

STRONGVOX HOMES

PROPOSED DEVELOPMENT OF 51 RESIDENTIAL DWELLINGS WITH ASSOCIATED ACCESS, ROADS, FOOTWAYS, DRAINAGE, PARKING AND LANDSCAPING AT THE HATCHERIES, BATHPOOL, TAUNTON

Grid Reference: 325637.126215

Full Planning Permission

RECOMMENDATION AND REASON(S)

Permission be granted subject to the provision of acceptable revised highway plans and the applicant entering into a Section 106 agreement to secure the following:

Transportation- A package of highway improvements including :-

1. The design, construction and funding of a Right Turn Lane junction at the site access.
2. The design, construction and funding of a Toucan crossing on the A38 to the north east of the site
3. Implementation of an approved Full Travel Plan for the development, such travel plan to have been agreed in full prior to the signing of the s106 agreement (prior to reserved matters or commencement of the development), appended to the agreement and supported by a full travel plan schedule which contains a full range of measures to assist with sustainable travel including residential cycle parking
4. Residential travel vouchers varying between £100-£250 per dwelling (value dependent on the size of the dwelling), repeated for a maximum of three tenures for each property, to aid with uptake of smarter travel choices
5. Smarter travel management fund of £5000 to aid with the provision of matters such as on-site cycle servicing for residents and other events/one-off promotions to assist a travel plan coordinator promote sustainable travel, for the initial period of the travel plan
6. Bus stops and shelters on both sides of the road between Bathpool and Brittons Ash at a location and specification to be agreed with the Highways Authority

2 Affordable housing -

13 units comprising 100% intermediate rent.

3 Education

- i) Financial contributions for the provision of 6 primary school places and 3 secondary school places at a total of £128,949.
- ii) payments to be phased with 50% payable at the commencement of development and 50% on the commencement of the final 50% of dwellings.

4) Leisure _

- i) The provision of £56,100 towards recreation facilities

- ii) The provision of £68,200 towards off site open space provision.

In the event that the Section 106 agreement is not signed within 3 months, the Growth and Development Manager be authorised to refuse planning permission or agree an extension

Recommended Decision:

The proposal, for residential development, is located on a Taunton Deane Local Plan allocated site where the principle of new housing is considered acceptable. It is considered that the development would not have a detrimental impact upon visual or residential amenity and is therefore considered acceptable. Therefore, the scheme accords with Taunton Deane Local Plan Policies T8 (Major site allocation); T9 (East of Monkton Heathfield); S1 (General Requirements), S2 (Design), C1 (Education provision for New Housing) ; C4(Standards of provision) and M4 (Residential Parking Provision).

RECOMMENDED CONDITION(S) (if applicable)

1. 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).

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

(A2) DrNo 0368/100 Topographical Survey
(A1) DrNo 0368/01 Rev A Survey - General Arrangement
(A3) DrNo 0368/101 Location Plan
(A2) DrNo 0368/102 rev E Planning Layout
(A2) DrNo 0368-103 rev D Street Scenes
(A1) DrNo 0368-104/1 rev F External Works Layout
(A1) DrNo 0368-106/1 External detailing
(A2) DrNo 0368-108 rev D Materials Layout
(A2) DrNo 0368/110 Bin and Cycle Store
(A1) DrNo 185.09.PP01 rev G Planting Plan
(A2) DrNo 0368-107 rev E Adoption Plan
(A1) DrNo 0368-105 rev A Vehicle Tracking Layout
(A0) DrNo 0368-302A Road Long Sections
(A2) DrNo 0368/320 rev E Drainage Strategy Plan
(A1) DrNo 0368-1000 Linkages & Context Details
(A1) DrNo.0368/SK02/B Highway Layout
(A3) DrNo. 185.09.SK100 Enlarged Play Area
(A3) DrNo 0368/200 rev C Block A Housetypes

A3) DrNo 0368/201 rev C Block A Housetypes
(A3) DrNo 0368/202 rev C Block A Housetypes
(A3) DrNo 0368/203, 204, 205, 206 and 207 rev B Block A Housetypes
(A3) DrNo 0368/207, 208, and 209 rev A Block B Housetypes
(A3) DrNo 0368/210, 211, 219 and 222 rev B Housetypes
(A3) DrNo 0368/212, 213, 214, 215, 216, 217, 218, 221 and 223 rev C
Housetypes
(A3) DrNo 0409/223 and 224 rev A Housetypes

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

3. Notwithstanding the submitted details, no development shall take place until samples of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out and thereafter retained as such, in accordance with the approved details as above, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To protect the character and appearance of the existing building in accordance with Policy S2 of the Taunton Deane Local Plan.

4. The layout and alignment, widths and levels of the proposed roads, road junctions, and points of access, visibility splays, footpaths and turning spaces shall be provided in accordance with details that shall first have been submitted to and approved in writing by the Local Planning Authority. The roads shall be laid out prior to the occupation of any dwelling, or any dwelling in an agreed phase of the development that may have been agreed by the Local Planning Authority, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the proposed estate is laid out in a proper manner with adequate provision for various modes of transport in accordance with Somerset and Exmoor National Park Joint Structure Plan Review Policy 49.

5. The proposed roads, 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 carriageway and footpath.

Reason: To ensure that the proposed estate is laid out in a proper manner with adequate provision for various modes of transport in accordance with Somerset and Exmoor National Park Joint Structure Plan Review Policy 49.

6. The development shall not be brought into use until that part of the service road which provides access to it has been constructed in accordance with the approved plans.

Reason: In the interests of highway safety in accordance with Policy 49 of the Somerset and Exmoor National Park Joint Structure Plan Review and relevant guidance in PPG13.

7. No dwelling shall be occupied until space has been laid out within the site in accordance with the submitted plan 0368-102 rev E for cars to be parked.

Reason: In the interests of highway safety in accordance with Policy 49 of the Somerset and Exmoor National Park Joint Structure Plan Review and relevant guidance in PPG13.

8. Where the garage door is to be an up and over style there shall be an area of hard standing at least 6m in length as measured from the nearest edge of the highway to the face of the garage doors unless a variation is first submitted to and approved in writing by the Local Planning Authority.

Reason: To enable cars to be parked off the highway whilst the garage doors are opened in the interests of highway safety in accordance with Policy 49 of the Somerset and Exmoor National Park Joint Structure Plan Review and relevant guidance in PPG13.

9. No dwelling shall be occupied until a covered and secure space has been laid out within the site for 51 bicycles to be parked, 1 for each dwelling unless a variation is first submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety in accordance with Policy 49 of the Somerset and Exmoor National Park Joint Structure Plan Review and relevant guidance in PPG13.

10. Prior to the commencement of works on site a foul and surface water drainage strategy shall be submitted to and approved in writing by the Local Planning Authority. The drainage scheme shall be in accordance with the details submitted on plan number 0368/320 rev E and shall include arrangements for the points of connection and capacity improvements required to serve the development and the timing for the implementation of the strategy. Prior to the occupation of any of the dwellings hereby permitted the drainage scheme shall be fully implemented in accordance with the approved details unless a variation is first submitted to and approved in writing by the Local Planning Authority.

Reason: To prevent discharge into nearby water courses in accordance with Policy EN26 of the Taunton Deane Local Plan.

11. No development approved by this permission shall be commenced until details for the intended operational and maintenance plan for all drainage works serving the site are submitted to and agreed in writing by the Local Planning Authority. The approved drainage for the site shall be installed prior to the occupation of any dwellings hereby permitted and shall thereafter be maintained in strict accordance with the maintenance plan and in full working condition thereafter unless a variation is first submitted to and approved in writing by the Local Planning Authority.

Reason: To prevent the increased risk of flooding in accordance with PPS25

12. Unless otherwise agreed by the Local Planning Authority, development other than that required to be carried out as part of an approved scheme of remediation must not commence until conditions (a) to (c) below have been complied with. If unexpected contamination is found after development has begun, development must be halted on that part of the site affected by the unexpected contamination to the extent specified by the Local Planning Authority in writing until condition (d) has been complied with in relation to that contamination.

a) Site Characterisation

An investigation and risk assessment, must be completed to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:

- The collection and interpretation of relevant information to form a conceptual model of the site, and a preliminary risk assessment of all the likely pollutant linkages.

- If the preliminary risk assessment identifies any potentially significant pollutant linkages a ground investigation shall be carried out, to provide further information on the location, type and concentration of contaminants in the soil and groundwater and other characteristics that can influence the behaviour of the contaminants.

- An assessment of the potential risks to

- human health,
- property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
- adjoining land,
- groundwater and surface waters,
- ecological systems,
- archaeological sites and ancient monuments;

This must be conducted in accordance with DEFRA and the Environment Agency's "Model Procedures for the Management of Land Contamination, CLR 11" and other authoritative guidance.

b) Submission of Remediation Scheme

If any unacceptable risks are identified as a result of the investigation and assessment referred to in a) above, a detailed remediation scheme to bring the site to a condition suitable for the intended use must be prepared. This should detail the works required to remove any unacceptable risks to human health, buildings and other property and the natural and historical environment, and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures.

c) Implementation of Approved Remediation Scheme

The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

d) Reporting of Unexpected Contamination

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of section a), and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of section b), which is subject to the approval in writing of the Local Planning Authority.

e) Verification of remedial works

Following completion of measures identified in the approved remediation scheme a verification report (referred to in PPS23 as a validation report) must be produced. The report should demonstrate the effectiveness of the remedial works.

A statement should also be provided by the developer which is signed by some one in a position to confirm that the works detailed in the approved scheme have been carried out (The Local Planning Authority can provide a draft Remediation Certificate when the details of the remediation scheme have been approved at stage b) above).

The verification report and signed statement are subject to the approval in writing of the Local Planning Authority.

f) Long Term Monitoring and Maintenance

If a monitoring and maintenance scheme is required as part of the approved remediation scheme, reports must be prepared and submitted to the Local Planning Authority for approval until the remediation

objectives have been achieved.

All works must be conducted in accordance with DEFRA and the Environment Agency's "Model Procedures for the Management of Land Contamination, CLR 11" and other authoritative guidance.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policies S1 and EN32 of the Taunton Deane Local Plan.

13. Prior to the commencement of any development works on site in association with the dwellings hereby permitted the applicant shall provide details of the noise mitigation measures as outlined in the report ref UK18-14949 Noise Environ, February 2010. This shall include details of acoustic windows, ventilation, the facades that require additional noise attenuation and details of the proposed noise barrier. This shall include confirmation that the proposed attenuation system will meet the requirements of standards outlined in the report and BS8233. The proposed development shall thereafter be built in accordance with those details and thereafter maintained as such unless an alternative is first submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the proposed development does not prejudice the amenities of the locality by reason of noise which would be contrary to Taunton Deane Local Plan Policy S1(E).

14. No dwelling hereby permitted shall be occupied until the traffic controlled crossing of the A38 has been installed and is operational.

Reason: In order to ensure a safe crossing facility for occupants of the site to access existing services at the north of the A38 and in particular the Children's play facilities at Farriers Green in accordance with the requirements of Somerset and Exmoor National Park Structure Plan policy 49 and Taunton Deane Local Plan policies S1 and C4.

15. Prior to the occupation of any of the dwellings hereby permitted a fully equipped Children's Play Area shall be provided on site in accordance with the details shown on plan number 185.09.SK100. The Children's play area shall thereafter be maintained in a safe condition and in strict accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

Reason:- In order to make adequate on site provision for the needs of children's play in accordance with the requirement of Taunton Deane Local Plan policies C4, T8 and T9.

16. Development shall not be commenced until details of a scheme to protect and

enhance the development for nesting birds has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be based upon the advice in Michael Wood Associates's submitted report dated November 2009.

1. Details of the timing of works to avoid periods of work when nesting birds could be harmed by disturbance
2. Measures for the enhancement of places for nesting birds.

Once approved the works shall be implemented in accordance with the approved scheme or any amendment to the scheme as approved in writing by the Local Planning Authority.

Reason: To enable the Local Planning Authority to retain control over development in order to safeguard [details of species] and its nesting site which are protected under Section 1 of the Wildlife and Countryside Act 1981 (as amended) in accordance with relevant guidance in PPS9.

17. (i) The landscaping/planting scheme shown on the submitted plan 185.09.PP01 rev G shall be completely carried out within the first available planting season from the date of commencement of the development.

(ii) 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 other 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 Taunton Deane Local Plan Policy S2.

18. No development 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 in writing by the Local Planning Authority. The development shall be carried out at all times in accordance with the agreed scheme or some other scheme that may otherwise be agreed in writing by the Local Planning Authority.

Reason: To ensure the preservation of archaeological remains in accordance with Policy 13 of the Somerset and Exmoor National Park Joint Structure Plan Review, Policy EN22 of the Taunton Deane Local Plan, Planning Policy Guidance note 16 and the Draft National Planning Policy Framework.

Notes for compliance

1. The applicant is advised to formulate all physical design features of the dwellings i.e. doorsets, windows, security lighting etc in accordance with the police approved 'Secured by Design' award scheme, full details of which are available on the SBD website - www.securedbydesign.com or by contacting the Police Liason Officer at Somerset West Police District, Police Station, Shuttern, Taunton, TA1 3QA.
2. It should be noted that the protection afforded to species under UK and EU legislation is irrespective of the planning system and the developer should ensure that any activity they undertake on the application site (regardless of the need for planning consent) must comply with the appropriate wildlife legislation.
3. The applicant shall ensure that all vehicles leaving the site are in such condition as not to emit dust or deposit mud, slurry or other debris on the highway. In particular (but without prejudice to the foregoing), efficient means shall be installed, maintained and employed for cleaning the wheels of all lorries leaving the site.
4. Provision shall be made within the site for the disposal of surface water so as to prevent its discharge onto the highway

PROPOSAL

The proposal is for a discrete residential development of the former Hatcheries site (0.84ha) at Monkton Heathfield. The site is located at the southern tip of the Monkton Heathfield allocated site and would form a gateway to the new development along the A38, for this reason particular care has been taken in the design of the Corner block of flats. The current proposal combines traditional design with traditional materials.

The development of 51 units would comprise a mix of detached, semi-detached, terraced dwellings and two blocks of flats providing 13 units of accommodation for intermediate rent. A small equipped play area would be provided on site for young children and additional contributions made towards the improvement of the existing facilities at Farriers Green. The proposed materials are a mix of brick, stone and render with double roman tiles and artificial slate roofing materials.

The existing access off the A38 would be improved to provide a satisfactory access for the development by introducing a right hand turning lane in the centre of the highway and improving the design of the existing access. A traffic signal crossing of the A38 would be provided to the north east to enable safe crossing of the road for access to local services including schools, play area and shops. The main access would be of tarmac but after the first 14m the materials would change to a mix of block pavements designed to differentiate between the road functions.

SITE DESCRIPTION AND HISTORY

The site is located to the east of the A38 (Bridgwater Road). It forms part of a group of buildings located within an agricultural area. The site comprises a former Hatcheries building with a grass front to the road. To the east of the site are two dwellings, 118 Bridgwater Road (within the application site) and 120 Bridgwater Road just beyond the eastern boundary of the site. The site is located to the east of the A38 opposite the junction of the A38 and Milton Hill. The site slopes gently from the higher ground down towards the canal, in the south. The northern section of the agricultural building is currently being used for light industrial use and the remainder of the building is vacant. To the north, south and east of the building are agricultural fields. The site is currently accessed direct off the A38 at a point approximately 42m to the north of the Milton Hill junction.

Application site

The site forms the southern part of the Monkton Heathfield mixed use allocation in the Taunton Deane Local Plan and planning permission has recently been granted for employment and residential uses on the land to the north and east with a new road, the Eastern Relief Road being located to the south.

48/07/0019 - Construction of a roundabout and alteration of the associated roads and highway structure at the former chicken hatchery, Bridgwater Road, Monkton Heathfield. - resolution to grant subject to a S106 agreement

Adjacent land.

48/03/0054 Residential and Employment Development, Associated Access, Public Open Space and Landscaping on Land Between Bridgwater Road, Hyde Lane and The Bridgwater and Taunton Canal, Monkton Heathfield. Planning permission refused 3rd December 2003 :- Insufficient information; road within green wedge and contrary to the local plan allocation and proposal not a comprehensive or coordinated scheme.

48/05/0072 Proposed Mixed Use Urban Extension Development Comprising Residential, Employment, Local Centre, New Primary School, A38 Relief Road, Green Spaces and Playing Fields at Monkton Heathfield appeal lodged and the determination called in by the Secretary of State. Appeal allowed and planning permission granted on 22nd October 2008.

48/10/0036 Application for Approval of Reserved Matters of Application 48/05/0072 for Details of Phase 1, to Include 327 No. Dwellings and Associated Highways, Landscaping including Public Open Space, and the First Section of the Eastern Relief Road and Roundabout on A38 Bridgwater Road, at Land off Bridgwater Road, Monkton Heathfield. Conditional permission granted 20th May 2011

CONSULTATION AND REPRESENTATION RESPONSES

Consultees

SCC - TRANSPORT DEVELOPMENT GROUP - Transport issues arising from this proposal.

The site is allocated for development in the Taunton Deane Local Plan and therefore it is for the Planning Officer to decide if the current proposal is in line with

the allocation. From a Highway viewpoint there is no objection to the principle of Residential development here, subject to appropriate measures being provided to mitigate the additional traffic and pedestrian movements associated with the proposal.

A Transport Assessment together with subsequent additional information has been submitted with the application. This has been fully considered and its conclusions accepted.

In detail, the proposed access to the development is situated in the same location as that which currently exists. The details of a Right Turning Lane junction to serve the development must be compatible with the existing highway layout and also the altered layouts proposed in conjunction with consented adjacent developments.

Those shown on the submitted plans have been the subject of careful consideration and are generally acceptable. Full details will be required to be approved prior to the commencement of development and the appropriate construction subject to a S106 agreement. There is also a requirement to deliver an appropriate light controlled crossing. This is located on the A38 to the North East of the access. The crossing must be in place prior to the occupation of any dwelling on this site.

A Travel Plan has been submitted and comments made on its acceptability. It is currently not approved. It must be approved in order that it can be appended to the S106 agreement.

The internal Layout shown on drawings 0368/102,104,105,107,302,320, and 1000, has been considered and there are a number of minor points that need addressing. These have been forwarded to the applicant and amended details requested. following comments are appropriate.

In conclusion there is no Highway objection to the proposed development subject to the applicants entering into a S106 agreement to secure the following:-

1. The design, construction and funding of a Right Turn Lane junction at the site access.
2. The design, construction and funding of a Toucan crossing on the A38 to the north east of the site
3. Implementation of an approved Full Travel Plan for the development, such travel plan to have been agreed in full prior to the signing of the s106 agreement (prior to reserved matters or commencement of the development), appended to the agreement and supported by a full travel plan schedule which contains a full range of measures to assist with sustainable travel including residential cycle parking
4. Residential travel vouchers varying between £100-£250 per dwelling (value dependent on the size of the dwelling), repeated for a maximum of three tenures for each property, to aid with uptake of smarter travel choices
5. Smarter travel management fund of £5000 to aid with the provision of matters such as on-site cycle servicing for residents and other events/one-off

promotions to assist a travel plan coordinator promote sustainable travel, for the initial period of the travel plan

6. Bus stops and shelters on both sides of the road between Bathpool and Brittons Ash at a location and specification to be agreed with the Highways Authority

WEST MONKTON PARISH COUNCIL -

Initial comments :- The Monkton Heathfield development guide and consortium masterplan indicate the land as employment and it will be important to achieve this objective for a comprehensive mixed development. It is noted that this proposal will result in additional traffic will be using the A38 prior to it being traffic calmed. The impact of the future bus gates in the vicinity of the site has not been explained.

Revised plans - totally support the revised design which is more in keeping with the style of development the PC would wish to see in Monkton Heathfield. It not only satisfies the requirement for affordable and social housing but does so in a way that does not indicate a tenement slum of tomorrow, but it also represents an opportunity to provide a good impression at the first sight of development as it is entered from Taunton. The PC is pleased to note that in contrast with other developers involved on Monkton Heathfield, the styles of houses within the proposal are varied and interesting, reflect local character, create a meaningful community space and are very good quality buildings with a quality design.

HERITAGE AND LANDSCAPE OFFICER - Other than a couple of minor alterations the proposed scheme is considered to be good. Amended plan awaited.

WESSEX WATER - A full drainage strategy required and confirmation that the distance of new buildings to the attenuation facility is acceptable. (updated plan submitted and comments awaited)

ENVIRONMENTAL HEALTH - NOISE & POLLUTION -

Contaminated Land - The site has a past history of commercial use and the proposal is for residential use. Therefore, I would recommend that the standard contaminated land condition be used.

The developer should be aware that under Planning Policy Statement 23 the responsibility for ensuring that the development is safe and suitable for use for the purpose for which it is intended lies with the developer.

Noise - The applicant has provided a noise assessment.

- PPG 24 Noise Assessment, The Hatcheries, Bathpool, Monkton Heathfield. Environ. February 2010

The report includes calculations of road traffic noise for the existing road layout and with the proposed relief road. An assessment of the noise indicates that some noise

mitigation will be required to ensure that noise levels within properties will meet the recommended levels. The standard that should be achieved on the site is the “good” standard recommended in British Standard BS8233 (Internal noise levels of 30dB LAeq). Given the above I would recommend that a condition is used to ensure that these appropriate noise mitigation is provided and installed

NATURE CONSERVATION & RESERVES OFFICERS - no objection subject to a condition for the protection and enhancement of sites for wildlife on the site.

SOMERSET ENVIRONMENTAL RECORDS CENTRE (SERC) - The development should seek to provide a biodiversity gain. The landscaping should be amended to include more native species in order to achieve that aim

CHEDDON FITZPAINE PARISH COUNCIL - no response

CREECH ST MICHAEL PARISH COUNCIL - support the proposals but note that care must be taken to ensure the infrastructure is adequate to support the additional volume of traffic and services are available.

SCC - DEVELOPMENT CONTROL ARCHAEOLOGIST - An archaeological evaluation of the site has shown that remains relating to Bronze Age and possible roman periods are present. These remains may represent burials and other features associated with ritual or funerary practises. I therefore recommend a condition for the implementation of a programme of archaeological work based on the findings of a written scheme of investigation to be agreed by the LPA

SCC - ENVIRONMENT & PROPERTY DEPARTMENT EDUCATION- Based on the proposed development characteristics, I accept the provision of contributions for 6 primary places and 3.5 secondary school places, to be phased payments.

SCC - RIGHTS OF WAY - no response

SOMERSET DRAINAGE BOARDS CONSORTIUM - no objection subject to a condition for the provision of surface water drainage works on site and their long term maintenance

DRAINAGE ENGINEER - No objection subject the provision of a drainage(full operational and maintenance strategy scheme, to include identification of future land use limitations; future ownership; operational and maintenance arrangements for all the drainage works to cover the lifetime of the scheme.

COMMUNITY LEISURE - The development would result in the need for 1020sqm of play space. The proposal is for an on site children's play area of at least 400sqm

with the outstanding 620sqm being provided by contribution for the improvement of facilities at Farriers Green. The off site contribution is now acceptable as a traffic signalled crossing of the A38 would be provided to offer safe crossing of the road and good access to the alternative provision.

The proposal also results in the need for contributions for the provision of outdoor recreation which the developer has agreed to.

HOUSING ENABLING LEAD - support this application based on need and not planning suitability of the site. I require 35% Affordable housing to include 75% social rent and 25% intermediate housing (35% equals 17.8 dwellings). The applicants have submitted a viability appraisal for their proposal. This has run two scenarios: the provision of 13 intermediate rent flats and the provision of 13 Intermediate rent flats and 2 shared ownership units and concludes that whilst the scheme for 13 intermediate rent units makes the scheme viable the scheme including additional provision of shared ownership is not viable.

POLICE ARCHITECTURAL LIAISON OFFICER - This development appears to be a fairly small and the inclusion of public footpaths/cycle paths to the west and north of the site, in addition to the main vehicular/pedestrian access makes this site potentially very permeable. This could undermine the defensible space of the neighbourhood allowing potential criminals a choice of access and escape points. I recommend that the proposals for two public footpaths/cycle paths in addition to the main vehicular access be reconsidered with a view to restricting them to those proven to be required.

Boundary treatments - the proposed height and type of walls and fences appears suitable, being walls and fencing to a height of 1.8m (plus some 2m acoustic fencing) to the side and rear of dwellings and 0.6m to the front. This allows good natural surveillance to the front whilst deterring unlawful entry at the side and rear where the majority of burglaries occur.

The site plan indicates some rear access paths to gardens and I note that these are gated near the front building line, which is the preferred option, in order to deter unauthorised access to the rear of dwellings.

A number of rear gardens back onto one another which is the preferred option as it also restricts unlawful access to the rear. Those gardens backing onto open land or adjoining premises may require additional rear boundary protection as they may be more vulnerable to attack, however, I note that a proportion are backing onto hedgerows which can assist in this respect if of a substantial nature.

The proposed road surface changes i.e. combination of block-paving, sets, gravel etc help reinforce the defensible space and private nature of parts of the development.

Car parking - appears to be a mixture of garages (incl. flats over garages) and parking spaces. Garaging or within curtilage parking is the preferred option but, where this is not possible, parking spaces should be within sight of routinely occupied rooms in owners' premises, otherwise, there is a strong likelihood that they will not be used.

Ideally, drive-throughs should be protected by a gate or other suitable measures to restrict unauthorised access to vehicles and the rear of premises.

The Bin and Cycle Stores appear to be of fairly substantial construction and should be lockable to prevent cycle theft and mis-use of 'wheelie' bins for ASB.

The proposed Cycle Store near the footpath to the West of the development, although overlooked, appears to be particularly vulnerable to attack from the main road and consideration should be given to its re-siting to an area of greater natural surveillance.

Planting and landscaping should not impede natural surveillance. Where good visibility is required, plants should have a mature growth height no higher than 1m and mature trees should have no foliage below 2m.

All street lighting for adopted highways and footpaths, private estate roads and footpaths and car parks should comply with BS5489. .

The POS is centrally located with good overlooking. Measures should be taken to prevent unauthorised vehicular access to the area and appropriate arrangements made for its future maintenance.

HIGHWAYS AGENCY SOUTH WEST - No comment to make

ECONOMIC DEVELOPMENT MANAGER - No response

Representations

20 letters have been received making the following comments:-

- Policy T8 states that the development should provide a co-ordinated approach to the delivery of services and infrastructure but this development is not contributing to the full obligations of the T8 allocation
- Without the Monkton Heathfield consortium application this proposal would be an unacceptable stand alone scheme in the open countryside
- This is not a windfall site as claimed by the applicants it is part of the allocated site and its development for residential would result in a large uplift in the value of the land allowing for appropriate contributions to be made to the overall development of the allocated site
- The proposal represents over development. Bathpool has already had its share of development and the new proposals will result in Bathpool losing its village identity
- The terraced properties often have to go through the house to gain access to the rear garden which is undesirable
- The houses fronting on the A38 compromise the success of the estate design
- The houses are too small with windows that are equally too small for the size of the houses
- 4 storey in height would interrupt existing views and would interrupt the skyline

and set a precedent for future development in the area which would further erode those views

- The 3-4 storey elements would be better set back into the site away from the main road
- The children's play area is located adjacent to the road, with all the cars associated with the development passing the play area it will be a dangerous place for children to play
- The cycle store would be a target for crime
- There are insufficient services (schools, jobs and doctors) in the area for 300 people likely to result from 51 dwellings
- There is no capacity at local schools for the children from this development, a local child (within the catchment area) was recently refused entrance to Heathfield school as there were no spaces
- The local primary school is oversubscribed already with no room for expansion
- The road improvements identified in the local plan should be completed before the development goes ahead and the roundabouts should ensure that they can be used safely by trucks
- The A38 and its existing bridges are already over their safe working weights/limits
- The development will generate 75 more cars on roads that are already over-capacity
- The traffic from the development will go down Yallands Hill to get to Taunton and beyond but this is already a very busy road.
- Additional traffic will be using the already congested road system to access the local shop and additional problems of congestion and illegal parking would result with parents dropping their children off at school
- The construction traffic, pedestrian safety, noise and dust pollution, associated with the development will have an unacceptable detrimental impact on the amenity of local residents
- The entrance onto the busy A38 with fast moving traffic is a potential safety hazard
- A new bus stop should be provided outside the development, with suitable lay-bys to give residents access to the services from Bridgwater and Taunton
- A pedestrian crossing of the A38 should be provided to give access to the buses on Milton Hill
- The scheme has no pavements and pedestrians will be unable to walk safely around the estate
- Without the separation created by pavements the streets will be narrow and the estate would feel claustrophobic and closed in
- The proposed off road car parking is inadequate. Garages are often used for storage and this will result in high levels of cars parking on the streets stopping traffic from driving along the roads
- It is suggested that part of the development site is owned by a separate landowner and development of the site cannot proceed without their agreement
- The potential for increase flooding as a result of the development must be seriously considered
- The amount of development due to take place in this area, including this site will result in the loss of the village and make the area just another part of Taunton.
- This high quality developer will introduce good workmanship and individual architecture that will make a good first impression for the area
- This is an excellent proposal

PLANNING POLICIES

T8 - TDBCLP - Monkton Heathfield Major Development Site,
T9 - TDBCLP Mixed-use Development Allocation (Monkton Heathfield),
S1 - TDBCLP - General Requirements,
S2 - TDBCLP - Design,
H9 - TDBCLP - Affordable Housing within General Market Housing,
M4 - TDBCLP - Residential Parking Provision,
M5 - TDBCLP - Cycling,
C1 - TDBCLP - Education Provision for New Housing,
C4 - TDBCLP - Standards of Provision of Recreational Open Space,
EN12 - TDBCLP - Landscape Character Areas,
EN14 - TDBCLP - Conservation Areas,
EN23 - TDBCLP - Areas of High Archaeological Potential,
EN28 - TDBCLP - Development and Flood Risk,
PPS1 - Delivering Sustainable Development,
PPS3 - Housing,
PPS 5 - PPS5 Planning for the Historic Environment,
PPS25 - Development and Flood Risk,
UNQ - Unique Policy Code,

DETERMINING ISSUES AND CONSIDERATIONS

Policy

The site forms part of the Monkton Heathfield mixed use allocated site in the Taunton Deane Local Plan. The Local Plan included an illustrative alignment for the Eastern Relief Road (ERR) whereby the new junction of the ERR and A38 would be located on the Hatcheries land. In order to inform the development of the site the Monkton Heathfield development guide SPD was produced. This indicated a split of uses within the overall site and indicated employment use for the land to the south of the site, surrounding the new ERR highway network. The Consortium proposal provided the junction on land to the south of the Hatcheries (which was not under their control) and this was accepted by the Secretary of State when the subsequent appeal was allowed. Following that permission advice was given that the Hatcheries was required in order to fulfill the Local Plan employment land target of 4 ha for this part of the allocation (the appeal approval only indicated 3.15ha).

Contrary to this advice the applicant's assert that a large portion of the 0.84ha site (0.52 ha) was required for the provision of a roundabout for the ERR A38 junction and not as employment land. This matter was considered by the Secretary of State in the appeal decision where the roundabout land was referred to as "an increase in the developable area of the major development site should be regarded as a small but significant additional benefit arising from acceptance of the Consortium's ERR alignment" (para 8.4.16) and later (para 8.4.21) under the housing land, section of the decision letter it states that "the small land bonus from the potential development of the Hookipa site... as considerations of sufficient weight to warrant the grant of planning permission." In my view therefore the proposed residential use of the roundabout land has been accepted by the Secretary of State rather than an employment use.

The application site includes an additional area of land to the northeast of the site (0.36ha) and this area of land is shown in the development guide for employment use. The inclusion of this land as residential has some advantages. Firstly it creates a usable area of land enabling an individual housing development of sufficient size to

provide a small community. Secondly, there is a dwelling located within the remaining employment land, to the east of the application site which would restrict the ability of 0.25ha the land coming forward for employment use. Part of the current proposal includes a provision in the Section 106 agreement for the residential use to cease and that land be included within the employment land area. Finally the site represents the southern entrance to the allocated site and the residential use has enabled the provision of a high quality corner building which will provide a suitable gateway for the whole of the Monkton Heathfield allocated site (T9).

There is some concern that this site is somewhat isolated from the new development of the remaining development area, separated from the residential elements by the intervening employment land. As a result the development included locations for footpath links to the employment land and provides (in association with the consortium development) a traffic light controlled crossing of the A38, improving links to Farriers Green and the existing Monkton Heathfield/Bathpool developments and services.

I consider that the proposal is acceptable in policy terms.

Highways

The site is currently accessed directly off the A38 and this access would be improved and used for the development. The improvements would comprise 1) the introduction of a right turning lane in the centre of the highway to enable safe movements into and out from the site, 2) footpath links on either side of the access off the A38 and into the site, 3) the introduction of a traffic controlled crossing to the north of the entrance for the use of occupants using play facilities at Farriers Green and accessing the existing services located to the north of the A38. The County Highway Authority considers that the proposed improvements are acceptable.

As the development is for 51 houses the internal highways have been designed to encourage joint use of the roadway and keep traffic speeds to a minimum. This has been done through the design and materials (block Paving) of the roadways. The internal highway layout continues to provide access to the land to the east as there is an established right of way for adjacent land owners.

A combination of on site parking (garages and parking spaces) and on street parking are proposed and would result in just over 1.5 space per house and 1 space per flat. These levels of parking are considered acceptable given the given that the nearest bus stop is only 280m from the site entrance.

Affordable Housing

The site forms part of the Monkton Heathfield allocated site where the local plan advises the provision of 35% affordable housing. The agreement on the consortium land was to provide a split of 50% social rent, and 50% intermediate housing and in the normal course of events the affordable requirement for this site would be the same. This would equate to the provision of 17.85 affordable units. The applicants have submitted a financial viability report to establish that the required level of provision would make the site unviable and have established, through their report that a scheme for 13 flats, as now proposed, is the maximum number of units that can be provided without the scheme becoming unviable. The housing enabling officer, who is experienced in assessing viability appraisals, has confirmed that the

report is an accurate representation of the situation and has agreed that the provision of 13 intermediate rent units is acceptable in this case. The applicant proposes the rented units to be provided in two blocks of flats located at the south west corner of the site.

Landscape/ Wildlife

The site is located in a prominent position on the southern most corner of the Monkton Heathfield allocation and will be visible from the new and existing highway network. The landscaping associated with the Eastern Relief Road has been agreed, and extends along the southern boundary of the site. As the application site was not included in the consortium proposals additional landscaping is considered necessary in order to ensure appropriate landscaping of this area. The landscaping of the site is therefore an important consideration. After negotiation, an amended landscaping scheme has been submitted which is considered to be acceptable. The landscaping plan proposed the formation of a hedge along the southwest and southeastern corners of the site with specimen trees located at spaces within that. The frontage of the A38 comprises trees and shrubs. In order to help soften the urban form planting has been included within the development site, either in gardens or in the open spaces provided by the children's play area and at roadside edges. The scheme is considered to be acceptable by the Landscape Officer.

The application proposes the development of a partly disused agricultural building and open space where wildlife is often present. As a result a wildlife survey was undertaken and submitted with the application. The report shows that there was no evidence of bats, badgers or reptiles using the site. The survey identified that there was potential for nesting birds at the site and the Council's Nature Conservation and Reserves officer suggests a condition to limit any demolition works to be undertaken outside of the nesting season and to provide alternative nest boxes within the new development to offer an enhancement for wildlife. The Somerset Trust for Nature Conservation have requested the provision of additional native planting to encourage wildlife but this is contrary to the landscape approach which seeks to introduce a different approach due to the visual prominence and importance of the location of this site. Given that there is very little wildlife currently at the site and the importance of the landscape impact I support the landscape officer in this case.

Design

The site is a discrete parcel of land. It has good links to existing services but in the Monkton Heathfield allocated site would be somewhat isolated and would relate more to the employment that surrounds it than the residential development proposed elsewhere. As a result the scheme has been designed as a complete entity with an alternative design approach for a higher density scheme than that approved in the area so far. The highway design has been built around a shared surface approach in order to keep speeds low and create an informal street layout. The dwellings are all of traditional design. The corner building has been individually designed to provide a suitably high quality focal and entrance point into the new development. The materials would be stone and brick with a slate roof. Elsewhere on the scheme, the applicants propose a mix of brick and render with slate and tile roofing. Samples will be provided before the final details are accepted to ensure that the materials are in keeping with the local vernacular. Combinations of the dwelling types have been arranged to produce an interesting and active street frontage. The focal point of the scheme is the provision of a central public open space equipped with small children's

play area (LEAP). An additional play area, at Farrier Green will be enhanced with contributions from the developer in order to provide for older children and a traffic lit crossing would be provided to enable safe access to the site (and the secondary school) for those children.

Drainage

The proposed foul drainage for the development will be provided by a new foul sewer being connected to the existing sewer that runs to the north of the site.

The surface water drainage will be dealt with by a sustainable urban drainage solution that will incorporate oversized pipe work and aqua cell units under the flat parking area to store run off water. A hydrobrake would be fitted down slope to restrict the run off rate from the site to cater for 100 year event plus 30%. This has been considered as acceptable by the Environment Agency and Drainage Officer provided appropriate maintenance regimes are conditioned.

Education

The proposal is for a mix of houses and flats that will generate the need for additional primary and secondary education places as required by Policy T8. The developers proposal has been accepted by the County along with the appropriate phasing for the payment of the monies and the details will be included within the Section 106 agreement.

Leisure

TDBC Local Plan policy requires the provision of playing field and public open space in accordance with the requirements of policy C4. Policy C4 requires the provision of 1020sqm of equipped and casual Children's play space for 51 dwellings. The applicant proposes 400sqm of equipped children's play area on site aimed at the youngest age group. This has been provided within a central Green area which serves to soften the urban form and provide a focus for the development. As the site is relatively small and Farriers Green is within walking distance an off site contribution (based on the remaining 620sqm) for the provision of off site improved facilities for older children has been accepted. In addition there is also a requirement for a contribution for outdoor recreation (sums based on a per dwelling calculation).

A draft section 106 agreement is currently being considered and includes the provision of contributions for Children's play area and recreation open space.

Conclusion

The proposed residential development would enhance the overall development of the area and provide a suitable entrance gateway for the allocated site. Subject to a suitable Section 106 agreement the detailed issues are now resolved and the proposal is considered to be acceptable.

In preparing this report the Planning Officer has considered fully the implications and requirements of the Human Rights Act 1998.

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