

Officer Report on Planning Application: 18/01902/REM**

Proposal :	Reserved Matters application for the erection of up to 200 dwellings including access, layout, scale and appearance, landscaping and associated ancillary works.
Site Address:	Land North Of Tatworth Road And Adjacent To Forton Road Chard
Parish:	Chard
HOLYROOD (CHARD) Ward (SSDC Member)	Cllr J Baker
Recommending Case Officer:	Andrew Gunn, Tel: (01935) 462192 Email: andrew.gunn@southsomerset.gov.uk
Target date :	17th September 2018
Applicant :	Kier Living South West
Agent: (no agent if blank)	
Application Type :	Major Dwlg's 10 or more or site 0.5ha+

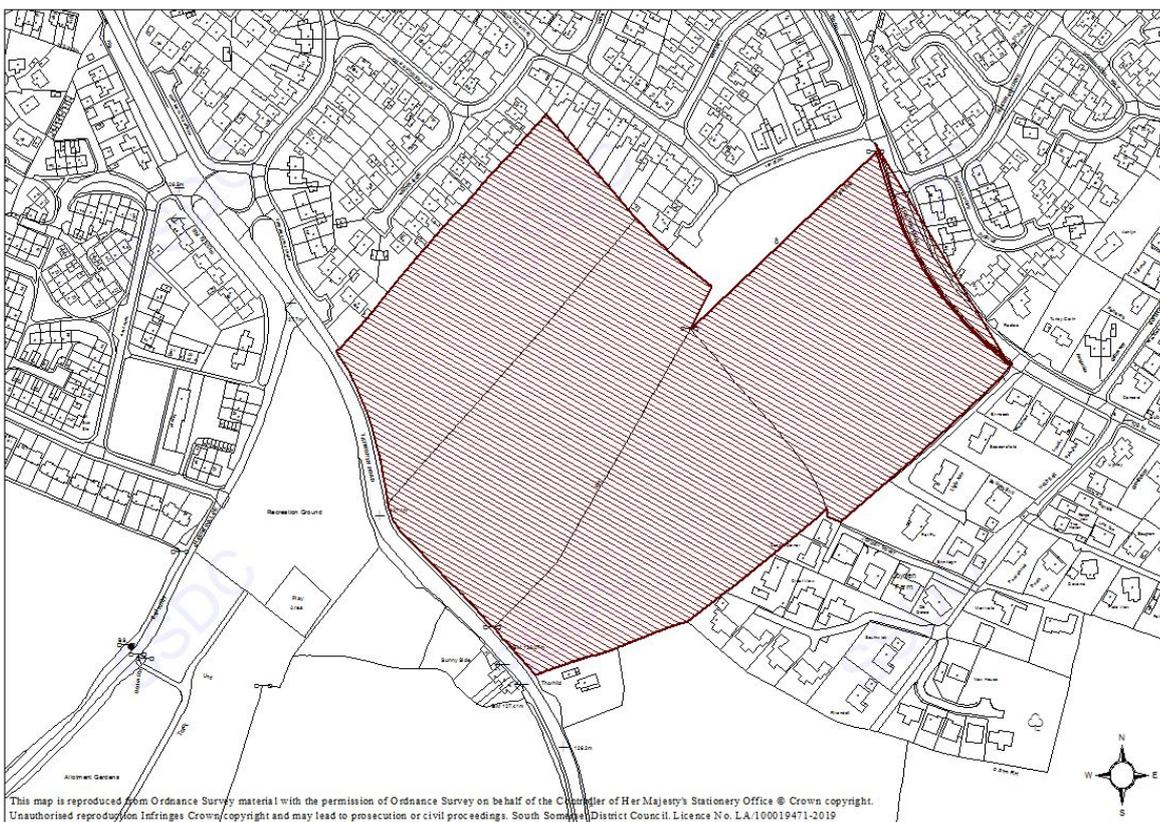
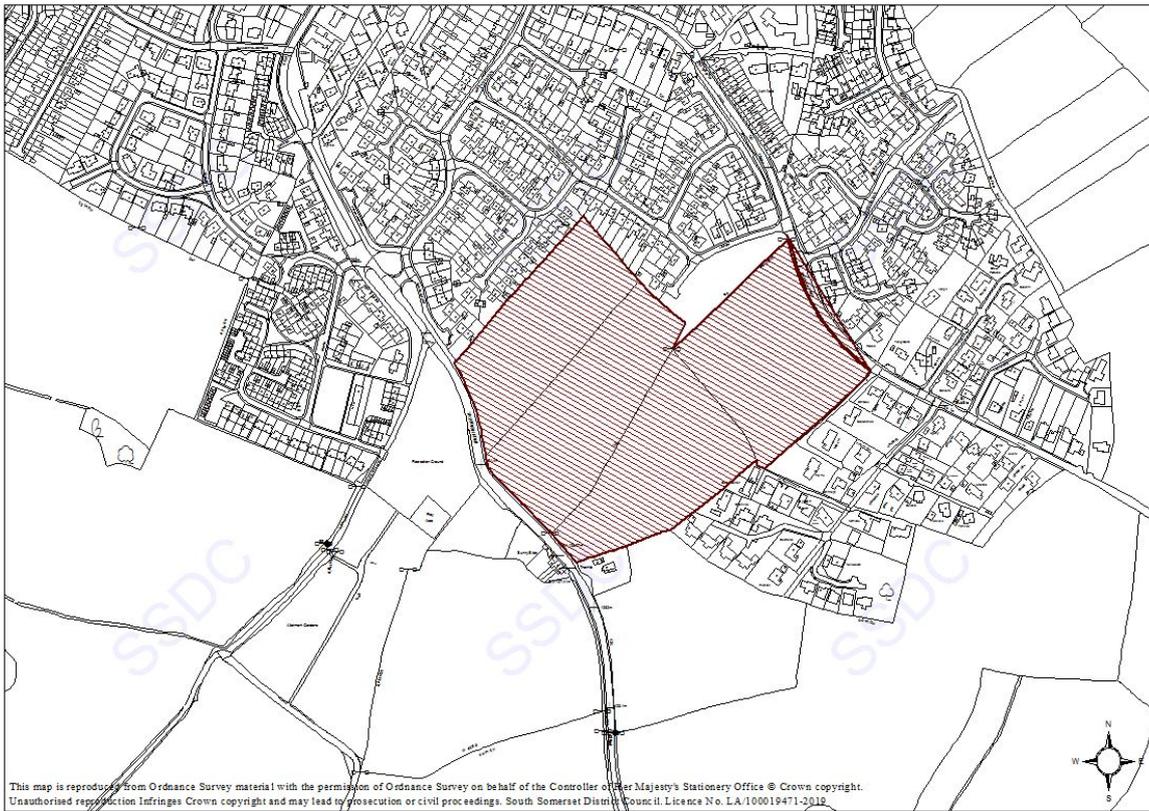
REASON(S) FOR REFERRAL TO COMMITTEE

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.

This application has also been 2-starred under the Scheme of Delegation - referral of applications to the Regulation Committee for determination. In collective agreement with the Leader, Portfolio Holder, Area Chairs, Director (Service Delivery), Monitoring Officer, and Lead Specialist (Planning) all major applications will be 2 starred for the immediate future to safeguard the Council's performance, pending a more substantive review.

The Area Committees will still be able to approve and condition major applications. However, if a committee is minded to refuse a major application, whilst it will be able to debate the issues and indicate grounds for refusal, the final determination will be made by the Regulation Committee.

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.

This is an application seeking approval for detailed reserved matters following the grant of an outline consent in 2017. All detailed matters were reserved at the outline stage for future approval except for the means of access. The principle of residential development for up to 200 dwellings was approved along with the means of access. Two vehicular access points have been approved, with one from Forton Road and the second onto Tatworth Road. A subsequent application (18/01531/S73A) was submitted and approved to relocate the location of the access 65 metres to the south of the approved location, along Forton Road.

HISTORY

18/01531/S73 - Application to vary condition 4 (approved plans) of planning approval 15/04772/OUT in relation to access (Approved 2018).

15/04772/OUT - Development of up to 200 residential dwellings (including upto 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.

Application approved 2017.

15/04845/EIASS - Development of up to 200 residential dwellings (including upto 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.
EIA not required.

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

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

Relevant material considerations:

Chard Regeneration Framework

National Planning Policy Framework.

Somerset County Council Parking Standards

CONSULTATIONS

Chard Town Council:

Resolved that the application should be refused with a recommendation that a different phased start re road/access should be implemented and that officers at SSDC give careful consideration to the amenity impact on adjacent properties.

Highway Authority: (Summary of first response)

The Highway Authority considered that the proposed parking provision and estate road layout is not acceptable. The current scheme would compromise the ability of the main vehicular route through the estate to form part of an eastern link road as set out in the Chard Regeneration Strategy. Revision of the estate design is recommended.

Estate road - The Chard Plan includes this site and requires a link between the A358 and the B3162. The Highway Authority accept a width of 5.5metres for this road rather than 7.3metres as shown in the Chard Plan. However, the current layout shows a large number of direct access points from the main road serving parking areas creating a highway hazard. A revised layout is recommended. Tree planting will be undertaken to provide an attractive green pedestrian/cycling avenue through the site. No specific facilities have been provided ie shared cycle/pedestrian paths. These should be provided.

The government have advised Local Highway Authorities to pause development of shared space schemes, whilst the HA do not object to the principle of shared surfaces, these areas are unlikely to be adopted.

Parking - The provision of 383 spaces plus 23 visitor spaces (total of 406 spaces) is significantly short of the optimum parking figure of 524 spaces. Cycle parking provision at the rate of on space per bedroom is noted. Provision for electric charging points should also be provided.

In regard to the traffic impact of this development, this has previously been accepted at the outline stage. A Travel Plan is required as part of the agreed legal agreement.

Access - The scheme proposes an alternative point of access from Forton Road which is subject to a separate application (18/01531/S73). A staggered junction arrangement as now proposed is fundamentally safer than the cross roads previously approved and is supported by the Highway Authority. Plans showing acceptable visibility splays should be submitted.

Clarification sought by the HA in terms of the ownership and maintenance of the attenuation basins. Design of the two new accesses should ensure that the existing highway drainage infrastructure is not compromised.

Off site highway works will need to be controlled by a suitable legal agreement.

Officer comment:

Following receipt of the Highway Authority's comments, the applicant reviewed those comments and submitted an initial response. A subsequent formal response was received on behalf of the applicant from PCL Planning which was forwarded to the HA. This included a Highway Technical note, prepared by Ashley Helme Associates, which assesses the suitability of the proposed link road through the scheme.

A meeting was also subsequently held with the Highway Authority, case officer, applicant and their highway consultant. The key points raised was that the main road running through the scheme is not intended to provide the main link for the east link road as part of the wider Chard Plan. With agreement of the Highway Authority, the spine road has been reduced to 5.5 metre, thus discouraging use as the main link road.

The applicant states that whilst additional vehicles will use the main road, other connections and future connection will be the primary choice for road users. Their highway advisors Ashley Helme do not agree that the provision of direct driveway access from the main road would be hazardous. There is evidence in Manual for Streets which concludes that frontage access can be considered on roads carrying up to 10,000 vehicles per day. It is unlikely that this level of traffic flow would be exceeded within this site.

In regard to cycling routes, a shared footpath/cycleway runs through the development from the NE corner, via the public open space to the SW corner, linking Forton Road to Tatworth Road.

Clarification is provided in regard to the ownership and maintenance of the attenuation basins. These shall be privately owned and maintained by the management company, with access rights granted to the County to discharge into the basins.

Existing highway drainage infrastructure within Tatworth Road will not be affected. In regard to Forton Road, runoff will be drained, attenuated and discharged at a controlled rate direct to Wessex Water infrastructure at Henderson Drive, rather than discharging onto Forton road, thus freeing up highway drainage capacity.

In regard to parking provision, the applicant states that the HA did not include spaces being provided within garages or car ports. This brings the total number of spaces to 513 ie toward the higher end of the optimum range referred to by the HA.

Visibility splays have been provided in accord with Manual for Streets and shown on submitted drawings.

The formal response to the HA comments from PCL Planning state that the Chard Regeneration Framework is not an adopted Supplementary Planning Document and is also now dated. Thus, it can only be afforded limited weight in the decision making process. Their response outlines that to achieve a good quality streetscene, dwellings should address the main public thoroughfare. It also stresses the point raised by the applicant where Manual for Streets advises that road links with direct frontage access can be designed for up to 10,000 vehicles per day - a figure which is much higher than has been used in the past.

It concludes that there is no particular problem with a residential road accommodating a flow of traffic between Tatworth and Forton Roads, although this is not the primary purpose for constructing the road, rather linkage flow is an ancillary benefit, and as such, traffic flow should respect the residential neighbourhood through which it passes. The design of the proposed road is safe and designed for low traffic speeds. There are also numerous precedents for treating the spine road in a similar manner to that proposed. Examples provided include Swallow Way in Cullompton and Peverell Way, Poundbury.

Highway Authority: (summary of updated response following receipt of additional highway information from the applicant and agent).

The HA did not object to the outline application on the basis that the link road through the site would mitigate the severe impact of the development on the junctions within the Transport Assessment. The HA state that the proposed road is not suitable as part of the wider link road infrastructure. The Chard Plan outlines an outer link road to the south east and an inner link roads to the south west, both linking to Tatworth and Forton Roads. The road as proposed has not been designed as a link road.

The HA refer to the additional information provided by the applicant and the Technical Note which seeks to demonstrate that the proposed spine road is fit for purpose. This information has been fully assessed by the HA. Notwithstanding the position of the applicant, the HA position remains that the proposed road would not be able to form part of the link road infrastructure outlined in the Chard Plan and used to mitigate the severe impacts of the development. Issues to address would be the high number of direct private accesses. The road taken as a whole would not be able to safely and appropriately provide the link road infrastructure. The HA does not accept that the only alternative would be a large soulless corridor. The nearby Persimmon scheme is given as an example of how this can be achieved.

The HA has given weight to the Chard Plan in assessing the proposal and others in Chard. The applicant has stated that the Chard Plan is not an adopted Supplementary Planning Document and it is therefore a matter for the LPA to determine the amount of weight to be attached to this document. The HA conclude that the design of the spine road is not suitable as a link road but as a non strategic link road the road would be suitable for providing residential access and would cope with some additional through traffic, although it has been designed to discourage use. The LPA will need to consider the dis-benefits of this and also the need for other developments to provide links into existing and proposed development within eastern Chard that would have been served by the inner link road.

Parking - The HA note that the applicant states that a large number of spaces will be provided in garages. The adopted County parking guidance confirms that parking can be provided within garages. However, refers to Manual for Streets which refers to research evidence that shows only 44% of garages are used for car parking. The HA assessment is that the inclusion of all garages as available for parking is contrary to Manual for Streets. A new parking matrix is recommended to comply with the guidance in Manual for Streets and adopted standards.

Ecologist:

I've checked and I'm satisfied with the following documents:

- Landscape and Ecology Management Plan (Green Ecology)
- Ecology update assessment letter (Green Ecology, March 2018)
- Dormouse Method Statement (Green Ecology, June 2018)
- Landscape planting plan (Kier).

I recommend condition 14 on the outline consent can be discharged.
I have no further comments nor recommendations.

Natural England: (summary)

NE have no comments to make on this application. They signpost their own standing advice which can be viewed to assess impacts on protected species or to consult with our own ecologist for advice.

Arborist: (summary)

No objection raised but has sought additional planting within garden areas. Planting advice also given in regard to the larger trees, hedge planting and native thicket planting.

Officer comment: Following receipt of this advice, the Council's arborist discussed the points with the

applicant's design manager who is happy with the arborist's advice. A condition shall be attached to secure the agreed planting scheme.

Local Lead Flood Authority: (summary)

No objection raised subject to imposition of a condition in regard to the submission of surface water drainage scheme based on sustainable drainage principles along with a programme for implementation and maintenance for the lifetime of the development.

Designing out Crime Officer:

- Hit & Miss fencing. Please ensure that the gaps are not wide enough to permit climbing allowing easy access to the rear of properties
- Post & rail, units 183 to 186. Please reconsider this and replace with Hit & Miss
- Access control to ecological buffer zones. My concern is that these are too low and allow easy access to these areas. A very high proportion of domestic dwelling burglaries occur through the rear. This could also lead to access to youths with a risk of Anti-Social Behaviour, criminal damage and substance abuse. Please reconsider and replace with more robust gates and fencing to a height of 1.8 metres
- Please ensure that if privacy bunds are used in the play areas, they are not higher than 1 metre to allow for natural surveillance

Officer comment: The applicant has agreed to the above advice and made those changes.

REPRESENTATIONS

5 letters/emails have been received from local residents raising the following objections/concerns:

- Development will have a negative impact on the area
- Increase in traffic particularly at the junction of the B3162 and A358
- Highway safety concerns
- Local roads will not be able to cope with additional traffic.
- Traffic surveys carried out in February - should have been between April and October.
- Chard Plan proposes a bypass, this should be provided first followed by housing
- The through road will become a rat run
- Tatworth road is very busy and requires an assessment
- Local services and facilities are struggling to cope and additional residents would exacerbate the situation, particularly local schools and health services.
- Lack of employment
- No provision is being made for additional services and facilities.
- Too many houses proposed
- Overlooking and loss of privacy
- Object to 3 storey development and ask for removal of permitted development rights.
- Wish to see the 5 metre wide tree planting screen secured by design and adopted by the Council

1 letter was received not raising an objection to the proposal but concerned about rainwater running from the fields creating a pond on the field close to their property. Would like assurance that this development would not cause flooding to their property.

An email and documents was also received querying the ownership of part of the southern boundary adjacent to the site at The Orchard. The developer has been in contact with the adjacent occupier. The developer confirms that the ownership boundary is correct. However, this is a civil rather than a planning matter.

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 an historic 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.

This site is located wholly within part of the larger Chard strategic growth area. Moreover, outline planning permission for 200 dwellings, along with the 2 vehicular access points, was granted in 2017. Therefore, the principle of development is acceptable and, other than the previously approved access arrangements, it is the details of the development, including layout, scale, house design / appearance and landscaping that are now being sought for approval.

Chard Regeneration Plan

Members will be aware that delivery of the various 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. This application site and its road would provide an inner road in addition to the outer new link road 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. Members will be aware, however of the ongoing officer work to engage with the relevant parties to secure the delivery of the highway infrastructure in the southern part of the Chard Plan area.

The assessment undertaken at the outline stage concluded that it was acceptable to allow this site out of sequence and that it would not be detrimental to the delivery of the Chard Plan and Chard as a whole. It is accepted in the Chard Plan and as part of the decision to grant the outline consent, that there will be some short term pain before longer term gain before full completion of the new highway infrastructure.

Notwithstanding the aims and objectives of the Chard plan, from a district wide housing position, the Council is not currently able to demonstrate a deliverable 5 year housing supply. Therefore, from a housing point of view, the grant of full permission and subsequent delivery of this site will make a very valuable contribution towards meeting the Council's housing requirements, including much needed affordable housing. From a Chard perspective, housing delivery has been much slower than anticipated in the Local Plan and, therefore, this scheme would make a positive contribution towards the town's housing needs.

Highways

Members will note from the summary of the Highway Authority comments above that, whilst not objecting, the design of the main road running through the site connecting the Forton and Tatworth Roads has been questioned, particularly if its main purpose is to provide part of the overall link road between the A358(north), the A30 and the A358 (south). In response, the applicant has submitted additional information and also provided a Highway Technical Note to assess the suitability of the proposed road.

In regard to the Chard Plan, it must be stressed that the Chard Plan documents are not adopted Local Plan documents and, whilst are an important material consideration as part of the assessment for any application within those identified Chard sites, can only be afforded limited weight in the decision making process.

The proposed road through the application site follows a similar alignment to that shown in the Chard Regeneration Plan. Moreover, the Highway Authority have agreed that a width of 5.5 metres is acceptable rather than the 7.3 metres shown in the Chard Plan. The proposed road will be 1 of 2 new main roads in close proximity to each other at the southern end of Chard. The other will be provided as part of the pending Persimmon scheme. The Persimmon road is particularly important in terms of assessing the role, function and likely volume of through traffic for the Keir road.

Following major concerns about the layout of the Persimmon scheme, members will be aware of the ongoing officer negotiations with Persimmon to realign the link road along the eastern part of the site with the vast majority of the dwellings to the west of the road. This will provide a clear, important link road from Forton Road through to Tatworth road. Importantly, in terms of vehicle journeys, it will provide the logical /favoured route at the southern end of the north to south link road. Through trips will clearly be made through the Kier site, but it is not considered that those will be the same volume as those along the Persimmon road, with the latter clearly being the main primary road north to south and vice versa.

The case officer sought the advice of the Council's Highway consultant on this important issue. His clear view was that the Persimmon road/route would be the preferred/main route for future road users. He advised that the applicant look at the likely volume of through traffic. Accordingly, the applicant commissioned an assessment and a Highway technical note was produced which specifically looks at the estimated volume of through traffic to inform the suitability of the design of the new road. Following an analysis of existing and proposed new dwellings in the area between Millfield and Forton Road, it was concluded that the volume of development traffic is likely to exceed through traffic using the road. 823 daily through traffic movements compared with 1029 development traffic. On this basis, the road is clearly able to accommodate both its own development traffic and through traffic.

The key point raised by the Highway Authority is the number of direct access points off the main road, in this case 60 direct driveways. The Highway Authority advice is that no direct access points should be provided. However, this is clearly contrary to Manual For Streets advice which says that frontage access can be considered on roads carrying up to 10,000 vehicles per day. With speed limit control of no more than 30mph, this type of road design can safely accommodate volumes of traffic far in excess of the likely volume of traffic using this road. It is also considered that the provision of convenient direct access points will reduce the likelihood of car owners parking on the road. Moreover, a relevant point is that Henderson Drive, to the north of this site, which will forms part of the wider link road arrangement serving

current and new development in the future, has direct access points.

On the basis of the above, it is considered that the proposed road has been designed to be safe and given the likely level of overall traffic using the road, falls well below the 10,000 vehicles per day that guidance in Manual For Streets advises is appropriate for roads with direct access points. Given this evidence and the advice of the Council's Highway consultant, it is concluded that the road will be able to properly function and provide an important part of Chard's new highway infrastructure without causing a severe highway impact which would otherwise warrant a refusal.

Parking

In regard to parking provision, the scheme proposes a total of 513 parking spaces, of which 130 are to be provided within garaging. This figure is well within the range of 484-524 spaces as outlined by the Highway Authority. The Highway Authority have not objected to the scheme but have raised concern that based on research evidence, only 44% of garage spaces are used for off road parking. On this basis, the Highway Authority's position is that many of those future occupants will not use their garaging and park on the highway causing potential highway related issues.

The applicant's case is that the County Council's own adopted parking standards, which the Local Planning Authority has adopted for its parking policy, states that 'car parking standards includes any garages or car ports provided'. Whilst it is accepted that occupiers may not wish to use their garages for parking, in the absence of any local or national policy that states that either all, or a proportion of garage spaces should not count towards the overall off road parking provision, it is considered unreasonable to refuse the scheme on the basis of inadequate parking provision. Sufficient spaces, including 40 visitor spaces, have been provided. Moreover, if the issue concerning use of garage spaces is such a concern, then the parking standards within the adopted parking strategy should be revised to take account of average garage usage.

Clearly there can be various reasons why occupiers do not use their garage spaces for their vehicles, but it is usually to provide additional internal storage/domestic spaces, garages being physically too small to park and open a family car and the lack of planning control, via conditions, to control the future use of those garage spaces. In this case, the proposed garages are to be the recommended size ie 6m x 3m and a condition shall be imposed on any consent to control the approved garage spaces so that they can't be converted into domestic storage or other non-parking uses.

Layout

In regard to the layout of the development, the scheme will be served by 2 primary vehicular accesses, with one each from Tatworth and Forton Roads. These access points have previously been agreed at the outline stage and, as previously mentioned, a subsequent revised access onto Forton Road was granted in 2018. These are considered to be acceptable from a highway point of view. Indeed, in regard to the revised Forton road access, the Highway Authority prefer the resultant staggered junction arrangement. In regard to the design and layout of the main estate road running through the development, this was discussed above.

The layout of the scheme has been developed to provide a hierarchy of different streets with a number of cul-de-sacs spread across the development. Properties will address corners and junctions, and face onto the streets/roads, with those fronting the main estate road stepped back to provide private space, including tree planting between the houses and along the public street/road. Each of the residential areas will be connected by footpaths and a cycle path link through the site to connect Forton and Tatworth Roads. As recommended by the Council's Arborist, additional planting will be provided across the site - a condition shall be attached to any consent accordingly.

An area of open space providing a green corridor will be established through the centre of the site. This will run north to south linking with on-site play facilities being provided in the central southern section. With pedestrian linkages running through this area, this will provide connectivity and a natural link with

the existing play area at Ashcroft. Tree planting will be undertaken within the green corridor as well as in and around the play facilities. Two drainage attenuation basins will be provided, one on the northern side of and adjacent to the Forton road access and the other smaller basin at the western end of the Ashcroft play area.

70 of the units to be provided shall be affordable properties and these are to spread evenly across the site in a number of blocks. This is considered to be an appropriate approach and in accord with the Council's preference to integrate the affordable housing within the market housing.

The overall layout of the scheme is considered to be acceptable providing good connectivity within and through the site and providing opportunities to connect to the future residential site to the east.

Scale, Design and appearance

The 200 dwellings across the site will comprise a range of house types including 16no. 1 beds, 40no. 2 beds, 106no. 3 beds and 38 no. 4 beds with a mix of terraced, semi-detached, detached houses and bungalows. The majority will be 2 storey dwellings with chalet bungalows being provided, mostly next to existing single storey properties. They reflect the scale of surrounding properties with a contemporary design approach.

The external materials will be a mix of tile and slate roofs, with a range of natural stone, render and brick for the walls. These are considered to reflect the materials found in the town, providing a good mixed palette of materials, giving variety and are considered to be acceptable. The scheme will provide for a range of property types and sizes and make a valuable contribution to meeting the housing needs of Chard and beyond.

Residential amenity

Some concern has been raised about the impact on the amenity of existing adjacent properties. Care has been taken in the design and layout of the scheme to respect the relationship between existing and proposed properties. Appropriate distances have been provided between new and existing properties to avoid adverse loss of privacy. No 3 storey properties are proposed. In addition, bungalows are to be located adjacent to existing bungalows to protect amenity. The retention of existing hedgerows/trees and additional landscape boundary planting will assist in maintaining privacy between properties. Whilst it is accepted that the outlook for those currently living adjacent to the site will change, it is not considered that the layout and design of the scheme would result in adverse harm to the residential amenity of adjoining occupiers.

Planting

The scheme has been supported by a landscaping scheme to include retention of the majority of existing trees and hedgerows and additional planting both in public and private areas of the site. Additional planting has been requested by the arborist, which is agreed by the applicant. Accordingly, a revised landscaping plan has been imposed as part of the planning conditions.

Ecology

Following the grant of outline consent, the application was supported by an updated ecology report and dormouse method statements. The Ecologist raises no objection to the scheme, previously advising that the site can generally be considered of low ecology and nature conservation value.

Drainage

The scheme will be drained in accordance with current Sustainable Urban Drainage practice and incorporate open attenuation basins providing drainage requirements but also wildlife and amenity value. The site is within Flood Zone 1 and therefore not at risk from sea or river flooding. Surface water will be controlled and discharged at an appropriate rate as agreed by the Local Lead Flood Authority. In terms of foul water disposal, new mains pipes shall be laid on site. There is an existing private water main which crosses the site from Ashcroft, on the northern boundary, to properties on the south west

corner of Tatworth Road. This will be diverted and included within the new infrastructure on site. A new private connection will be made in the south east corner to serve the existing properties. The applicant has advised that they will liaising closely with those property owners to minimise disruption.

SECTION 106 PLANNING OBLIGATION AND COMMUNITY INFRASTRUCTURE LEVY (CIL)

A Section 106 Planning Agreement was signed as part of the outline planning permission, in respect of the provision of 35% affordable housing, contribution towards the provision of sport, play and strategic facilities, education provision, a Travel Plan and informal open space.

CIL is not being charged on sites located within the Chard Eastern Development Area.

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 and provide a section of the new 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. It would provide sufficient parking and would not adversely harm any residential amenity, landscape or ecological interests. 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) and policies within the NPPF.

SUBJECT TO THE FOLLOWING:

01. The development hereby approved shall be carried out in accordance with the following approved plans:

Drawing numbers:

Site location plan (17144 L01.01 Rev P1)

Site layout plan (17144 L02.01 Rev P1)

Illustrative site layout plan (17144 L02.02 Rev P1)

Boundary treatment plan (17144 L92.01 Rev P1)

Boundary treatment plan (17144 L92.02 Rev P1)

Boundary treatment plan (17144 L92.03 Rev P1)

Boundary details (17144 L92.04 Rev P1)

Boundary details (17144 L92.05 Rev P1)

Hardworks plan (17144 L93.01 Rev P1)

Hardworks plan (17144 L93.02 Rev P1)

Hardworks plan (17144 L93.03 Rev P1)

Softworks plan (17144 L94.01 Rev P1)

Softworks plan (17144 L94.02 Rev P1)

Softworks plan (17144 L94.03 Rev P1)

Leap play area plan (17144 L94.04 Rev P1)

Youth provision plan (17144 L94.05 Rev P1)

HT1 Provence (17144 HT1.L.02.01 & 17144 HT1.L.04.01 & 02)

HT2 Rutherford V1 (17144 HT2.L.02.01 & 17144 HT2.L.04.01 & 02)

HT3A Pinewood (17144 HT3A.L.02.01 & 17144 HT3A L.04.01 - 04)

HT3B Pinewood (17144 HT3B.L.02.01 & 17144 HT3B.L04.01)

HT4 Pentire (17144 HT4.L.02.01 & 17144 HT4.L.04.01 - 02)

HT5 Oakford (17144 HT5.L.02.01 & 17144 HT5.L.04.01 - 02)
HT6 1-Bed Flat (17144 HT6.L.02.01 & 17144 HT6.L.04.01 - 02)
HT7 FOG (17144 HT7.L.02.01 & 17144 HT7.L.04.01)
HT8 HA 2 Bed (17144 HT8.L.02.01 & 17144 HT8.L.04.01)
HT9 HA 3 Bed (17144 HT9.L.02.01 & 17144 HT8.L.04.01 & 02)
HT10 HA 4 Bed (17144 HT10 L.02.01 & 17144 HT10.L.04.01 & 02)
HT11 HA 3 Bed Wide front (17144 HT11.L.02.01 & 17144 HT11.L.04.01 & 02)
G01 Garage Pack (17144 G01.L.02.00 - 02)
Proposed Site Access Arrangements (SK02.01)
Proposed Site Access Arrangements (SK02.02)
Proposed Site Access Arrangements - Tracking Plan (SK07.01)
Proposed Site Access Arrangements - Tracking Plan (SK07.02)
Location Plan (S98.0)

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

02. The external materials to be used for the dwellings hereby approved shall be in accord with the submitted Materials Schedule unless otherwise approved in writing by the Local Planning Authority.

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

03. No drainage shall be installed until details of the surface water drainage scheme based on sustainable drainage principles together with a programme of implementation and maintenance for the lifetime of the development have been submitted to and approved by the Local Planning Authority. Such works shall be carried out in accordance with the approved details.

These details shall include: -

- Details of phasing and information regarding the provision and maintenance of any drainage systems (including temporary) in place during construction of this and any other subsequent phases. Drainage infrastructure should be constructed and implemented during the initial phase of development, to ensure no increase in flood risk through inadequate drainage provision. Where this is not possible, a clear phasing plan should be submitted to show how the drainage scheme will be implemented.
- Information about the design storm period and intensity, discharge rates and volumes (both pre and post development), temporary storage facilities, means of access for maintenance (6 metres minimum), the methods employed to delay and control surface water discharged from the site, and the measures taken to prevent flooding and pollution of the receiving groundwater and/or surface waters.
- Detailed Construction Drawings with manhole schedule, invert levels, landscaping details, finished floor levels, ground levels and flood storage details.
- Any works required off site to ensure adequate discharge of surface water without causing flooding or pollution (which should include refurbishment of existing culverts and headwalls or removal of unused culverts where relevant).
- Flood water exceedance routes both on and off site, note, no part of the site must be allowed to flood during any storm up to and including the 1 in 30 event, flooding during storm events in excess of this including the 1 in 100yr (plus 40% allowance for climate change) must be controlled within the designed exceedance routes demonstrated to prevent flooding or damage to properties. Holding areas for flood volumes generated through exceedance of the drainage system must be clearly shown on a flood exceedance plan and the developer must demonstrate the site remains safe.

- A management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by an appropriate public body or statutory undertaker, management company or maintenance by a Residents' Management Company and / or any other arrangements to secure the operation and maintenance to an approved standard and working condition throughout the lifetime of the development

Reason: To ensure that the development is served by a satisfactory system of surface water drainage and that the approved system is retained, managed and maintained in accordance with the approved details throughout the lifetime of the development, to accord with the NPPF.

04. The garages hereby approved shall be used solely for vehicle parking purposes incidental to the occupation and enjoyment of the dwellinghouse which they serve. They shall not be used for, nor in connection with any commercial, trade or business purposes and shall not be converted into habitable accommodation, including domestic workshop, study, games room and similar uses, without the prior written approval of the Local Planning Authority.

Reason: To ensure the retention of parking provision and highway safety, to accord with Policy TA5 of the South Somerset Local Plan and Somerset County Council's adopted parking standards.

05. None of the dwellings hereby permitted shall be constructed above damp proof course level until a scheme of landscaping to accord with the recommendations and advice of the Council's Arborist (contained within his memo dated 10th September 2018) has been submitted to and approved in writing by the Local Planning Authority. This shall include details of all new tree/shrub/hedge planting and 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.
