed in the considerations part of this report.

Housing Development Officer: (first response summary)

Originally sought 35% as affordable housing (25 dwellings) with 2/3 for social rent and 1/3 intermediate. All should meet the minimum space requirement and expect them to be provided through one of the Council's approved Housing Associations. The affordable housing should be pepper-potted throughout the site and the outward appearance to be generally consistent with the market housing on site.

Housing Development Officer: (second response)

Following on from the viability study and our acceptance of the reduction in affordable units on the site, I would like to propose the following property mix
Based on 15 affordable dwellings - all at social rent.

I would expect the affordable units to be split into 3 clusters of 5 units across the site, and that the units are developed to blend in with the proposed housing styles and prefer the dwellings to be houses or if flats have the appearance of houses.

1 x 4 bed parlour (8 person) - 126sqm
4 x 3 bed (6 person) - 86sqm
8 x 2 bed (4 person) - 76sqm
2 x 1 bed (4 person) - 47sqm (flat)

If possible we would like the 106 to give us the opportunity to bring the level back up to 35% affordable on site if grant is available to do this. The s106 should also include a schedule of approved housing association partners for delivery of the affordable units. At the moment our main partners are:

Bournemouth Churches Housing Association (BCHA), Knightstone Housing, Stonewater Housing and Yarlinton Housing

County Education:

You will be aware, from the statements I made in relation to the recent appeals for proposed developments at Mount Hindrance and Crimchard, of the concerns of the County Council about the cumulative impact of these and other developments in the pipeline on school place availability in the town. I am also aware of pre-application discussions and consultations relating to a development of about 335 dwellings in the town and this would add yet further pressure on school places. The rolls at the existing primary schools are already forecast to significantly exceed capacity across the town without additional development being approved and built. The roll at Holyrood Academy is also forecast to exceed capacity if all this development proceeds. Furthermore, evidence was provided at the above Inquiries there is a

very limited availability of pre-school places in the town.

Financial contributions should therefore be sought in connection with this development of 72 dwellings, to be used towards providing additional education facilities and capacity in the town. A development of this size would equate to the need for 14 primary school places, with a notional cost of £12,257 per place; and ten secondary school places, with a cost per place of £18,469. Two pre-school places would be required.

The sums to be secured through a Section 106 agreement would therefore be calculated as follows:

14 x £12,257 = £171,598 (primary);
10 x £18,469 = £184,690 secondary; and
2 x £12,257 = £24,515

Officer comment

In respect of a point raised by the Town Council about the trigger point for a new primary school, this application isn't of a scale to warrant a new school. However, as more applications come forward in Chard, there will be a point at which time a new school will be required. The Chard Plan makes provision for 2 new Primary schools. The Council will advise the Education Authority about new housing proposals and will seek their advice as to when a new primary school will be required.

County Archaeologist:

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

Crime prevention Design Advisor: (summary)

-concern regarding the provision of gates to the rear fence line from the narrow strip of land on the eastern boundary. Very high proportion of domestic dwelling burglaries occur through the rear.

Query what fence line to properties on the western side of the site?

Plots 39 would benefit from a window in the blank gable end as it abuts public space

Plot 47 would benefit from a window in the blank gable end to allow resident to view their parking spaces.

Environment Agency: (summary)

No objection to the application but recommend conditions in respect of submission of a surface water run off scheme for the site through the use of Sustainable drainage systems and a scheme for the future responsibility and maintenance of the drainage system. Notes are also recommended in respect of sustainable construction, pollution prevention during construction and waste management.

Wessex Water: (summary)

No objection. Wessex Water have requested a condition in respect of submitting a foul water drainage strategy to cover points of connection to their system and capacity improvements at the sewage pumping station, all in accord with the approved details and to an agreed timetable. Wessex Water also advise that a new ring main will be required for the whole of the proposed new development in Chard. A contribution shall be sought from all developers although details of this have yet to be confirmed. An oral update will be given to members if any further information is received.

REPRESENTATIONS

10 letters/email have been received, 8 of which object and 2 representations.

The main points of objection are as follows:

Highways

- Safety along A30. A very busy road and fast traffic.
- Traffic does not adhere to the 30mph speed limit
- Poor visibility for pedestrians
- No pavement on south side of A30, thus have to cross A30 to reach a pavement
- Proposed island in the middle is inadequate.
- Accident waiting to happen
- Frequent construction traffic during construction dangerous and cause delays.

Infrastructure

- no additional facilities are proposed; the schools surgeries and dental practices are already overcrowded.
- Application too premature before necessary infrastructure is in place.

Design/layout

- Development too dense
- Designs not in keeping with the area
- Idea of a 'Play hub' does not support developing the independence of children by going to their local play area

Ecology

- Habitat and feeding areas for badgers would be lost.

Need

- Is there a need for more housing given the amount of development currently taking place and proposed in Chard?

Affordable Housing

- The number of affordable houses should be increased.

3 of the 8 letters have been received from Numatic International Ltd. The following comments have been made:

- Numatic's factory is immediately adjacent to the proposed development and have on numerous previous occasions suggested that this area be designated as employment land, rather than housing.
- Key concern is that should housing be built, will then have noise complaints from new residents.
- Numatic employs over 800 people and certain parts of the site are run 24/7.
- Only remaining volume manufacturer of vacuum cleaners in the UK and vulnerable to any future move to curtail operations.
- Would welcome the planning committee to the site.

Following submission of amended plans, Numatic submitted further correspondence and appreciate the considerable further attention given to the potential for noise from their site. However, still consider that the development is totally inappropriate next to an industrial estate.

Land would be better used for commercial/industrial development

Wish to continue expanding in Chard. Started in 1988 with 12 acres and now have 26 acres.

We are a responsible employer and go to great lengths to be a good neighbour. Have

located 24/7 operations away from current dwellings in Nursery Gardens.

Numatic brings significant benefits to the town - wage bill over £30m and many other local suppliers of goods and services benefit from our existence.

Looking to locate standby pumps and water sprinkler system adjacent to the site.

Difficult to predict what facilities and resources we will need in the future.

Following a site visit by the case officer and Environmental Health Officer to the site, an additional letter was submitted by Numatic. This letter focused upon the future development proposed by Numatic

In particular, Building 8 which is closest to the site has been used for many years as a goods in warehouse, with 6-8 workers and single shift. This will now be moved to the new building (25). Building 8 will then be an assembly room with 40 workers. Likely to be 2 shifts in the future from 06.00-22.00.

Assembly not particularly noisy but associated fork lift movements cause us concern regarding possible complaints.

Have used up most available space on site. Current projects previously mentioned ie sprinkler system with associated pumps and back-up generator system to be used in the event of a power cut.

The chiller is located to the rear of building 7 which must run 24/7. It is in full operational mode in the summer, thus louder than when the noise measurements were made.

The letters making representations make the following points:

- Wanted assurance that due consideration has been given to the provision of service such as school places, medical facilities and employment.
- Development will not impact on writers property will result in increased level s of traffic on the A30.
- Suggests a traffic calming scheme to improve safety along A30.

CONSIDERATIONS

Principle of development

Chard is identified as a Primary Market Town within the South Somerset Local Plan and as such plays a significant role in delivering the district's required growth through until 2028 and beyond. Historically, the growth of Chard has been problematic, due primarily to a requirement to provide a distributor road in its entirety from the Tatworth Road through to the northern section of the Furnham Road in the area of the Chard Business Park. Due to a significant lack of progress the district council worked with relevant bodies and the community to produce the Chard Regeneration Plan. This document identified that the previous requirement to secure a relief road in its entirety right from the outset was unrealistic. In lieu of this requirement the Implementation Plan advocated an approach that would allow different parcels of land to be developed individually provided that they included the required infrastructure for their scheme and didn't prejudice the development of other parcels within the growth area.

Policy PMT 1 clarifies what is expected within the Chard Strategic Growth Area:

- 2716 dwellings (some beyond 2028)
- 13 ha of employment land
- primary schools, neighbourhood centres, highway works, public open space etc.

This site is included as part of the Council's growth area for Chard, known as the Chard Regeneration Plan. Therefore, the principle of residential development is considered to be

acceptable on this site and planning permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits.

Highways/Parking

In regard to the new residential access, amendments have been made to the application to address the initial concerns of the Highway Authority. A right hand turn lane is now proposed as requested by the Highway Authority for eastbound vehicles turning into the site. This will prevent vehicles wishing to turn right into the site from obstructing the route of eastbound vehicles on the A30.

A swept path analysis has been undertaken which demonstrates that the largest vehicle types can now be accommodated within the highway network. 90 metres of visibility is available in both directions along the A30 as requested by the Highway Authority to address concerns relating to the speed of traffic as it enters Chard from the east.

With regard to the internal road layout, the revised Transport Assessment has satisfactorily addressed the initial concerns of the Highway Authority in respect of size of turning heads, tracking for refuse vehicles, adequate visibility splays, introduction of a speed table and revision to the gradients. As usual, final technical approval of the layout will need to be granted by the Highway Authority before adoption of the highway.

Improved footpath links are proposed across the front of the site and 2 pedestrian refuges are proposed to assist crossing the A30. The Highway Authority had requested these improvements and the application has been amended accordingly.

With regard to parking provision, the scheme has been amended and now proposes a total of 174 spaces, 15 of which are visitor spaces. This is slightly above the adopted County standard but is accepted by the Highway Authority. Adequate cycling provision has also been included. Accordingly, no objection is raised to the scheme in respect of parking provision.

The Highway Authority have requested submission of a draft Travel Plan in order to begin to assess its contents now rather than at a later date. A Framework Travel Plan was included as part of the Transport Assessment but lacked information. The applicant has stated that a Travel Plan will be submitted and secured as part of the legal agreement. On this basis, the LPA is satisfied that an adequate Travel Plan will be submitted.

The Highway Authority are now satisfied that the existing agricultural access in the north west corner of the site will be retained only for such purposes with no residential access provided.

On the basis that the Highway Authority are now satisfied with the scheme following amendments to the plans and an updated Transport Assessment, highway related matters are now considered to be acceptable and no objection is raised to the scheme on highway grounds.

It would be useful at this point to say that the highway proposals for this scheme do generally reflect those outlined in the Chard Regeneration Plan. This site was not proposed to provide part of the main strategic road linking the A30 with the A358. Connection from the A30 into the site is shown in the Chard Plan. Moreover, a connection is shown in the south east corner of the site and a pedestrian/cycle link will be created to connect to the proposed Stop Line Way. The strategic route is proposed to the field to the east accessed via a new

arm of a new roundabout at the southern end of Oaklands Avenue. Whilst it is accepted that in an ideal world, if the road linkages to the east had been formulated and subject to firm proposals, the current developer may have been able to work with the adjacent developer. However, there are no proposals from the adjacent landowner and therefore, the merits and highway arrangements of the current application have to be assessed. For the reason outlined above, the highway proposals are considered to be acceptable.

Numatic International Ltd.

Members will be aware that Numatic International Ltd is located immediately to the south of the application site. They employ over 900 people and are most famous for the manufacture of the Henry vacuum cleaners. The importance of this business to the town and beyond is clearly beyond doubt. Members will note that Numatic have written to the Council to express their objections to this scheme and to the possible noise complaints that may be made by future residents.

The applicant is fully aware of the concerns expressed by Numatic and have visited their site to hear those concerns and to obtain a clear understanding of how Numatic work and their future plans. The applicant's noise consultant has also visited the site in order to inform the updated assessment of noise at the site. The Council's Environmental Health Officers have sought additional information during the course of the application and this has been undertaken by the noise consultant. In particular, the applicant was asked to undertake a fresh noise assessment to reflect new national guidance on the impact of industrial noise on residential developments.

As a result of this further assessment, the developer has orientated/designed the properties most exposed to noise from Numatic ie Plots 64-72, with their most sensitive living spaces to the north and east away from the noise source. These buildings will also serve to screen the rest of the development from the noise source. In addition, those dwellings will be constructed with triple glazing, acoustic ventilation and acoustic fencing to minimise the adverse impact at ground level.

A further noise assessment has been undertaken at the request of the Council to examine the acoustic characteristics of the Numatic building and likely noise sources outside of their buildings. Analysis was undertaken of noise break out from the building, along with assessment of the proposed sprinkler system which might be installed between the factory and the north boundary, a standby generator and the impact of fork lift movements running along the access road on the north side of the building.

The Council's Environmental Health Officers have assessed these additional noise reports and given them very careful consideration. As members will note from their comments outlined earlier in this report, they have concluded that 'it is unlikely that there will be a significant adverse effect on residential amenity. This is based on the current observed noise levels and the likely future noise levels generated by the Numatics site. The initial objection has therefore been withdrawn.

It is fully appreciated that the relationship between Numatic and the proposed residential development is sensitive. The applicant has undertaken a number of noise assessments at the request of the Council's officers in order to provide the clearest picture possible as to the likely noise impacts of the development on future occupiers. This has been based on information about current activity and some future projects that Numatic are wishing to undertake. Whilst it is not possible to have a picture of what may happen in regard to operating practices and hence possible noise implications in the longer term, based on the fact that this site is identified for housing in the Chard Plan, the current available evidence

and the design/layout of the scheme at the southern end of the site, it is not considered that there will be a significant adverse effect on residential amenity that warrants a refusal of the application on noise grounds.

Design, layout and density

The scheme will provide a broad mix of houses designs, sizes and materials catering for a range of different occupiers. The scheme is considered to be satisfactorily laid out providing reasonable levels of garden space, and providing good footway access within and to adjacent sites. The internal roads have been designed to keep speeds down with traffic calming measures proposed on the longest section of straight road.

In terms of site density, taking out the open space, the scheme will be around 36 dwellings per hectare which is considered to be appropriate and in accord with the Chard Plan. This suggests a density of between 30-40 dwellings per hectare. The location of the open space has been queried. Whilst a more central location is noted, given the need to provide a buffer zone around the main badger sett, and that this green, undeveloped area within the south east of the site will link to the Stop Line cycle Way and pedestrian route, it is considered acceptable in this case to create the open space in this part of the site.

Residential amenity

Aside from the amenity issues discussed in relation to the Numatic site, it is not considered that the scheme will cause any adverse harm to the amenity of any existing residential occupiers. The site adjoins fields along the whole of the eastern boundary and lower half of the western boundary, an access track along the northern half of the western boundary, with the A30 to the north. In addition, the internal layout will not rise to any adverse overlooking or loss of privacy within the new properties.

Ecology

The applicant has undertaken a full ecological survey of the site and the report submitted with the application. As members will note, the scheme was amended to provide the required buffer zone around a main badger sett along the lower half of the eastern boundary. The ecologist is otherwise satisfied with the proposals subject to conditions in respect of badger mitigation, a method statement for avoiding harm to dormice, biodiversity enhancement and control of lighting.

Viability

This development has been subject to a detailed viability assessment as the applicant advised that the scheme was not viable with a 100% policy compliant scheme. A viability report was submitted by the applicant and this has been thoroughly assessed by the District Valuer (DV). A meeting was also held with all parties to discuss the viability issues. The conclusion of those discussions is that the scheme will provide 14 (20%) affordable homes and the full level of financial contributions totalling £718,575 towards sport, play and education. A point has been made by the Town Council about ensuring that the level of affordable housing is not further reduced. Whilst the applicant will enter into a legal agreement to provide 20% affordable homes, any applicant is entitled to apply to reduce the level of affordable housing if there are proven viability issues. This scheme has gone through a viability exercise, however there can be no guarantee that viability issues would not come into play at some point in the future. In that scenario, a viability report will be required and examined again by the District Valuer.

Conclusion

This site forms part of the larger area designated within the Chard Plan for future growth and thus is in accord with the Council's strategic aims for the town. It is considered that the layout of the scheme and highway proposals are acceptable. The relationship of the site with the adjacent Numatic factory have been carefully assessed by the Council's Environmental Health team. It is concluded that there will not be a significant adverse effect on residential amenity. The scheme is in accord with the Chard Plan and meets the policies and objectives of the South Somerset Local Plan and the NPPF. The application is therefore recommended for approval.

SECTION 106 PLANNING OBLIGATION

The application be approved subject to:

- a) The prior completion of a section 106 planning obligation (in a form acceptable to the Council's Solicitor(s) before the decision notice granting planning permission is issued, the said planning permission to cover the following terms/issues:
 - 1) The provision of 20% affordable housing;
 - 2) Contribution towards the provision of sport, open space, play and strategic facilities, including land acquisition costs towards pitches and changing rooms;
 - 3) Contribution towards education provision;
 - 4) Submission of a Travel Plan; and
 - 5) Off-site highway works to include the new vehicular access, right hand turn lane, pedestrian crossings and visibility splays on the A30, pedestrian connections in the west and south-east sections of the site and a Travel Plan.

- b) planning conditions as outlined below.

RECOMMENDATION

Grant Permission

01. The proposed development is located within part of the larger area identified for residential development in the Chard Regeneration Plan. It will provide much needed market and affordable housing and make a significant contribution towards education, sport, play and open space provision in the town. The design and layout of the scheme is considered to be acceptable and will provide a safe means of vehicular and pedestrian access. The layout and design of the scheme will ensure that there is an acceptable relationship with the adjacent industrial business. The scheme is in accordance with Policies SD1, SS1, SS4, SS5, SS6, PMT1, PMT2, HG3, TA4, TA5, TA6, HW1, EQ2 and EQ4 of the adopted South Somerset Local Plan; the Core Planning principles, Chapters 6, 7 and 11 of the National Planning Policy Framework and the aims and objectives of the Chard Regeneration Plan.

SUBJECT TO THE FOLLOWING:

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

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

02. The construction of the houses and flats hereby permitted shall not be commenced until particulars of the materials (including the provision of samples where appropriate) to be used for external walls and roofs have been submitted to and approved in writing by the Local Planning Authority.

Reason: To safeguard the character and appearance of the area to accord with Policy EQ2 of the South Somerset Local Plan.

03. The construction of the dwellings and flats hereby permitted shall not be commenced until details of all eaves/fascia board detailing, guttering, downpipes and other rainwater goods shall be submitted to and approved in writing by the Local Planning Authority. Such details once carried out shall not be altered without the prior written consent of the Local Planning Authority.

Reason: To safeguard the character and appearance of the area to accord with Policy EQ2 of the South Somerset Local Plan.

04. No work shall commence on the development hereby permitted until the highway works shown generally on Drawing Number 0119/PHL/201/1 (entitled 'Preliminary Highway Layout') have been carried out in accordance with a design and specification to be approved in writing by the Local Planning Authority and to be fully implemented in accordance with the approved details, unless otherwise agreed in writing with the Local Planning Authority.

Reason: In the interests of highway safety to accord with Policy TA5 of the South Somerset Local Plan.

05. In the interests of sustainable development no more than 65 of the dwellings hereby permitted shall be occupied until the cycle and footpath connections to the south and west site boundaries have been constructed within the development site in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

Reason: To promote alternative modes of transport to accord with Policy of the South Somerset Local Plan and the NPPF.

06. None of the dwellings hereby permitted shall be occupied until a scheme of street lighting has been installed in accordance with a design and specification to be approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety to accord with Policy TA5 of the South Somerset Local Plan.

07. There shall be an area of hard standing at least 5.5 metres in length (as measured from the nearside edge of the highway to the face of the garage doors), where the doors are of a roller shutter/sliding/inward opening type. There shall be an area of hard standing at least 6 metres in length (as measured from the nearside edge of the highway to the face of the garage doors), where the doors are of an up-and-over type.

Reason: In the interests of highway safety to accord with Policy TA5 of the South Somerset Local Plan.

08. 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 to accord with Policy TA5 of the South Somerset Local Plan.

09. 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, soak ways 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 to accord with Policy TA5 of the South Somerset Local Plan.

10. The proposed estate roads, footways, footpaths, tactile paving, cycleways, bus stops/bus lay-bys, verges, junctions, street lighting, sewers, drains, retaining walls, service routes, surface water outfall, vehicle overhang margins, embankments, visibility splays, accesses, carriageway gradients, drive gradients, car, motorcycle and cycle parking, and street furniture shall be constructed and laid out in accordance with details to be approved by the Local Planning Authority in writing before their construction begins. For this purpose, plans and sections, indicating as appropriate, the design, layout, levels, gradients, materials and method of construction shall be submitted to the Local Planning Authority.

Reason: In the interests of highway safety to accord with Policy TA5 of the South Somerset Local Plan.

11. The houses and flats hereby permitted shall not be first occupied until parking spaces as detailed on Drawing Number 0119/PHL/201/1 have been provided and constructed within the site in accordance with details which shall have been submitted to and approved in writing by the Local Planning Authority. Such parking and turning spaces shall be kept clear of obstruction at all times and shall not be used other than for the parking and turning of vehicles in connection with the development hereby permitted.

Reason: In the interests of highway safety to accord with Policy TA5 of the South Somerset Local Plan.

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

Reason: In the interests of highway safety to accord with Policy TA5 of the South Somerset Local Plan.

13. 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 been completed on site.

Reason: In the interests of highway safety to accord with Policy TA5 of the South Somerset Local Plan.

14. No access (vehicular other otherwise) shall be permitted from the residential dwellings and estate roads hereby permitted to the A30 via the existing field gate situated east of the property known as Fordham Grange.

Reason: In the interests of highway safety to accord with Policy TA5 of the South Somerset Local Plan.

15. No development shall commence on site until an Environmental Construction Management Plan has been submitted to and agreed in writing by the Local Planning Authority. Such a plan shall include details of construction work hours, construction delivery hours, the routing of construction vehicles to and from the site, the location of the constructor's compound both for the parking of construction and contractor's vehicles and storage of materials, and the methods/practices for minimising the level of dirt and mud being brought onto the public highway, a scheme to ensure the local roads are cleaned on a regular basis and measures to minimise the level of dust created on site.

Reason: To protect the amenity of local residents during construction and to ensure the local highway network is maintained in safe and clean condition in accord with Policy EQ2 and TA5 of the South Somerset Local Plan.

16. The development hereby permitted shall not be commenced until there has been submitted to, and approved in writing by the Local Planning Authority, a badger mitigation plan detailing measures for minimising disturbance and harm to badgers and enabling badgers continued access within their territory as appropriate for their welfare, and details of barrier fencing to minimise conflict between badgers and householders. The works shall be implemented in accordance with the approved details and timing of the plan, unless otherwise approved in writing by the local planning authority.

Prior to, (and within 2 months of), commencement of each significant stage of ground works, an update survey for badger setts will be undertaken by a competent person, and if any are present within 30 metres (including on adjoining land) of the area of activity, the works shall not commence until a method statement for the protection of badgers has been produced and any necessary Natural England licences have been obtained. The method statement shall be implemented in full.

Reason: For the conservation and protection of legally protected species in accordance with Policy EQ4 of the South Somerset Local Plan, and to ensure compliance with the Wildlife and Countryside Act 1981, and Protection of Badgers Act 1992.

17. No removal of any hedge (including the creation of a site access) shall be undertaken until a Method Statement detailing precautionary measures for the avoidance of harm to dormice has been submitted to and approved in writing by the local planning authority. All hedge removal shall be undertaken in full accordance with the approved Method Statement unless otherwise approved in writing by the local planning authority.

Reason: For the conservation and protection of species of biodiversity importance in accordance with NPPF, and of legally protected species in accordance with Policy EQ4 of the South Somerset Local Plan, and to ensure compliance with the Wildlife and Countryside Act 1981 and The Habitats Regulations 2010.

18. Prior to commencement of development, details of measures for the enhancement of biodiversity shall be submitted to and approved in writing by the Local Planning Authority. The biodiversity enhancement measures shall be implemented in

accordance with the approved details unless otherwise approved in writing by the local planning authority.

Reason: For the enhancement of biodiversity in accordance with NPPF.

19. Prior to commencement, a 'lighting design strategy for biodiversity' shall be submitted to and approved in writing by the local planning authority. The strategy shall:
- a) identify those areas/features on site that are particularly sensitive for legally protected species;
 - b) show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent legally protected species using their territory or having access to their breeding sites and resting places.
- All external lighting shall be installed in accordance with the specifications and locations set out in the strategy, and these shall be maintained thereafter in accordance with the strategy, unless otherwise agreed in writing with the local planning authority.

Reason: For the conservation and protection of legally protected species (bats, dormice, badgers) of recognised nature conservation importance in accordance with Policy EQ4 of the South Somerset Local Plan, and to ensure compliance with the Wildlife and Countryside Act 1981 and The Habitats Regulations 2010.

20. No development shall commence until a surface water drainage scheme for the site, based on the hydrological and hydrogeological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

Reason: To prevent the increased risk of flooding, to improve and protect water quality, improve habitat and amenity, and ensure future maintenance of the surface water drainage system, to accord with the NPPF.

21. No development approved by this permission shall be occupied or brought into use until a scheme for the future responsibility and maintenance of the surface water drainage system has been submitted to and approved by the Local Planning Authority. The approved drainage works shall be completed and maintained in accordance with the details and timetable agreed.

Reason: To ensure adequate adoption and maintenance and therefore better working and longer lifetime of surface water drainage schemes to accord with the NPPF.

22. The acoustic fencing along the southern boundary shall be fully erected to the satisfaction of the Local Planning Authority prior to the first occupation of Plots 63-72.

Reason: To minimise the effect of noise from Numatic to the south to accord with Policy EQ2 of the South Somerset Local Plan and the NPPF.

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

Reason: To ensure that the development is adequately drained to accord with the NPPF.

24. The development hereby approved shall be carried out in accordance with the following approved plans:
Drawing number P-002 Rev F, SK-001, D2269.L.300 RevA and L.301 Rev A, D2269.L.400, D2269.L.401, D2269.L.402, P-010 to P-019, P-020/21Rev A, P-022 to 052, P-053/54 Rev A, P-055 to P-084, P-085/86 Rev A, P-087 to P-104.

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

25. Construction of Plots 63-72 shall not commence until details of the noise insulation scheme has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be fully implemented prior to first occupation of these dwellings and shall not be altered or removed without the written consent of the Local Planning Authority.

Reason: To ensure that the houses are satisfactorily insulated from noise to accord with Policy EQ2 of the South Somerset Local Plan.

Informatives:

01. Reptiles (particularly slow worms) could be present on the site and could be harmed by construction activity, contrary to legislation (Wildlife and Countryside Act 1981), unless appropriate precautionary measures are employed. Suitable measures could include appropriate management of the vegetation to discourage reptiles away from areas of risk, reptile exclusion fencing, and/or translocation of animals from the site. An ecological consultant should be commissioned to undertake further reptile specific survey and provide site specific advice.
02. The surface water drainage scheme for the proposed development must meet the following criteria:
1. Any outflow from the site must be limited to the maximum allowable rate, so there is no increase in the rate and/or volume of run-off, and preferably it should be reduced.
 2. The surface water drainage system must deal with the surface water run-off from the site up to the critical 1% Annual Probability of Flooding (or 1 in a 100-year flood) event, including an allowance for climate change for the lifetime of the development. Drainage calculations must be included to demonstrate this (e.g. Windes or similar sewer modelling package calculations that include the necessary attenuation volume).
 3. If there is any surcharge and flooding from the system, overland flood flow routes and "collection" areas on site (e.g. car parks, landscaping) must be shown on a drawing. CIRIA good practice guide for designing for exceedance in urban drainage (C635) should be used.
 4. The adoption and maintenance of the drainage system must be addressed and clearly stated.

NOTES TO APPLICANT

Sustainable Construction

The Environment Agency has advised the applicant /developer of the following:

Sustainable design and construction should be implemented across the proposed development. This is important in limiting the effects of and adapting to climate change. Running costs for occupants can also be significantly reduced.

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: <https://www.gov.uk/government/collections/pollution-prevention-guidance-ppg>

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 off site 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.

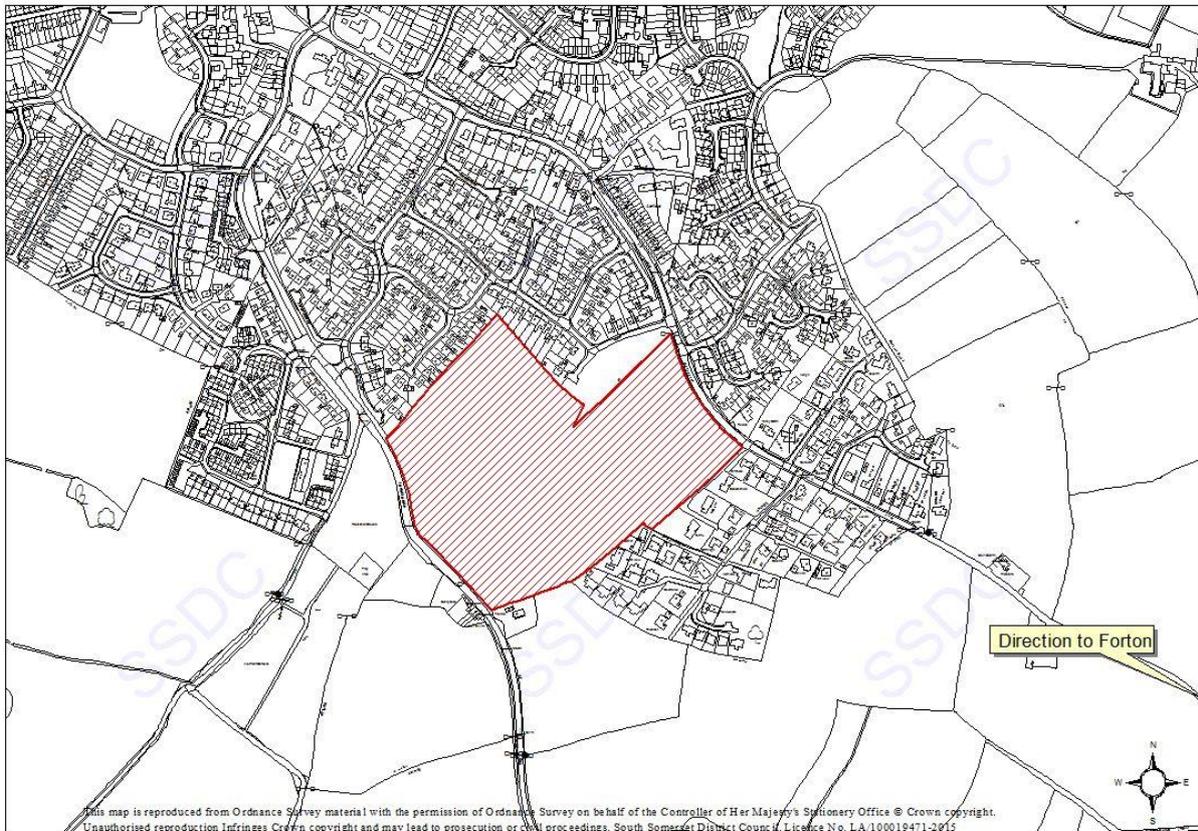
If the applicant require more specific guidance it is available on our website <https://www.gov.uk/how-to-classify-different-types-of-waste>

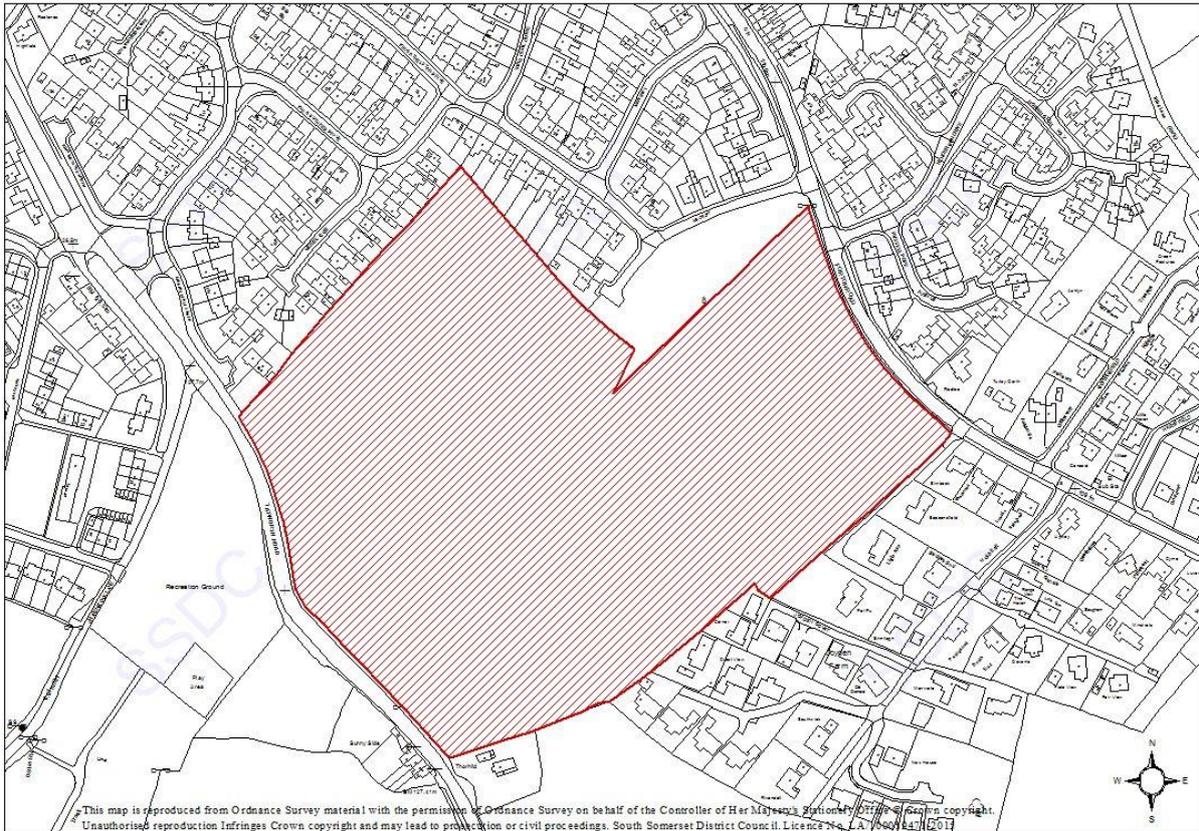
Agenda Item 12

Officer Report On Planning Application: 15/04772/OUT

Proposal:	Development of up to 200 residential dwellings (including up to 35% affordable housing), introduction of structural planting and landscaping, informal public open space and children's play area, surface water attenuation, access points form Forton Road and Tatworth Road and associated ancillary works (outline) (GR 332536/107629)
Site Address:	Land North Of Tatworth Road And Adjacent To Forton Road Chard
Parish:	Chard
HOLYROOD (CHARD) Ward (SSDC Member)	Cllr Jason Baker
Recommending Case Officer:	Andrew Gunn Tel: (01935) 462192 Email: andrew.gunn@southsomerset.gov.uk
Target date:	28th January 2016
Applicant:	Gladman Developments
Agent: (no agent if blank)	
Application Type:	Major Dwlg's 10 or more or site 0.5ha+

REASON(S) FOR REFERRAL TO COMMITTEE





This application is referred automatically to Area West Committee as it is a proposal for up to 200 homes and therefore constitutes a major-major application.

SITE DESCRIPTION AND PROPOSAL

The site is located along the southern edge of Chard, between the A358 (Tatworth Road) and the B3162 (Forton Road). The majority of the site adjoins residential properties with the exception of most of Tatworth Road and a small section of the southern boundary, where fields adjoin the site. The Ashcroft play area is located to the west of Forton Road along part of the northern boundary of the application site.

The land is currently grassed and used for agriculture, covering an area totalling 8.31 hectares. The majority of the site is bounded by mature hedgerows with further hedgerows forming the individual field boundaries. The rest is a mix of post and rail fencing and wooden panel fencing. The land slopes down from Tatworth Road to Forton Road, with an approximate 20 metre fall in the land levels from south to north.

The application seeks outline consent for the erection of up to 200 dwellings, structural planting and landscaping, informal open space and play area, surface water attenuation, access from Forton Road and Tatworth Road and ancillary works.

All matters have been reserved for future approval except for access. Two vehicular access points are proposed, one each from Forton Road and Tatworth Road.

In addition to the housing, of which 35% is proposed as affordable housing, the scheme will provide approximately 1.77 hectares of green infrastructure. This shall include accessible greenspace, woodland planting and Sustainable Urban Drainage attenuation basin. Existing hedgerows will be maintained and enhanced where required. The central hedgerow will have

a break created in order to provide for the new internal road which shall link the whole development. Moreover, this will provide the access through from Forton Road to Tatworth Road (and vice versa) creating a crucial part of the larger primary link road linking the A30 and A358.

A new green corridor is proposed that will cross through the centre of the site and will include new native tree planting in the southern part of the site. A 5 metre wide tree planting belt is also proposed along the site boundaries adjacent to existing residential properties.

The application has been accompanied by a number of supporting documents including a Planning Statement, Design and Access Statement, Landscape Appraisal, Transport Assessment, Travel Plan, Ecological Appraisal, Environmental Report, Archaeology report, noise screening and air quality assessment, Flood Risk Assessment, Drainage Strategy, Socio-economic statement, an Arboricultural assessment, a Statement of Community Involvement, and a topographical survey.

In regard to the socio-economic report, the applicant has stated that the estimated construction spend will be £18.9m, with 168 FTE construction jobs spread over a 6 year build out and 183 additional FTE indirect jobs in associated industries. Future residents could generate over £4m in annual gross expenditure, with a New Homes Bonus of £1.8m over a 6 year period and Council Tax payments of around £2.4m over 10 years.

HISTORY

15/04845/EIASS - Development of up to 200 residential dwellings (including up to 35% affordable housing), introduction of structural planting and landscaping, informal public open space and children's play area, surface water attenuation, access points from Forton Road and Tatworth Road and associated ancillary works.

No other relevant recent history.

POLICY

Section 38(6) of the Planning and Compulsory Purchase Act 2004 repeats the duty imposed under S54A of the Town and Country Planning Act 1990 and requires that decision must be made in accordance with relevant Development Plan Documents unless material considerations indicate otherwise,

Relevant Development Plan Documents

South Somerset Local Plan (adopted 2015)

SD1 - Sustainable Development

SS1 - Settlement Policy

SS4 - District Wide Housing provision.

SS5 - Delivering New Housing Growth

SS6 - Infrastructure Delivery

PMT1 - Chard Strategic Growth Area

PMT2 - Chard Phasing

HG3 - Provision of Affordable Housing.

TA3 - Sustainable Travel at Chard and Yeovil.

TA4 - Travel Plans

TA5 - Transport Impact of New Development

TA6 - Parking Standards

HW1 - Provision of Open Space, Outdoor Playing space, Sports, cultural and Community

Facilities in new Development.
EQ2 - General Development
EQ4 - Biodiversity

Chard Regeneration Framework (inc. Implementation Plan Sept 2010)

Relevant material considerations:
National Planning Policy Framework.
Core Planning principles
Chapter 6 - Delivering a wide choice of high quality homes
Chapter 7 - Requiring Good Design

CONSULTATIONS

Chard Town Council proposes that the principle of the development of this site is accepted but that it should not proceed until full consideration is given to the following:

- That the timing of this development should be reviewed to ensure that it aligns with the proposed scheduling of the Local Plan.
- That no development should commence until the necessary infrastructure is in place.
- That the proposed density of this development should be reduced.
- That the commitment to provide 35% affordable housing is assured and not eroded by future applications for this site.
- That the current availability of School places and medical facilities should be reviewed and consideration given to the impact that this development would have on that provision.
- That a new Traffic Survey should be conducted on the A358 and Forton Road during the peak Summer holiday period so that it more accurately reflects the period of highest traffic flow on the roads.
- That Road Safety concerns about traffic flow past residential parking zones and the adequacy of existing pavements along Forton Road are addressed.
- That Safe Routes to School between the proposed development and Manor Court School, along both Tatworth Road and Forton Road, are provided.
- That a new survey is carried out to ensure that infrastructure for disposing of sewage and surface water generated by the proposed development is adequate.
- That there are binding agreements in place regarding the future maintenance of any water attenuation measures and public open spaces that form part of any development.

Highway Authority: (First response)

The Highway Authority has reviewed the submission and considered the overall benefits and dis-benefits of this proposal. On balance there is no objection in principle but the proposal does not reflect the Chard Regeneration Strategy or the future infrastructure delivery.

Policy Context

This proposal forms part of the overall Chard Regeneration Strategy which provides a vision for Chard which is also reflected in South Somerset's Local Plan 2006-2028. Part of which is to form not only a phased delivery of residential development but also infrastructure to provide a continuous route to the east of the town to provide a link between the A358 Furnham Road to the A358 Tatworth Road. It is understood that this proposal has been

submitted prematurely when based on the proposed phasing within the strategy as such it does not make allowance for future infrastructure delivery. Therefore it is a matter South Somerset District Council as the Local Planning Authority to decide whether this proposal is acceptable at this time when taking into account the proposed vision for Chard.

Traffic Impact

The applicant has provided a Transport Assessment (TA) as part of their planning submission. This report has been audited and the Highway Authority's comments are set out below.

In terms of trip generation the applicant has utilised the TRICS datasets to sample development to generate suitable trip generation rates for suitable AM and PM peak hours. Appendix D of the TA shows the site selected and filters used to estimated trip calculations for the development from TRICS and the Highway Authority is satisfied that this sample appears reasonable.

Turning to the trip distribution the applicant has distributed based on the 2011 Census Distribution - Place of Work, which is considered to be acceptable to the Highway Authority. Table 8.9.2 summaries the estimated increases in the AM and PM peak hour traffic at the proposed development accesses onto Forton Road and onto Tatworth Road, as well as the estimated increases at the other key junctions that were highlighting during the scoping process prior to any submission. The Henderson Drive junction with site access onto Forton Road has not been tested for future traffic flows as a through route, this would be the case if in time it forms part of the proposed Chard Regeneration Strategy (CRS) network. This is in addition to the TA identifying that there are issues with the other junctions that formed part of the pre application discussions and in particular the signal controlled Furnham Road/Fore Street/East Street being regarded as unlikely to occur 'as alternative route choices for traffic generated by the proposed development, as well as traffic on the wider network, will be made available through the regeneration strategy'.

The point of access onto the A358 Tatworth Road has been modelled as a simple priority junction. Given the status of the A358 it may be appropriate to consider whether this is the most appropriate form of junction. The applicant may wish to consider the future function of this junction with part or the entire CRS network in place and ascertain that the proposed layout would not preclude any significant increase in traffic turning at the junction in such a future scenario. Consequently based on the applicant's resultant traffic re-assignments should show to demonstrate that the proposed site access junctions will be fit for purpose.

In terms of impact the applicant has not provided the data that was collected in February 2015. The Highway Authority is satisfied that this is acceptable as it is neutral month but the information should have formed part of the submission. A simple traffic growth methodology has been applied to the existing network rather than based on the reassignment based on the CRS. However it is apparent from reviewing the CRS it the proposed link road through the site is required to alleviate the severe impact the proposal would have on the junctions in the TA.

It is noted that some committed development has been accounted for and general growth factors have been applied to traffic on the network. However it is apparent that there TA relies upon the delivery of the CRS yet it does not include any scenarios that take it into account. Therefore other phases of the CRS have not been modelled to show that the two site accesses will be fit for purpose as proposed.

The TA uses PICADY, ARCADY and LINSIG to model the performance of the various

junction types. The AM and PM peak hours are modelled. However the outputs have not been provided and therefore cannot be checked or verified. LINSIG has been used to assess the Convent Link junction however it doesn't appear that we have had the LINSIG files submitted. Consequently the Highway Authority would need this information to be submitted to allow our Signals Team to assess the traffic impact on the junction.

As a consequence the Highway Authority would require further traffic assignment scenarios should be produced to test the site access junctions whilst the applicant should also submit the ARCADY and PICADY outputs and the LINSIG files and outputs to allow the Highway Authority to fully assess them.

Therefore to conclude the trip generation and traffic assignments appear to be acceptable. However it appears that the ARCADY, PICADY and LINSIG files and outputs have not been submitted with the TA as such they need to be submitted to the Highway Authority. It is apparent from the information provided as it is likely that this proposal would result in the overloading of the highway network and it doesn't appear that any mitigation has been put forward. It should be noted that the application has also come forward in advance of the early phases from the CRS as such it is also contrary to the planning strategic approach to Chard's future development. The TA does not demonstrate that this development can be brought forward in isolation of the earlier phases of the CRS. Instead it appears to show that there would be an impact which could be considered to be severe to junctions in Chard unless the CRS provides suitable alternative routes.

As a consequence based on the TA as it stands the proposals impact on the adopted highway can be considered severe in terms of section 4 of the National Planning Policy Framework (NPPF).

Travel Plan

The applicant has provided a Travel Plan as part of their submission to the Local Planning Authority. The Highway Authority has reviewed the document and a copy of the audit report is attached. However the main points that need to be addressed are set out below.

- The use of iOnTravel has not been included;
- The TP Fee of £2000 + VAT has not been committed to;
- Parking standards have not been addressed;
- Cycle parking details are required;
- Targets for all modes need to be set;
- A Safeguarding Sum needs to be committed to.

The applicant would need to address the above points in any further Travel Plan submission. In addition the applicant should be made aware that the Travel Plan would need to be secured via a S106 agreement.

Off-site works

The off-site highway works consist of the two junctions onto Forton Road and Tatworth Road. The Highway Authority has carried out a safety audit and have the following observations to make.

It is thought that the proposed access road on Forton Road will be too close to the existing junctions. The proposed access will create a crossroads with Henderson Drive which has the potential to increase the number of potential conflicts at this junction. As such the applicant is

advised to look at Somerset County Council's Estate Roads In Somerset Design Guidance Notes which recommends a minimum of 100m between same side junctions and 40m between junctions on opposite sides. At present the proposed distance between Ashcroft and the new junction is 35.5m Therefore it is recommended that the new proposed junction is moved further from Ashcroft and at least 40m south of Henderson Drive. This should assist in reducing the conflict points and potential hazards. Please note that a similar approach would be required with the point of access onto Tatworth Road by making sure there is a distance of at least 40m from Chardstock Lane.

The proposed new access junctions should also include crossing points with dropped kerbs at the side road tangent points to assist the elderly, disabled and buggies.

The applicant is should be aware that the Highway Authority would require a Non-Motorised User (NMU) audit as no details have been provided on cycle routes, pedestrians crossing points and visibility splays within the site. It is appreciated that this is an outline application as such the NMU audit would need to form part of any future reserve matters submission if the Local Planning Authority is minded to grant permission.

Drainage

The applicant has reviewed the submitted drainage documents, which included the surface water management strategy. This proposed the use of oversized pipes positioned within the area of prospective highway. If such storage is permitted under prospective highway areas then any pipe with a clear span of 900m or greater will be considered as a structure requiring Highway Authority approval and will be subject DMRB AIP process and detailed design approval. The designer should note that their use will also attract a commuted sum to include maintenance and for their eventual replacement.

The surface water management strategy for the proposed points of access to the site (served off Tatworth Road and Forton Road) should not increase the burden on the existing drainage systems serving these roads and should therefore be catered for as part of the new drainage network serving the development. Clarification of the future ownership and maintenance regime/responsibilities associated with the proposed attenuation pond would be beneficial given its proximity to the existing highway and adjacent properties. Given the location it is considered essential that a strict maintenance programme will need to be adhered to in order to safeguard the efficiency of the system.

It is noted that the proposal seeks to discharge the restricted surface water runoff into the existing Wessex Water system located within Forton Road. The developer must obtain all necessary consents to discharge from the new drainage system to the approval outfall, and must provide evidence that the proposed system needs their requirements.

Internal Layout

The Highway Authority notes that the proposal is for outline permission as such the details of the internal layout have not been finalised. However the applicant would be advised to take account of the following comments prior to any detailed design submission.

The Highway Authority would require that the internal carriageway would need to provide a minimum width of 5.0m whilst the shared surfaced areas would require a 1.0m service margin on both sides with a 2.0m margin at the end of all turning arms. Access roads will require 1.8m wide footways on either side of the carriageway, again with a 2.0m margin at the end of all turning arms. In regards to the vertical alignment gradients should be no steeper than 1 in 14 but should have a minimum gradient of 1 in 100 (without channel blocks)

or 1 in 180 (with channel blocks). Shared surface block paved areas should have a maximum gradient of 1 in 14 and a minimum gradient of 1 in 80. Footways should not be designed with longitudinal gradients steeper than 1:12 as anything steeper will provide difficulties for wheelchair users. The applicant should also note that where the proposal meets the adopted highway a suitable tie-in would need to be provided.

Please note that all turning heads to be designed per SCC guidance 'Estate Roads in Somerset - Design Guidance Notes. Any detailed submission would need to make sure that a swept path drawing showing how a refuse vehicle with 4 axles and measuring 11.4m in length can manoeuvre through the proposed adoptable areas of the site.

Conclusion and Recommendation

To conclude the applicant will need to take account of the comments raised in terms of the internal layout. The Highway Authority has no objection in principle to this proposal however it is apparent that the proposal does not reflect the Chard Regeneration Strategy or make allowance for future infrastructure delivery. However that being said it is a matter for the Local Planning Authority to decide whether this proposal should be permitted.

As a consequence if the Local Planning Authority were minded to grant planning permission the Highway Authority would require the following conditions to be attached.

Case officer comment: A list of highway conditions are recommended which have been included as part of the list of conditions attached at the end of this report.

Highway Authority (additional comments):

In the Highway Authority's previous response it was noted that although the trip generation and traffic assignments appeared to be acceptable none of the ARCADY, PICADY and LINSIG files had been submitted. The Highway Authority has now had the opportunity to assess the modelling data. Having assessed the submitted information the models confirm that the proposed development would have an impact on the key junctions unless or until the distributor roads to the east of Chard are constructed. As a consequence the Highway Authority's previous comments are still considered to be relevant in as much that the proposal will result in the overloading of the highway network with it coming forward in advance of the early phases from the Chard Regeneration Strategy (CRS). However this is a matter for the Local Planning Authority to decide whether this proposal should be granted permission.

The other element that was referred to in the Highway Authority's previous comments related to the proposed junction onto Forton Road. From the submitted information this would have seen the creation of a cross roads with Henderson Drive. It is understood that this proposed layout formed part of the CRS. However as part of the Highway Authority's observations it was recommended that the junction was moved 40m south of Henderson Drive based on highway safety grounds of potential conflicts at this junction. The Highway Authority understands that the junction should be in line with the CRS but it must also be safe and appropriate for use. As a consequence on balance either the proposed or a revised layout could be considered acceptable in highway safety terms provided additional information and technical design.

Therefore taking into account the additional information the Highway Authority would reiterate our previous conclusions that there is no objection in principle to this proposal however it is apparent that it does not reflect the CRS or make allowance for future infrastructure delivery. However that being said it is a matter for the Local Planning Authority to decide whether this proposal should be permitted.

As a consequence if the Local Planning Authority were minded to grant planning permission the Highway Authority would require the conditions/recommendations made in our previous response to be attached with the addition of the following Grampian condition.

No work shall commence on the development hereby permitted until details of the proposed junction arrangements onto Forton Road have been submitted to and approved in writing by the Local Planning Authority. Said works shall be fully constructed in accordance with the approved plans to an agreed specification before the development is first brought into use.

Landscape Officer:

A landscape and visual appraisal (LVA) is submitted in support of this application, which seeks outline consent for a residential development of up to 200 houses as part of the Chard development plan. It reviews the character of the site within its wider landscape context, with reference both to published assessments of the local landscape, and on-site appraisal. It concludes that the site and its immediate context is of low-moderate landscape value, whilst the visual appraisal - drawing on the nature of the prospect from 22 local vantage points - concludes that the site is visually contained, and well-related to the urban area of Chard. An assessment of likely landscape and visual effects arising from development finds that impact will initially be moderate-minor adverse immediately post construction, reducing to minor adverse as landscape mitigation takes hold, whilst visual effects are relatively low, other than where considered from immediately adjacent residences and public open space. In general I agree with the findings of the LVA, and consider this to be a site capable of accommodating development.

I can also confirm that I have no issues to raise with the general approach to place-making, set out in the design and access statement (D&AS) section 4, along with the intent to adhere to building for life (BfL12) criteria.

An indicative masterplan is offered which indicates a spine of GI (green infrastructure) effectively through the centre of the site, inclusive of additional tree planting, to create separation of the two main areas of housing, whilst providing an open space focus for the development. This concept is illustrated on page 55 of the D&AS. Within the main areas of open space, there is an intention to major on a high proportion of native species, which I agree is a positive approach. Similarly within the residential areas an intent to plant street trees of narrow form and medium height is sensible. However, I would advise against an intent to plant orchard trees within public open space, particularly at the southern end of the site (where the profile of the site would benefit from the planting of stronger tree forms) for we have found orchard planting to create anti-social and maintenance problems on other sites, better that cultivated forms of fruiting species are utilised, providing the fruits are minimally sized. An Attenuation feature is located in the eastern corner, it is essential that this is not overtly engineered, and necessary structures are kept to a minimal scale.

In summary, cognisant that the site is indicated for development within the Chard development plan, from a landscape perspective I consider the design approach proposed by this outline application to be a satisfactory basis from which to develop a detailed layout for the site.

Ecologist: (summarised)

I've noted the Ecological Appraisal (fpcr, October 2015) and I've visited the site. The site can generally be considered of low ecology and nature conservation value. Protected species surveys concluded either likely absence (dormice) or only relatively low numbers (bats, reptiles, badgers).

I have no objections but make the following recommendations.

Badgers

Badger setts were recorded within one the interior hedges but the surveys concluded they are not continually used by badgers and that the application site is unlikely to be of significant importance to badgers.

I recommend an informative endorsing the following paragraph from the Badger Survey Report (fpcr, 1st October 2015).

Reptiles

A small number of slow worms were recorded on site. Measures to minimise harm will be required. I suggest this is dealt with more fully at the detailed application stage.

Dormice

Dormice weren't recorded during surveys. However, the consultant ecologist recommends precautionary measures for hedge removal. I support this recommendation as dormice have been recorded at widespread locations around the Chard area and the nest tube survey isn't regarded to be 100% reliable at proving absence. I recommend a condition:

No removal of any hedge (or part thereof) shall be undertaken until a Method Statement detailing precautionary measures for the avoidance of harm to dormice has been submitted to and approved in writing by the local planning authority. All hedge removal shall be undertaken in full accordance with the approved Method Statement unless otherwise approved in writing by the local planning authority.

Reason: For the conservation and protection of species of biodiversity importance (dormouse) in accordance with NPPF, and of legally protected species in accordance with Policy EQ4 of the South Somerset Local Plan, and to ensure compliance with the Wildlife and Countryside Act 1981 and The Habitats Regulations 2010.

Biodiversity enhancement

NPPF (para.118) expects development to deliver some enhancement for biodiversity, through taking opportunities to incorporate features beneficial for wildlife (e.g. native species planting, bird and bat boxes) within new developments. I note various biodiversity enhancements are claimed as part of landscaping and open space proposals.

I support the paragraph from the Ecological Appraisal in respect of biodiversity enhancements and recommend further detail be required to be submitted prior to development commencing.

Natural England (summarised):

No objection.

Internationally and nationally designated sites

The application site is not within or in close proximity to a European designated site (also commonly referred to as Natura 2000 sites). Therefore we advise that the development is unlikely to result in any significant effects on any such site. The application site is approximately 1.4km to the north-west of Stowell Meadow Site of Special Scientific interest (SSSI) which is designated at a national level. This site is a small but very rich botanical pasture with unusual core communities. Taking the nature of the proposals and the distance from the site into account, we advise that the development is unlikely to result in any significant effects on this site.

In terms of protected species, NE advise to check against their standing advice. They also offer advice about the opportunities to provide green infrastructure and biodiversity enhancements throughout the development.

Arborist:

The submitted tree information is very helpful and highlights the vulnerability of the large mature Beech (referred to as 'T6) located upon the raised verge adjoining the Tatworth Road (also adjoining No 184 king lne Close). I understand that Beech T6 is owned by Somerset County Council.

I understand that it is proposed to extend and widen the existing footpath to create a cycleway and pedestrian crossing within the Root Protection Area of Beech T6. I am keen to ensure that this is carefully constructed without causing harm to the health of the Beech. I have noted that extensive tree planting is intended and if reserved matters are forthcoming in the future, look forward to viewing the details.

If consent is to be granted, I would be grateful if you would consider the following:

Case officer: A tree condition is then recommended, which shall be attached to any consent granted.

Housing Development Officer:

Policy requires 35% affordable housing split 67:33 social rent: intermediate. On that basis we require 70 units. 47 for social rent and 23 units for shared ownership/other intermediate products.

I would expect the affordable units to be pepper potted throughout the site, that the units are developed to blend in with the proposed housing styles and prefer the dwellings to be houses or if flats have the appearance of houses. Further discussion is necessary to assess the property types required based on data from the Housing Register - Homefinder Somerset.

Our prevailing minimum space standards should also be adhered to:

1 bedroom flat	47 sq. m	
2 bedroom flat	66 sq. m	
2 bedroom house	76 sq. m	(86 sq. m if 3 storey)
3 bedroom house	86 sq. m	(94 sq. m if 3 storey)
4 bedroom house	106 sq. m	(114 sq. m if 3 storey)
5 bedroom house	126 sq. m	(134 sq. m if 3 storey)

We would expect the s106 agreement to contain appropriate trigger points to guarantee that some of the affordable housing provision is delivered in the event that the site gains permission but is only ever partially built out. The s106 should also include a schedule of approved housing association partners for delivery of the affordable units.

Community, Health and Leisure:

The total contribution (excluding land acquisition costs) being sought is £904,090 (£4,520 per dwelling). This is broken down as follows:

Local Facilities:

Equipped Play - £169,760 capital contribution and £98,056 commuted sum.
Youth Facilities - £33,333 capital contribution and £12,324 commuted sum.
Both of the above are for on-site provision.

Playing pitches - £78,309 capital contribution and £55,877 commuted sum.
This will be off site towards the development of new playing pitches in Chard.

Changing Rooms - £158,991 capital contribution and £12,790 commuted sum.
This will be off site towards the development of new changing rooms in Chard.

Community Hall and Strategic Contributions:

Community Halls - £102,597 - off site contribution towards a new hall in Chard or enhancement of an existing hall.

Theatres and Art Centres - £61,778 - off site contribution towards a new studio theatre at the Octagon or towards a stage refit at the Westlands Entertainment complex.

Artificial Grass Pitches - no contribution sought.

Case officer comment:

Following receipt of the above requests for sport and leisure obligations, the applicant sought clarification from the Community, Health and Leisure team as to whether all of the requests meet the Community Infrastructure Levy regulations, particularly in respect of not exceeding the limit of 5 obligations per project. The officer responded by confirming that there are less than 5 pooled contributions pooled for these specific mitigations for Theatres and Arts Centres. Hence, the Council is justified in seeking off site contributions for the community and strategic contributions.

In addition to the above, the Community, Health and Leisure team referred to their pre-application advice in which they requested on site provision and contributions based on the provision of 892 sq m of equipped play space and 223 sq m of youth facility space, provided on a single site (with 40 m buffer zones to the façade of the nearest dwelling) adjacent to the existing play area at Ashcroft.

The concept plan submitted with the current application identifies a proposed play area on the southern area of public open space, which is not in accord with this pre-application advice. The Community, Health and Leisure Service requests that an area of 1,115 sq m (892 sq of equipped play provision + 223 sq m of youth facility space generated by this development) is provided adjacent to the existing Ashcroft play area in order to extend this play area to provide a decent sized play area and facilities for older children for both this development and existing houses nearby. The best option would then be for the whole play area site to be managed by Chard Town Council, who manage the existing Ashcroft Play Area and, in principle, are in agreement with this idea.

The case officer has discussed the request above with the developer and they have explained why the play space has been located to the southern end of the site. The key factor is the location of the site access from Forton Road and associated internal access road making it difficult to establish a reasonable road and housing layout. However, as layout is not a matter to be agreed at this outline stage, this will be an issue for any subsequent reserved matters application. The recommendation at the end of this report includes the specified amount of equipped play and youth facilities to be required as part of the legal agreement.

County Education (first response):

As you are aware from representations made previously by SCC the schools in Chard are coming under increasing pressure due to demographic changes in the area (pupils on roll at Manor Court increased by 40 between October 2014 and October 2015). This application, together with others in the pipeline would add significant pressure to schools that are either already at capacity or forecasted to be so in the next few years.

Financial contributions would therefore be sought in connection with this development of 200 dwellings. A development of this size would equate to the need for an additional; 40 primary school places with a notional cost of £14,007 per place, 28 secondary school places at a notional cost of £21,106 per place and 7 preschool places at a notional cost of £14,007 per place.

40 x £14,007 = £560,280 (Primary)
28 x £21,106 = £590,968 (Secondary)
7 x £14,007 = £98,049 (Preschool)

Case officer comment:

Clarification was sought from the County Education Officer by the case officer in respect of the current picture in terms of both any surplus school places and/or capacity issues. A second response has been received as below:

County Education (second response):

Further to my previous correspondence regarding this application.

The three primary schools in Chard have a total pupil capacity of 1049 which is made up as follows:

Avishayes Capacity 239 - Furthest from the above site
Redstart capacity 420
Manor Court capacity 390 - Nearest to site

The latest published forecasts indicate that by 2018 a total pupil capacity of 1050 will be required within Chard. This forecast data includes; demographic data as available, and some approved full and reserved matter planning applications. However, there are a number of approved applications in Chard that are not included in this published forecast which will add an additional 27 pupil places to the figure of 1050 - thus 1077 places will be required in Chard by 2018 to meet pupil numbers.

This application together with any others that come forward in Chard will further increase the need for capacity within the Chard schools which is not forecast to be available at the time this development comes forward. It will therefore be necessary request education contributions as per previous representation on this application

Streetscene Services (Open spaces): (summarised)

The amount of open space that would be needed to meet the additional demands of the future occupants of the development is 0.74 hectares.

The information provided within the 'Development Framework Plan' states there is sufficient Public Open Space; when measured on the scaled drawing the plan only shows approximately between 0.5 and 0.6ha of open space (a larger scaled plan would be appreciated to more accurately determine the calculation of open space that is being proposed). This calculation excludes the green corridor area which due to the retained hedgerow running through the middle makes the space inappropriate to be considered as

usable Public Open Space.

We are pleased with the central location of the open space on the development, as it creates a community focus; however we are concerned about the main arterial road cutting this space in half. Although it has been designed as a 'shared surface' it will inevitably become a rat run through the development and a significant danger to the pedestrians in this area, we wish to see further details as to how this area is going to be designed.

Another concern is the suggestion of 'species rich turf' on the open space - whilst this area is 'informal' open space, it will inevitably be used as a kick about area and we suggest that a more suitable grass mix turf is used, however a 'species rich' mix could be used within the green corridor area.

As the main Open Spaces are situated through the central area of the site, this leaves the North-eastern area rather housing dense with little access to a local area of open space; in order to break up the built form and create a further community focus we would like to see a small 'pocket park' incorporated within this area.

We appreciate that there is a significant presence of badger setts within the site and that these do need to be protected; we would like to know what the anticipated long term protection plans are for these setts.

We would also like to see a service strip (as per the SSDC Open space design guide and its addendum) either side of the retained hedgerow dividing the right-hand-side of the development, alternatively ownership and maintenance responsibilities could be transferred to the neighbouring house owners.

Regarding the SUD's area; we would be keen to see further landscape design details of this area and we feel that the use of Wild Flower Suds turf would be a significant addition.

Environmental Health Officer:

No objection raised subject to a condition in respect of a contaminated land watching brief and informatives in regard to noise and dust control and construction site noise.

Officer comment: The suggested condition will be imposed on any consent along with a Construction Management Plan to cover matters such as noise/ dust control and controlling construction/delivery hours.

Crime Prevention Design Advisor:

Rear parking courts are proven to be unpopular with residents. If they are unavoidable please insure that they are have good surveillance and kept to small proportions
Insure that public spaces are open, friendly spaces fostering a feeling of safety. Ensure that footpaths are wide without having adjacent structures
Ensure that private space is defensible or clearly defined
Design out any permeability providing access to the rear of properties
Ensure that play areas are sited with surveillance in mind and that play equipment is appropriate to the age group it is intended for

Climate Change Officer: (summary)

The Design and Access Statement shows clear intention to use sustainable construction materials and techniques, although there is no mention of photovoltaic arrays

It is very likely that future residents will want to install photovoltaic arrays to their south facing roof space in the near future (if the developer does not install them during construction). This is because the cost of photovoltaic (PV) arrays continues to fall and PV generated electricity is expected to reach grid parity in the USA by 2020 and in southern UK sometime between 2020 and 2030. That is to say, the cost of installing a roof top PV array will be equal to or cheaper than continuing to pay a full electricity bill. At this stage, who would want an east west facing house that is effectively sterilised from installation of PV? For this reason, applicants should present developments which maximise uncluttered south facing roof space within the constraints of the site.

The expectation of good site layout and building orientation are supported in national and local planning policy.

There are few constraints that impact orientation of dwellings at this site. All dwellings could have, unshaded near south facing roof space. I therefore look forward to commenting on the detailed design should this outline application be successful.

County Policy Officer (Minerals and Waste):

As Waste Planning Authority, Somerset County Council is responsible for waste planning policy in Somerset. Current adopted policy is set by the Waste Core Strategy (adopted February 2013) and this forms part of the Development Plan. Our comments on the above application are divided into two main areas: waste prevention and recycling and reuse. They are considered in the context of the development plan where the decision must be taken in accordance with the development plan unless material considerations indicate otherwise.

Waste prevention

There are opportunities to minimise waste production at the design stage of any development; the bigger the project, the more important it becomes to have a strategic approach to construction, demolition and excavation waste management.

A Site Waste Management Plan will be the minimum required for the proposed development to align with adopted local waste planning policy. Noting the size of the proposed development (up to 200 houses) we recommend that the applicant prepare a site waste management strategy in accordance policy WCS1 - waste prevention. This strategy would set the criteria to which detailed site waste management plans (SWMPs) for the development should adhere and this would support a phased delivery of the development as outlined in the Planning Statement (section 1.6 - delivery).

There are various templates and tools available for developing SWMPs, including those available from the Waste and Resources Action Programme (WRAP) website: www.wrap.org.uk.

Recycling and reuse

The applicants have discussed in the design and access statement accompanying the planning application that the design is "expected to" provide suitable facilities and storage for recycling and waste. Provision of facilities and storage for recycling would support the principle of diverting waste from landfill/disposal in accordance with the waste management hierarchy which is embedded throughout the Waste Core Strategy.

This is welcomed and would be broadly in accordance with Policy WSC2 - recycling and reuse. The applicant is encouraged to contact the Somerset Waste Partnership for detailed guidance for developers on designing adequate space and facilities for recycling and waste containers. Contact details can be found on their website - www.somersetwaste.gov.uk.

Policy WCS2 does provide further policy through criterion c) in relation to effective access for

waste collection and recycling vehicles. Colleagues from our Transport and Development Group will be able to provide further comment on highway standards in their capacity as the Highway Authority.

Additional general observations

The design and access statement also makes reference to the applicant exploring the following design aspects:

The use of locally sourced or recycled construction building materials and aggregates

Using recycled timber

As well as conserving natural resources, the use of recycled materials creates a demand for materials recovered at waste management facilities. Commitment to the specification and use of such materials is welcomed.

Somerset Waste Partnership:

We are pleased to be able to support you in fulfilling your statutory obligations to provide adequate storage space for household waste and to provide adequate access for collection of waste from the property.

Wessex Water:

We can advise that separate foul and surface water systems drain existing properties in this location. We have been able to review arrangements and agree points of connection for foul water disposal and these are stated in the foul water drainage strategy. Sewers will be adopted through a S104 adoption agreement with Wessex Water subject to satisfactory engineering details.

However we are unable to advise that that satisfactory arrangements are in place for surface water disposal. The flood risk assessment concludes that surface water run-off can be restricted from the site with flood risk measures to protect for a 100 year event with climate change allowance. The assessment indicates that connections will be made to downstream public surface water systems

We regret to advise that we have no agreement relating to the following matters

- o Point of connection to the public surface water system
- o The impact of a surface water connection from the site
- o The scope of downstream works necessary to accommodate additional capacity required

We are not aware of any meaningful discussion upon any points of connection, discharges or flow rates from the site. Based upon the flow rates quoted and the capacity available we can advise that the existing public sewer system is unable to provide a satisfactory means of disposal. We cannot agree with paragraph 6.4.1 which states

6.4.1. This FRA demonstrates that the proposed development would be operated with minimal risk from flooding, would not increase flood risk elsewhere and is compliant with the requirements of the NPPF.

The risk of sewer flooding to downstream property has not been properly assessed from a new connection serving the site. The Local Lead Flood Authority will need to approve the surface water drainage strategy and surface water management proposals. We advise that this flood risk assessment has not properly considered the off site impact of the connection to the public sewer system and the scope of any necessary improvements to provide a

satisfactory means of disposal.

There may also be matters of co-ordinated infrastructure required for this strategic allocation under the South Somerset Core Strategy. We advise that further consideration needs to be given to off-site surface water disposal before the application is determined.

Water supply proposals will need to accommodate the requirements for a linked spine main to provide satisfactory capacity to serve the strategic allocation at Chard. This infrastructure will also need to be co-ordinated throughout the phased delivery of sites forming the strategic allocation.

Officer comment:

Following receipt of the above comments, the developer confirmed that on-going discussions with Wessex Water are taking place. Moreover, Wessex Water are currently modelling / assessing capacity in the local surface water network to confirm the allowable discharge rate from the development. A response to the developer from Wessex Water is expected shortly and an oral update will be provided at committee. The developer has also stated that it is understood that Wessex Water are looking at a strategic plan for surface water in this area to deal with the planned development in this area.

Wales and West Utilities: (summary)

Wales and West Utilities have pipes in the area. Our apparatus may be affected and at risk during construction works. Should the development be approved, the developer should contact Wales and West to discuss our requirements prior to the commencement of the works.

REPRESENTATIONS

12 letters/emails have been received, 11 of which made objections to the application with 1 representation. A summary of the points made are outlined below:

Residential Amenity

- Overlooking, loss of privacy and light.
- Close proximity of proposed new properties.
- Scheme does not show how new properties will relate to existing homes
- Loss of view
- Harmful impact of construction activity
- Decrease in property value.

Highways

- Increased levels of traffic, particularly causing a problem during peak hours.
- Tatworth Road is currently busy and cars turning right into the new development would cause delays.
- Additional traffic on Forton Road which is a country road and not built to accommodate this level of traffic.
- Traffic congestion at the junction of Forton Road, Tatworth Road and Church Street.
- Traffic turning right from Tatworth Road will cause delays.
- Transport Assessment is required
- Increased risk of accidents.
- Lack of a safe route to Tatworth Primary School.
- New access road adjacent to play area.

Landscape/Open space.

- Loss of green fields without justification - other sites should come forward first.
- Who will maintain the proposed 5 metre tree planting screen?
- Proposed landscape scheme will take years to mature.
- Public open space should be overlooked by houses to ensure secure by design. Also relocated to be of greater benefit to adjacent properties.

Play Area

- It would be better to locate the proposed play area closer to properties in Wessex Close and Ashford?

Design/Scale

- 3 storey dwellings not appropriate adjacent to existing properties.
- acknowledge plans are indicative but rows of regimented houses lack sense of place and individuality.
- Need to include opportunities for solar gain.
- Number of houses is too many.

Employment

- Lack of employment to respond to the increase in population.

Flooding/Drainage

- Increased risk of flooding to adjacent properties.
- Drainage has been an issue along the Ashcroft area of the proposal.

Infrastructure

- Increased pressure on local services including doctors, hospital and schools.

Local Plan/Chard Plan

- Understood that this site would come forward at a much later date in the town.
- Would it not be preferable to bring forward other sites first in the town for example the ACI Mill building?

The writer making a representation drew attention to the fact that the Flood Risk Assessment should take into account rainwater which runs from the fields creating a pond just to the south of the existing Ashcroft play area and houses at the southern end of Ashcroft road.

CONSIDERATIONS

Principle of residential development

Chard is identified as a Primary Market Town within the South Somerset Local Plan and as such plays a significant role in delivering the district's required growth through until 2028 and beyond. Historically, the growth of Chard has been problematic, due primarily to a requirement to provide a distributor road in its entirety from the Tatworth Road through to the northern section of the Furnham Road in the area of the Chard Business Park. Due to a significant lack of progress the district council worked with relevant bodies and the community to produce the Chard Regeneration Plan. This document identified that the previous requirement to secure a relief road in its entirety right from the outset was unrealistic. In lieu of this requirement the Implementation Plan advocated an approach that would allow different parcels of land to be developed individually provided that they included the required infrastructure for their scheme and didn't prejudice the development of other parcels within the growth area.

Policy PMT 1 clarifies what is expected within the Chard Strategic Growth Area:

- 2716 dwellings (some beyond 2028)
- 13 ha of employment land
- primary schools, neighbourhood centres, highway works, public open space etc.

This site is located wholly within the larger Chard strategic growth area and therefore the principle of development is acceptable.

Chard Regeneration Plan

The timing of the delivery of this site has been referred to by local residents, Chard Town Council and the Highway Authority in their respective responses to the proposal. The main point being made is that this site is coming forward earlier than proposed. Members will be aware that delivery of sites within the Chard Regeneration Plan is based on 3 broad growth phases over the plan period and beyond. Phasing of the sites is based on the need to incrementally increase the capacity of the highways infrastructure to accommodate the traffic flows as the town grows.

The application site is included in phase 2 of the Chard Plan. Therefore, whilst this site was not proposed to be very early phase 1 development, it does form part of a number of employment and residential sites along with new highway infrastructure coming forward in phase 2, albeit to the latter end of this phase of development.

It is important and useful at this stage to set this site in context of other sites and the current position Chard Plan delivery. Phase 1 largely focuses upon town centre regeneration and does not propose much in terms of new highway infrastructure. For economic and other reasons, the town centre regeneration has yet to take place. Importantly, phase 1 does include improvements to the signalling system at the central junction (A30/A358 intersection) in the centre of town. This work has been undertaken.

Phase 2, of which this site is an important part, will deliver around 1360 dwellings and new key highway infrastructure linking the A30 on the eastern side of the town to the A358 to the south. This new highway link will not only open up both new housing and employment land but when complete will remove pressure from the central junction. Physically, the new highway would connect to the south of the A30, possibly as an arm off a new roundabout at the southern end of Oaklands Avenue. It would then run south through new housing and employment development. This application site would be at the southern end of the new strategic highway.

Ideally, development of phase 2 sites, including the crucial highway infrastructure would come forward in a north to south order. However, in reality and based on a number of discussions with developers about the Chard sites, those sites are simply not going to come forward in the desired sequence. It is therefore important to assess whether allowing this site out of sequence would be detrimental to the delivery of the Chard Plan and Chard as a whole, and/or whether this site should come forward earlier in the absence of other sites coming forward. For clarification, members will be aware of the current application by CG Fry on Crewkerne Road, a phase 2 development site but which does not provide part of the strategic road.

An important starting point for this assessment is Policy PMT2 of the local plan which states that 'In order to ensure the timely delivery of the necessary infrastructure to support the growth, phasing sequences should be justified and it should be demonstrated that the proposal will not compromise the delivery of the total growth'. There is an inherent acceptance that sites may come forward out of sequence, but correctly each of those respective developments must demonstrate that that would not prejudice the delivery of other sites.

The key possible prejudicial aspect is the delivery of highway infrastructure. Members will note the comments of the Highway Authority. They have assessed the highway modelling work undertaken by the developer and have agreed with the findings ie it would result in overloading of junctions in the town in advance of the earlier phases and highway infrastructure being delivered. Importantly, the Highway Authority have not advised that the application be refused, or that the highway impact would be severe, ie the NPPF test, rather a decision for the LPA. It is apparent that there may be some short term pain before longer term gain to Chard and its road network.

However, it is essential that development starts to come forward on the Chard plan sites in the near future, otherwise it is considered that the Council has a much weakened defence to other non Chard plan sites from being approved at appeal. In addition, it is considered that the current lack of a 5 year supply of deliverable housing land does not mean that other sites would gain approval as demonstrated by the 2 recent appeal decisions in respect of land on the northern side of town. However, it is also clear that the government wants houses to be built and, if the Chard plan does not start delivering, other sites are more likely to be successful in obtaining consent.

A key factor to note is that this site will deliver the most southerly section of the new highway link from the A30 to the A358. Lack of planning permissions and/or delivery of development within the Chard Plan sites does open the door to non-strategic development coming forward elsewhere in Chard. Crucially, those would add pressure onto the existing highway network but without providing any of the much needed new highway infrastructure. Therefore, whilst the comments are the Highway Authority have been carefully taken into account, for the reasons outlined above, it is considered acceptable to grant outline consent for this development prior to other phase 2 sites.

A final important point to factor into the equation is in respect of the overall speed of site delivery. The developer has indicated a build out period of 6 years. Taking into account that should outline approval be granted, reserved matters approval would also then need to be obtained, a period of possibly 8 years before the whole site is developed is not considered to be unreasonable. Without a crystal ball, it is difficult to predict what may happen over the next 10 years, but it does afford some time for one or more of the other sites to be delivered in that time along with key sections of the new strategic road. Moreover, the full highway impact of this site will not be realized for a number of years.

Highways

The strategic highways aspect of the proposal has been discussed above as part of the application sites' position in the Chard Plan. In respect of more specific site related matters, the scheme is proposing 2 vehicular accesses, one from Tatworth Road and the other from Forton Road. The primary road will run through the site and create a link between those 2 roads, thus creating the southern end of the new strategic road from the A30 to the A358. From Forton Road, a priority controlled crossroads junction will be formed opposite Henderson Drive with a priority controlled T Junction on Tatworth Road. Members will note that the Highway Authority originally sought further modelling information from the applicant in respect of the impact upon the local junctions. This further information was provided to the Highway Authority. As outlined and assessed above, the modelling work shows that overloading of the highway network will occur in advance of the earlier infrastructure phases being delivered.

Members will note the comments of the Highway Authority about the proposed junction onto Forton Road. The proposed crossroads does accord with the Chard plan although the Highway Authority recommended the applicant to move the access 40 metres south of

Henderson Drive due to potential conflict at the junction. However, following further modelling work being sent to the Highway Authority, they do not object to a crossroads on highway safety grounds subject to the submission and approval of its technical design. A grampian style condition has been sought by the Highway Authority to ensure that those details are submitted and approved prior to the development commencing.

In terms of parking provision, the supporting documents state that the number of spaces will be in accord with the County Standards. The exact number and layout of the spaces can only be assessed and determined at any reserved matters stage when the number and size of dwellings is known.

Concerns had been raised about the quality of footways by the Town Council. In respect of pedestrian access, improvements are proposed with a widening of the footways to Ashcroft, a proposed new bus stop on Forton Road, a new footway and dropped kerbs/tactile paving around King Alfred Drive/Tatworth road junction and the introduction of dropped kerbs /tactile paving at various locations on walk routes to Manor Court School and the town centre. It is considered that those works would improve the safety and accessibility of the site.

In regard to accessibility to public transport, there are 2 bus stops within 400 metres of the site, one at Ashcroft and the other on Tatworth Road. The Travel Plan proposes improvements to existing bus infrastructure and the introduction of a new bus stop on Forton Road close to the site entrance. This will need to be agreed by the bus company. With regards to cycling, the site is within 5km of most services and facilities and employment sites, thus cycling would be a genuine alternative mode of transport for some people.

The Town Council made a point about undertaking a new traffic survey on the A358 and Forton Road during the peak summer period so that it more accurately reflects the highest traffic flow on the roads. Having spoken to the Council's Highway Consultant, the summer holiday periods or any school holiday period are not recommended times to undertake traffic surveys as the roads are less busy during the peak hours.

Density/Design/Scale/Layout

Concerns have been received that the density of the scheme is too high and should be lowered. This outline scheme proposes up to 200 homes on a site totalling 8.31 hectares. Taking the land for proposed green space out of the equation, this leaves approximately 6 hectares of developable space. This would provide a density of around 33.3 dwellings per hectares. This is considered to be an acceptable level of density and would not be too dissimilar to adjacent residential areas. Moreover, this is in accord with the Chard Plan which suggests 30-40 dwellings per hectare. It is also important to note that whilst the total number of houses can be agreed and limited to 200 homes via a condition at this stage, the precise number of houses up to 200 will only be determined at any future reserved matters stage.

Objections have been received from local residents about the design and layout of some of the houses, in particular, reference is made to 3 storey dwellings on site and close proximity of new dwellings to existing properties. The design and layout of the houses is a very important planning consideration and an indicative plan has been submitted to show how a development could be accommodated on site. However, approval for those detailed matters is not being sought at this outline stage and no approval is being given to the indicative plan. It is considered, however, that an appropriate design and layout can be achieved that would respect the amenity of existing residents.

The loss of a view has also been mentioned. However, this has been held by the courts not to be a valid planning reason to refuse an application.

Residential amenity:

Concern has been raised about the harmful impact of construction activity on the amenity and health of local residents. Construction activity will inevitably create some noise and disturbance to local residents. However, this can be mitigated by imposing a condition on any consent seeking submission of a Construction Management Plan which will control working and delivery hours, vehicular routes to and from site, wheel washing facilities to reduce dirt/mud on local roads and measures to control dust on site.

Landscape:

The application has been supported by a Landscape and Visual Appraisal which provides an assessment of the likely landscape and visual impacts of the proposed development. The assessment states that 'whilst there would inevitably be some adverse landscape and visual effects.....it is judged that the impact of the proposed development would be localised and limited in their extent'. The visual impact of the scheme would be mitigated over time by the proposed new woodland, tree planting and new hedgerows as part of the development.

The Council's Landscape Officer generally agrees with the findings of the landscape appraisal and raised no landscape objection to the proposal. He is supportive of the green infrastructure proposals running through the centre of the development and the use of a high proportion of native species. It is advised not to plant orchard trees within public open space as experience has shown that this can create anti-social and maintenance problems. Alternative tree planting is recommended - the developer has indicated that they are happy to plant alternative species.

Whilst landscaping details are one of the matters reserved for future approval, on the basis of the above comments, the landscape impact is considered to be acceptable. Thus, there is no in principle objection to the scheme on landscape grounds.

Ecology:

An Ecological Appraisal was undertaken of the site and accompanied the application. Members will note the comments of the Council's Ecologist who concluded that the site can 'generally be considered of low ecology and nature conservation value'. A condition is recommended in respect of dormice.

Flooding/Drainage:

The site is located in Flood Zone 1 which constitutes an area of low flood risk of flooding from rivers. As the development site exceeds 1 hectare, a Flood Risk Assessment (FRA) has been undertaken and submitted as part of the application. The FRA confirms the site is in Flood Zone 1. There are no watercourses within, bounding or within the immediate vicinity of the site, thus at low risk of river flooding. Groundwater flooding has been identified within the site albeit limited and the risk can be mitigated to a low and acceptable level with the adoption of a surface water management strategy.

In respect of surface water management, the use of Sustainable Drainage Options (SUDS) was explored but based on soakaway tests, was considered unfeasible due to the ground conditions. Instead, it is proposed to use Wessex Water's public surface water sewer and foul sewer network serving the existing dwellings to the north of the site. Members will note from earlier in this report that Wessex Water had not agreed with the developer about the discharge rate to their systems and are currently modelling capacity in the local surface water network to confirm the allowable discharge rate from the development. Results from this modelling work are expected shortly and an oral update will be given at committee.

Planning Obligations:

Members will note the planning obligations sought in respect of affordable housing,

education and sport and leisure. The developer has indicated that they are willing to enter into a S106 to make those contributions subject to them meeting the CIL regulations. In respect of affordable housing, the applicant has stated that 35% of the total number of dwellings will be affordable homes and the legal agreement will bound any future developer of the site accordingly. Whilst the valid concern of the Town Council about lowering the number of affordable homes is acknowledged, members will be aware that applicants can apply to the Local Planning Authority to reduce the affordable housing obligation where the viability of a development is in question. Any such application would be subject to a viability appraisal and scrutiny by the District Valuer. The result of that process may result in a lower level of affordable housing on the site.

In respect of education provision, the County education officer has stated that capacity at the 3 primary schools will be reached by 2018. Therefore, the future children living on this development will increase the need for capacity within the current schools. It is therefore correct that contributions are sought for the pro rata increase in demand for places that this application will generate.

Other issues/points

Concern has been raised about the impact of the development on medical facilities. NHS Somerset were consulted on this application but no response was received. However, it is worth noting that NHS Somerset did not identify Chard as an area with capacity issues as part of the work recently undertaken to update the Council's Infrastructure Delivery Plan.

CONCLUSION

This site forms part of the Chard Plan (phase 2). It will provide up to 200 homes and crucially provide the southern end of the new strategic road which will link the A30 with the A358. In the absence of other phase 2 sites coming forward in the short term that provide other sections of the strategic road, it is considered that notwithstanding the short term highway junction overloading, approval and hence delivery of this site is important to demonstrate that the Chard Plan is deliverable. In addition to the provision of market housing, the development will also make significant contributions towards the provision of affordable housing (35%); education, sport, play and community facilities; and travel planning. For these reasons, the application is recommended for approval.

SECTION 106 PLANNING OBLIGATION/UNILATERAL UNDERTAKING

The application be approved subject to:

- a) The prior completion of a section 106 planning obligation (in a form acceptable to the Council's Solicitor(s) before the decision notice granting planning permission is issued, the said planning permission to cover the following terms/issues:
 - 1) The provision of 35% affordable housing;
 - 2) Contribution towards the provision of sport, play and strategic facilities, including land acquisition costs towards pitches and changing rooms; the scheme shall include 892 square metres of equipped play space and 223 square metres of youth facilities and shall be provided on a single site with 40 metre buffer zones to the facade of the nearest dwelling;
 - 3) Contribution towards education provision;
 - 4) Submission of a Travel Plan; and
 - 5) Provision and maintenance of 0.78 hectares of informal open space.

RECOMMENDATION

Grant Permission.

01. This proposed sustainable development is located within part of the Council's designated area for growth in the Chard Plan and will provide much needed market and affordable housing. The development will also make contributions towards education provision, sport, play and community facilities and travel planning. The development will also provide the southern section of the crucial new strategic road link between the A30 and the A358. The site is in a sustainable location within reasonable distance of the town centre accessible by foot, cycle or bus. The proposal is therefore in accord with Policies SD1, SS1, SS4, SS5, SS6, PMT1, PMT2, HG3, TA4, TA5, TA6, HW1, EQ2, and EQ4 of the South Somerset Local Plan (adopted 2015), the Core Planning principles, Chapter 6 and Chapter 7 of the NPPF and the Chard Regeneration Plan.

SUBJECT TO THE FOLLOWING:

01. The development hereby permitted shall be begun either before the expiration of three 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 later.

Reason: To accord with the provisions of Article 4 of the Town and Country Planning (Development Management Procedure) Order 2010.

02. 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(2) of the Town and Country Planning Act 1990.

03. All reserved matters shall be submitted in the form of one application to show a comprehensive and coherent scheme with respect to design and scale of the dwellings, site layout, plot boundaries, materials, and landscaping.

Reason: As required by Section 92(2) of the Town and Country Planning Act 1990.

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

Reason: To safeguard the character and appearance of the area to accord with Policy EQ2 of the South Somerset Local Plan.

05. Before the development hereby permitted shall be commenced details of all eaves/fascia board detailing, guttering, downpipes and other rainwater goods shall be submitted to and approved in writing by the Local Planning Authority. Such details once carried out shall not be altered without the prior written consent of the Local Planning Authority.

Reason: To safeguard the character and appearance of the area to accord with Policy EQ2 of the South Somerset Local Plan.

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

Reason: To safeguard the character and appearance of the area to accord with Policy EQ2 of the South Somerset Local Plan.

07. The proposed estate roads, footways, footpaths, tactile paving, cycleways, bus stops/bus lay-bys, verges, junctions, street lighting, sewers, drains, retaining walls, service routes, surface water outfall, vehicle overhang margins, embankments, visibility splays, accesses, carriageway gradients, drive gradients, car, motorcycle and cycle parking, and street furniture shall be constructed and laid out in accordance with details to be approved by the Local Planning Authority in writing before their construction begins. For this purpose, plans and sections, indicating as appropriate, the design, layout, levels, gradients, materials and method of construction shall be submitted to the Local Planning Authority.

Reason: In the interests of highway safety to accord with Policy TA5 of the South Somerset Local Plan.

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

Reason: In the interests of highway safety to accord with Policy TA5 of the South Somerset Local Plan.

09. 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 to accord with Policy TA5 of the South Somerset Local Plan.

10. In the interests of sustainable development none of the dwellings hereby permitted shall be occupied until a network of cycleway and footpath connections has been constructed within the development site in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of promoting alternative modes of travel to the car in accord with Policy TA3 of the South Somerset Local Plan.

11. 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 to accord with Policy TA5 of the South Somerset Local Plan.

12. There shall be no obstruction to visibility greater than 600mm above adjoining road levels in advance of lines drawn 2.4m back from the carriageway edge on the centre line of the access and extending to points on the nearside carriageway edge 43m either side of the access. Such visibility shall be fully provided before the development hereby permitted is commenced and shall thereafter be maintained at all times.

Reason: In the interests of highway safety to accord with Policy TA5 of the South Somerset Local Plan.

13. No work shall commence on the development hereby permitted until details of the proposed junction arrangements onto Forton Road have been submitted to and approved in writing by the Local Planning Authority. The approved works shall be fully constructed in accordance with the approved plans to an agreed specification before the development is first brought into use.

Reason: In the interests of highway safety to accord with Policy TA5 of the South Somerset Local Plan.

14. In the event that any signs of pollution such as poor plant growth, odour, staining of the soil, unusual colouration or soil conditions, or remains from any past industrial use, are found in the soil at any time when carrying out the approved development it must be reported in writing within 14 days to the Local Planning Authority (LPA). The LPA will then consider if the findings have any impact upon the development and development must be halted on that part of the site. If the LPA considers it necessary then an assessment of the site must be undertaken in accordance with BS10175. Where remediation is deemed necessary by the LPA a remediation scheme must be submitted to and approved in writing by the LPA and then implemented in accordance with the submitted details.

Reason: To protect the health of future occupiers of the site from any possible effects of contaminated land, to accord with Policy EQ2 and the NPPF.

15. No removal of any hedge (or part thereof) shall be undertaken until a Method Statement detailing precautionary measures for the avoidance of harm to dormice has been submitted to and approved in writing by the local planning authority. All hedge removal shall be undertaken in full accordance with the approved Method Statement unless otherwise approved in writing by the local planning authority.

Reason: For the conservation and protection of species of biodiversity importance (dormouse) in accordance with NPPF, and of legally protected species in accordance with Policy EQ4 of the South Somerset Local Plan, and to ensure compliance with the Wildlife and Countryside Act 1981 and The Habitats Regulations 2010.

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

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

17. Prior to commencement of this planning permission, site vegetation clearance, demolition of existing structures, ground-works, heavy-machinery entering site or the on-site storage of materials, an Arboricultural Method Statement and a Tree and Hedgerow Protection Plan shall be prepared in accordance with British Standard 5837: 2012 - Trees in relation to design, demolition and construction and these details shall be submitted to the Council. On approval of the tree and hedgerow protection details by the Council in-writing, a site-meeting between the appointed building/groundwork contractors, the Site Manager and the Council's Tree Officer (Phil Poulton: 01935 462670 or 07968 428026) shall be arranged at a mutually convenient time. The locations and suitability of the tree protection measures (specifically the fencing & signage) shall be inspected by the Tree Officer and confirmed in-writing by the Council to be satisfactory prior to commencement of the development. The approved tree protection requirements shall be implemented in their entirety for the duration of the construction of the development and the protective fencing may only be moved or dismantled with the prior consent of the Council in-writing.

Reason: To preserve the health, structure and amenity value of existing landscape features (trees and hedgerows) in accordance with the Council's statutory duties relating to The Town & Country Planning Act, 1990 (as amended)[1] and the following policies as stated within The South Somerset Local Plan (2006 - 2028); EQ2: General Development, EQ4: Bio-Diversity & EQ5: Green Infrastructure.

18. No development shall commence on site until an Environmental Construction Management Plan has been submitted to and agreed in writing by the Local Planning Authority. Such a plan shall include details of construction work hours, construction delivery hours, the routing of construction vehicles to and from the site, estimated number of construction vehicles per day, the location of the constructor's compound both for the parking of construction and contractor's vehicles and storage of materials, the methods/practices for minimising the level of dirt and mud being brought onto the public highway, a scheme to minimise dust and a scheme to ensure the local roads are cleaned on a regular basis.

Reason: To protect the amenity of local residents during construction and to ensure the local highway network is maintained in safe and clean condition to accord with Policy EQ2 and TA5 of the South Somerset Local Plan.

19. The development hereby approved shall be carried out in accordance with the following approved plan:

Drawing number: 6666-L-01 rev A.

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

20. The development hereby permitted shall not be commenced until there has been submitted to and approved in writing by the Local Planning Authority a scheme of landscaping, which shall include indications of all existing trees and hedgerows on the land, and details of any to be retained, together with measures for their protection in the course of the development, as well as details of any changes proposed in existing ground levels; all planting, seeding, turfing or earth moulding comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the occupation of the building or the completion of the development, whichever is the sooner; and any trees or plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of

similar size and species, unless the Local Planning Authority gives written consent to any variation.

Reason: To protect the amenity of the area to accord with Policy EQ2 of the South Somerset Local Plan.

Informatives:

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

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

02. Noise and dust control

The applicant should take all relevant precautions to minimise the potential for disturbance to neighbouring residents in terms of noise and dust during the construction phases of the development. This should include not working outside regular day time hours, the use of water suppression for any stone or brick cutting and advising neighbours in advance of any particularly noisy works. The granting of this planning permission does not indemnify against statutory nuisance action being taken should substantiated noise or dust complaints be received. For further information please contact the Environmental Health service.

Construction site noise

To protect the amenities of occupiers of other premises in the vicinity attention is drawn to the provisions of Section 60 of the Control of Pollution Act 1974 in relation to the control of noise from demolition and construction activities. The applicant is also advised to seek approval for any proposed piling operations.

03. The applicant is advised of the following in the submitted Badger Survey Report (fpcr, 1st October 2015):

4.8 It is recommended that further biodiversity enhancements are actioned through the landscape plan and post development management plan to increase the biodiversity value of the site'.

5.3 Badger populations are dynamic and whilst the information included within this report is considered sufficient to assess the potential effects of development proposals, it is recommended that the status of setts is re-assessed prior to detailed design stage and / or the commencement of construction.

Agenda Item 13

Date and Venue for Next Meeting

The next scheduled meeting of the Committee will be held on Wednesday 18th May 2016 at 5.30pm at Swanmead Community School, Ilminster.
