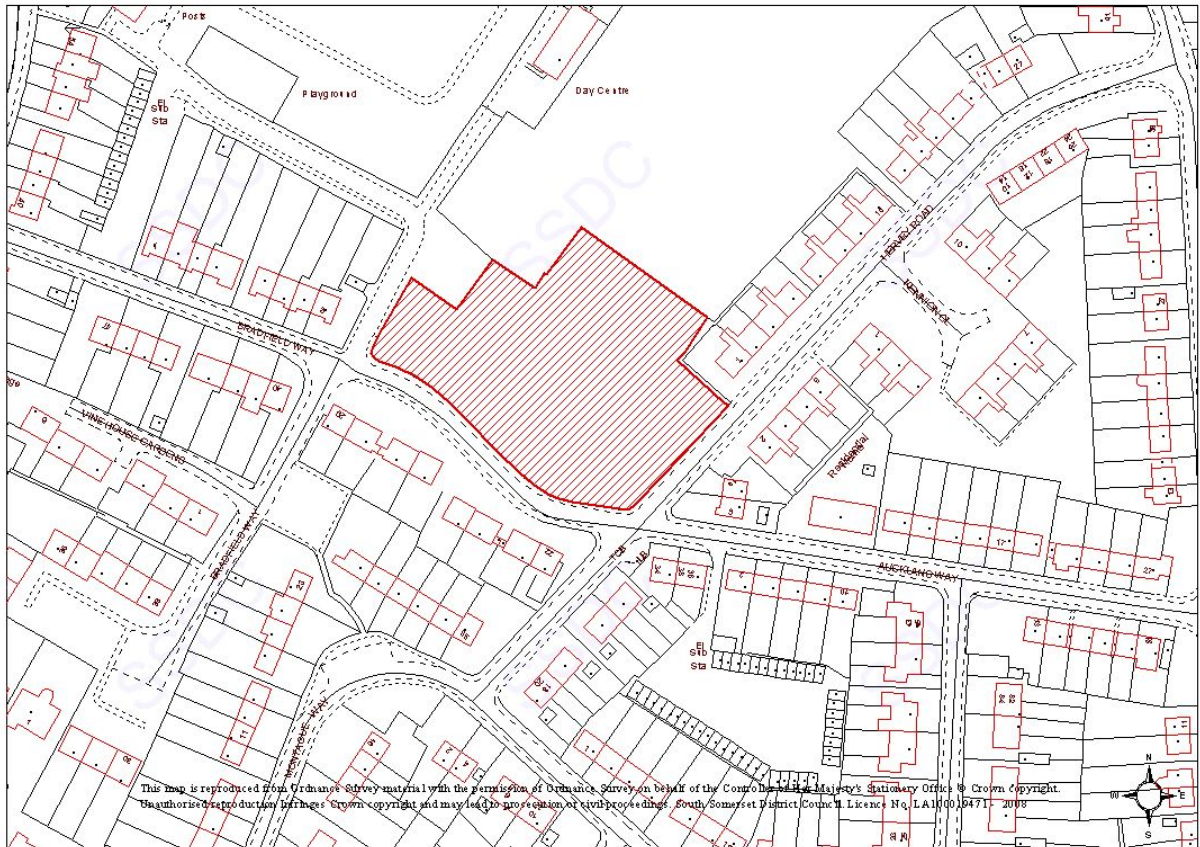


OFFICER: Adrian Noon 01935 462370 [Item 4]
APPL.NO: 08/01643/FUL APPLICATION TYPE: Full Application
PARISH: Chard WARD: JOCELYN (CHARD)
DESCRIPTION: Demolition of nos. 9-21 Bradfield Way and the erection of a new 63 unit sheltered accommodation with car parking (GR 332561/108278)
LOCATION: Land Opposite 24 and 25 Bradfield Way Chard Somerset
APPLICANT: South Somerset Homes
AGENT: GSS Architecture Eden Office Park 73 Macrae Road Ham Green Bristol BS20 0DD
DATE ACCEPTED: 7 May 2008

REASON FOR REFERRAL TO COMMITTEE:

This application is referred to the Committee at the request of the ward member and with the agreement of the Development Control Team Leader to enable members to fully consider the impact of the proposals.

SITE DESCRIPTION AND PROPOSAL:



The site is on the north side of Bradfield Way and currently comprises 11 bungalows (in a terrace of 5, a terrace of 3, a pair of semi-detached and a detached) and a two storey structure comprising a further 2 units (communal facilities and wardens accommodation), set back from the road and arranged around an area of open space. The site slopes slightly to the north where it drops away to the park.

Opposite are low bungalows on slightly elevated ground. These are arranged in linked pairs. To the rear (north) is the park, to the west are 2-storey dwellings, arranged in terraces of 4 fronting onto Bradfield Way and to the east are a pair of 2-storey dwellings in Hervey Road, facing the site.

The proposal is for the demolition of all structures currently on site and the erection of 3/4-storey flat-roofed structure to provide 62 units of sheltered accommodation, reduced from the original 63 following amendments due to concerns about its impact.

A contemporary design, 3 storey frontage would be created to Bradfield Way with a 4 storey wing to the rear, this would take advantage of the lower ground levels and would be no higher than the frontage. 30 parking spaces, refuse point and landscaped areas would be provided. The materials are stated as a mix of render, brick and timber cladding with powder coated aluminium detailing.

The application is supported by background information, including a Design and Access Statement, a statement of community involvement, a flood risk and drainage statement and a landscaping plan.

HISTORY:

11822/J Erection of 10 bungalows, communal centre and wardens house (12/08/55)

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.

The development plan comprises the Regional Spatial Strategy for The South West (RSS10), The Somerset and Exmoor National Park Joint Structure Plan Review, and the South Somerset Local Plan (adopted April 2006).

The policies of most relevance to the proposal are:

Regional Spatial Strategy 10: The South West, Draft 2006
Development Policy B - Development at Market Towns
Development Policy D - Required Infrastructure for Development
Development Policy E - High Quality Design
Development Policy G - Sustainable Construction
Development Policy H - Reusing Land
H1 - Affordable Housing
H2 - Housing Densities
RE5 - Renewable Energy and New Development (currently being reviewed)

Somerset and Exmoor National Park Joint Structure Plan Review
STR1 - Sustainable Development
STR2 - Towns
STR4 - Development in Towns
Policy 40 - Town Strategies
Policy 49 - Transport Requirements of New Development

South Somerset Local Plan (adopted April 2006)
ST5 - Principle of Development
ST6 - Quality of development
ST10 - Developer Obligations
HG4 - Housing Density
HG7 - Affordable Housing
CR2 - Recreational Facilities
TP7 - Residential Parking Provision

CONSULTATIONS:

Chard Town Council

Originally recommend refusal due to concerns over design and parking provision, in relation to the revised plans also recommend refusal, standing by their previous comments.

County Highways Authority

Notes the nature of the development and proximity to the town centre and considers the level of parking and internal arrangements to be satisfactory. No objection to the access given the restricted speed of traffic in Bradfield Way/Hervey Road. Recommends conditions to ensure provision of parking; to agree surfacing; to ensure the provision of visibility splays; and to agree secure cycle provision. Comments unchanged in relation to the revised scheme.

Environment Agency

No observations.

Landscape Architect

No objection in principle, however was concerned that the initially proposed planting scheme included an inappropriate species mix. An amended planting scheme has been supplied and is considered acceptable.

Area Engineer

Requires details of surface water attenuation to be submitted for approval.

Conservation Manager

Considers the architectural detail to be acceptable subject to strict control of the detail. Advises that the relationship with, and impact on, the neighbouring properties will have to be carefully considered and reductions may be necessary following on site assessment.

REPRESENTATIONS:

One letter was originally received from a local resident raising concerns about the impact of construction and construction traffic. A further letter has been received in response to consultations in relation to the amended plans objecting on the grounds of:-

- Increased traffic;
- increased noise;
- impact on elderly residents;
- they are building the slums of the future.

CONSIDERATIONS:

It is not considered that there is an objection in principle to the redevelopment of this site as sheltered accommodation. This type of accommodation for the elderly, who tend to have lower rates of car ownership, is generally accepted with relatively low levels of car-parking provision, a point accepted by the highways officer. Policy TP7 advises that, at such development, parking provision "will be expected to be substantially below the required minimum." In light of this the Town Council's reservations in this respect are not considered supportable.

There are not considered to be any site-specific issues regarding drainage, wildlife etc. Accordingly the key issues are visual impact and impact on amenity.

Visual Impact

The bulk and the mass of the proposed structure has been questioned, in particular the frontage that would be created to Bradfield Way. As a result amended drawings have been submitted that slightly reduce the length of the frontage (from 80m to 75m). Whilst it is accepted that this is a marginal reduction it would reinforce the visual gap between the development and structures in Hervey Road to the east.

A structure of this size would inevitably introduce a new element to the street scene. PPS3 advises that this in itself cannot be objectionable, subject to the quality of the design. Whilst the proposed structure would be of a striking modern design it is not considered that a contemporary design is inappropriate in this location, which does not have a readily identified character, being a mixture of post-war styles. It is therefore considered that the proposed structure would add interest and feature building to the locality and it is noted that the Conservation Manager considers the design to be of sufficient quality.

On this basis it is considered that the design and visual impact on the street scene and character of the locality would be acceptable within the criteria of policies ST5 and ST6.

Impact on Amenity

It is accepted that sufficient separation (20m plus) would be maintained with the bungalows opposite. These are on higher ground and even allowing for the height of the proposed structure it is not considered that the amenities of the occupiers of these properties would be unduly affected.

Originally the proposal would have placed the eastern flank (18m wide by 10.5m high) within 20m of the front elevations of the semi-detached properties (1A Hervey Road/5 Auckland Way). This was considered potentially detrimental to the outlook and amenities of the occupiers of these properties.

The applicant has been invited to reconsider this aspect of the proposal and has pulled the build further away from the eastern boundary to provide c.25m between the eastern elevation and 1A Hervey Road/5 Auckland Way. It is considered that this would be sufficient to prevent any undue loss of light/outlook. The only windows that would face these properties would be to the stairs and given the separation it is not considered that there would be any significant loss of privacy

Other Issues

The proposal would create 50 new dwellings (net). In line with policy HG7, 35% of these (18) have been requested as affordable units. The applicant is willing to do so, however at the time of writing the necessary Section 106 planning obligation had not been finalised.

It is not considered reasonable to expect a development of this nature to contribute to sports and recreational facilities. With regard to the Conservation Manager's and Area Engineer's comments these could be addressed by appropriate safeguarding conditions. A condition governing construction management could address the neighbour's concerns about noise and construction traffic. The comment about building the slums of the future is not considered supportable, rather the proposed development would provide much needed, modern accommodation for the elderly.

CONCLUSIONS:

It is considered that the general design and access/parking arrangements are acceptable and that concerns about the impact of the building, in terms of its height and bulk, upon the street scene and the amenities of the adjacent properties to the east have been addressed. Furthermore it is accepted that conditions could adequately address some concerns. Accordingly the proposal is considered to comply with policies ST5, ST6, ST10, HG4, HG7 and TP7.

RECOMMENDATION:

Grant permission subject to the completion of a Section 106 planning obligation to deliver at least 35% affordable housing and the following conditions.

JUSTIFICATION:

Notwithstanding the comments received it is considered that general design and visual impact of the proposed building are acceptable and that adequate parking and access arrangements would be provided. There would be no undue impact on residential amenity and the scheme would provide an adequate contribution to affordable housing. As such the proposal would comply with policies ST5, ST6, ST10, HG4, HG7 and TP7 of the South Somerset Local Plan (adopted April 2006).

Application Permitted with Conditions

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

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

2. No works shall be undertaken unless a Construction and Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall include details of the hours of construction, routing for construction vehicles, parking for construction vehicles, measures to reduce noise and dust from the site together with other measures that will reduce the impact of the construction process on the locality. The development shall thereafter be carried out in accordance with such details unless otherwise agreed in writing by the Local Planning Authority.

Reason: To safeguard residential amenity in accordance with policy ST6 of the South Somerset Local Plan (adopted 2006).

3. No development shall be undertaken unless particulars of the materials (including the provision of samples where appropriate) to be used for all external walls and roofs have been submitted to and approved in writing by the Local Planning Authority. The submitted details shall include details of colouring and textures. The development shall thereafter be carried out strictly in accordance with the approved details unless otherwise agreed 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 (adopted 2006).

4. All planting, seeding, turfing or earth moulding comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the occupation of the building or the completion of the development, whichever is the sooner; and any trees or plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

Reason: To safeguard the character and appearance of the area and to accord with policy ST5 of the South Somerset Local Plan.

5. Before the development hereby permitted is commenced surface water drainage details to serve the development, shall be submitted to and approved in writing by the Local Planning Authority and such approved drainage details shall be completed and become fully operational before the development hereby permitted is first brought into

use. Following its installation such approved scheme shall be permanently retained and maintained thereafter.

Reason: To ensure that the development is adequately drained and to safeguard the amenities of the locality in accordance with policy ST6 of the South Somerset Local Plan (adopted April 2006).

6. The areas allocated for parking and turning on the submitted plan shall be kept clear of obstruction and shall not be used other than for the parking and turning of vehicles in connection with the development hereby permitted.

Reason: To ensure that adequate parking is provided to meet the needs of the development in accordance with policy TP7 of the South Somerset Local Plan (adopted April 2006).

7. The proposed accesses shall be properly consolidated and surfaced (not loose stone or gravel) in accordance with details, which shall have been submitted to and approved by the Local Planning Authority.

Reason: In the interests of highways safety in accordance with policy 49 of the Somerset and Exmoor National Park Joint Structure Plan Review.

8. The proposed access off Hervey Road shall incorporate splays on both its sides to the rear of the existing footway based on co-ordinates of 2.0m x 2.0m.

Reason: In the interests of highways safety in accordance with policy ST5 of the South Somerset Local Plan (adopted April 2006) and policy 49 of the Somerset and Exmoor National Park Joint Structure Plan Review.

9. At the access off Hervey Road there shall be no obstruction to visibility greater than 900mm above adjoining road level forward of lines drawn 2.4m back from the carriageway edge on the centre line of the access and extending to the extremities of the site frontage. Such visibility splays shall be duly provided before the access hereby permitted is first brought into use and shall thereafter be maintained at all times.

Reason: In the interests of highways safety in accordance with policy ST5 of the South Somerset Local Plan (adopted April 2006) and policy 49 of the Somerset and Exmoor National Park Joint Structure Plan Review.

10. At the access off Bradfield Way there shall be no obstruction to visibility greater than 900mm above adjoining road level in advance of lines drawn 2.4m back from the carriageway edge on the centre line of the access and extending to points on the nearside carriageway edge 14.0m to the east and 25.0m to the west of the access. Such visibility splays shall be fully provided before the access hereby permitted is first brought into use and shall thereafter be maintained at all times.

Reason: In the interests of highways safety in accordance with policy ST5 of the South Somerset Local Plan (adopted April 2006) and policy 49 of the Somerset and Exmoor National Park Joint Structure Plan Review.

11. Before the development hereby permitted is first occupied a secure cycle rack facility shall be provided within the site capable of accommodating four bicycles in accordance with a design specification to be submitted to and approved in writing by the Local Planning Authority and to be constructed prior to the first occupation of the development in accordance with those details that have been approved.

Reason: To promote a choice of means of travel in accordance with policy ST5 of the South Somerset Local Plan (adopted April 2006).