

## Officer Report On Planning Application: 14/04123/OUT

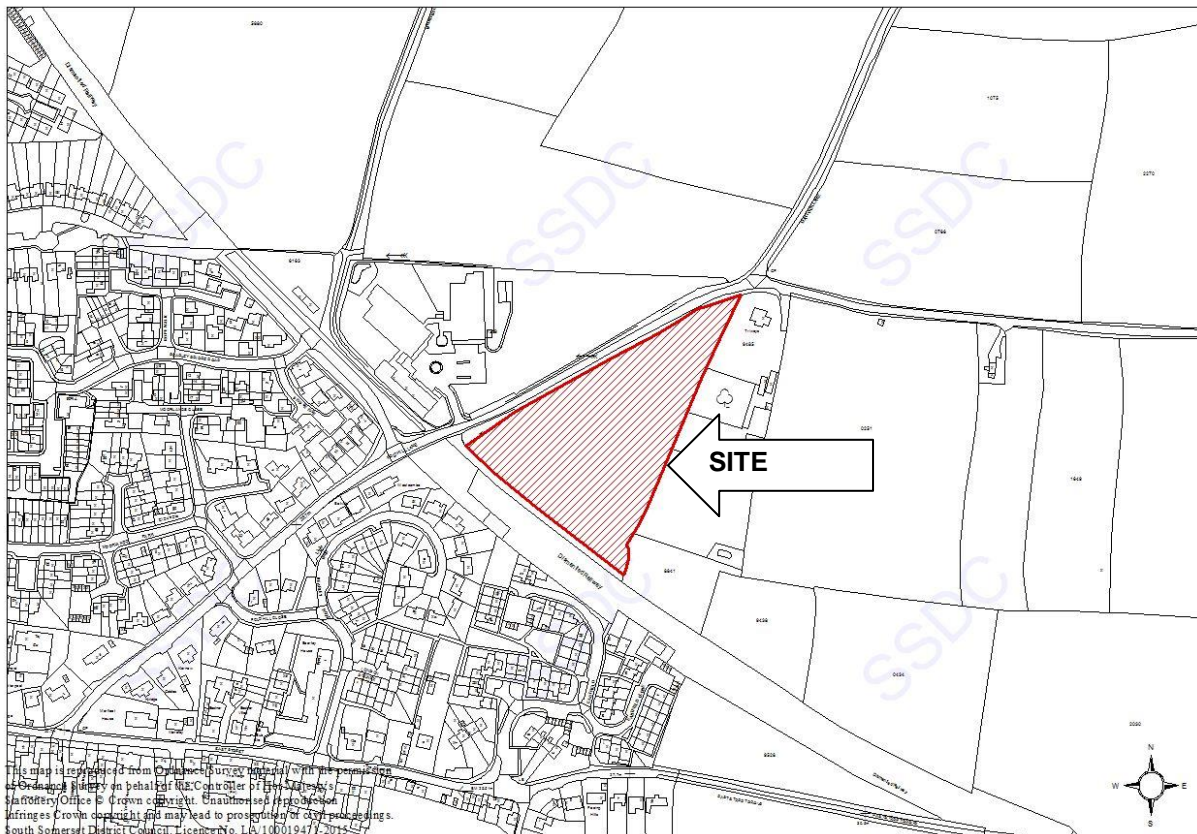
<b>Proposal :</b>	Outline application for residential development of up to 35 dwellings (GR: 346832/119532)
<b>Site Address:</b>	Land Adjacent Triways, Foldhill Lane, Martock.
<b>Parish:</b>	Martock
<b>MARTOCK Ward (SSDC Members)</b>	Cllr G Middleton Cllr P Palmer
<b>Recommending Case Officer:</b>	John Millar Tel: (01935) 462465 Email: john.millar@southsomerset.gov.uk
<b>Target date :</b>	10th December 2014
<b>Applicant :</b>	Martock Farms Ltd
<b>Agent: (no agent if blank)</b>	Mrs Janet Montgomery, Wessex House, 8 High Street, Gillingham SP8 4AG
<b>Application Type :</b>	Major Dwlgs 10 or more or site 0.5ha+

### REASON FOR REFERRAL TO COMMITTEE

This application is referred to committee at request of the Ward Member with the agreement of the Area Chairman to enable the issues raised to be fully debated by Members.

### SITE DESCRIPTION AND PROPOSAL





The site is triangular plot of agricultural land on rising ground to the western edge of Martock, off Foldhill Lane. It covers approximately 1.57 hectares and is located beyond the defined development area of Martock. The site is bounded by mature hedgerows and trees to all boundaries and is physically divided from the developed edge of the village by a dismantled railway line, which is now also heavily planted. This former railway line (Durston to Yeovil branch line) is a designated archaeological site. Public footpaths run along the south and east boundaries of the site, with the eastern footpath within the site itself. The nearest development comprises modern housing development to the north of East Street, such as Bearley Road and Moorlands Park. A residential care home has recently been built on the land opposite the application site, on the north west side of Foldhill Lane, land which is also outside of defined development limits. A neighbouring property (Triways) is positioned on land immediately north of the site.

An application for outline planning permission for the development of up to 46 house, with all matters reserved (14/01330/OUT), was recently refused as it was considered that it would have an adverse impact on local landscape character, insufficient information had been provided to properly address the drainage of the site and also that there had been a failure to demonstrate within the course of the application that there would be no severe impact on highway safety.

This application seeks to address the previous reasons for refusal of planning application 14/01330/OUT. It now comprises an application for outline planning permission for the development of up to 35 with all matters reserved. Alterations to the indicative site layout are proposed to address the landscape concerns, while full transport information is provided to enable full assessment of highway safety issues. Further details within the flood risk assessment and additional drainage strategy information are intended to provide sufficient information to be able to now address the impact of drainage proposals.

The application is supported by:

- Design and Access Statement and Planning Statement
- Flood Risk Assessment and Additional Information on Drainage Strategy
- Transport Statement
- Ecology Survey
- Statement of Community Involvement

## **HISTORY**

14/01702/EIASS: (EIA Screening and Scoping Request) Outline application for residential development of up to 46 dwellings - Screening opinion issued - EIA not required.

14/01330/OUT: Outline application for residential development of up to 46 dwellings - Application refused on the basis of an adverse impact on local landscape character, provision of insufficient information for the drainage of the site to be properly addressed and also a failure to demonstrate within the course of the application that there would be no severe impact on highway safety.

## **POLICY**

The South Somerset Local Plan (2006 - 2028) was adopted on the 5th March 2015. In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004 (as amended) and Section 70(2) of the Town and Country Planning Act 1990 (as amended), the adopted local plan now forms part of the development plan. As such, decisions on the award of planning permission should be made in accordance with this development plan, unless material considerations indicate otherwise. Legislation and national policy are clear that the starting point for decision-making is the development plan, where development that accords with an up-to-date local plan should be approved, and proposed development that conflicts should be refused, unless other material considerations indicate otherwise.

### **Policies of the South Somerset Local Plan (2006-2028)**

SD1 - Sustainable Development

SS1 - Settlement Strategy

SS4 - District Wide Housing Provision

SS5 - Delivering New Housing Growth

SS6 - Infrastructure Delivery

HG3 - Provision of Affordable Housing

HG5 - Achieving a Mix of Market Housing

TA1 - Low Carbon Travel

TA4 - Travel Plans

TA5 - Transport Impact of New Development

TA6 - Parking Standards

HW1 - Provision of Open Space, Outdoor Playing Space, Sports, Cultural and Community Facilities in New Development

EQ1 - Addressing Climate Change in South Somerset

EQ2 - General Development

EQ4 - Biodiversity

EQ5 - Green Infrastructure

EQ7 - Pollution Control

## **National Planning Policy Framework**

Core Planning Principles - Paragraph 17

Chapter 3 - Supporting a Prosperous Rural Economy

Chapter 4 - Promoting Sustainable Transport

Chapter 6 - Delivering a Wide Choice of High Quality Homes

Chapter 7 - Requiring Good Design

Chapter 8 - Promoting Healthy Communities

Chapter 10 - Climate Change and Flooding

Chapter 11 - Conserving and Enhancing the Natural Environment

Chapter 12 - Conserving and Enhancing the Historic Environment

## **National Planning Practice Guidance**

Climate Change

Conserving and Enhancing the Historic Environment

Design

Natural Environment

Open Space, Sports and Recreation Facilities, Public Rights of Way and Local Green Space

Planning Obligations

Rural Housing

Travel Plans, Transport Assessments and Statements in Decision-taking

Water Supply, Wastewater and Water Quality

## **Policy-related Material Considerations**

Somerset County Council Parking Strategy (March 2012)

Somerset County Council Highways Development Control - Standing Advice (June 2013)

Martock Peripheral Landscape Study (2008)

Martock Sustainable Development Plan (July 2013)

South Somerset Sustainable Community Strategy (2008-2026):

Goal 3 - Healthy Environments

Goal 4 - Quality Public Services

Goal 8 - Quality Development

Goal 9 - Homes

Goal 11 - Environment

## **CONSULTATIONS**

The responses from the following consultees are provided below in summary form only, for the most part. The full responses are available on the public planning file.

**Martock Parish Council:** Recommend refusal of this application on the following planning grounds:

- Martock's Sustainable Development Plan states that no more than the target allocation for new houses as set out in the Local Plan should be built in the Parish. Martock has already fulfilled its contribution to the 5 year land supply and should not be asked to exceed this as the increase will make sustainability even more difficult than it is now
- The developer needs to demonstrate that the drainage system is capable of taking the amount of run-off that would be produced in terms of the capacity of the pipes and the design of the existing pipe and sump system

- Lack of pavements to the site on Foldhill Lane
- Access onto a 60mph limit road
- Cycleway safety to either Ash or Martock primary schools
- Loss of agricultural land
- Additional vehicles will impact on the wider road system in the parish, including East Street. Traffic is often congested here already

However if SSDC is minded to approve the outline application the following conditions should be required

- A statement from Highways regarding recommended improvements to the junction of La Fontana Care Home and Foldhill Lane are required to safeguard pedestrians, cyclists and other road users. The plans state that this junction is safe for vehicles travelling at 37mph, but the road at the point of access to the site is subject to the National Speed Limit. This needs to be addressed.
- A condition should be added to the planning permission for this application, preventing any further development adjacent to this area
- A detailed survey of the existing sump and drain pipework and the existing pipework under the disused railway at the South East corner of the site be carried out

**County Rights of Way:** No objection in principle, although it is noted that the current proposal indicates that the public footpath crossing the site will be obstructed. As such the proposal will need to be revised or a diversion order applied for. In the event of planning permission being granted, the applicant should be informed that this does not entitle them to obstruct the public right of way.

**County Archaeology:** The site lies very close to the medieval town and in a landscape where prehistoric and Roman remains are likely to be present. In this particular case, it is felt that any archaeology can be dealt with through a condition.

For this reason it is recommended that the developer be required to archaeologically investigate the heritage asset and provide a report on any discoveries made as indicated in the National Planning Policy Framework (Paragraph 141). This should be secured by the use of model condition 55 attached to any permission granted.

**County Education:** Confirmed that a development of 35 dwellings would require seven primary school places and one pre-school place. It is noted that there are a small number of primary school places available at Martock CE Primary School, however these are not sufficient when taking into account the projected growth of Martock in the coming years, notwithstanding recently consented developments that will further exacerbate this problem.

At a cost of £12,257 per place, there is a need for development contributions of £85,799 for primary school places and £12,257 for the pre-school place, totalling £98,056.

**SSDC Climate Change Officer:** Has referred to Building Regulations requiring consideration of high-efficiency alternative energy systems and requirement to build to Code for Sustainable Homes level 4. Does not support the indicative site layout as the properties are not well orientated for solar PV. Disappointed that there is no further comment included in the proposal in respect to provision of renewable energy generation equipment. It is requested that more information is provided and a revised layout considered at reserved matters stage.

**SSDC Environmental Protection Officer:** Suggested a condition requiring the investigation and implementation of an appropriate remediation strategy in the event of contamination being found on site.

**Wessex Water:** The comments of the previous planning application are repeated. Furthermore, it is requested that a condition is imposed specifically relating to foul water disposal.

Comments received in relation to previous planning application 14/01330/OUT The site will be served by separate systems of drainage constructed to current adoptable standards please see Wessex Water's Advice Note 16 for further guidance.

The applicant is advised to contact Wessex Water to discuss connection to the existing public foul sewerage system. Connection via the sewers to the south of the site in Bearley Road will not be possible; the sewers are mostly 100mm in diameter and will not have the capacity to serve an additional 46 dwellings.

Subject to level information and confirmation of flow rates a gravity / pumped connection may be possible to the system to the east of the site and the manhole adjacent the existing care home. This connection will be for foul drainage only there must be no surface water connections to the public foul sewerage system. There will be limited capacity within local existing systems for any potential future phases of development.

The applicant has indicated a SuDs solution for the discharge of surface water on the submitted planning application form. Your Authority must be satisfied with arrangements; there must be no surface water connections to the public foul sewerage system. Connection to watercourse will require the approval of the Land Drainage Authority.

Water supply network modelling previously undertaken for the site indicated limited available capacity in the 3"/4" mains to the north and east of the proposed development. A connection point was identified to the south of the site to the 6"CI main in Stoke Road adjacent to Fosseyway Farm. Arrangements can be reviewed upon receipt of instruction from the applicant. If a long off site mains is required to serve the development this may be requisitioned under Section 41 of the Water Industry Act; a contribution in the form of a commuted sum will be expected from the developer.

**SSDC Housing:** 12 affordable units (based on 35 in total), is expected. A split of 2/3 social rent (8 units) and 1/3 shared ownership or other intermediate solutions (4 units), is expected. Properties should be pepper potted through the site. Further discussions are required at reserved matters stage to assess the property types required based on data from the Housing Register - Homefinder Somerset.

**SSDC Community, Health and Leisure:** A contribution of £172,234 (£4,924 per dwelling) is sought towards the increased demand for outdoor play space, sport and recreation facilities, should the scheme be approved. The following contribution request is made:

- £96,728 towards local facilities.
- £41,995 towards strategic facilities.
- £31,895 as a commuted sum towards local services.
- £1,706 as the Community, Health and Leisure Service administration fee.

It is recommended that £57,548 is required upon occupation of the first 25% of the proposed dwellings, £72,781 upon the occupation of 50% of the proposed dwellings and the final £41,995 upon occupation of 75% of the proposed dwellings.

**SSDC Open Spaces Officer:** As the proposal is under 50 houses, no onsite provision of open space is requested.



**Environment Agency:** No objections, subject to imposition of conditions to agree the technical details of the proposed drainage scheme and detail of management and future maintenance of the drainage arrangements. Standard informatives are also suggested.

**Somerset Drainage Board Consortium:** The Board has raised concerns about the suggested surface water drainage disposal strategy and future maintenance of the infrastructure proposed. They have identified that the site is within an area of Martock where surface water runoff may be contributing to increased flood risk downstream, within the Parrett Internal Drainage Board area. The Board do not wish to see these identified problems exacerbated by the development and therefore would expect to see a robust and fully maintained surface water drainage scheme submitted in support of the application. The lack of detail in regard to the proposed SuDS and the capacity of the land to accommodate them is of concern.

Following the consideration of additional drainage strategy details, concerns remain in respect to the lack of clarity over future maintenance of infrastructure proposed to service the development and that the drainage concept is still reliant on discharging all surface water into a piped system that is maintained by the Highway Authority, as it is unclear whether the County Council would consent to discharge into their system.

**County Highway Authority:** Note that all matters relating to access and layout are to be dealt with at reserved matters stage. The Highway Authority confirm however that they have no objections in principle to the proposal. In terms of access and potential traffic generation, it is advised that the required visibility splays of 2.4m by 82m are achievable and that the expected number of vehicular movements to be generated would not be considered to have a severe impact on the existing highway network. It is considered that the indicative levels of parking are in line with the Parking Strategy and that the indicative road/footway widths and turning head numbers and types appear acceptable. Full details would however be expected at the technical details stage. Similarly in respect to drainage, there are no objections in principle at this stage. No specific comments have been made in respect to the proposed drainage strategy, other than that all drainage matters, including any agreement to connect to the existing highway drainage system, would be dealt with at technical detail stage. Standard highway conditions have been suggested.

**SSDC Ecologist:** The ecological survey (David Leach, April 2014) is noted. This didn't identify any particularly significant wildlife issues. NPPF (para.118) expects development to deliver some enhancement for biodiversity, through taking opportunities to incorporate features beneficial for wildlife (e.g. native species planting, bird boxes) within new developments. It is therefore recommended that any consent should include a condition requiring details of measures for the enhancement of biodiversity to be submitted for approval and subsequently implemented.

Further to the above comments, I was contacted by a member of the public about this site. She recounted a conversation some 20 years ago with a former owner of the site about a possible rare plant that a specialist was going to come and have a look at. She didn't know what the outcome was but wondered whether there might be any relevant records and whether it may be pertinent to the current application.

I've checked with the records held at the Somerset Environmental Records Centre (SERC) - the most likely place for any such records. There are some 'notable' plant species recorded in the wider area. However, the location of these records is only low resolution (10km square) and there aren't any records specific to this site. All the same, I visited the site today to check for any notable or rare arable weeds. Unfortunately the land had been very recently ploughed and tilled and only bare earth was visible. The margins of the field had a dense,

well-established cover of coarse grasses, nettles, hogweed and docks; a habitat type that is very unlikely to have any plants of conservation significance.

Given the recent agricultural management, it was inconclusive whether the site has any notable arable weeds. However, I consider the potential for this to be the case to be low, and I don't consider it to be a justifiable constraint to the proposed development.

**Somerset Wildlife Trust:** Generally support the findings of the Ecological Survey, however request that more detail be provided in respect to mitigations measures such as number of bat/bird boxes, use of native species planting, design of external lighting and boundary fencing, it is requested that the additional detail is required by condition.

**SSDC Tree Officer:** Comments received in relation to previous planning application 14/01330/OUT The site is enclosed on all three sides by a species-diverse hedgerow, with some hedgerow trees of various ages & species within. The mature Ash adjoining the proposed site entrance (please refer to Fig 1 below) is suffering significant die-back and ought not to constrain development. However, there are a number of healthy young Oaks and Field Maples within the hedgerow, which could be conveniently retained ('promoted as standards') within a future site-layout. I also recommend re-introducing a scheme of hedgerow management techniques such as laying, coppicing and gapping-up to regenerate the sparser areas and to make other sections more manageable for future residents.

I have no objection to this outline proposal, on the basis that a scheme of tree & hedgerow management & protection is secured. I also recommend securing a scheme of tree and shrub planting.

**SSDC Landscape Architect:** No over-riding landscape grounds for objection - The revised outline application is noted, and relevant sections of my original comments follow this response, which in relation to the principle of development, still have some validity.

My concern with this site has always been its general elevation above the adjacent level of residential Martock, and its location outside the alignment of the former (disused) rail-line, which currently defines a clear residential edge, to make the main landscape issue one of principle. The illustrative plan now before us has drawn the extent of development back from the higher ground, such that (i) house form is not sited above the 37m contour, and (ii) housing at the north edge does not exceed 1.5 storey. This will reduce the landscape impact of the development proposal, as its general elevation will not be so markedly at variance with that of the existing housing edge, and the more compact arrangement of housing is also a better arrangement relative to adjacent built form. Consequently, whilst landscape concerns remain - due to the breaching of what is a strong residential boundary (the former rail line) - I consider other landscape concerns potentially overcome by the revised indicative, and principles set out in the D&A statement. As such, there are no longer over-riding landscape grounds for objection.

If minded to approve, please condition;

- (i) A detailed levels proposal submitted with the scheme;
- (ii) A 1.5 storey limit - or possibly as limit on ridge height - for the housing at the north edge.
- (iii) A detailed landscape proposal

A comment on the indicative, should a detailed submission come forward in similar form, the footpath (right-of-way) is integrated into the POS to the north, and linkage created to the housing - potentially by the north end of the southernmost terrace.

**Planning Policy:** The proposal for 35 dwellings at Foldhill Lane, Martock, is effectively a



re-submission of the proposal 14/01330/OUT (albeit this application was for 46 dwellings). The Planning Policy comments June 17th on the original proposal still apply.

To update these earlier comments in relation to the Council's recent consultation on Main Modifications to the emerging Local Plan (eLP), it was clarified that the "permissive approach" that will be applied in Policy SS5 in advance of the Site Allocations Development Plan Document is for housing proposals "adjacent to the development area at Rural Centres" (which includes Martock). The development area boundary followed the western edge of the dismantled railway line, and the proposal borders the eastern edge so was not considered to be "adjacent" to the development area, and therefore not fully in accordance with eLP Policy SS5. It was however considered that the distance was relatively small and, as the eLP was not adopted at the time of the Policy comments being received, it was not advised that refusing the proposal solely on these grounds would be appropriate. The "consequences" of this detachment from the existing urban area, for example regarding landscape impact, should be considered in relation to the benefits of additional housing, consistent with the National Planning Policy Framework 'presumption in favour of sustainable development'.

Since receipt of these Planning Policy comments, the South Somerset Local Plan(2006-2028) has been adopted. As such, adopted policy SS5 is a key consideration and the comments in respect to this take precedent.

**SSDC Technical Services:** Initial concerns were raised in respect to many aspects of the proposed drainage strategy, including ability to implement the proposed scheme and in respect to future maintenance responsibilities. Following submission of additional information, the following comments were received:

I have been involved in discussions with Matt Langdon from RMA Environmental concerning the proposed post development proposals and the letter of 25 February 2015 addresses the issues raised but also accepts that there are issues to be resolved at detail design stage. It is important to accept that this may affect the layout and potentially the number of units that can be accommodated on the site.

In summary the accepted conceptual drainage strategy comprises attenuated storage to limit the post development runoff to a value less than the calculated greenfield runoff. This figure has been agreed at 6l/s at the outfall to Foldhill Lane.

Infiltration testing has not been carried out and I would suggest that as a condition that this be done to determine if there is any scope to adopt infiltration SUDS at least in part and the developer has accepted this principle.

There is also a potential issue with the water that ends up in the overgrown area and has been referred to as a 'pond'. The developer has accepted that the drainage area here has not been determined fully and will be considered in the detail drainage design.

Each area has been referred to as a sub catchment and the design indicates that the flow from each of these will be restricted at various discharge rates.

It has been indicated that the future maintenance will rest with the developer and the regimes etc would be set out at detail design stage but where not adopted via a private management agreement.

As far as the detailed design is considered we will need to see as a minimum the following:-

- Verification of the infiltration characteristics by appropriate testing which should also

- indicate representative ground water levels
- For each of the final design of any soakaway, storage and control features
- Effective depth and volume for each soakaway including sections showing levels, inspection and maintenance access and construction details
- Depth and volume of each storage facility including sections showing levels, inspection and maintenance access and construction details
- Construction details of the control features including specification of the control mechanism and maintenance requirements
- Upstream silt traps indicating size and construction details
- Link pipe details and levels indicating how these will be designed to work and long sections of pipework

#### Maintenance arrangements:

- Schedule and/or plan indicating ownership of pipelines and features post development demonstrating clearly who will be responsible for the inspection, maintenance and replacement as necessary of the features
- Detailed schedule indicating maintenance requirements including how if necessary the media can be replaced particularly relevant if soakaways are positioned in back gardens etc. It is accepted that this can vary but there are recommendations for inspection maintenance at various times during the development. It will also include access arrangements and it is suggested that maintenance features such as silt traps be positioned in such a way to provide easy access for both inspection and silt removal work as required
- How the SUDS features will be protected during construction phase to prevent both silting from construction activities and also surcharge of the ground which may affect infiltration rates and therefore the design. An example of this would be stockpiling spoil in the area of the soakaways

## REPRESENTATIONS

10 letters of objection have been received from 8 local residents, raising concerns in respect to the proposed development. The nature of the objections fall into various categories, these include:

#### Local Infrastructure

- There are already established concerns in relation to traffic problems in Martock, which will be compounded if the development goes ahead.
- The scheme, along with other houses planned for Martock, will put an unacceptable strain on local facilities, such as the school, doctor's surgery and dentist.

#### Flooding

- There are significant rain run-off problems in the Foldhill Lane area, which are becoming too great for the local drainage system. The development of the residential care home (La Fontana) is considered to be adding to these problems and any further development would exacerbate the problem by decreasing the soil surface that allows natural absorption and increasing the potential for surface water runoff
- The submitted flood risk assessment fails to include details of a pond on the southern boundary of the site. This pond may drain under the railway track and emerge as a spring, which now runs along a culvert along Bearley Road. It is assumed that the pond attenuates run off in this culvert, although it is not shown on the submitted plans. Historic maps also indicate that there is a drainage ditch and pond to the south east

corner of the site which have no connection to the west. It is suggested that not all the surface water from the site drains to the south west corner of the site. Further investigation is required to ensure that increased levels of water are not discharged into Foldhill Lane.

- Despite recent maintenance works to the Foldhill Lane drainage system, there are still concerns in respect to the ability of this system to cope, particularly during flash floods.

#### Highway Safety

- Additional usage of Foldhill Lane will be detrimental to highway safety, with extra vehicle using the junction with East Street or passing through Ash or Tintinhull.
- Increased traffic will increase danger to pedestrians crossing Foldhill Road from Foldhill Close to Moorlands Park to visit the local shops.
- Construction vehicles, including HGVs, will be a risk to the safety of pedestrians and other highway users.

#### Visual Impact

- The site is identified as having high landscape and visual sensitivity and low capacity to accommodate built development.

#### Residential Amenity

- Residents of Bearley Road have had 2 years of noise and disturbance due to the care home being built and then extended. Construction works on any new development would be further disturbance.
- The site is on an elevated position that will overlook houses and gardens to the south, in Bearley Road.

#### Other

- Wildlife, such as Roe Deer, Tawny Owls and Bats, have been observed emanating from the habitat on the south western side of the development land.
- The development site is prime agricultural/horticultural land and should not be developed for housing.

## **CONSIDERATIONS**

The main issues for consideration are the principle of development, the effect on landscape character and visual appearance of the area, highway safety, drainage and flood risk, housing need, and neighbour amenity. A recent outline application (14/01330/OUT) was refused as it was considered that it would have an adverse impact on local landscape character, insufficient information had been provided to properly address the drainage of the site and also that there had been a failure to demonstrate within the course of the application that there would be no severe impact on highway safety.

### **Principle of Development**

The South Somerset Local Plan (2006 - 2028) was adopted on the 5th March 2015. Therefore, the adopted local plan now forms part of the development plan. As such, decisions on the award of planning permission should be made in accordance with this development plan, unless material considerations indicate otherwise. The previously refused application, 14/01330/OUT, was considered against the saved policies of the former South Somerset Local Plan (2006) and the aims and objectives of the National Planning Policy Framework. The newly adopted Local Plan was given some weight at the time. Following adoption of the Local Plan (2006-2028), policies SS1 (Settlement Strategy) and SS5 (Delivering New Housing

Growth) are particularly pertinent in considering this revised application.

The Local Plan identifies Martock as a Rural Centre and as such has been identified as a sustainable location for growth. A strategic housing target of 230 dwellings has been proposed over the plan period (2006-2028), of which 75 were complete at the time of Planning Policy comments being received, 39 dwellings had received planning consent and a further 165 had permission subject to legal agreements (total 270). The Parish Council have objected to the proposal for several reasons, including that there is an over-provision of housing proposed for Martock. With the local plan strategic housing target of 230 dwellings already having been exceeded without taking into account this proposal, as well as other pending applications. The Parish Council are of the view that no more than the target allocation for new houses as set out in the Local Plan should be built in the Parish. As such, it is felt that Martock has already fulfilled its contribution to the 5 year land supply and should not be asked to exceed this. In addressing this objection, it is noted that the housing figure of 230 dwellings is a target, not a maximum, and under Policy SS5, a permissive approach will be taken for housing proposals, in advance of a Site Allocations Development Plan Document. The developed edge of Martock follows the western edge of the dismantled railway line, and the proposal borders the eastern edge. The distance between the site and the edge of Martock is therefore well related and would certainly not be considered to be 'unsustainable' in principle, unless any significant objections are received from infrastructure providers or on grounds such as landscape character, one of the reasons the previous application was refused. This issue will be considered in more detail below. Notwithstanding these matters, the benefits of additional housing and the contribution to District-wide housing provision, mean that the proposal is considered to be consistent with the Development Plan and the National Planning Policy Framework 'presumption in favour of sustainable development'. It is not considered that an additional 35 dwellings is such an increase over and above the strategic housing target to be considered so harmful to be unacceptable or considered to comprise unsustainable development.

Overall, the scale of the proposal and its proximity to the village limits mean that the site is considered to be sustainably located in respect to access to key services, notwithstanding any other issues considered below.

### **Character and Appearance of the Area**

The development proposes an indicative figure of up to 35 residential units. The site is relatively constrained by its size and shape, being triangular in form, with land rising northward from the alignment of the dismantled railway to the south, to a level around ten metres higher than existing housing off East Street. The site is therefore elevated above the general level of residential Martock, which is characterised by its vale base location. The alignment of the former railway line currently defines a clear edge to residential Martock, with the site being beyond this and at an elevation out of keeping with the local settlement character. The site is also identified as having some prominence in the locality, when viewed from rising ground to the south, in particular from the Parrett Trail, a regional walking trail, which is considered to be a sensitive visual receptor. In addition to the identified characteristics of the site, and its relationship with the existing built form of Martock, the Council's Landscape Architect has referred to the 'Martock Peripheral Landscape Study', which was undertaken during June 2008. The site is located within the scope of this study, which reviewed the settlement's immediate surrounds with the objective of identifying land that has a capacity for development. This looked at the character of the settlement's peripheral landscape and the visual profile and relationship of open land adjacent to the settlement edge. In this case, the site is identified as being within an area of high landscape sensitivity and therefore having low capacity to accommodate built development.

The previous application (14/01330/OUT) was refused on landscape character grounds, in that it was considered that development proposal would result in a visually intrusive development that would be at odds with the character of the locality and therefore detrimental to visual amenity and local landscape character. At the time, the applicant referred to a recently built residential care home (La Fontana), which is sited on the opposite side of Foldhill Lane to the application site and is also beyond the previously developed edge of Martock and beyond the alignment of the dismantled railway line. The Landscape Architect had given this consideration but viewed that development as having a much reduced impact than that likely to arise as a result of the proposed development scheme. It was noted that the care home was broadly non-residential in appearance, single storey where the land rises and also cut into the rising ground to achieve a low elevation. The revised outline application includes an illustrative plan, which shows the extent of development drawn back from the higher ground, in that house form is not sited above the 37m contour and housing at the north edge does not exceed 1.5 storey, thereby ensuring that the impact of any built form is consistent with the nearby care home. It is the view of the Council's Landscape Architect that these amendments will reduce the landscape impact of the development proposal, as its general elevation will not be so markedly at variance with that of the existing housing edge, and that the more compact arrangement of housing is also a better arrangement relative to adjacent built form. While some landscape concerns remain, as a result of breaching the strong residential boundary formed by the former rail line, the concern regarding the extent of development to the north is considered to be overcome by the revised indicative plans, and principles set out in the D&A statement. For this reason, there are no longer over-riding landscape grounds for objection and the previous reason for refusal satisfactorily addressed.

The Council's Tree Officer previously commented on the proposal and these have been brought forward again in considering this proposal. There is a mature Ash near the likely site entrance, however this is suffering die-back so is not seen as a constraint on development. There are several healthy Oaks and Field Maples, which can easily be retained. As such, there are no objections in respect to impact on trees subject to an appropriate tree and hedgerow management and protection scheme being secured.

### **Drainage and Flood Risk**

The site is within Flood Risk Zone 1, however the Council's Drainage Engineers, the Parrett Drainage Board and the Parish Council have all indicated that there are existing flooding problems in the vicinity of the application site, which is caused by a combination of surface water runoff from the Foldhill Lane direction and inadequate drainage facilities in East Street.

A basic Flood Risk Assessment, which was initially submitted in support of the application advised that the site is at low risk of flooding and that surface water run-off will be dealt with through the use of SuDS (Sustainable Drainage Systems), with the use of permeable paving and geo-cellular storage the preferred strategy. It thereafter proposed to discharge to a surface water ditch in the western corner of the site at equivalent greenfield runoff rates, by way of a flow control device. It is argued that the information submitted is satisfactory for the purposes of outline planning permission and demonstrates that the scheme could feasibly accommodate enough storage to ensure that post-development runoff rates are no greater than existing. While this approach is accepted in principle and a detailed surface water drainage strategy could usually be conditioned, there were specific concerns in respect to this site and its capability to be able to deal with surface water disposal within site. Should the site be found not to be able to accommodate the proposed SuDS, any water will discharge beyond the site into an area under the jurisdiction of the Internal Drainage Board and where there is already an identified risk of flooding. To ensure that the risk of flooding is appropriately considered and the management of any surface water drainage system is properly maintained, the Internal Drainage Board are of the view that a robust and fully maintained surface water drainage

scheme should be submitted and that this should include details of the existing land drainage arrangements, information of future maintenance arrangements and agreement from downstream owners of private drainage systems. It is felt that this detailed strategy should be provided before any planning permission is granted. In the absence of this detail, a recommendation of refusal is made. The Council's Drainage Engineer has acknowledged these comments and has supported this approach. The Environment Agency have chosen not to object in principle subject to an appropriate drainage strategy being put in place, however they do refer to the NPPF requirement that the Local Planning Authority should be satisfied that the site can be delivered without increasing flood risk elsewhere.

Following the refusal of the previous planning application, and on-going concerns in relation to the proposed drainage scheme, extensive discussions have been carried out with the applicant's drainage consultant. The concerns in relation to the condition of the discharge point, the ability to discharge and in respect to future maintenance liabilities remained. The Council's Engineer also raised concerns in regard to the topography of the site and whether it mainly discharges to the proposed discharge point, as suggested, the resulting right to discharge to this point, the failure to take into account a pond to the south of the site and what contributions adjoining land may have on runoff, and also the likelihood of whether the proposed attenuation features would work satisfactorily. As a result of these concerns and discussions, more detailed information was supplied in support of the proposed drainage strategy. This included the carrying out of a topographical survey on site, provision of more detailed calculations in respect to attenuation, including indicative positions for these features. In respect to right to discharge, it is advised that this would enter into an existing drainage system under Highway Authority responsibility. It is advised that there is an existing right to discharge, which should be able to continue as runoff would be collected from the same area and controlled to a discharge rate of 6l/s, reduced from previously proposed 9.25l/s, which is below the existing calculated greenfield runoff rate. It is also indicated that the Highway Authority are aware of the proposal to discharge to this point and have raised no objections so far. Future maintenance is proposed via adoption, where possible, or via a private management agreement.

In considering the additional information, the Council's Engineer, has accepted the conceptual drainage strategy and raises no objection to the proposals. It is advised that there are still some issues that would need to be addressed at detailed design stage, such as the carrying out of infiltration testing to ascertain whether infiltration SuDS could be adopted in principle and the carrying out of further investigation in respect to the drainage of the area referred to as a pond, however the submitted indicative drainage strategy is considered to appropriately address the drainage issues on site and satisfactorily demonstrate that surface water runoff can be dealt with properly. Furthermore, as the strategy includes the full attenuation of the site, there is the possibility of an improved strategy being able to be implemented, subject to further investigation of infiltration techniques at detailed design stage. Overall, it is considered that sufficient information has now been provided to recommend approval of the scheme at outline stage, with a full drainage strategy to be approved at reserved matters stage.

Wessex Water have commented in respect to foul drainage and water supply to the site. There are some capacity issues with a foul sewage connection to the south of the site, however subject to detail, it could be possible to connect to an existing public system to the west. It is confirmed that this could be for foul water only and not surface water drainage, an issue that has been addressed above. Wessex Water have also commented on the requirements for connecting to the water supply network. While connection is feasible, further negotiations will be required with Wessex Water. These comments do not raise any objections but they will be referred to in an informative.



## **Highway Safety**

A number of objections have been received in respect to the potential impact on highway safety in the area, particularly due to the relative narrow width of Foldhill Lane by the site and the potential increase in traffic movements within the locality.

It should be noted that the proposed access arrangements and layout of the site are not included within this outline application, being reserved for later consideration. Nonetheless, the County Highway Authority have considered the proposed development and its likely impact on highway safety, as well as reviewing the indicative layout. Firstly, it is confirmed that Foldhill Lane is a classified, un-numbered road subject to national speed limit in the vicinity of the proposed site entrance, changing to 30mph to the south of the site. In assessing highway safety, it is advised that there has previously been one recorded accident in the vicinity of the site, involving a motor vehicle and a cyclist, however this has been viewed as a one off accident and therefore not considered to be a recurring accident issue in the immediate vicinity. The proposed development is expected to generate in the region of 30 peak hour trips, which is considered not to generate a severe impact on the existing highway network. It is proposed to provide vehicular splays of 2.4m by 82m, which is in line with the requirement for the speed of a 40mph road. Despite the proposed access being within a road subject to the national speed limit, a speed survey has been undertaken at the request of the Highway Authority, and the findings of this indicate that the proposed visibility is suitable in this case. As such, the County Highway Authority have raised no objections on highway safety grounds.

The Highway Authority have also considered the indicative layout and are satisfied that there appears to be sufficient space to provide the appropriate road widths, turning heads and required levels of parking, etc. No further concerns are raised at this point, with full details to be considered at the technical stage.

## **Residential Amenity**

The site lies within open countryside and is not related to any non-residential use that would be considered to have any adverse impact on future residents, in the event of planning permission being granted. Similarly, the proposed development is not considered to have any adverse impact on residents within the nearest residential development to the south. One contributor has referred to the possibility of overlooking as a result of the elevated ground, however the distance from properties to the south is in excess of 50 metres and is separated by the heavily planted former railway land.

Any impact on local residents as a result of this proposal is more likely to occur during the short term construction phase. In order to reduce any adverse impact, a condition will be imposed requiring a Construction and Environmental Management Plan (CEMP) to cover work hours, vehicle movements, parking, etc.

## **Public Rights of Way**

A public right of way passes to the south and east of the site. The eastern footpath is actually within the application site and would appear to be obstructed by the proposed development as shown on the indicative site layout. The County Rights of Way Officer has commented on the proposal and while raising no objections in principle, has advised that the applicant will need to revise the layout or apply for a footpath diversion. Either way, it is noted that any grant of planning permission does not infer any right to obstruct the footpath. As this proposal is at outline stage, there is scope for this matter to be addressed and it does not present a reason for refusal.

## **Ecology**

The Council's Ecologist has assessed the habitat surveys carried out on site and is content that no significant wildlife issues were identified. The Ecologist has also referred to a conversation with a member of the public, who was under the impression that there may be rare plant species within the site. Having visited the site and noted a lack of presence of any such plants and also noting that the site is currently in agricultural use and has been recently ploughed and tilled, no further issues have been identified. A condition has however been recommended requiring biodiversity enhancements, such as appropriate native species planting and provision of bird boxes.

## **Archaeology**

The site is located close to the medieval town and in a landscape where Roman and Prehistoric remains are likely to be present. Despite this, the County Archaeologist is content that this matter can be addressed by a condition requiring the archaeological investigation of the site and the provision of a report on any discoveries.

## **Sustainable Energy**

The Council's Climate Change Mitigation does not support the proposal as no reference has been made to the provision of renewable energy generation, which is requirement for Building Control purposes. Concerns have also been raised in relation to the indicative layout as the orientation of many of the properties limits the use of solar PV apparatus. While these concerns are acknowledged, there are no policy grounds to object on this basis. Furthermore, the application is only at outline stage so there is still an opportunity to address these issues at reserved matters.

## **Planning Obligations**

The SSDC Community, Health and Leisure department have sought contributions towards local and strategic outdoor playing space, sport and recreation facilities of £172,324 (£4,924 per dwelling).

The County Education Department have identified a shortage of primary school and pre-school places locally, with the need for an additional 7 primary school places and 1 pre-school places resulting from the proposed development. At a cost of £12,257 per place, development contributions of £98,056 are sought.

It is proposed that the development will meet the District Council's requirement for 35% affordable housing, although no information has been provided at this stage in respect to the split of rents, mix of housing types or location of affordable units within the site. The Council's Strategic Housing Team have identified a requirement for 12 affordable units, with a split of 2/3 social rent (8 units) and 1/3 shared ownership or other intermediate solutions (4 units). Further discussions will be required before reserved matters stage to assess the property types required based on data from the Housing Register. The provision of appropriate levels of affordable housing will need to be factored into any S106 agreement.

Should consent be granted, a Section 106 agreement will be required to address these matters identified above.

## **Environmental Impact Assessment**

The proposal falls within the scope of Schedule 2 of the Town and Country Planning

(Environmental Impact Assessment) Regulations 2011. Accordingly, a screening decision was made by the Local Planning Authority, following submission of the previous application (14/01702/EIASS). The basic test of the need for Environmental Impact Assessment in a particular case is the likelihood of significant environmental effects on the environment. It was determined that in this case an Environmental Impact Assessment was not required.

## **Conclusion**

The site is located beyond the developed edge of Martock, and it is noted that the strategic housing target of 230 dwellings in the Local Plan period have already been exceeded. This figure is a target, not a maximum and the provision of an additional 35 dwellings is not considered sufficiently harmful to refuse permission. The issues of landscape character and drainage are now also considered to be adequately resolved and full consideration has been given to highway safety matters, with no cause for objection identified at this stage.

## **RECOMMENDATION**

The application be approved subject to:-

- i. The prior completion of a section 106 planning obligation (in a form acceptable to the Council's solicitor(s)) before the decision notice granting planning permission is issued, to secure the following:
  - (a) The agreed contribution towards the provision of sport, play and strategic facilities (to the satisfaction of the Local Planning Authority).
    - £96,728 towards local facilities.
    - £41,995 towards strategic facilities.
    - £31,895 as a commuted sum towards local services.
    - £1,706 as the Community, Health and Leisure Service administration fee;
  - (b) Ensure at least 35% of the dwellings are affordable with a tenure split of 67:33 in favour of rented accommodation over other intermediate types (to the satisfaction of the Local Planning Authority);
  - (c) Contribution towards education of £98,056 to provide an additional 7 primary school places and 1 pre-school place;
  - (d) S106 Monitoring fee based on 20% of the outline application fee.

and;

- ii. conditions, as set out below:

01. Notwithstanding the local concerns, the provision of up to 35 houses in this sustainable location would contribute to the council's housing supply without demonstrable harm to archaeology, residential amenity, highway safety, ecology or visual amenity, and without compromising the provision of services and facilities in the settlement. As such the scheme is considered to comply with the policies of the South Somerset Local Plan (2006-2028) and the aims and objectives of the National Planning Policy Framework.

**SUBJECT TO THE FOLLOWING:**

01. Details of the access, appearance, landscaping, layout and scale (herein after called the "reserved matters") shall be submitted to and approved in writing by the local planning authority before any development begins and the development shall be carried out as approved.

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

02. Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission and the development shall begin no later than 3 years from the date of this permission or not later than 2 years from the approval of the last "reserved matters" to be approved.

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

03. The site hereby approved for development shall be as shown on the submitted location plans '14022-1 Rev B' and '14022-2 Rev G', received 10th September 2014.

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

04. The residential component of development hereby approved shall comprise no more than 35 dwellings. Furthermore, there shall be no housing developed to the north of the 37m contour line and those houses that may be developed at the northern built edge shall not exceed 1.5 stories, as indicated on location plans '14022-1 Rev B' and '14022-2 Rev G', received 10th September 2014.

Reason: To ensure that the level and density of development is appropriate to the location and commensurate with levels of contributions sought in accordance with policies SS6, EQ2 and EQ5 of the South Somerset Local Plan (2006-2028) and the provisions of chapters 7, 11 and the core planning principles of the National Planning Policy Framework.

05. No work shall commence on the development site until a surface water scheme (including highways drainage), and land drainage scheme for the site, has been submitted to and approved in writing by the Local Planning Authority, in conjunction with the Parrett Internal Drainage Board. The surface water drainage scheme for the site, shall be based on the hydrological and hydrogeological context of the development and shall include details of gullies, connections, soakaways and means of attenuation on site. The scheme shall subsequently be implemented in accordance with the approved details before any part of the development hereby permitted is first brought into use. Following its installation such approved scheme shall be permanently retained and maintained thereafter.

Reason: To prevent the increased risk of flooding, in the interests of highway safety, to improve and protect water quality, improve habitat and amenity, and ensure future maintenance of the surface water drainage system, in accordance with policies TA5, EQ1, EQ4 and EQ7 of the South Somerset Local Plan and the provisions of chapters 4, 10 and 11 of the National Planning Policy Framework.

06. No development approved by this permission shall be occupied or brought into use until a scheme for the future responsibility and maintenance of the surface water drainage system has been submitted to and approved by the Local Planning Authority. The

approved drainage works shall be completed and maintained in accordance with the details and timetable agreed.

Reason: To prevent the increased risk of flooding, to improve and protect water quality, improve habitat and amenity, and ensure future maintenance of the surface water drainage system, in accordance with policies TA5, EQ1, EQ4 and EQ7 of the South Somerset Local Plan and the provisions of chapters 4, 10 and 11 of the National Planning Policy Framework.

07. Before the development hereby permitted is commenced, foul water drainage detail 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 any part of 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 satisfactory drainage at the site and for the prevention of flood risk, in accordance with saved policy EU4 of the South Somerset Local Plan.

08. The proposed development shall be served by a new access constructed in accordance with drawings no. '14022-2 Rev G', to be submitted to the Highway Authority for review.

Reason: In the interests of highway safety, in accordance with policy TA5 of the South Somerset Local Plan (2006-2028) and the provisions of Chapter 4 of the National Planning Policy Framework.

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

Reason: In the interests of highway safety, in accordance with policy TA5 of the South Somerset Local Plan (2006-2028) and the provisions of Chapter 4 of the National Planning Policy Framework.

10. The development hereby permitted shall not be commenced until parking spaces in accordance with Somerset County Council parking standards have been provided and constructed within the site in accordance with details which shall have been submitted to and approved in writing by the Local Planning Authority. Such parking and turning spaces shall be kept clear of obstruction at all times and shall not be used other than for the parking and turning of vehicles in connection with the development hereby permitted.

Reason: In the interests of highway safety, in accordance with policies TA5 and TA6 of the South Somerset Local Plan (2006-2028) and the provisions of Chapter 4 of the National Planning Policy Framework.

11. The development hereby permitted shall not be commenced until a properly consolidated and surfaced access shall be constructed (not loose stone or gravel) details of which shall have been submitted to and approved in writing by the Local Planning

Authority. The access shall be constructed in accordance with the agreed design and shall be maintained in the agreed form thereafter at all times.

Reason: In the interests of highway safety, in accordance with policy TA5 of the South Somerset Local Plan (2006-2028) and the provisions of Chapter 4 of the National Planning Policy Framework.

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

Reason: In the interests of highway safety, in accordance with policy TA5 of the South Somerset Local Plan (2006-2028) and the provisions of Chapter 4 of the National Planning Policy Framework.

13. There shall be no obstruction to visibility greater than 600 millimetres above adjoining road level forward of a line drawn 2.4 x 82 metres back and parallel to the nearside carriageway edge over the entire site frontage. Such visibility shall be fully provided before works commence on the development hereby permitted and shall thereafter be maintained at all times.

Reason: In the interests of highway safety, in accordance with policy TA5 of the South Somerset Local Plan (2006-2028) and the provisions of Chapter 4 of the National Planning Policy Framework.

14. Prior to the commencement of the development, a Measures Only Travel Plan is to be submitted to and approved in writing by the Local Planning Authority. Such Travel Plan should include soft and hard measures to promote sustainable travel as well as targets and safeguards by which to measure the success of the plan. There should be a timetable for implementation of the measures. The measures should continue to be implemented as long as any part of the development is occupied.

Reason: In the interests of highway safety, in accordance with policies TA4 and TA5 of the South Somerset Local Plan (2006-2028) and the provisions of Chapter 4 of the National Planning Policy Framework.

15. A detailed landscape strategy, including a tree and hedge protection plan to BS5837, shall be submitted with the onsite landscape proposals, to be approved in writing by the Local Planning Authority. Such approved scheme of landscaping shall be carried out in the first planting and seeding season following the occupation of any part of the development hereby permitted 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: In the interests of visual amenity, in accordance with policies EQ2 and EQ5 of the South Somerset Local Plan (2006-2028) and the provisions of chapters 7 and 10 of the National Planning Policy Framework.

16. Details of measures for the enhancement of biodiversity shall be submitted to and approved in writing by the Local Planning Authority. The biodiversity enhancement measures shall be implemented in accordance with the approved details before any part



of the development hereby permitted is first brought into use, unless otherwise approved in writing by the local planning authority.

Reason: For the enhancement of biodiversity in accordance with saved policy EQ4 of the South Somerset Local Plan (2006-2028) and the provisions of chapter 11 of the National Planning Policy Framework.

17. 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, involving geophysical survey, trial trenching and excavation, which has been submitted by the applicant and approved by the Local Planning Authority.

Reason: To ensure the adequate opportunity is afforded for investigation of archaeological or other items of interest, in accordance with the provisions of chapter 12 of the National Planning Policy Framework.

18. In the event that contamination is found at any time when carrying out the approved development it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken, and where remediation is necessary a remediation scheme must be prepared, which is subject to the approval in writing of the Local Planning Authority. This must be conducted in accordance with DEFRA and the Environment Agency's 'Guiding Principles for Land Contamination'.

Reason: In the interests of environmental health and to prevent pollution of the water environment, in accordance with policy EQ7 of the South Somerset Local Plan (2006-2028) and the provisions of Chapter 10 and the core planning principles of the National Planning Policy Framework.

19. 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. 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, specific measures to be adopted to mitigate construction impacts in pursuance of the Environmental Code of Construction Practice, pollution prevention measures 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: To safeguard residential amenity and highway safety, in accordance with policies TA5 and EQ7 of the South Somerset Local Plan (2006-2028) and the provisions of Chapter 4 and the core planning principles of the National Planning Policy Framework.

#### **Informatives:**

01. You are reminded of the comments of the Council's Climate Change Officer dated 19th September 2014, which is available on the council's web-site.
02. You are reminded of the contents of the Environment Agency's letter of 8th October 2014, which is available on the council's web-site.
03. You are reminded of the contents of the County Highway Authority's letter of 2nd December 2014, which is available on the council's web-site.

04. You are reminded of the comments of the Council's Engineer dated 10th March 2015, which is available on the council's web-site.
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