

Area North Committee – 22 June 2011

Officer Report On Planning Application: 10/03704/FUL

Proposal:	The erection of 133 dwellings and associated garages, highway works and landscaping (GR: 348022/128828)
Site Address:	Land At Northfield Farm, Northfield
Parish:	Somerton
WESSEX Ward (SSDC Member)	Mrs Pauline Clarke (Cllr) Mr David Norris (Cllr)
Recommending Case Officer:	Claire Alers-Hankey Tel: 01935 462295 Email: claire.alers-hankey@southsomerset.gov.uk
Target date:	9 th February 2011
Applicant:	Bellway Homes
Agent: (no agent if blank)	APT Design Ltd (FAO: Mr Graham Chambers) Angel Crescent, Bridgwater TA6 3EW
Application Type:	Major Dwlgns 10 or more or site 0.5ha+

REASON FOR REFERRAL TO COMMITTEE

This major application is referred to the committee in accordance with the scheme of delegation, with the agreement of the Chairman and Ward Members due to the level of interest it has generated and the importance for Somerton.

BACKGROUND

At their meeting of 23rd March 2011 the Area North Committee raised a number of concerns about this application and resolved to defer this application to enable:

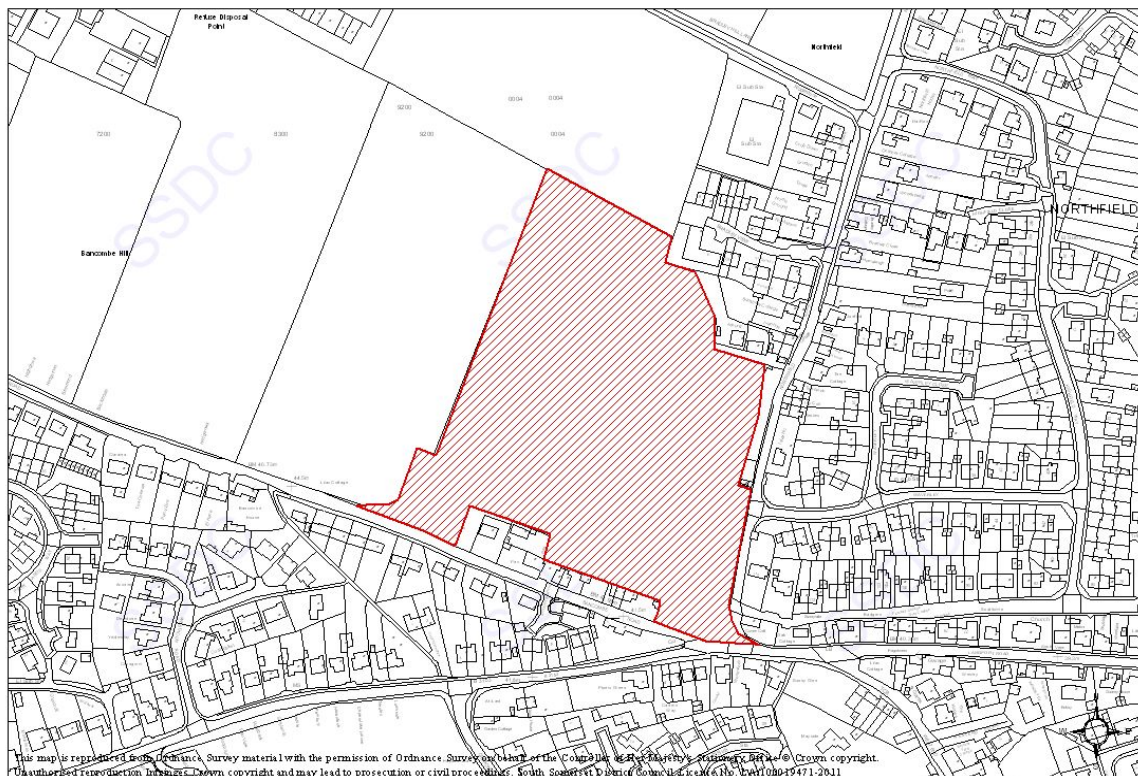
- Clarification of sewage and surface water drainage proposals with Wessex Water, the Environment Agency and the Area Engineer being reconsulted
- Exploration of highway alternatives, in particular the internal road layout with regard to the Bancombe Road 'bypass' and visibility provided at Hodges Barton
- Reconsideration of the three storey element
- Introduction of energy efficiency measures (solar panels etc)
- Review of garden size

In response to this request the applicant has amended the proposed scheme by omitting all three storey houses, and replacing them with 2 ½ storey houses. Clarification on the proposed drainage systems has also been submitted. The highway layout, garden sizes and level of energy efficiency measures has remained the same, with the justification for this put forward by the applicant.

Full consultation on the additional information has been carried out with all of the relevant consultees and local residents.

The previous report, updated in light of the changes, additional information and further consultation is set out below.

SITE DESCRIPTION AND PROPOSAL



This rectangular, 3.89 hectare site is located on the northwest outskirts of Somerton, between Bancombe Road and Northfield and is allocated in the Local Plan for residential development. It is largely level agricultural land with Northfield Farmhouse, a Grade II listed building, and various modern and traditional farm buildings in the southeast corner of the site.

This application, as amended, seeks planning permission for the erection of 133 dwellings at a density of 34/ha, with associated garages, highway works and landscaping comprising:-

- 6 one bedroom flats
- 12 two bedroom flats over garages (FOGs)
- 13 two bedroom houses
- 75 three bedroom houses
- 21 four bedroom houses
- 5 five bedroom houses
- 1 bungalow to meet a special local affordable need
- 267 parking spaces (2 spaces per unit)
- A LEAP and buffer zone (1,912m²)

46 'affordable' units (34.6%) would be provided, 31 for rent accommodation and 15 shared ownership. It would be provided in clusters throughout the site.

The amended proposal would be a mix of largely two-storey terraces and detached dwellings, and a proportion of single storey, 2½ storey, semi-detached, and FOG development. Most dwellings have garages. The materials are stated as being a mix of natural stone, reconstituted stone and smooth cast render with slate effect tiles and pantiles.

The main access route for the site would be via a new junction on Langport Road. This would require the stopping up of the current exits of Bancombe Road and Northfield onto Langport Road. A new route through the site would maintain a direct link to Bancombe Road to the west of the site and a further access would be created to Northfield directly opposite Waverley.

The application has been amended to provide a larger area of on-site open space, which has resulted in a reduction of the number of houses proposed from an original 138 to 133. The internal estate road layout has also been amended to reflect this change. The proposal is supported by a landscaping scheme, Geology Survey, Archaeological Assessment, Travel Plan, Design and Access Statement, Tree and Hedgerow Appraisal, Ecological Assessment, Statement of Significance, Housing Need Report, Statement of Community Involvement, Transport Assessment and Flood Risk Assessment.

In response to initial highways concerns a further highway assessment to supplement the initial Transport Assessment has been submitted. Some changes to details have been made in response to comments received from the Conservation Officer and the Landscape Architect and a further geophysical survey has been submitted to address initial comments made by the County Archaeologist. Additionally, further information on runoff calculations and discharge rates has been submitted in response to concerns raised by the Environment Agency and the Council's engineer.

HISTORY

2006 - Local plan adopted allocating this site for residential development (policy Proposal HG/SOME/1)

Previous planning history relates to operational development at Northfield Farm.

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.

Saved policies of the Somerset and Exmoor National Park Joint Structure Plan Review 1991-2011:

Policy STR1 - Sustainable Development

Policy STR2 - Towns

Policy STR4 - Sustainable Development in Towns

Policy STR7 - Implementation of the Strategy

Policy 5 - Landscape Character

Policy 9 - The Built Historic Environment

Policy 11 - Areas of High Archaeological Potential

Policy 33 - Provision of Housing

Policy 35 - Affordable Housing

Policy 37 - Facilities for Sport and Recreation Within Settlements

Policy 39 - Transport and Development

Policy 48 - Access and Parking

Policy 49 - Transport Requirements of New Development

Policy 50 - Traffic Management

Saved policies of the South Somerset Local Plan (Adopted April 2006):
 Proposal HG/SOME/1 – allocates this site for residential development:-

Land north of Bancombe Road, Somerton, amounting to approximately 4.1 hectares (10.1 acres) is allocated for residential development. The development will be subject to the following:

- *Expected to accommodate about 140 dwellings of which 35% should be affordable after the provision of an extensive buffer zone between employment land and the proposed residential area, and the provision of open space and children's play area in accordance with policy CR2;*
- *Access from Northfield and Bancombe Road;*
- *Improvements to the substandard junction of Bancombe Road, Langport Road and Northfield;*
- *Retention of the listed farmhouse and other buildings and land as necessary to protect its setting;*
- *Provision of buffer zone to separate employment and residential uses;*
- *Provision of amenity open space and children's play area;*
- *Footpath links through site to avoid pedestrian use of Bancombe Road and to create links between the existing development and the proposed development;*
- *The allocation being phased for development after 2007.*

Other Policies

Policy ST5 - General Principles of Development

Policy ST6 - The Quality of Development

Policy ST7 - Public Space

Policy ST9 - Crime Prevention

Policy ST10 - Planning Obligations

Policy EC3 - Landscape Character

Policy EC8 - Protected Species

Policy EH5 - Development Proposals Affecting the Setting of Listed Buildings

Policy EH12 - Areas of Archaeological Potential

Policy EP5 - Contaminated Land

Policy EP6 - Demolition and Construction Sites

Policy EU4 - Water Services

Policy TP1 - New Development and Pedestrian Provision

Policy TP2 - Travel Plans

Policy TP3 - Cycle Parking

Policy TP4 - Safer Environments for New Developments and Existing Residential Areas

Policy TP7 - Residential Parking Provision

Policy HG1 & HG2 - Provision for New Housing Development

Policy HG4 - Housing Densities

Policy HG6 - Affordable Housing

Policy HG7 - Affordable Housing - Site Targets and Thresholds

Policy HG8 - Affordable Housing - Commutation of Requirement

Policy CR2 - Provision of Outdoor Playing Space and Amenity Space in New Development

Policy CR4 - Provision of Amenity Open Space

National Guidance

PPS1 - Sustainable Development

PPS3 - Housing

PPS5 - Planning for the Historic Environment

PPG13 - Transport
 PPG17 - Planning for Open Space, Sport and Recreation
 PPS25 - Flooding

South Somerset Sustainable Community Strategy
 Goal 3 - Healthy Environments
 Goal 4 - Quality Public Services
 Goal 7 - Distinctiveness
 Goal 8 - Quality Development
 Goal 9 - Homes

Other Legislation

The Conservation of Habitats and Species Regulations 2010 (the 'Habitats Regulations 2010')
 The Wildlife and Countryside Act 1981 (as amended).
 Council Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora (the 'Habitats Directive').

Other Policy Requirements

RRS10 - Whilst it is the government's intention to abolish Regional Spatial Strategies, recent high court decisions make it clear that adopted RSSs remain 'material' considerations. RSS10, although at a highly advanced state has not been adopted, diminishing its weight. Policy RE5 requires the incorporation of 10% renewable/low carbon energy generation within major developments.

CONSULTATIONS

Three rounds of consultation have been carried out, firstly in relation to the proposal as submitted, secondly in relation to the amendment to the detail and the additional highways information, and finally in response to the additional information/clarification submitted following the deferral of the application by Members at the Area North meeting in March.

Somerton Town Council - Initially deferred comment to allow clarification of highway position. Subsequently raised objections to the proposal with regard to the proposed highway works with the closure of both Bancombe Road and Northfield and the retrograde impact on other sections of highway in the area, particularly Waverley, Highfield Way and Behind Berry. Would support the provision of a roundabout in this location. Concern also raised over drainage as already instances of flooding downstream of the site. Attenuation of the surface water flows arising from site need to take into account run-off from adjacent fields. Concern raised over local infant school and academy being at capacity. Requested that improvements to width of Bancombe Road are made, and that maximum funding from s106 agreement to be allocated to Somerton and not to wider District area.

Somerton Town Council Further Response - Awaited at time of writing, to be updated at committee

County Highway Authority - Initial response confirmed that the layout drawing is generally acceptable and could form the basis of a S.278 agreement requiring the estate road through the new estate linking Bancombe Road/Northfield and Langport Road to be completed and open to traffic before either Northfield or Bancombe Road would be closed off to vehicular traffic. Concern was raised over the lack of detailed data in the

Transport Assessment (TA) and it was requested that the applicant provide an addendum to the TA, which incorporates baseline data for existing flows of traffic from the surrounding highway network.

The initial comments in relation to the updated information confirm that the Highways Authority agrees with the conclusion insofar as the traffic impact would be acceptable and that there is no technical justification for any additional offsite works in this case. Recommended conditions to address Construction Management Plan, parking areas to be kept clear, construction of estate road network, phasing, discharge of surface water, details of surfaces and design of street furniture, surfacing of roads, footpaths and turning spaces, temporary pedestrian and cycle links, visibility splays and informative regarding legal agreement.

County Highway Authority Further Response - A mini roundabout is considered by the Highway Authority to be wholly inappropriate in this particular location for a number of technical reasons. Full details are contained within an email dated 21st March 2011. Correspondence with the Highway Authority also confirms the proposed road layout has gone through a full stage 1 Safety and Technical audit, the Highway Authority fully accept the findings of the Transport Assessment submitted as part of the application, and the Highway Authority does not raise any objection to the proposal as submitted. A copy of their email is appended to this report.

Area Engineer - considers that the general principles and proposed arrangements for dealing with surface water as set out in FRA are sound. No objection subject to safeguarding condition relating to drainage layout and carious control features.

Area Engineer Latest Consultation - Remains satisfied that the proposed drainage arrangements are acceptable. Notes that the detailed FRA submitted with the application sets out how the existing drainage arrangement works so that a design that controls surface water drainage can be developed using various sustainable drainage techniques such as underground tanks, permeable paving, etc.

It is confirmed that the existing arrangement discharges a significant amount of surface water from the farm buildings/yard area at Northfield Farm into the foul sewer. The proposed development would eliminate this connection and consequently there would be a reduction in flow to the existing foul sewer that not even the foul flows created by the residential development would outweigh. Consequently the proposed development would cause a net reduction in discharge into the existing foul sewerage system, which has been known to suffer from surcharge problems further downstream.

It is concluded that development proposals are normally required to ensure that the drainage situation is not made worse by the development, and in this case the FRA demonstrates it is possible, due to the disconnection of surface water from the foul system, there would be an improvement in the existing situation. A copy of the Engineer's comments is attached to this report.

County Education Officer - Notes that infant school places are nearly at capacity, so that the school would have insufficient places to accommodate additional children living in the proposed dwellings. There is currently surplus capacity at the local junior school, which is likely to remain the case for the foreseeable future, so additional accommodation for this tier is not required at the present time. Requests that a contribution of £147, 084 be sought to address the need for 12 infant school places.

Initially it was advised that Huish Academy, being a non-local authority school, should be consulted with regard to secondary school places. However emerging government

advice is that local education authorities (LEA) should remain responsible for strategic education provision, including seeking planning obligations. The education officer has therefore been reconsulted and his observations will be reported to committee.

Housing Officer - Accepts the provision of 34.6% affordable homes (46 units) to be provided on the site on the basis of:-

- 6 x 1 bed units
- 16 x 2 bed units
- 21 x 3 bed units
- 2 x 4 bed units
- 1 x bespoke bungalow for a disabled occupier.

Planning Policy - Are satisfied that the proposal is broadly compliant with the saved proposal HG/SOME/1, and therefore has raise no objections

Conservation Manager - Confirmed layout is satisfactory. Initial comments raised a number of comments relating to specific detail, and following the receipt of amended plans the Conservation Officer confirmed no objection.

Environmental Protection Officer - No observations

Contaminated Land Officer - Notes that the site contains two small areas of infilled land. Recommends safeguarding conditions to ensure any potential contaminated land is investigated and appropriate mitigation carried out.

Ecologist - Accepts that survey work undertaken, which identifies a low level presence of badgers, bats and slow-worms, is appropriate and does not dispute the findings. Considers that any issues are "*of low conservation significance and not of sufficient importance to warrant further Local Planning Authority control*". A condition to ensure compliance with the recommendations of the submitted report is recommended.

Landscape Architect - No landscape issues subject to safeguarding condition to agree landscaping.

Environment Agency - Accepts findings and recommendations of submitted FRA as supplemented. No objection subject to safeguarding conditions and informatives.

Environment Agency Latest Consultation - Notes that the proposed development will have separate sewers for surface and foul water drainage, both of which will be offered for adoption to Wessex Water. The proposed surface water sewer will connect to the existing culverted watercourse drainage system Langport Road, and will be restricted to pre-development rates to ensure there are no increases in run off and therefore no reduction of capacity in the receiving system. This will be achieved through the use of on-site attenuation and infiltration. No objection raised subject to safeguarding conditions. A copy of the comments is appended to this report.

County Archaeologist - No objection subject to recommended condition to secure programme of archaeological work.

Leisure Policy Co-ordinator - Recommends a contribution of £5,814.97 per dwelling (£773,391.30) be sought towards the provision of equipped play spaces, youth facilities, playing pitches, changing room provision and strategic community facilities to meet the demands arising from the occupiers of the new dwellings.

Open Spaces Officer - No objection on the basis that adequate onsite provision for Public Open Space has been made.

Senior Play and Youth Facilities Officer - Notes the revised plan has adequate buffer zones between the play area and dwellings, the location and orientation of the LEAP is good and the size is acceptable.

Climate Change Officer - Objects to the proposal on the basis that there is no mention of renewable energy within any of the documents supporting the application. Furthermore some of the roofs are not solar orientated.

Climate Change Officer Latest Consultation - Comments that the applicant has the opportunity to install photovoltaics to the roof areas that face south. Considers that every large development that is constructed without renewable electricity generation condemns future residents to high energy bills. As applicant has not expressed an intention to address the previous objection, the previous objection therefore still stands. A copy of the latest comment is appended to this report.

Wessex Water Latest Consultation - Notes the information submitted in relation to surface water disposal and revised calculations for the greenfield run off rates have been accepted by the Environment Agency and will form the basis for design into a surface water system to comply with the requirements of PPS25 and 'Sewers for Adoption' standards. Notes the separate systems of drainage for foul and surface water to be provided and that design drawings will be forwarded to Wessex Water for technical approval under adoption procedures. A copy of these comments is appended to this report.

REPRESENTATIONS

4 additional letters of representation have been received since the last Area North committee meeting. Three of these letters do not raise any new issues, however the other objects to the idea of a roundabout at the junction of Bancombe Road and Langport Road on the following grounds:

- Noise and pollution from vehicles braking to negotiate roundabout
- Destruction of visual amenities caused by installation of roundabout
- Adverse visual impact on the western approach into Somerton
- Adverse effect on current smooth traffic flow
- Cost of roundabout including legal and compensation payments
- Costs for Valuation Tribunal
- Contrary to European Directive on Human Rights
- Such urban planning schemes have no place in a conservation area such as Somerton
- The Town Council do not want such a scheme
- The last roundabout built at Huish Episcopi is not fit for purpose, was a waste of tax payers money, is over engineered and cluttered.

Previously 67 letters of objection were received. The issues raised can broadly be grouped as:-

- Design and Detail
- Density, Layout and Landscaping
- Access and Parking
- Impact on Amenity

- Pressure on existing facilities and services
- Drainage and flooding

Design and Detail

- Cheap building materials will be used
- Use of render is not appropriate
- The design is bland
- Vehicle openings in the buildings should have a flat arch typical of the area
- Proposed development is not in keeping with the architectural design of local houses

Density, Layout and Landscaping

- Density of housing proposed is too high
- Hedge boundary adjacent to Northfield should be maintained
- Wild Cheery tree on site must be preserved
- There is no proper planting on the site boundaries proposed
- The site should have more green spaces and allotments
- Gardens should be larger
- Mixed social housing and private housing should not be mixed together due to difficulty of people trying to sell private housing
- Proposal fails to take account of the historic settlement
- Why is the affordable housing centred on Bancombe Road?
- Removing old wall in front of listed farmhouse would detract from rural feel of area
- Damage to the environment

Access and Parking

- Increase in traffic flow through surrounding residential area, which is single laned in places, is unacceptable and is dangerous to pedestrians and inconvenient for road users
- Poor road layout
- Blocking off bottom end of Northfield will force all traffic through the new estate
- Traffic will use Waverley and Behind Berry as a means of access to the town centre and the east side of the town, but this route was not designed for such an amount of through traffic the proposal would generate
- Bottleneck in Northfield has no pavement and is dangerous, and should not be subjected to an increase in traffic. There are existing parking problems along this stretch
- Northfield should be widened and off street parking and a pavement provided
- Increased traffic around roads of local infant school and fire station
- The junction of Bancombe Road, Langport Road, Northfield and the new development should be a roundabout - this design was proposed when the site was allocated
- Infrastructure should be in place prior to occupation of dwellings
- There is no provision of a zebra crossing anywhere
- Two car parking spaces per dwelling is not enough
- Cycling opportunities are not improved
- Northfield and Bancombe Road should not be shut off and a campaign to seek losses to local residents will be made against the planning authority
- Possibility that the Traffic Assessment is wrong should be considered now. What come back is there when the TA is proved as inaccurate?
- Railway station should be reopened and current bus service is insufficient for new population
- Improvements should be made for increased use of pedestrian route to sports/recreation ground

- The submitted Traffic Assessment makes a number of inaccurate observations, which are misleading - the surrounding roads are narrow and do not always have a footpath
- Traffic data submitted with application refers only to traffic generated by development, not exiting traffic as well
- A Road Closure Impact Study should be carried out to fully assess the proposals on the surrounding highway network
- Existing residents are inconvenienced by greater travel
- Traffic island proposed on the south side of Bancombe Road will restrict access to adjacent property
- The new estate should be completely serviced by its own adequate roads
- On street parking is a huge problem in surrounding area
- The new estate road through the site should run parallel to Bancombe Road
- Drop off areas should be established for parents to drop children off at school
- Speeds bumps should be put on roads near school
- There should be a footpath from Bancombe Road up to the Trading Estate
- Development would have negative impact on town centre parking
- Interpretation of HG/SOME/1 has been taken too literally by the developer
- Amended plans make minimal alteration despite strong local opposition to original plans

Impact on Amenity

- It is not clear how surrounding properties will be protected during construction and how construction traffic will access the site, or how asbestos will be disposed of
- It is not clear how privacy of residential properties adjacent to the site will be protected
- Youths may convene at dead end of Bancombe Road, and Bancombe Road should not be accessible to pedestrians from the new development
- Overlooking of C type houses over strip of land on Northfield, which may prevent future development of this strip
- Proposal will cause noise, air and light pollution

Pressure on existing facilities and services

- Facilities and services in Somerton are not adequate to accommodate additional people development would create
- Existing doctor surgery is oversubscribed and cannot cope with additional patients
- There are no jobs in Somerton for residents of the proposal and therefore people will commute to Yeovil
- Proposal offers little in way of affordable housing
- The proposal does not add any form of commercial development
- Site should accommodate a community hall type facility

Other Comments

- The new homes will not be for local people
- Adverse effect on value of nearby properties
- No proper public consultation has taken place
- Is the site to be phased?
- The houses would be better off spread around the town
- Applicant should be required to enter into planning obligations
- The application is of no benefit to local residents, only benefit is too applicant
- The SSDC website is constantly out of action, meaning trips to the local planning office have to be made to view plans

Additionally the minutes of a public meeting have been provided which raise the following summarised concerns:

- Proposed road layout, increase in traffic and impact on surrounding highway network and local residents
- Increased pressure on local infant school
- Road layout would encourage trade drivers to go to Langport and be put off driving to Somerton
- Listed farmhouse was in the way of a diverted Bancombe Road route
- Support voiced for roundabout proposal
- Development too dense
- Already speeding in several surrounding roads close to the close
- Increased demand on doctor and schools
- Disposal of asbestos on existing barns to be demolished
- Whether sewage treatment and surface water disposal adequate
- Maximum number of houses should be 116
- Lack of open space and trees
- Too many roads within site
- Sequence of building operations important
- No zebra crossing
- Traffic report only focuses on peak times
- Cycle path provision
- Inadequate parking
- Traffic surveys submitted so far inadequate

1 LETTER OF SUPPORT - Has been received, commenting that the closure of the Bancombe Road/Langport Road junction will encourage trading estate traffic to use Cartway Lane.

APPLICANT'S CASE IN RESPONSE TO THE COMMITTEE'S CONCERNS

Highways

Local Plan Policy HG/SOME/1 requires that the proposed development at Northfield Farm should take access from Northfield and Bancombe Road, and provide for improvements to the sub-standard junction of Bancombe Road and Northfield with Langport Road. The Local Plan Inquiry highway evidence included drawings illustrating two options that would address the identified problems and provide for the new development. Both options relied upon the closure of Bancombe Road and the provision of an alternative route through the development. Bancombe Road is an adopted public highway, and its replacement route must have the same status. The Langport Road junction improvements and the highway links to Bancombe Road and Northfield will therefore be secured through a s106 agreement. The design of the junction improvements and the new link roads has been undertaken in accordance with the following national and local design standards and guidance:-

- The Highways Agency's Design Manual for Roads and Bridges: Volume 6 Section 2 Part 6 TD42/95 - Geometric Design of Major/Minor Priority Junctions;
- Somerset County Council's design guide 'Estate Roads in Somerset';
- Manual for Streets

The route between Bancombe Road and Langport Road is laid out as a Type 4 (i) Access Road with a carriageway width of 5.0m throughout. The design speed for this category of road is 20mph or less. Vehicle speeds are moderated to the design speed by the introduction of priority junctions and bends. For a Type 4 (i) Access Road, the

maximum effective straight length of road between such features in 60m. In addition to the bends associated with the junctions at either end, the link between Bancombe Road and Langport Road incorporates three further bends designed to moderate vehicle speeds to a maximum of 20mph.

Concern has been raised that the alignment of the link between Bancombe Road and Langport Road could give rise to delays for through traffic compared with the existing arrangement. Straightening this road to provide a more direct route that would run closer to the strip of land between the development site and the rear gardens of the existing properties fronting onto Bancombe Road has been investigated by the developer. Whilst Bancombe Road is a residential road subject to a speed limit of 30mph, it has a straight alignment with no speed moderating features, and vehicles regularly exceed the speed limit. It is inevitable that replacing the existing road with a slightly longer route that would need to be negotiated at lower speeds will give rise to some delay compared with the existing situation. Any alternative route would need to incorporate an appropriate number of speed moderating features. Whilst the bends that are presently proposed could be replaced with priority junctions, chicanes, or road narrowings, calming would be achieved by forcing traffic to give way which would introduce significant additional delays. The present highway layout is designed so that the through-route is legible to drivers, avoiding additional vehicle movement towards Northfield. Furthermore moving the road closer to the site boundary and limiting development to one side only would be inconsistent with Manual for Streets guidance.

The alignment of the through-route has been the subject of discussions with SCC throughout the design process, and the current proposals address the Council's requirements not only in terms of geometric criteria such as carriageway width and visibility etc, but also in terms of legibility and convenience. It would not be possible to design an alternative arrangement that would not delay drivers who presently use a shorter route which can be negotiated at speeds above the legal limit, although the new Langport road junction should be significantly more efficient and safe, particularly at peak times.

Information has also been submitted to demonstrate the unfeasibility of a right-turn lane/ghost-island junction being provided at the new junction off Langport Road. Evidence submitted shows that a ghost-island junction could not be laid out in accordance with the appropriate design standard without encroaching into third party land.

Drainage and Flood Risk

The existing drainage arrangements on the site together with conditions in the surrounding foul and surface water drainage networks were the subject of a thorough investigation, and the drainage strategy was developed in consultation with SSDC, the Environment Agency, SSC Highways, and Wessex Water. The proposed surface water attenuation and control measures would ensure that the development would not worsen conditions downstream of the site. The proposed development would improve the foul water flows by redirecting surface runoff from the site, which is presently connected to the foul system, into the development surface water sewer network.

Renewable Energy Measures

It is noted that the Council does not have an adopted policy in its Local Plan requiring the provision of 10% renewable energy as part of new residential development. While there is a relevant policy in the emerging Core Strategy, this is yet to be tested at Inquiry. The requirements for Code for Sustainable Homes are being introduced via Building

Regulations and this development would have to meet the necessary Building Regulations application at the time. Also the affordable housing units which equate to 35% of the units on site are likely to be required to achieve level 3 of the Code for Sustainable Homes.

Three Storey Element

It is agreed that the 5 number 3-storey dwellings could be reduced to 2.5 storeys in height. This would omit the concern of the impact on full 3-storey buildings whilst still retaining the character and visual interest in the street scene.

Garden Size

The proposed development layout provides a variety of density areas. Larger detached dwellings with larger gardens are generally situated to the development edge, with the smaller dwellings with a more urban form situated along the key routes to provide the continuous built form all reflecting the street character of Somerton.

The application site is allocated in the Local Plan, with the potential number of dwellings set at 140, equating to a density of 36 dwellings per hectare. The current application proposed 133 dwellings, which represents a reduction to 34 dwellings per hectare. With the numbers and density being lower than anticipated and taking account of the large area of public open space provided, the garden sizes proposed would be acceptable.

(Summarised from briefing notes received 16/05/11 and email dated 01/06/11.)

CONSIDERATIONS

The site has been allocated for residential development by saved policy HG/SOME/1 of the South Somerset Local Plan, therefore the principle of residential development on this site is deemed as acceptable, and would deliver housing in accordance with Policies HG1, HG2 and HG6 of the Local Plan.

No objections have been raised to any impact on archaeological and contamination issues or regarding the setting of the listed building. With regard to ecology, no significant issues have been identified by the submitted report, the findings of which are supported by the Council's ecologist who confirms that, subject to an appropriate safeguarding condition, the favourable conservation status of protected species would be maintained in accordance with the relevant safeguarding legislation referred to above.

Accordingly, subject to safeguarding conditions these aspects of the application are considered acceptable with no conflict to Policies EC8, EH5, EH12 and EP5 of the Local Plan.

The relevant issues to be considered are:

- Design and Detail
- Layout and Landscaping
- Access and Parking
- Impact on Amenity
- Developer Obligations
- Drainage

Design and Detail

The proposal incorporates a variation of different house types, with the majority being two-storey, with some single storey and 2½ storey development, a bungalow and garaging. A range of house types are also proposed, with terracing, semi detached and detached all featuring within the proposal. It is considered the houses are all of a design and proportion that is appropriate to the locality and the variation of house types will offer visual interest to the site yet maintain a level of uniformity and cohesion. The five 3-storey houses proposed are set within the site and do not form part of the external street scenes. Situated at the centre of the site and overlooking the public open space, it is not considered they would be incongruous in their setting and would provide focal points within the development.

Initial comments made by the Conservation Officer relating to specific details have been incorporated into the amended plans. As such the design and detailing of the proposed buildings is considered acceptable, and subject to conditions to require samples and agreement of materials and detailing, the impact on the character and appearance of the locality and the listed Northfield Farmhouse would be acceptable and in this respect the proposal complies with policies ST5 and ST6.

Objection has been raised by a local resident to the use of render. However, only ten houses are proposed to be render, and it is considered its use will break up the development and add visual interest.

Following the deferral of the application at the last Area North committee meeting in March, the agent has amended the application to omit all three storey units from the proposal. These units have been replaced by 2.5 storey units. This replacement is considered to be acceptable.

Layout and Landscaping

A number of objections have been received stating the density of the proposal is too high. The density of the housing is approximately 34 houses per hectare, which is in line with the policy requirement of HG4 of 30 houses per hectare. While the recent amendments to PPS3 took away a minimum density requirement, the thrust of PPS3 with regard to the efficient use of land has not been materially changed. This remains local plan policy as stated by Policies HG4 and ST5. Furthermore, policy HG/SOME/1 allocates the site for 140 dwellings so the Inspector was clearly satisfied that the site could accommodate a higher number of dwellings.

The proposal makes provision for on site Public Open Space and a Local Equipped Area for Play (LEAP). The size and layout of the on site open space and play area meet the requirements of Policy CR2. As the policy requirement is met, no off site provision is sought.

All of the houses have private gardens (with the exception of the FOGs, of which only a few have gardens) that are considered of an adequate size for future occupiers. In addition to private gardens, there are a number of small green spaces and planted areas scattered across the site that will also contribute to the landscaping of the site. On a precautionary basis and to safeguard open space within the development a condition is recommended to withdraw permitted development rights with respect to extensions and outbuildings.

The layout is characterised by houses facing the street frontage with gardens and parking to the rear, with is characteristic of the locality.

In response to Member's concerns the applicant has confirmed there are a number of different garden sizes accommodated within the development, with larger gardens serving larger houses which are closer to the development edge. All properties proposed have a private garden, with the exception of some FOGs. In addition to this there are a number of green spaces and planted areas as well as a large area of public open space, that contribute towards landscaping and useable amenity spaces for future occupiers.

In terms density (approximately 34 houses per hectare), the proposal is considered to make good use of land, whilst meeting the requirements of national and local planning policy. It is not considered excessive or out of character with the locality. Furthermore the Local Plan allocation within policy HG/SOME/1 makes provision on the site for 140 dwellings so the Inspector was clearly satisfied that the site could accommodate more dwellings than now proposed without undue harm.

Notwithstanding the applicant's refusal to reconsider the garden sizes, it is considered that the layout and landscaping comply with policies ST5, ST6, ST7, ST9, EC3, CR2, CR4 and HG4.

Access and Parking

The Traffic Assessment (TA) as supplemented, contains traffic modelling of the existing Langport Road/ Northfield/Bancombe Road junction and the Northfield junctions with Behind Berry and Waverley, and concludes that the proposed new junction has the capacity to accommodate traffic generated as a result of the development, as well as all existing traffic. It is also stated that the preferred route for traffic from the development, Bancombe Road and Northfield to the town centre and eastern side of the town would be via the improved Langport Road junction. Furthermore it is concluded that Waverley and Behind Berry would not be used as a rat run, due to the more efficient working of the proposed Langport Road junction.

Whilst there is considerable local objection to the proposed revisions and the potential knock-on effects, the Highway Authority accepts the findings and conclusions of the TA and raises no objection to the access and junction arrangements. It is not considered that there is any evidence to justify over-riding this advice, nor would it be justified to insist that the developer redesign the access arrangements based on a suggestion by a third party.

Two car parking spaces are provided for each house and one car parking space is provided for the one-bedroom flats. This level of parking is acceptable and meets the requirements of TP7. In addition to the car parking provision, cycle storage provision is made for each property and 18 motorcycle parking spaces are provided.

A number of detailed points regarding the estate road were raised in the initial consultation response from the Highway Authority, and these have been addressed in the amended layout plan received. The road through the site has been designed to discourage through traffic and to limit speed. It is not considered that any benefit would be achieved by encouraging through traffic or higher vehicle speeds.

A number of local residents and the Parish Council have suggested that a roundabout should be used at the Langport Road junction and the committee have asked that the access arrangement be reviewed. The applicants do not consider this to be viable or reasonable as there is insufficient area in this location to accommodate a roundabout. Local residents have also suggested that a strip of land on the west side of Northfield should be used as a pavement, however this land is not owned by the Highway Authority or the applicant and is therefore out of the control of this application.

Concern has also been raised that the addendum to the Traffic Assessment may be wrong. The Highway Authority and Local Planning Authority requested additional information that was duly submitted, and has been thoroughly assessed in relation to this application. One local resident is concerned the traffic island proposed at the Langport Road junction will restrict access into their property on the other side of the road. The road at this point is of adequate width and it is considered this concern is unfounded.

Another concern raised by a local resident is that the road infrastructure should be provided before the houses are occupied. It is acknowledged that is a reasonable point and can be secured by condition and the section 106, to be provided at the appropriate stage of the development.

Following the previous committee resolution County Highway Authority has reiterated their support for the proposal, and has provided comprehensive reasoning on why a roundabout layout at the Langport Road junction is unviable. Specifically the conclusions of an assessment of the suggested roundabout are cited. This concludes that there are serious deficiencies that would cause it to fail any subsequent safety/technical audit

With regard to the routing of the replacement Bancombe Road link, the highways officer has confirmed that the proposed route meets the requirements of Manual for Streets, Estate Roads in Somerset (SCC) and Design Manual for Roads and Bridges (Highways Agency). Furthermore the proposed scheme has been through the audit process and approved by the Highway Authority, and the proposal as a whole meets the requirements of HG/SOME/1 as well as Policies 39, 48, 49 & 50 of the Somerset and Exmoor National Park Joint Structure Plan Review.

On this basis, it is considered the access and parking as proposed complies with policies ST5, TP1, TP2, TP3, TP4, TP7 of the Local Plan and policies 39, 28, 49 and 50 of the Structure Plan.

Impact on Amenity

Concerns have been made with regard to the impact of construction works. While construction by its very nature is disruptive, it cannot be used to justify withholding planning permission. In this circumstance it is considered appropriate to impose a condition requiring agreement of a Construction Management Plan, so that the Local Planning Authority can exert a degree of control over the building phase. Concern has also been raised over the disposal of asbestos from the demolition of agricultural buildings. This is controlled by separate regulations.

It is not considered the proposal would have any adverse impact on the amenities of existing residents adjacent to the site, as there is adequate distance of a minimum of 20m between proposed and existing dwellings, which is generally accepted as adequate distance between residential properties. Concern has been raised about overlooking of proposed houses onto a strip of land on the eastern boundary of the site. This land is currently being used as what appears to be an allotment with no occupied buildings on site. It is considered the application needs to be assessed on its current status, and as such the proposal will not have a detrimental impact on the amenity of this piece of land.

With regard to amenity of future occupiers, the relationships between all of the proposed houses are considered to be acceptable with no overlooking, no infringement on privacy, no overbearing, and adequate light reaching each property. Furthermore, appropriate boundary treatment is incorporated into the scheme to maintain residential amenity. Whilst Members concerns about garden size are noted, it is considered that the proposal does provide sufficient private amenity space.

On this basis it is considered that satisfactory levels of amenity will be maintained for existing residents and provided for future occupiers, as required by policies ST5, ST6 and EP6 of the Local Plan.

Developer Obligations

Affordable Housing - The applicant is willing to enter into a section 106 agreement to deliver 46 affordable houses, a percentage of 34.6%. Whilst this is lower than the 35% demanded by policy HG7, the provision also includes a bespoke disabled bungalow which takes up a larger plot than the average affordable housing unit, and consequently the Housing Officer has confirmed that this is a fair trade. Accordingly this part of the application would comply with Policies ST10, HG6, HG7 and HG8.

Conflicting views have been received from local residents with regard to the distribution and provision. One objection is that affordable housing should be kept separate from open market housing, and another objection is that the affordable housing is all focused on Bancombe Road. The affordable housing is distributed across the site in clusters, to the satisfaction of the housing manager and it is accepted that it would meet an identified need.

Sports, Arts and Leisure - Officers have requested contributions towards offsite provision to address the increased demand that would stem from this development. Policy CR2 sets out the basis for sports and play provision and CR3 provides for offsite provision. The applicant has accepted the need for these obligations.

Open Space - Onsite POS has been accommodated within the layout, and meets the requirements of Policies CR2 and CR4.

Education - The applicant has accepted the need for contributions towards primary level education. Any response to the education officer's revised observations will be reported to committee.

Local residents have raised concern that existing services will not be able to cope with the additional population brought about by the development. At the time the site was allocated, the Local Plan Inspector considered the adequacy of the infrastructure to accommodate the growth generated by residential development at this scale. Therefore it is not considered appropriate to respond to this argument. A section 106 agreement can secure the planning obligations as detailed above.

Drainage

The Parish Council, local residents and the committee have raised concern over the capability of existing surface water and foul water drainage to accommodate the development. The Environment Agency and the Area Engineer have both originally raised no objection to the proposal, on the basis that additional drainage data submitted showed that the proposed drainage systems could accommodate the additional population. Appropriate conditions have been recommended by the Environment Agency, and it is considered reasonable to use them.

Having carried out additional consultations with SSDC's Area Engineer, the Environment Agency and Wessex Water, the updated responses have all confirmed no objection to the proposal on the basis that the surface and foul water drainage proposals are of suitable design and capacity. The Council's Area Engineer has commented that the proposal may represent a reduction in the volume of flows to the foul water sewer, due to the redirection of surface water flows from the farmyard that currently flow into the foul

sewer. On this basis it is considered there are no reasonable drainage grounds of objection to the proposal.

Other Issues

Although the Climate Change Officer has maintained an objection to the proposal there is no saved policy of the local plan that requires new development to incorporate renewable energy generation. Previous the District Council's resolution to seek renewable energy generation in new developments was based on policy RE5 of the emerging Regional Spatial strategy. However given the government's clear intention to abolish Regional Spatial Strategies it is not considered that policy RE5 is sufficiently robust to justify an objection to the proposal on the basis, of a failure to incorporate renewable power generation.

Residents have also raised objection that no public consultation has taken place. This view is contrary to the material contained with the statement of community involvement, which gives detail of two public consultation meetings that took place prior to the submission of the planning application (several other letters from residents refer to these meetings). Local residents have also been consulted extensively during the lifetime of this current planning application.

One local resident has put forward the view that youths will commune at the dead end of Bancombe Road. While this route will be closed to traffic, it would still be open to pedestrians and is immediately adjacent to the Langport Road junction, and therefore would be highly visible and open to natural surveillance.

One suggestion put forward by a resident is that a footpath should be provided from Bancombe Road to Bancombe Trading Estate. It is considered that as this provision would not be directly related to the development, it would be unreasonable to request this.

Concern has been raised over the impact of the development on the value of nearby properties. This is not a planning consideration as all other aspects are considered acceptable.

Conclusion

It is accepted that following the Area North committee's previous consideration of this application the only change has been the omission of the three storey element. Nevertheless the Highway Authority, Wessex Water, the Environment Agency and the Area Engineer has all confirmed that they support the application. Accordingly the proposed development accords with site allocation HG/SOME/1, is of appropriate form, density, design and layout that would not have a detrimental impact on visual or residential amenity or the setting of the listed building amenity. The access and parking provision are considered to be acceptable, and adequate provision of drainage facilities has been made. As such the proposal complies with Policies ST5, ST6, ST7, ST9, ST10, EC3, EC8, EH5, EH12, EP5, EP6, EU4, TP1, TP2, TP3, TP4, TP7, HG1, HG2, HG4, HG6, HG7, HG8, CR2, and CR4 of the South Somerset Local Plan, and Policies STR1, STR2, STR4, STR7, 5, 89, 11, 33, 35, 37, 39, 48, 49, and 50 of the Somerset and Exmoor National Park Joint Structure Plan Review.

Section 106 Planning Obligations

A section 106 agreement would be necessary to ensure that 46 of the houses are affordable and that contributions towards education and sports, arts and leisure, are

made at the appropriate rate, and to secure implementation of the Travel Plan and future management of the on site open space.

RECOMMENDATION

Permission be granted subject to the following:-

- a) The prior completion of a section 106 agreement (in a form acceptable to the Council's solicitor(s)) before the decision notice granting planning permission is issued to:
- Ensure the delivery of the development with 46 affordable homes, as specified on the approved plans, with 31 for rent accommodation and 15 shared ownership to the satisfaction of the Strategic Housing Manager
 - Provide for the appropriate education contributions, as requested by the County Education Authority to the satisfaction of the development manager in consultation with the Chair and Vice Chair, prior to the occupation of the 50th dwelling
 - Provide for a contribution of £773,391.30 towards sports, arts and leisure contributions, as set out by the Leisure Policy Coordinator, prior to the occupation of the 50th dwelling
 - Secure the provision, and appropriate future management of, the on site open space either by adoption (with an appropriate commuted sum as defined by the Open Spaces Officer) or by a Management Company
 - Ensure appropriate Travel Planning measures as agreed by the Development Manager in conjunction with the County Travel Plan Coordinator
 - Provide for the agreement of the phasing of development including the delivery of improvements to the Langport Road junction as identified on the approved plans and as requested by the Highway Authority prior to the commencement of development
 - Ensure that the financial obligations are index linked at the appropriate rate
 - A monitoring fee based on 20% of the application fee, payable upon commencement of development
- b) The imposition of the planning conditions set out below on the grant of planning permission.

Justification

The proposed development accords with site allocation HG/SOME/1 and would deliver housing towards the needs identified by policies HG1 and HG2 of the South Somerset Local Plan. It is of appropriate form, density, design and layout that would not have a detrimental impact on amenity. The access and parking provision are considered to be acceptable, and adequate provision of drainage facilities has been made and appropriate planning obligations with regard to affordable housing, education and sports, arts and leisure facilities have been agreed. As such the proposal complies with Policies ST5, ST6, ST7, ST9, ST10, EC3, EC8, EH5, EH12, EP5, EP6, EU4, TP1, TP2, TP3, TP4, TP7, HG4, HG6, HG7, HG8, CR2, and CR4 of the South Somerset Local Plan, and Policies STR1, STR2, STR4, STR7, 5, 89, 11, 33, 35, 37, 39, 48, 49, and 50 of the Somerset and Exmoor National Park Joint Structure Plan Review.

Conditions

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

Reason: In accordance with the provisions of Section 91 Town and Country Planning Act 1990 (as amended by Section 51(1) of the Planning and Compulsory Purchase Act 2004).

02. No development approved by this permission shall be commenced until a scheme for the provision of surface water drainage works including sustainable drainage principles has been submitted to, and approved in writing by the Local Planning Authority. The submitted details shall include measures to prevent the discharge of surface water from individual plots onto the highways and shall clarify the intended future ownership and maintenance provision for all drainage works serving the site. The approved drainage works shall be completed in accordance with the details and timetable agreed.

Reason: To prevent the increased risk of flooding by ensuring the provision of a satisfactory means of surface water disposal, in accordance with PPS25.

03. No development approved by this permission shall commence until a scheme for water efficiency has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the agreed details.

Reason: In the interests of sustainable development and prudent use of natural materials, in accordance with PPS1.

04. The development hereby permitted shall not commence until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority (in consultation with Somerset County Council). The plan shall include construction vehicle movements, construction operation hours, construction vehicular routes to and from site, construction delivery hours, expected number of construction vehicles per day, car parking for contractors (including details of surfacing and drainage of the parking area), specific anti-pollution measures to be adopted to mitigate construction impacts, details of wheel washing facilities for all lorries leaving the site, and a scheme to encourage the use of public transport amongst contractors. The development shall be carried out strictly in accordance with the approved Construction Management Plan.

Reason: In the interests of highways safety and to safeguard the amenities of the locality in accordance with policies EP6, ST5 and ST6 of the South Somerset Local Plan.

05. Prior to the commencement of development the developer of the site shall investigate the history and current condition of the site to determine the likelihood of the existence of contamination arising from previous uses. The developer shall:-

- (a) Provide a written report to the Local Planning Authority which shall include details of the previous uses of the site and a description of the current condition of the site with regard to any activities that may have caused contamination. The report shall confirm whether or not it is likely that contamination may be present on the site.

- (b) If the report indicates that contamination may be present on or under the site, of if evidence of contamination is found, a more detailed site investigation and risk assessment shall be carried out in line with current guidance. This should determine whether any contamination could pose a risk to future users of the site or the environment.
- (c) If remedial works are required, details shall be submitted to the Local Planning Authority, and these shall be accepted in writing and thereafter implemented. On completion of any required remedial works the applicant shall provide written confirmation that the works have been completed in accordance with the agreed remediation strategy.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, in accordance with policy EP5 of the South Somerset Local Plan..

06. No development hereby approved shall take place until the applicant, or their agents or successors in title, has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Local Planning Authority.

Reason: In the interests of the archaeological potential of the site, in accordance with Policy EH12 of the South Somerset Local Plan.

07. No works shall be carried out unless 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. Once approved such details shall be fully implemented unless agreed otherwise in writing by the local planning authority.

Reason: In the interests of visual amenity in accordance with policies ST5 and ST6 of the South Somerset Local Plan

08. Before any part of the permitted development is commenced, a landscaping scheme, which shall include details of the species, siting and numbers to be planted, shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be completely carried out within the first available planting season from the date of commencement of the development, or as otherwise extended with the agreement in writing of the Local Planning Authority. For a period of five years after the completion of the landscaping scheme, the trees and shrubs shall be protected and maintained in a healthy weed free condition and any trees or shrubs that cease to grow shall be replaced by trees or shrubs of similar size and species, or the appropriate trees or shrubs as may be approved in writing by the Local Planning Authority.

Reason: To ensure that the proposed development makes a satisfactory contribution to the preservation and enhancement of the local character and distinctiveness of the area in accordance with South Somerset Local Plan Policy ST6.

09. The boundary treatments shown on the approved plans shall be completed before the part of the development to which it relates is occupied and thereafter maintained as such, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the proposed development makes a satisfactory contribution to the local character and distinctiveness of the area and in the interests of the amenities of the neighbouring residents in accordance with South Somerset Local Plan Policy ST6.

10. Notwithstanding the approved plan no works shall be carried out unless details of all existing levels and proposed finished ground and floor levels have been submitted to and approved by the local planning authority. The scheme shall be completed in accordance with the approved details.

Reason: In the interests of residential amenity to accord with policies ST5 and ST6 of the South Somerset Local Plan

11. Before the dwellings hereby permitted are commenced details of the design, recessing, material and external finish to be used for all windows and doors, including cill and lintel details where appropriate, shall be approved in writing by the local planning authority. Once approved such details shall be fully implemented unless agreed otherwise in writing by the local planning authority.

Reason: In the interests of visual amenity in accordance with policies ST5 and ST6 of the South Somerset Local Plan

12. Before the dwellings hereby permitted are 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. Once approved such details shall be fully implemented unless agreed otherwise in writing by the local planning authority.

Reason: In the interests of visual amenity in accordance with policies ST5 and ST6 of the South Somerset Local Plan

13. Notwithstanding the approved plan the dwellings hereby permitted shall not be commenced until particulars of all hard surfacing materials have been submitted to and approved in writing by the local planning authority. Such details shall include the use of porous materials to the parking and turning areas where appropriate. Once approved such details shall be fully implemented and maintained at all times thereafter unless agreed otherwise in writing by the local planning authority.

Reason: In the interests of visual amenity and to mitigate any flood risk in accordance with policies ST5, ST6 and EU4 of the South Somerset Local Plan.

14. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no extensions (including dormer windows) or outbuildings shall be added without the prior express grant of planning permission.

Reason: In the interests of visual amenity and to safeguard residential amenity in accordance with policies ST5 and ST6 of the South Somerset Local Plan

15. The areas allocated for parking, including garages and car ports, shall be kept clear of obstruction and shall not be converted or used other than for the parking of vehicles in connection with the development hereby permitted.

Reason: To ensure that adequate parking is provided and maintained to meet the needs of the development in accordance with policy TP7 of the South Somerset Local Plan

16. All electrical and telephone services to the development shall be run underground. All service intakes to the dwellings shall be run internally and not visible on the exterior. All meter cupboards and gas boxes shall be positioned on the dwellings in accordance with details, which shall have been previously submitted to and approved in writing by the Local Planning Authority and thereafter retained in such form.

Reason: In the interests of visual amenity in accordance with policies ST5 and ST6 of the South Somerset Local Plan.

17. Before the dwellings hereby permitted are commenced, details of lighting in off-street areas shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To minimise light pollution in accordance with policy EP9 of the South Somerset Local Plan

18. No part of the development shall be occupied unless that part of the estate road network that provides access to it has been constructed in accordance with the approved plans.

Reason: To ensure that adequate access arrangements exist for each building prior to occupation, in accordance with Policy 49 of the Somerset and Exmoor National Park Joint Structure Plan Review.

19. The protection of wildlife identified in the ecological report shall be carried out in accordance with the recommendations of the report by Ecology Solutions Ltd, dated May 2010. In the event that it is not possible to adhere to these recommendations all development shall cease and not recommence until such time as an alternative strategy has been submitted to and approved in writing by the local planning authority.

Reason: To safeguard the ecological interests of the site in accordance with policy EC8 of the South Somerset Local Plan.

20. The development hereby permitted shall not be commenced until a programme showing the phasing of the development has been submitted to and approved by the Local Planning Authority. Such details shall include the timing for the formation of the new access arrangements, the delivery of the new estate roads and ancillary works, including road closures, stopping up and appropriate traffic regulation orders. Following such approval and commencement of the development hereby permitted the works comprised in the development shall not be carried out otherwise than in complete accordance with such approved programme or such other phasing programme as the Local Planning Authority may in writing subsequently approve.

Reason: In the interest of highway safety and to ensure the comprehensive development of the site in line with the planning obligations that has been agreed in accordance with policies HG/SOME/1, ST5, ST6, ST10 and TP4 of the South Somerset Local Plan.

21. Prior to the commencement of development details of the surfacing of the roads, footways, footpaths and cycleways and the design of any bus stops, street lighting and street furniture shall be submitted to and approved in writing by the Local Planning Authority. Once approved such details shall be fully completed in accordance with the agreed phasing.

Reason: In the interest of highway safety, in accordance with Policy 49 of the Somerset and Exmoor National Park Joint Structure Plan Review.

22. 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 interest of highway safety, in accordance with Policy 49 of the Somerset and Exmoor National Park Joint Structure Plan Review.

23. Before any building or engineering works are carried out on the site, temporary pedestrian and cycle links shall be provided in accordance with a detailed scheme to be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be maintained during the entire construction phase.

Reason: In the interest of highway safety, in accordance with Policy 49 of the Somerset and Exmoor National Park Joint Structure Plan Review.

24. At the proposed access onto Langport Road there shall be no obstruction to visibility greater than 300millimetres above adjoining road level within the visibility splays shown on the submitted plan (no 1049/01P). Such visibility splays shall be constructed prior to the commencement of the development hereby permitted and shall thereafter be maintained at all times.

Reason: In the interest of highway safety, in accordance with Policy 49 of the Somerset and Exmoor National Park Joint Structure Plan Review.

25. The development hereby permitted shall be carried out in accordance with the following approved plans: Drawing Issue Register Sheets 1-B, 2-A, 3-A, 4-A, 5-A, 6-A, with the exception of drawings 33/10A, 33/11A, 33/03A and 37/01A to be replaced by 33/10B, 33/11B, 33/03B and 37/01 respectively, Parking Schedule Rev C, Geophysical Survey dated February 2011, additional information relating to run-off data submitted on 2nd November 2010, Supplement to Transport Assessment issued 8th December 2010, Travel Plan issued 22nd July 2010, further briefing notes received 16th May 2011.

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

Informatives:

1. You are reminded of the contents of the Environment Agency's letter of 16th November 2010, a copy of which is available on the District Council web site.
2. With regard to condition 02 the details to be submitted should demonstrate that there must be no interruption to the surface water and/or land drainage system of the surrounding land as a result of the operations on the site. Provisions must be made to ensure that all existing drainage systems continue to operate effectively.

3. With regard to condition 03 the details to be submitted should include water efficient systems and fittings. These should include dual-flush toilets, water butts, water saving taps, showers and baths, and appliances with the highest water efficiency rating (as a minimum). Grey-water recycling and rainwater harvesting should be considered.
4. The applicant will be required to enter into suitable legal agreements to enable the necessary works and to secure the construction of the highway works necessary as part of this development. You are reminded that the details agreed under these arrangements should not depart from the details approved by this decision letter. Any changes should be discussed with the Local Planning Authority prior to agreement with the Highway Authority as they may trigger the need for the further grant of planning permission.

The 'appended' documents referred to in the report are shown on the following 16 pages.

Claire Alers-Hankey

From: Carl Brinkman [CRBrinkman@somerset.gov.uk]
Sent: 21 March 2011 14:32
To: Claire Alers-Hankey
Cc: Adrian Noon; David Norris; Neil Pincombe; Jimmy Zouche
Subject: RE: Northfield Farm Development

Hi Claire – with reference to your email dated 10th March (see below) I have now received a report back from the audit team in response to the roundabout proposal suggested by the local people as an alternative to the priority junction currently being proposed.

To summarise the situation, their comments highlight a number of serious deficiencies that would cause the alternative access proposal to ultimately fail any subsequent safety / technical audit and consequently the Highway Authority could not in this case support such an amendment to the application.

That said, I have for completeness included below the detailed report in blue so that everyone is aware of the situation prior to Wednesdays planning committee.

Proposed Development at Northfield Farm Somerton**Preface**

The proposals are for a residential development served by a potential (access) junction off Longport Road. Commentary within this audit has been raised in relation to the following drawings.

Drawings

- Bellway Proposal – Simple priority junction
- Roundabout Solution

1.1 Horizontal Alignment

- 1.1.1 The proposed access road (Northfield) is currently shown more akin to a priority junction. The alignment of all approaches must be in accordance with advice given in TD16/07 DMRB.
- 1.1.2 Confirmation is required as to whether the proposals are for a mini roundabout or a normal roundabout. The target diameter of normal roundabout shall be a minimum 28m ICD.
- 1.1.3 The Design of the roundabout does not accord with TD16/07 DMRB. Any proposed roundabout scheme shall in all respects conform to the advice laid down in TD16/07 DMRB.
- 1.1.4 All radii and dimensions must be clearly shown on drawings in order to assess for compliance with national design standards. No scale is shown on the drawings; the drawings must be shown at an appropriate scale. No north point on drawings.
- 1.1.5 Further to 1.1.2 the proposed entry and exit radii have not provided. However, the proposed entry and exit radii between Langport Road and Bancombe Road are considered Departures from Standards and will result in manoeuvring difficulties. It is expected that vehicles may prefer to travel the entire circulatory to overcome this issue. The proximity and alignment of Langport Road and Bancombe Road make it extremely difficult to provide a safe approach for Bancombe Road.
- 1.1.6 Entry angle is too sharp for Langport Road approach; this will align vehicles incorrectly and cause safety issues.
- 1.1.7 The overall Inscribed Circle Diameter has not been provided; therefore it is difficult to see whether a 'normal' type roundabout could be accommodated within the available land.
- 1.1.8 Swept path analysis shall be provided to consider appropriateness of design in respect of all vehicle turning manoeuvres.
- 1.1.9 The circulatory appears to be reduced in diameter in two places. This may cause issues for vehicle movements if there are multiple lane entries. Third party land may be an issue.
- 1.1.10 Entry path curvature or Deflection is the most important design consideration as it dictates the speed at which vehicle will enter. This is of particular concern for what appears to be the Westbound through manoeuvre on Langport Road.
Please be aware that the design falls outside of other design criteria which have not been mentioned within this response.

Additional info required in order to fully assess:

- Land plan showing highway land, developer land, and any third party land affected by the proposals
- Existing site survey (topographical preferred)

- Existing speed limits; including 85% ile speed measurements

2.1 Vertical Alignment

Not assessed at this stage

2.1.1 Roundabouts shall be flat across the disc (I.e. 2% or 1:50 across the inscribed circle diameter).

3.1 Summary

Providing a roundabout in this location that will maintain all movements will be extremely difficult. Further detail as mentioned above will need to be provided. However, a suitable alignment for Bancombe Road is unlikely to be achieved unless this road can be re-aligned on an alternative approach.

Carl Brinkman I.ENG FIHE

Area South – Team leader

Highways Development Control

Tel 01823 356866

Email : crbrinkman@somerset.gov.uk

From: Claire Alers-Hankey [mailto:Claire.Alers-Hankey@SouthSomerset.Gov.Uk]

Sent: 10 March 2011 12:56

To: Carl Brinkman

Subject: FW: Northfield Farm Development

Hi Carl

Somerton Town Council have forwarded the attached to me. Can you have a look at it - specifically slide 5 that shows a proposal for a roundabout. The Town Council and local residents are expecting a response on the roundabout at the committee meeting on the 23rd, so let me know your thoughts.

Thanks

Claire

From: pat bennett [mailto:pat.bennett@yahoo.com]

Sent: 10 March 2011 08:00

To: Claire Alers-Hankey

Cc: Michael Fraser-Hopewell; postmaster@barrieda.plus.com

Subject: Northfield Farm Development

Dear Claire,

You may by now have had from the clerk the unanimous view from Somerton Town Council with regard to the Northfield Farm application.

I attach the proposal from Councillor Barrie Davies which offers a way forward, given the considerable concerns of local people regarding stopping up Northfield Road and Bancombe Road, creating a new road through the housing estate and opening up a route through to Waverly.

These concerns have been widely and strongly expressed by the residents of Somerton from the time of the Bellways consultation when they first put forward this proposal.

I understand that the responsibility for the roads lies with County Council and that they act as a consultee to you on this matter, however, I'm unclear about when and how in the process they have sight of the objections raised from local people.

I would be grateful if you could please explain the process that you adopt to deal with the highways issues that have been highlighted through the letters of objection registered against this application. I am asking this question as it's another part of the planning

process that I'm unclear about and understanding it better would help to clarify whether we need to take any further action on behalf of the people of Somerton.

kind regards
Pat

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Claire Alers-Hankey

From: Carl Brinkman [CRBrinkman@somerset.gov.uk]
Sent: 28 March 2011 12:06
To: Jimmy Zouche; Barrie Davies
Cc: Michael Fraser-Hopewell; pat bennett; Margaret Chambers; Nigel Cooper; Adrian Noon; Claire Alers-Hankey
Subject: RE: Northfield Farm development.
Importance: High

Dear Cllr Zouche – ref our earlier conversation today regarding the Northfield Farm site in Somerton, I thought it might be useful to forward to you an extract from an email I received from the developers highway consultants (see below in red) regarding the issues associated with trying to introduce a 'mini' roundabout on the Langport Road to replace the current junction arrangement being . The reason why specific mention wasn't made to this email either in any formal response or verbally at the planning committee was that a mini roundabout was considered by the Highway Authority to be wholly inappropriate in this particular location for a number of sound technical reasons, as outlined below in red:-

"The highway improvements that were presented at the public meeting held in September 2009 provided for improvements to the existing junction between Northfield and Langport Road. The overwhelming majority of the adverse comments made by local residents concerned perceived congestion and safety issues associated with the narrow section of Northfield adjacent to Laburnum Cottage. The residents considered that congestion in this area would cause development traffic to divert through Waverley and Behind Berry, resulting in further congestion at the sub-standard junction adjacent to the fire station. Our current proposal for a new junction onto Langport Road in conjunction with the closure of Northfield and Bancombe was devised to address the residents' concerns. The arrangement proposed by STC would allow development traffic to travel to and from Langport Road via Northfield. The Roundabout Solution proposed by STC therefore appears to be entirely inconsistent with the residents' expressed concerns regarding the increased usage of Northfield and Waverley.

The STC proposal includes the closure Behind Berry at its junction with Northfield. This would create a cul-de-sac that would be more inconvenient for residents of the closed-off section than the current proposals, and would give rise to increased traffic on Waverley and Northfield, and at the fire station junction. A turning head would be required at the end of the cul-de-sac of sufficient size to accommodate a large refuse vehicle and a fire appliance, which could not be accommodated within the STC layout.

As presently drawn, the kerbline on the exit to Northfield cuts through land within the curtilage of Laburnum Cottage which not within Bellway Homes' control. In practice, the kerbline would need to be offset from the Laburnum Cottage boundary by a sufficient distance to provide a footpath/margin and an appropriate forward visibility envelope.

Our original highway proposal which provided for improvements to the Northfield/Langport Road junction attracted objections from the owner of Corner Cottage on the basis that there would be an increase in traffic passing close to his property. The STC Roundabout Solution would result not only result in an increase in vehicle movements close to Corner Cottage due to development traffic using Northfield, but would also move all eastbound traffic from Langport Road and Bancombe Road closer to the property.

The Highways and Transportation-related evidence adduced at the South Somerset Local Plan Inquiry in 2002 included drawings illustrating two options that would address the identified highway safety and operational issues with the Northfield/Bancombe Road/Langport Road junction. Both options provided for the closure of Bancombe Road. The closure of Bancombe Road was welcomed by the majority of local residents who attended both public meetings.

The drawing prepared by STC is intended to show the principles of the alternative Roundabout Solution and does not purport to be a fully engineered proposal. It would therefore be inappropriate to make detailed comments on design issues such as kerb radii and lane widths etc. There are however a number of fundamental operational and safety problems that would be difficult to overcome.

Design standards and advice for the geometric design of roundabouts is provided in the Highways Agency's Design Manual for Roads and Bridges Volume 6, Section 2, Part 3 TD 16/07 – Geometric Design of Roundabouts. Design standards and advice for the design of mini-roundabouts is set out in DMRB Volume 6, Section 2, Part 2 TD 54/07 – Design of Mini-Roundabouts. The Roundabout Solution proposed by STC has an Inscribed Circle Diameter (ICD) of approximately 23m. Having regard to Paragraph 7.5 of TD 16/07, the minimum value of the ICD for a Normal or Compact Roundabout is 28m. The appropriate design standard for the STC roundabout is therefore TD 54/07. Paragraph 2.15 of TD 54/07 advises that 4-arm mini-roundabouts introduce additional conflicts and can create difficulty for driver's perception of the layout and turning flows.

Road users approaching the give way line on any approach to a mini-roundabout need to be sure that it is safe to enter the circulatory area. TD 54/07 Paragraph 6.17 which is Mandatory defines the minimum sightline distances required by a road user approaching the roundabout. For the STC proposal, these distances could not be achieved on the Bancombe Road and Northfield approaches.

Paragraph 7.1 of TD 54/07 advises that it is important that a mini-roundabout is conspicuous to approaching drivers at all times. Paragraph 7.2 states that

"Designers should consider the driver's view of the junction at its approaches, including the combined effect of signs, road markings, road surfacing, islands, horizontal alignment, crossfalls, and road lighting, and permanent or temporary obstructions. These features must combine effectively to make the mini-roundabout to stand out clearly to all road users, for all driving conditions, during the day and at night".

Paragraph 6.9 which is Mandatory states that TSRGD Regulation 16(1) requires that a vehicle proceeding through the junction must keep to the left of the white circle, unless the size of the vehicle or the layout of the junction makes it impracticable to do so. Therefore, the white circle must be sized and located so that drives of light vehicles are not encouraged to drive on it or pass on the wrong side of it when negotiating the junction. The STC Roundabout Solution would not be conspicuous to eastbound Langport Road traffic, indeed the drivers' view of the centre would be obscured by the wall along the north side of the road until a short distance from the Give Way line. Paragraph 6.25 which is Mandatory states that a kerbed splitter island must be provided where, without it, vehicles would encounter an easier path if they were to pass on the wrong side of the white circle. This would clearly be the case for eastbound Langport Road traffic, however there is insufficient space to install a splitter island without encroaching onto third-party land.

Chapter 6 of TD 54/07 advises that both the speed and path of a vehicle through a mini-roundabout are important factors in accident causation. The layout should be designed so that approaching drivers are aware of the circulatory nature of the junction ahead. Drivers need to be able to stop if necessary on the approach, so it is essential for entry (and circulatory) speeds to be managed by careful design. A design that encourages drivers to follow a suitable path at an appropriate speed is critical to safety. Full deflection as required for standard roundabouts need not be provided at mini-roundabouts however, some deflection on entry will help to induce gyratory movement and increase efficiency. In addition to the centre island being invisible to eastbound Langport Road traffic until the immediate approach to the junction, the path of westbound traffic would not be suitably deflected.

It is normal for entry and exit lane widths to be increased in the vicinity of the Give Way line to provide space for large vehicle to manoeuvre. The STC Roundabout Solution provides no such widening on the eastbound Langport Road approach, and a preliminary swept path analysis shows that the design articulated vehicle would need to use the whole width of Langport Road to manoeuvre around the north side of the central marking, and could not remain in its own lane even by crossing the central area.

Paragraph 4.7 of TD 54/07 advises that cyclists and motorcyclists are vulnerable at mini-roundabouts. It is relevant that Bancombe Road is part of the National Cycle Network, and that SCC has required dedicated facilities for pedestrians and cyclists in conjunction with the present and original improvement proposals.

In my view, it is unlikely that the STC Roundabout Solution could be amended to address all of the identified operational and safety issues. Having regard to the principle constraints of land ownership and the geometry of the approach roads, it is difficult to envisage a solution that would meet the relevant design criteria and secure the Technical Approval of the Highway Authority pursuant to a highway Agreement following a detailed Technical and Road Safety Audit."

For completeness, I have copied this email to Mr Cooper, who I believe was seeking clarification on this issue too.

Regards

Carl Brinkman I.ENG FIHE
Area South – Team leader
Highways Development Control
Tel 01823 356866
Email : crbrinkman@somerset.gov.uk

From: Jimmy Zouche
Sent: 28 March 2011 10:27
To: 'Barrie Davies'; 'Michael Fraser-Hopewell'; 'pat bennett'; 'Margaret Chambers'
Cc: Carl Brinkman
Subject: RE: Northfield Farm development.

Dear Barrie,
I have spoken With Highways regarding your desire to resurrect the principle of the roundabout. Bancombe Road was only one of the problems that was highlighted by the internal audit report . In simple terms if you are able to satisfy all the points that were highlighted in the audit report County would then be in a position to reassess the roundabout proposal.
Kind Regards

Jimmy

From: Barrie Davies [mailto:postmaster@barrieda.plus.com]
Sent: 25 March 2011 12:17
To: Jimmy Zouche
Cc: Margaret Chambers; Pat Bennett; Michael Fraser-Hopewell
Subject: Re: Northfield Farm development.

Jimmy,
I hope you are recovered and all is well.
You no doubt know that the application was deferred at Area North for further information on sewerage and access etc. I am not sure how long this deferral will be but I would like to resurrect the principle of a roundabout. The information from highways is useful and if we agree to the closure of Bancombe Road, which in the initial scheme caused the problem, there is scope for a workable roundabout. Have you any advice how we should proceed?
Regards
Barrie

----- Original Message -----

From: Jimmy Zouche
To: Michael Fraser-Hopewell ; Barrie Davies ; Margaret Chambers
Sent: Monday, March 21, 2011 6:04 PM
Subject: Northfield Farm development.

Dear All.....**FYO**

I enclose a summary of the report that Carl Brinkman received from the audit Department at County. To summarise the situation, their comments highlight a number of serious deficiencies that would cause the alternative access proposal to ultimately fail any subsequent safety / technical audit and consequently the Highway Authority could not support such an amendment to the application.

That said, I have for completeness included below the detailed report in blue so that everyone is aware of the situation prior to Wednesdays planning committee.

Proposed Development at Northfield Farm Somerton

The proposals are for a residential development served by a potential (access) junction off Longport Road. Commentary within this audit has been raised in relation to the following drawings.

Drawings

Bellway Proposal – Simple priority junction

Roundabout Solution

1.1 Horizontal Alignment

- 1.1.1 The proposed access road (Northfield) is currently shown more akin to a priority junction. The alignment of all approaches must be in accordance with advice given in TD16/07 DMRB.
- 1.1.2 Confirmation is required as to whether the proposals are for a mini roundabout or a normal roundabout. The target diameter of normal roundabout shall be a minimum 28m ICD.
- 1.1.3 The Design of the roundabout does not accord with TD16/07 DMRB. Any proposed roundabout scheme shall in all respects conform to the advice laid down in TD16/07 DMRB.
- 1.1.4 All radii and dimensions must be clearly shown on drawings in order to assess for compliance with national design standards. No scale is shown on the drawings; the drawings must be shown at an appropriate scale. No north point on drawings.
- 1.1.5 Further to 1.1.2 the proposed entry and exit radii have not provided. However, the proposed entry and exit radii between Langport Road and Bancombe Road are considered Departures from Standards and will result in manoeuvring difficulties. It is expected that vehicles may prefer to travel the entire circulatory to overcome this issue. The proximity and alignment of Langport Road and Bancombe Road make it extremely difficult to provide a safe approach for Bancombe Road.
- 1.1.6 Entry angle is too sharp for Langport Road approach; this will align vehicles incorrectly and cause safety issues.
- 1.1.7 The overall Inscribed Circle Diameter has not been provided; therefore it is difficult to see whether a 'normal' type roundabout could be accommodated within the available land.
- 1.1.8 Swept path analysis shall be provided to consider appropriateness of design in respect of all vehicle turning manoeuvres.
- 1.1.9 The circulatory appears to be reduced in diameter in two places. This may cause issues for vehicle movements if there are multiple lane entries. Third party land may be an issue.
- 1.1.10 Entry path curvature or Deflection is the most important design consideration as it dictates the speed at which vehicle will enter. This is of particular concern for what appears to be the Westbound through manoeuvre on Langport Road.

Please be aware that the design falls outside of other design criteria which have not been mentioned within this response.

Additional info required in order to fully assess:

Land plan showing highway land, developer land, and any third party land affected by the proposals

Existing site survey (topographical preferred)

Existing speed limits; including 85% ile speed measurements

2.1 Vertical Alignment

Not assessed at this stage

- 2.1.1 Roundabouts shall be flat across the disc (i.e. 2% or 1:50 across the inscribed circle

diameter).

3.1 Summary

Providing a roundabout in this location that will maintain all movements will be extremely difficult. Further detail as mentioned above will need to be provided. However, a suitable alignment for Bancombe Road is unlikely to be achieved unless this road can be re-aligned on an alternative approach.

If I can be of any further help give me a bell
Kind Regards

Jimmy

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Claire Alers-Hankey

From: Roger Meecham
Sent: 02 June 2011 09:43
To: Claire Alers-Hankey
Subject: 10/03704/FUL - Erection of 133 dwellings, etc at Northfield Farm, Somerton
Attachments: 10/03704/FUL - Proposed Development at Northfield Farm, Somerton

Claire

With regard to your notification that amended details have been submitted in respect of the above I would advise that, having looked at the 'Drainage and Flood Risk' issues raised in the Briefing Notes from a meeting held on 6th April, I remain satisfied that the proposed drainage arrangements are acceptable.

I would also refer you to me email of 31st March (attached) in which I attempted to clarify the proposals.

Roger

Claire Alers-Hankey

From: Roger Meecham
Sent: 31 March 2011 13:25
To: Claire Alers-Hankey
Subject: 10/03704/FUL - Proposed Development at Northfield Farm, Somerton
Attachments: Nothfield Somerton - FRA Conclusions.pdf

Claire

I note that Area North Committee have requested further clarification on the suitability of the proposals in terms of storm water capacity and foul water capacity and use of a shared sewer.

As required by PPS25, the applicant submitted a very detailed Flood Risk Assessment which sets out, in some detail, the existing drainage arrangements and uses this information to develop a design that controls surface water drainage on site using various sustainable drainage techniques (underground tanks, permeable paving, etc.) to ensure that the situation post-development is no worse, in terms of impact downstream, than the existing situation.

Members may wish to peruse the submitted FRA but the conclusions are attached.

This FRA has been considered in some detail by myself and by the Environment Agency and is considered to be basically sound.

The proposals in respect of foul drainage are also considered in the FRA and have apparently been discussed with Wessex Water. I understand that they are satisfied with the proposals but perhaps they could be asked to confirm this.

One particular aspect of the development proposals that may be of particular interest to members, as far as the foul sewerage network is concerned, is identified in the FRA. I think there may be some confusion here as far as Members are concerned. The investigations into existing drainage arrangements showed that a significant amount of surface water from the farm buildings/yard area at Northfield Farm is currently connected to the foul sewer - mainly because of the pollution content. This connection will be eliminated as part of the development proposals. The consequent reduction in flow will more than exceed the contribution in foul sewage that will be generated by the residential development so there should be a net reduction in discharge to the existing foul sewerage system which has been known to suffer from surcharge problems further downstream.

It should be noted that, in drainage terms, development proposals are normally required to ensure that the situation off site is not made worse by the development and the FRA demonstrates that this should be the case. It is possible that, because of the disconnection of surface water from the foul system, there may actually be an improvement in the existing situation.

I hope this clarifies the situation

Regards
Roger Meecham

5. CONCLUSIONS

- 5.1. This Flood Risk Assessment has been prepared by PFA Consulting on behalf of Bellway Wales and West in connection with a planning application for a residential development at Northfield Farm in Somerton.
- 5.2. The development proposals comprise 136 residential dwellings together with associated roads, driveways, parking areas, and public open space. The site falls within Flood Zone 1 which is defined by PPS25 as a "Low Probability" zone assessed as having an annual probability of less than 1 in 1000 (0.1%) of river flooding. PPS25 advises that all uses of land are appropriate in this zone.
- 5.3. A sustainable drainage strategy, involving the implementation of Sustainable Drainage Systems, is proposed for managing the disposal of surface water runoff from the proposed development on the site.
- 5.4. The development proposals include a range of infiltration devices together with a network of tank sewers, cellular storage and hydraulic controls designed to limit post-development flows to existing runoff rates. The proposals would also result in the removal of surface water flows from the public foul sewer system.
- 5.5. This Flood Risk Assessment demonstrates that the proposed flood risk management measures would ensure that the rate of surface water runoff following development of the site would not exceed the existing rate of runoff for the same event up to 1 in 100 year event including an allowance of 30% for climate change.
- 5.6. The proposed development is compatible with the policies contained in South Somerset District Council's Development Plan Documents. The proposed Flood Risk management measures have been discussed and agreed in principle with the Highway Authority, the Land Drainage Authority, and the Sewerage Undertaker.
- 5.7. The overall conclusions drawn from this Flood Risk Assessment are that future users of the development would remain safe throughout its lifetime, the development would not increase flood risk elsewhere, and would reduce flood risk overall.

WESSEX WATER

Claire Alers-Hankey

From: Dave Ogborne [Dave.Ogborne@wessexwater.co.uk]
Sent: 12 April 2011 17:25
To: Claire Alers-Hankey
Cc: Peter George; Gillian Sanders
Subject: RE: 10/03704/FUL - Land at Northfield Farm, Somerton

Claire

I note that the attached information relates to surface water disposal and revised calculations for the greenfield run off rates.

These appear to have been accepted by the Environment Agency and will form the basis for design development into a surface water system that will comply with the requirements of PPS 25 and "Sewers for Adoption" standards.

I understand that separate systems of drainage for foul and surface water will be provided and that design drawings will be forwarded to Wessex Water by the developer for technical approval under adoption procedures.

If you require any further information please call me to discuss.

regards

Dave Ogborne
Planning Liaison Manager
Direct Dial 01225 526169

-----Original Message-----

From: Claire Alers-Hankey [mailto:Claire.Alers-Hankey@SouthSomerset.Gov.Uk]
Sent: 12 April 2011 12:56
To: Dave Ogborne
Subject: RE: 10/03704/FUL - Land at Northfield Farm, Somerton

Dave

Further to our telephone conversation please find attached additional information received in relation to the above planning application.

Regards
Claire

From: Dave Ogborne [mailto:Dave.Ogborne@wessexwater.co.uk]
Sent: 11 April 2011 21:32
To: Claire Alers-Hankey
Cc: Gillian Sanders
Subject: 10/03704/FUL - Land at Northfield Farm, Somerton

Claire

Please accept my apologies for this late reply.

It appears that the drainage proposals allow for separate systems of drainage on this site and I am unclear what the Area Committee require in terms of clarification on a shared sewer arrangement.

I have spoken with our local Development Engineer on this matter and it appears that we have had no

recent contact with the developer. I am unclear at this stage what has been submitted to the local Planning Authority for consideration of the drainage as I am unable to locate any relevant plans from the website.

I will contact you tomorrow (Tuesday) to discuss in greater detail and provide more detailed comment where possible.

regards

David Ogborne
Planning Liaison Manager
Wessex Water
Claverton Down Road
Claverton Down
Bath BA2 7WW
Direct Dial 01225 526169

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Wessex Water Services Limited, Registered in England No 2366648. Registered Office –
Wessex Water Operations Centre, Claverton Down Road, Claverton Down, Bath, BA2 7WW

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ENVIRONMENT AGENCY

Ms C Alers-Hankey
South Somerset District Council
Customer Services (Planning) North
The Council Offices
Brympton Way
Yeovil
Somerset
BA20 2HT

Our ref: WX/2010/116621/04-L01
Your ref: 10/03704
Date: 19 April 2011

Dear Ms Alers-Hankey

ERECTION OF 138 DWELLINGS AND ASSOCIATED GARAGES, HIGHWAY WORKS AND LANDSCAPING AT NORTHFIELD FARM, NORTHFIELD, SOMERTON

Many thanks for your letter enquiring about the surface and foul water discharges from the proposed development, received 30 March 2011.

The Environment Agency is not aware that the developer proposes a shared sewer for both surface and foul water. The approved Flood Risk Assessment (FRA) by PFA Consulting states that the proposed development will have separate sewers for these discharges, both of which will be offered for adoption to Wessex Water.

The proposed surface water sewer will connect to the existing culverted watercourse/highway drainage system in Langport Road. This will be restricted to pre-development rates to ensure there are no increase in run off and therefore no reduction of capacity in the receiving system. This will be achieved through the use of on-site attenuation and infiltration. We have requested to your Council that a surface water drainage condition is placed on any decision notice for this site to secure these details. As in normal circumstances, additional details and calculations will be required from the applicant at a later date for us to recommend discharge of this condition.

We do not typically comment on the foul drainage element of planning applications, instead the design and approval of appropriate discharge rates is assessed by the relevant water authority. I refer you to Wessex Water for further information on the suitability of the foul drainage proposals. The details within the FRA suggest that the proposed development will be connected to an existing foul sewer in Bancombe Road.

Environment Agency
Rivers House, East Quay, Bridgwater, Somerset, TA6 4YS.
Customer services line: 08708 506 506
Email: enquiries@environment-agency.gov.uk
www.environment-agency.gov.uk
Cont/d..

ENVIRONMENT AGENCY

I hope these comments help clarify our role and position with respect to this planning application.

Please quote the Agency's reference on any future correspondence regarding this matter

Yours sincerely

RICHARD BULL
Planning Liaison Officer

Direct dial 01278 484625

Direct fax 01278 452985

Direct e-mail richard.bull@environment-agency.gov.uk

Consultation Response Climate Change Mitigation

To Claire Alers-Hankney

From Keith Wheaton-Green
Climate Change Officer

Date 02/06/2011

Application 10/03704/FUL
Subject: Erection of 138 dwellings
Location: Northfield Farm, Somerton

I objected to this application based on the information that was originally provided stating;

"As this is classified as a large development, it is subject to this council's renewable energy requirement (endorsed by our District Executive 6th march 2008 and restated within our draft Core Strategy.) However, there is no mention of renewable energy within any of the documents supporting this planning application and the proforma that we expect applicants to use as evidence of the renewable energy generation equipment is missing.

I also note that some dwellings have roofs that are not solar orientated. This effectively sterilises those buildings from future deployment of photovoltaic and solar thermal equipment.

For this reason, I wish to raise an objection to this application, which will remain until such time as the necessary documentation is supplied. This can be supplied using the council's Renewable Energy Requirement proforma."

The applicant has the opportunity to install photovoltaics to the roof areas that face south. Every large development such as this that is constructed without renewable electricity generation, condemns future residents to high energy bills.

As the applicant has not expressed an intention to address my objection, I am not able to remove it

Keith Wheaton-Green
Keith.wheaton-green@southsomerset.gov.uk
Tel 01935 462651