

Application No:	3/39/18/009
Parish	Williton
Application Type	Outline Planning Permission
Case Officer:	Bryn Kitching
Grid Ref	Easting: 307932 Northing: 141777
Applicant	The Wyndham Estate
Proposal	Outline planning application (with all matters reserved except access) for the erection of approximately 90 dwellings, creation of vehicular access, provision of open space and other associated works.
Location	Land to the East of Aller Mead, Doniford Road, Williton TA4 4RE
Reason for referral to Committee	The application is for a significant development

Recommendation

Recommended decision: Grant

Recommended Conditions

- 1 Approval of the details of the (a) layout (b) scale (c) appearance and (d) landscaping of the site (hereinafter call 'the reserved matters') shall be obtained from the Local Planning Authority in writing before any development is commenced.

Application for approval of the reserved matters shall be made to the Local Planning Authority not later than the expiration of three years from the date of this permission. The development hereby permitted shall be begun not later than the expiration of two years from the approval of the reserved matters, or, in the case of approval on different dates, the final approval of the last such matter to be approved.

Reason: This is an outline permission and these matters have been reserved for the subsequent approval of the Local Planning Authority, and as required by Section 92 of the Town and Country Planning Act 1990 (as amended).

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

(A3) DRNO 41064/5501/SK02 PROPOSED PRIMARY SITE ACCESS JUNCTION

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

- 3 There shall be no obstruction to visibility greater than 600 millimetres above adjoining road level in advance of lines drawn 2.4 metres back from the carriageway edge on the centre line of the access and extending to points on the nearside carriageway edge 43 metres either side of the access. Such visibility shall be fully provided before the development hereby permitted is commenced brought into use and shall thereafter be maintained at all times.

Reason: To ensure suitable visibility is provided and retained at the site access, in the interests of highway safety.

- 4 The proposed estate roads, footways, footpaths, tactile paving, cycleways, bus stops/bus lay-bys, verges, junctions, street lighting, sewers, drains, retaining walls, 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: To ensure that the proposed estate is laid out in a proper manner with adequate provision for various modes of transport.

- 5 No dwelling shall be occupied until such time as the works to extend the 30mph limit as identified in the Transport Assessment and shown on Drawing Number (A3) DRNO 41064/5501/SK02 PROPOSED PRIMARY SITE ACCESS JUNCTION have been carried out.

Reason - In the interests of highway safety.

- 6 No development shall commence unless a Construction Environmental Management Plan has been submitted to and approved in writing by the Local Planning Authority. The works shall be carried out strictly in accordance with the approved plan. 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;
- A scheme to encourage the use of Public Transport amongst contractors; and
- Measures to avoid traffic congestion impacting upon the Strategic Road Network.

- Wheel washing facilities for construction vehicles leaving the site.

Reason - In the interests of highway safety

- 7 The proposed roads, footpaths and turning spaces where applicable, shall be constructed in such a manner as to ensure that each dwelling/building 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.

- 8 No development shall be commenced until details of the surface water drainage scheme based on sustainable drainage principles together with a programme of implementation and maintenance for the lifetime of the development have been submitted to and approved in writing by the Local Planning Authority. The drainage strategy shall ensure that surface water runoff post development is attenuated on site and discharged at a rate and volume no greater than greenfield runoff rates and volumes. Such works shall be carried out in accordance with the approved details.

These details shall include: -

- Detailed drainage layout drawings that demonstrate the inclusion of SuDS, where appropriate, and location and size of key drainage features;
- Drainage calculations that demonstrate there will be no surface water flooding up to the 1 in 30 year event, and no increased risk of flooding as a result of development between the 1 in 1 year event and up to the 1 in 100 year event and allowing for the potential effects of climate change;
- Consideration of the risk of water backing up the drainage system from any proposed outfall and how this risk will be managed without increasing flood risk to the site or to people, property and infrastructure elsewhere, noting that this also includes failure of flap valves;
- Demonstration of how the first 5mm of rainfall (or 'first flush') will be managed to promote infiltration/evaporation/evapotranspiration, and with focus on the removal of pollutants;
- Confirmation of the proposed methods of treating surface water runoff to ensure no risk of pollution is introduced to groundwater or watercourses both locally and downstream of the site, especially from proposed parking and vehicular areas;
- Demonstration of how natural overland flow paths and overland flows from outside of the site boundary have influenced the development layout and design of the drainage system;
- Description and drawing demonstrating the management of surface water runoff during events that may temporarily exceed the capacity of the drainage system;
- Confirmation of agreement in principle of proposed adoption and maintenance arrangements for the surface water drainage system;
- Details of phasing (where appropriate) and information of maintenance of drainage systems during construction of this and any other subsequent

- phases.
- Demonstration that appropriate access is available to maintain drainage features, including pumping stations.
- A management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by an appropriate public body or statutory undertaker, management company or maintenance by a Residents' Management Company and / or any other arrangements to secure the operation and maintenance to an approved standard and working condition throughout the lifetime of the development

If the results of infiltration testing indicate that infiltration will provide a feasible means of managing surface water runoff, an alternative drainage strategy must be submitted to the Council for review and approval. Best practice SUDS techniques should be considered and we promote the use of combined attenuation and infiltration features that maximise infiltration during smaller rainfall events.

Reason: To ensure that the development is served by a satisfactory system of surface water drainage and that the approved system is retained, managed and maintained in accordance with the approved details throughout the lifetime of the development, in accordance with paragraph 17 and sections 10 and 11 of the National Planning Policy Framework, Paragraph 103 of the National Planning Policy Framework and the Technical Guidance to the National Planning Policy Framework (March 2015).

- 9 The details submitted in accordance with condition 1 of this planning permission shall include Finished Floor Levels of each dwelling and shall be no lower than 22.39 metres AOD

Reason - To limit the impact of flood risk on the development.

- 10 The development hereby permitted shall not be commenced until a dormouse nest tube survey has been undertaken between April and November

Reason - To ascertain an estimation of the population of dormice on site and to inform the dormouse licence application.

- 11 The development hereby permitted shall not be commenced until an otter and water vole survey and badger survey has been undertaken no more than 6 months prior to construction works.

Reason - To ascertain accurate and up to date usage of the stream by, otters and water voles and accurate use of the site by badgers.

- 12 The development hereby permitted shall not be commenced until details of a strategy to protect wildlife has been submitted to and approved in writing by the Local Planning Authority. The strategy shall be based on the advice of Blackdown Environmental's submitted reports, dated February 2018 and up to date surveys and include:

1. Details of protective measures to include method statements to avoid impacts on protected species during all stages of development;
2. Details of the timing of works to avoid periods of work when the species could be harmed by disturbance
3. Measures for the retention and replacement and enhancement of habitat and places of rest for wildlife
4. A Construction Ecological Management Plan (CEMP) and a
5. Landscape and Ecological management plan (LEMP)
6. Details of lighting
7. Arrangements to secure the presence of a licenced dormouse worker to be present to monitor the removal of hedging on site

Once approved the works shall be implemented in accordance with the approved details and timing of the works unless otherwise approved in writing by the Local Planning Authority and thereafter the resting places and agreed accesses for dormice, bats and birds shall be permanently maintained. The development shall not be occupied until the scheme for the maintenance and provision of the new dormice, bird and bat boxes and related accesses have been fully implemented

Reason: To protect wildlife and their habitats from damage bearing in mind these species are protected by law.

- 13 The details submitted in accordance with condition 1 of this planning permission shall include full details of the proposed children's play area including the layout of the area and the equipment to be installed. The approved details shall be implemented and made available for use by the public prior to the occupation of the 40th dwelling hereby permitted and shall thereafter be maintained as such.

Reason: To ensure that adequate children's play facilities are provided as part of the development.

- 14 The planting details submitted pursuant to condition 1 of this permission shall include a phasing programme for the implementation of the landscaping for a period of five years after the completion of each landscaping scheme, the trees and shrubs shall be protected and maintained in a healthy weed free condition and any trees or shrubs that cease to grow shall be replaced by trees or shrubs of similar size and species or the appropriate trees or shrubs as may be approved in writing by the Local Planning Authority.

Reason: To ensure that the proposed development does not harm the character and appearance of the area

Informative notes to applicant

1 STATEMENT OF POSITIVE WORKING

In determining this application the Local Planning Authority considers it has complied with the requirements of paragraph 38 of the National Planning Policy Framework. Pre-application discussion and correspondence took place between the applicant and the Local Planning Authority, which positively informed the design/nature of the submitted scheme. During the consideration of the application issues were raised. The Local Planning Authority contacted the applicant and sought amendments to the scheme to address the issue and further information was submitted. For the reasons given above and expanded upon in the planning officer's report, the application was considered acceptable and planning permission was granted.

Proposal

Outline planning application (with all matters reserved except access) for the erection of approximately 90 dwellings, creation of vehicular access, provision of open space and other associated works.

The application includes an illustrative master plan which shows:

- A mix of detached and semi detached dwellings at single and two storey,
- Main vehicular access off Doniford Road,
- Opportunity for pedestrian/vehicular access through Aller Mead,
- Footpath/cycleway connections through the site including a link through to Watery Lane,
- Surface water attenuation on the northern boundary of the site,
- Public open space and equipped play area in the meadow to the south,
- Landscape screening along the eastern site boundary,
- Green space throughout.

The application is accompanied by the following reports and documents:

- Illustrative Masterplan (Thrive drawing SAVI170105 IMP-01 Rev D)
- Junction design (Peter Brett Associates drawing 41064-5501-SK03)
- Topographical Survey (Lewis Brown drawing X16369_B_2D_SX)
- Design and Access Statement (Thrive)
- Statement of Community Involvement (Savills)
- Transport Assessment & Travel Plan (Peter Brett Associates)
- Flood Risk Assessment (Peter Brett Associates)
- Landscape and Visual Impact Assessment including a Representative Views and Maps Report. (Richard Sneesby Landscape Architects)
- Ecological Survey Report (Blackdown Environmental)
- Biodiversity Mitigation and Enhancement Plan (Blackdown Environmental)

- Ground Conditions Desk Study (Gown Engineers)
- Archaeological Desk Based Assessment (Savills)

Site Description

The application site extends to 4.04 hectares located to the north of the village of Williton and accessed from Donniford Road at the point where it becomes Liddymore Lane.

This parcel of land includes and extends beyond the confines of land allocated for mixed development under West Somerset Local Plan 2032 (Policy W12) and is situated immediately to the east of Aller Mead, a residential development that similarly forms part of the Allocated provision under Policy W12.

To the south of the application site is the public footpath WL 28/3 (Watery Lane). Watery Lane connects with Donniford road to the west, via Aller Mead and to the housing developments served by Long Lakes and Whitecroft to the south and in turn the Williton Industrial Estate.

Relevant Planning History

There is no relevant planning history to the application site. The adjoining development at Aller Mead was approved under planning application reference 3/39/12/025.

The site is allocated in the West Somerset Local Plan 2032 by Policy W12 as one of the 3 key strategic development allocations for sites for mixed use development. The policy states:

“Within the areas identified on the policies map to the west and north of Williton, mixed development will be delivered subject to an indicative masterplan incorporating:

- approximately 406 dwellings, and;
- approximately 3 hectares of appropriate and compatible, non-residential uses.
- enhancement of the designated heritage asset Battlegore Barrow Cemetery and its setting should take place. The site should be enhanced to ensure its use as a communal asset and contribute positively to the community. This should be achieved through landscaping, public access, appropriate use of the site and the implementation of a management plan agreed with Historic England.

The development must be facilitated by the appropriate integrated provision of transport, community and flood risk management infrastructure to include walking and cycling links connecting the new development with the village centre.

Consultation Responses

Williton Parish Council –

Further to our conversation, please find below a copy of the comments that Williton Parish Council would request regarding planning application 3/39/18/009

- Extend pedestrian access to Casino Road
- Consider flooding issues, with proper consideration at planning stage
- Access on and off the site – for emergency and public vehicles
- Visibility needs to be properly maintained, with line of sight
- Would not want the adoption of roads to become an issue
- Would like a good proportion for local and first time buyers

Highways Development Control –

Initial Comments - 10 July 2018

I refer to the above-mentioned planning application received on 15 May 2018 and have the following observations on the highway and transportation aspects of this proposal. I apologise for the delay in our response.

The outline application with all matters reserved except for access is for the development of up to residential 90 dwellings. The proposal sits off a classified Liddymore Lane on the northern edge of Williton.

It is accepted that the proposed visibility splays of 2.4m x 43m in both directions is appropriate subject to the extension of the 30mph speed limit as proposed by the applicant. The proposal would generate a substantial increase in vehicular movement onto the local highway, between 540-720 movements per day.

Transport Assessment

The submitted application included a Transport Assessment in support of this application. This has since been assessed which has raised significant concerns which can be found below.

A 2011 census was used to determine development traffic which is deemed suitable in this instance. For auditing purposes, the trip distribution/assignment should usually be displayed on a traffic flow diagram figure. This TA has included a table that has displayed the distribution however has not included a flow diagram.

Should a revised TA be produced, distribution should be illustrated on the traffic flow diagram features.

The TEMPro Growth Factor for the PM Peak in the period 2017-2019 has predicted a growth on the local highway network of 11%. A review of this has found the expected growth factor to be approximately 2.5%. Due to this issue, the PM peak

junction capacity assessment results are not considered robust. Therefore it is considered that the results of the junction capacity assessments in the PM peak period are unrealistic. The applicant should note that TEMPro v7.2 is the most recent and up-to date version which should be used.

The TA has shown that in the year 2024 without the development, that the A39 Long Street / North Street / Fore Street junction and A358 High Street / Fore Street / Bank Street junction will already be operating at or slightly over capacity, however, evidently traffic generated by the proposed development will worsen the operation of these two junctions. The TA has not mentioned any mitigation or improvements to lessen the traffic impact on these junctions.

The junction capacity assessment results for the A39 Long Street / North Street / Fore Street junction and the operation of the A358 High Street / Fore Street / Bank Street junction are predicted to significantly exceed their theoretical Ratio-of-Flow Capacity (RFC) and will result in increases to the Max PCU Queue on some of the junction arms. The result of this may lead to 'rat-running' on streets that are unsuitable to significant increases in traffic due to their residential nature and on-street parking.

The TA has noted that queue length surveys were conducted at the three existing junctions. The raw data from these surveys were not included in the Appendix and therefore the auditor was not able to validate the base survey year capacity assessment results. The AM & PM peaks were also unable to be correctly identified.

The TRICs database has been used to derive trip rates. Locations of large populations have better public transport links and amenities/employment opportunities that are with walking & cycling distances. Therefore the trip rate derived from TRICS is considered unrepresentative of Willton and the surrounding area. Therefore the applicant would need to revise the trip rates from the TRICs database that show a better representation of the proposed development site.

Access

The proposal put forward is for a simple priority junction arrangement on Doniford Road which in this instance is considered acceptable.

It is also noted that there is a desire to link Aller Mead creating a secondary access for the development that will reduce the number of turning vehicles. It is to our understanding that our Public Rights Of Way team have provided comments on this application which should be considered within the planning balance.

A basic swept path analysis has been provided on drawing 41064/5501/SK03 for the internal estate roads which is not to scale. No swept path analysis has been provided at this time for the proposed new simple priority T junction. Swept path drawings should be provided based on the largest associated vehicle expected to use the junction at a scale of 1:200. This is required to ensure that refuse, delivery and other vehicles can safely and adequately access the dwellings.

The proposed 6m swept path drawings and 5.5m access road to be provided are acceptable to the Highway Authority subject to the swept path drawings.

It is noted from the drawings provided that a footpath will be provided continuing on from the existing footpath that goes through the adjacent development. This is likely to be acceptable to the Highway Authority. Further detail will be required on how it will re-join Doniford Road to the north.

An uncontrolled crossing should be provided across the access with appropriate tactile paving and suitable and sufficient visibility splays.

There is an open drainage channel to the eastern side of Doniford Road over which the proposed footpath will have to cross at the northern end of the site. It is also noted that the proposed new footpath will run parallel to this open watercourse. A suitable and sufficient pedestrian restraint system alongside the proposed new footpath and on either side of any structure being provided to link the footpath at the northern end of the site back in to the existing public highway will be required.

No details of the proposed carriageway have been provided to demonstrate that suitable gradients, surface water, drains/gullies, etc can be achieved. Additional drawings would be required for this purpose, especially if there is a desire for this to become adopted public highway.

Drawings will be required at the detailed design stage indicating the location of all signs and road markings along with a signs schedule to indicate the size of signs, posts, mounting heights etc.

The designer must submit a comprehensive set of traffic management drawings and sign schedules for approval by the SCC area traffic engineer.

It was noted from the site visit that there is an existing open water course running alongside Doniford Road on the same side as the proposed development. This is likely to require culverting along with the appropriate headwalls etc. to allow the free flow of water in the channel. Suitable and sufficient battered verges with level grass margins will also be required to support the construction of the new access road and minimise the potential for errant vehicles to enter the watercourse. Full construction details will be required at the Detailed Design stage along with a typical cross section and long section.

The design of landscaping within the highway limits shall be carried out in consultation with appropriate specialists. Somerset County Council will consider that maintenance implications and where the responsibility for maintenance is passed to a third party, maintenance standards must be agreed. The enhancement of the standard of planting through the use of floral displays and shrubbery must be through agreement with the Highway Authority and must in no way compromise visibility or safety.

Drawings will need to be submitted at the Detailed Design stage showing the location and depth of all public and private services affected by the works.

As a consequence, no works will be able to commence until such time where the Highway Authority are satisfied that all necessary utility works have been secured.

Estate Roads

An indicative layout has been provided, but this has not been assessed at this time. The proposed estate road layout will require detailed review as part of any future reserved matters application. The suitability of the estate roads for possible future adoption cannot be taken at this time however the Highway Authority would advise the applicant to consult Estate Road design guidance for Somerset.

Parking

The applicant has proposed 225 parking spaces to accommodate the proposed development, however the number of bedrooms per dwellings have not been specified at this stage.

The optimal parking provision for developments is set out in the adopted Somerset County Council Parking Strategy (SPS).

In addition, safe and secure cycle parking will be required, at a rate of one space per bedroom. The applicant should ensure that the appropriate facilities are provided within the design submitted at the reserved matters stage. The provision of motorcycle parking and suitable facilities for electric vehicle charging should also be addressed in any future detailed application.

Drainage

A Flood Risk Assessment (FRA) prepared by Peter Brett Associates was submitted in support of this application, and has been reviewed by the Highway Authority's drainage engineer in terms of the possible effect on the existing and prospective public highway.

It will be necessary to culvert the existing minor watercourse running along the eastern side of Liddymore Lane to accommodate the provision of the proposed vehicular access junction serving the development. The length of the culverting will be determined as part of the technical approval of the junction. It should also be noted that there is a water main running within the development land parallel to the boundary with Liddymore Lane which may need to be permanently lowered, protected or diverted to enable the access road to be constructed.

Wessex Water sewer records indicate the presence of a 300mm diameter Combined Sewer Overflow routed through the south eastern corner of the development land which may be encountered when constructing the on-site sewers or the internal estate roads.

Travel Plan

An Residential Travel Plan was submitted as part of the application, and this has been reviewed and there are a number of issues identified as below but not limited to, that will require addressing to achieve an acceptable Travel Plan (TP).

The key points that require addressing are:

- A Travel Plan fee must be included, in accordance with the adopted SCC Policy.
- A list of measures must be included within the Travel Plan. Cycling has been mentioned, which needs to be safe, secure, sheltered and accessible. Green Travel Vouchers should be made available for up to 3 tenures over 5 years. The applicant should note Car Share Somerset no longer exists. Please refer to liftshare.com.
- Whilst some measures have been included, the following also need to be added and discussed: Electric Vehicle Charging points; ATC's; Travel Plan
- Management Fund (for promotional events); Website; Car Parking; Motorcycle Parking; Visitor Parking.
- The Travel Plan Coordinator (TPC) or manager function has been identified but only the basic responsibilities identified and committed to. This must be enhanced and included within the TP.
- The TPC function must be in place from 3 months prior to first occupation for a monitoring period of 5 years after 80% occupation.
- The hours and budget of the TPC must be a commitment within the TP, as this will be secured via s106.
- Targets will be agreed and secured as part of the TP and secured by s106.
- A safeguard sum must be secured within the TP, in the event that targets are not achieved.

It is therefore anticipated that an amended TP will be provided to address these issues.

Conclusions

On balance of the above the results from the assessed junctions are likely to significantly exceed their capacity, will result in stacking on the junction arms and encourage 'rat-running' on nearby streets that are considered unsuitable to deal with significant increase in traffic due to their residential nature.

The applicant should therefore be requested to provide a revised TP and TA to include mitigation measures to address the concerns raised above. Should the information not be forthcoming from the applicant it may be necessary to recommend refusal for this proposal at this stage on lack of information.

Further comments dated 25 October 2018

Following on from our previous comments dated July 10th 2018 and in light of the submitted document by the applicant dated August 10th 2018, the Highway Authority have a clearer understanding on how the proposed development will impact on the local highway network.

However, the Transport Assessment would indicate that the A39 Long Street /

North Street / Fore Street junction and A358 High Street / Fore Street / Bank Street junction will already be operating at or slightly over capacity by the year 2024 without the proposed development. The proposed development will increase the queue lengths at these points and exacerbate the operation of these junctions.

The Highway Authority are satisfied with the proposed visibility splays of 2.4m x 43m in both directions (to the nearside carriageway edge) from the proposed access on the basis that the existing speed limit is appropriately relocated to the north of the site access junction as proposed by the applicant.

If the LPA are satisfied with the proposed development and in the event of planning being approved, the Highway Authority would require that a suitable Travel Plan is agreed and secured under a S106. It is also recommended that the following conditions are attached at this stage:

- There shall be no obstruction to visibility greater than 600 millimetres above adjoining road level in advance of lines drawn 2.4 metres back from the carriageway edge on the centre line of the access and extending to points on the nearside carriageway edge 43 metres either side of the access. Such visibility shall be fully provided before the development hereby permitted is commenced brought into use and shall thereafter be maintained at all times.
- The proposed estate roads, footways, footpaths, tactile paving, cycleways, bus stops/bus lay-bys, verges, junctions, street lighting, sewers, drains, retaining walls, 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.
- The gradients of the proposed drives to the dwellings hereby permitted shall not be steeper than 1 in 10 and shall be permanently retained at that gradient thereafter at all times.
- Provision shall be made within the site for the disposal of surface water so as to prevent its discharge onto the highway, details of which shall have been submitted to and approved in writing by the Local Planning Authority. Such provision shall be installed before first occupation and thereafter maintained at all times.
- The development hereby permitted shall not commence until the developer has applied for a Traffic Regulation Order (TRO) to relocate the existing 30mph speed limit boundary. The TRO shall then be advertised and, if successful implemented at the developer's expense to the satisfaction of the Local Planning Authority prior to commencement of the development.
- 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, details of which shall have been agreed in advance in writing by the Local Planning Authority and fully implemented prior to works commence and thereafter maintained until the completion of the construction.

- No development shall commence unless a Construction Environmental Management Plan has been submitted to and approved in writing by the Local Planning Authority. The works shall be carried out strictly in accordance with the approved plan. 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;
 - A scheme to encourage the use of Public Transport amongst contractors; and
 - Measures to avoid traffic congestion impacting upon the Strategic Road Network.
- The proposed roads, including footpaths and turning spaces where applicable, shall be constructed in such a manner as to ensure that each dwelling before it is occupied shall be served by a properly consolidated and surfaced footpath and carriageway to at least base course level between the dwelling and existing highway.
- There shall be an area of hard standing at least 6m in length (as measured from the nearside edge of the highway to the face of the garage doors), where the doors are of an up-and-over type.

Note

The applicant will be required to secure an appropriate legal agreement/ licence for any works within or adjacent to the public highway required as part of this development, and they are advised to contact Somerset County Council to make the necessary arrangements well in advance of such works starting.

Housing Enabling Officer –

Further to the application above, I would comment as follows.

I am pleased to see that the application provides for 35% Affordable Housing. On a scheme of 90 dwellings, this would equate to the provision of 31 affordable homes which will be sought on site.

I look forward to negotiating the detailed provision in due course. In principle, in terms of bedroom size and design, I would expect to see a broad range of provision which meets the locally assessed housing need and reflects the proposals of the development as a whole.

In terms of tenure, again I would expect to see a broad mix of tenures to meet assessed local housing need. I would anticipate that this would comprise a mix of Shared Ownership, Discounted Open Market sale, Affordable Rent and, most importantly, an element of rented housing offered at social rent levels.

Somerset county council flooding and drainage –

The FRA has not taken account of new climate change guidance issued by the Environment Agency in 2016 when assessing the 1%, 1% (+cc) and 0.1% year flood levels, depths and extents. Once these have been re-assessed, they should be used to inform the masterplanning of the site to ensure “more vulnerable development” is located within the area of the site identified as Flood Zone 1, as well as finished floor levels for the residential units.

The current masterplan shows that area in the north of the site has been set aside for the creation of attenuation to be used as a part of the Surface Water Drainage strategy. We agree in principle with the approaches that have been taken but as stated above the full extent of the floodplain areas onsite need to be confirmed before the layout of the site can be approved.

Due to discrepancies in the FRA, the Applicant should resubmit their calculations and ensure that proposed discharge rates for all events with an annual exceedance probability between 1 in 1 and a 1 in 100 (+40% allowance for climate change) are no more than the equivalent Greenfield rate. Though the applicant has provided detailed calculations for runoff rates, they have not considered runoff volumes. We confirm that the Applicant will not need to demonstrate they are maintaining the existing runoff **volume** if the existing QBar runoff **rate** is maintained for all events up to and including the 1 in 100 year event with 40% allowance for climate change.

In addition to the comments made above, the attenuation volume in the calculations is approximately 2270m³. This is larger than the 863.5m³ stated in the FRA. The Applicant should ensure that their calculations tie up with the statements made in their FRA and should confirm that they have enough space within the site to accommodate their proposed attenuation basin.

Should the Council be minded to grant planning permission, we recommend that the Applicant submits the information requested above, in addition to the following information, within any subsequent reserved matters application:

- Demonstration of how proposed flood risk and resilience measures have been incorporated into the proposed development, including provision of safe access and egress;
- Detailed drawings that demonstrate the inclusion of SuDS, where

appropriate, and location and size of key drainage features;

If the results of infiltration testing indicate that infiltration will provide a feasible means of managing surface water runoff, an alternative drainage strategy must be submitted to the Council for review and approval. Best practice SUDS techniques should be considered and we promote the use of combined attenuation and infiltration features that maximise infiltration during smaller rainfall events.

Somerset County Council Education – No comments received

Wessex Water Authority –

Thank you for consulting us on this outline application. Please find attached an extract from our records showing the approximate location of our apparatus within the vicinity of the site.

Existing Foul Sewerage Infrastructure

The site is crossed by public sewers as indicated on the sewer records. The developer must accurately locate all sewers on site and mark on deposited drawings. The foul sewers have minimum 3m easements either side of the pipe. There must be no building or structure within the statutory easements (including changes to ground levels) and no tree planting within 6 metres. Subject to application and engineering agreement it may be possible to divert sewers (satisfactory hydraulic conditions and network capacity must be maintained). Diversions of public apparatus are at the developer's cost and the applicant should refer to our guidance note DEV014G and our website <https://www.wessexwater.co.uk/Developers/Sewerage/Building-near-sewers/> for further guidance and contacts.

Proposed Sewerage Infrastructure

The proposal is located in a groundwater flood risk area where there is a risk of foul sewer inundation during periods of prolonged wet weather leading to sewer flooding. We are looking to work with the Local Lead Flood Authority to implement a groundwater management strategy and Wessex Water will be seeking higher levels of design and construction to ensure that the proposed drainage is resilient to the impacts of groundwater infiltration when the water table rises.

The site shall be served by separate systems of drainage constructed to current adoptable standards.

Foul Drainage - A foul connection to the 150mm public sewer crossing the site can be agreed. The point of connection to the public sewer is by application and agreement with Wessex Water, who can adopt sewers through a formal agreement subject to satisfactory engineering proposals constructed to current adoptable standards. The developer should contact the local development engineer development.west@wessexwater.co.uk to agree proposals and submit details for technical review prior to construction. For more information refer to Wessex Water's

guidance notes 'DEV011G – Section 104 Sewer Adoption' and 'DEV016G - Sewer Connections'.

Surface Water Drainage - Surface water flows to be disposed of in accordance with Suds Hierarchy and NPPF Guidelines. The applicant proposes on site surface water attenuation with restricted discharge to the local watercourse, which will require the approval of the Lead Local Flood Authority with supporting flood risk measures. Elements of the surface water can be adopted by Wessex Water. Surface water proposals to be agreed at detailed design stage with Wessex Water local development engineers in consultation with LLFA.

Surface Water connections to the public foul sewer network will not be permitted. Land drainage run-off shall not be permitted to discharge either directly or indirectly to the public sewerage system

Water Infrastructure - The site is crossed by a 6" water main to the south and a 3" main to the north west, as indicated on the attached record. The developer must accurately locate all water mains on site and mark on deposited drawings. The mains have minimum 3m easements either side of the pipe. There must be no building or structure within the statutory easements (including changes to ground levels) and no tree planting within 6 metres. Subject to application and engineering agreement it may be possible to divert water mains. Diversions of public apparatus are at the developer's cost and the applicant should refer to our guidance note DEV002G and our website <http://www.wessexwater.co.uk/Developers/Supply/Building-near-a-water-mains/> for further guidance and contacts.

A water supply can be made available to the proposed development with new water mains installed under a requisition arrangement. The point of connection and any necessary network reinforcement will be reviewed upon receipt of a Section 41 Requisition Application. The applicant should consult the Wessex Water website for further information.
www.wessexwater.co.uk/Developers/Supply/Supply-connections-and-disconnections

Environment Agency –

Thank you for referring the above application, which was received on 11 May 2018.

Provided the Local Planning Authority (LPA) is satisfied the requirements of the Sequential Test under the National Planning Policy Framework (NPPF) are met the Environment Agency would have no objection, in principle, to the proposed development subject to the inclusion of conditions which met the following requirements:

CONDITION: Residential development to be located within Flood Zone 1 only.

REASON: To limit the impact of the development on the floodplain.

NOTE: Although the site is located within Flood Zones 1, 2 and 3, at low, medium and high flood risk, the applicant has used a sequential approach for the layout of development locating all residential development in Flood Zone 1 at a low flood risk.

CONDITION: Finished Floor Levels (FFL) to be set no lower than the 1 in 100 year flood level plus 600mm freeboard for Climate Change. A FFL of 22.39 mAOD.

REASON: To limit the impact of flood risk on the development.

The following informatives and recommendations should be included in the Decision Notice.

The foul drainage should be kept separate from the clean surface and roof water, and connected to the public sewerage system after conferring with the sewerage undertaker.

There shall be no discharge of foul or contaminated drainage from the site into either groundwater or any surface waters, whether direct to watercourses, ponds or lakes, or via soakaways/ditches.

Biodiversity and Landscaping Officer –

The application is outline for the erection of approximately 90 dwellings on land to the east of Aller Mead, Williton.

The site comprises of a field grazed by horses approximately 3.3ha in size.

Two 7m stretches of hedgerow will be removed to facilitate the development as well as sections of hedge requiring translocation.

Landscape

Richard Sneesby carried a photographic survey of the site but did not consult the LPA on viewpoints. A viewpoint looking directly east into the site looking towards the Quantock hills would have been valuable to the assessment.

I would like to see a buffer of tree planting on the eastern boundary of the site, rather than a hedge maintained to the height of 1.5 metres, in order to soften the raw edge of the development.

The planting should remain accessible for maintenance purposes. A full planting plan will be required.

Can the site just be accessed from the housing area to the south only, thus avoiding the need to remove 7m of hedge bank on Doniford road?

Biodiversity

Blackdown Environmental produced an Ecological survey report dated February

2018 and a Biodiversity mitigation and Enhancement Plan Report, also dated February 2018. Findings were as follows

Designated sites

Exmoor and Quantocks Oakwoods SAC lies 5.5km to the south of the site. The SAC is primarily designated for a maternity colony of barbastelle bats that utilises a number of tree roosts in an area of predominantly oak woodland.

Doniford Stream Local wildlife site is present at the base of the northern and western hedgerows.

To ensure that any works undertaken within or adjacent to Doniford stream would not affect the watercourse construction works should be undertaken in line with the CIRIA 'Control of water pollution from construction sites' (2001) guidelines. In addition, night working adjacent to the stream should be avoided to ensure that wildlife including bats and otters can continue to use the stream for dispersal.

A lux contour plan will be required showing light levels down to 0.5 lux on all retained and created hedgerows, trees or grassland.

Bats - In addition to three walked transects undertaken by surveyors, a single Anabat Express bat detector was installed on site

No bat roosts were identified on site but eleven species of bats were noted foraging through the site, including barbastelle.

The lost foraging habitat will be compensated for by providing replacement habitat comprising of meadow, and new hedgerow planting.

Net loss of foraging habitat has been quantified in line with the metric provided in the Exmoor and Quantocks Oakwoods SAC draft guidance (SCC, 2017).

Using the metric, 0.55ha of habitat would need to be created and managed on site for the purposes of providing suitable barbastelle foraging habitat.

I understand that the County ecologist is carrying out a test of likely significance to determine if the development will have an impact on barbastelle bats.

I support the erection of bat boxes on site.

Dormice - A search for gnawed hazelnuts was undertaken beneath all hazel shrubs in the hedgebanks surrounding the site in January. One gnawed nut was found so I agree that a dormouse nest tube survey should be undertaken between April and November to provide a dormouse population estimate which will be used to determine the proposed impact of the development on dormice. Removal of two 7m wide sections of hedgebanks along the western boundary (and associated visibility splays) to facilitate vehicular access is likely to result in an impact to dormice so an EPS licence is required.

Badgers - No setts were identified on site although the surveyor found evidence of

badgers passing through the field.

Otters - Evidence of otters using the Doniford stream was identified.

Water Voles - Water voles are likely to commute along the watercourse.

I agree that an updated otter and water vole survey should be undertaken no more than six months prior to the commencement of development

The stream will be retained and left open post construction and it is likely that a bridge will be constructed over the stream to enable access off the western boundary. The updated otter and water vole survey shall focus on the area around the bridge to ensure that there are no water vole burrows or holts/laying-up site. A clear-span bridge should be used which protects the streambanks underneath and allows water voles to potentially access the banks for burrowing.

Nesting Birds - Hedgerows on site are suitable for nesting birds I support the erection of bird boxes on site.

Reptiles - The site is dominated by closely grazed species-poor semi-improved grassland which is considered unlikely to provide the cover and foraging habitat required by reptile species. A small fenced off area owned by Western Power Distribution is present adjacent to the western boundary. This area supports unmanaged species poor grassland and tall ruderal vegetation and this together with the hedgerows may be suitable for foraging and dispersing reptiles. It is understood that the fenced off area and the majority of the hedgerows will be retained.

I suggest the following conditions

Condition for a Dormice survey

The development hereby permitted shall not be commenced until a dormouse nest tube survey has been undertaken between April and November

Reason - To ascertain an estimation of the population of dormice on site and to inform the dormouse licence application.

Condition for submission of a further surveys

The development hereby permitted shall not be commenced until an otter and water vole survey and badger survey has been undertaken no more than 6 months prior to construction works.

Reason - To ascertain accurate and up to date usage of the stream by, otters and water voles and accurate use of the site by badgers.

Suggested Condition for protected species:

The development hereby permitted shall not be commenced until details of a

strategy to protect wildlife has been submitted to and approved in writing by the Local Planning Authority. The strategy shall be based on the advice of Blackdown Environmental's submitted reports, dated February 2018 and up to date surveys and include:

1. Details of protective measures to include method statements to avoid impacts on protected species during all stages of development;
2. Details of the timing of works to avoid periods of work when the species could be harmed by disturbance
3. Measures for the retention and replacement and enhancement of habitat and places of rest for wildlife
4. A Construction Ecological Management Plan (CEMP) and a
5. Landscape and Ecological management plan (LEMP)
6. Details of lighting
7. Arrangements to secure the presence of a licenced dormouse worker to be present to monitor the removal of hedging on site

Once approved the works shall be implemented in accordance with the approved details and timing of the works unless otherwise approved in writing by the Local Planning Authority and thereafter the resting places and agreed accesses for dormice, bats and birds shall be permanently maintained. The development shall not be occupied until the scheme for the maintenance and provision of the new dormice, bird and bat boxes and related accesses have been fully implemented

Reason: To protect wildlife and their habitats from damage bearing in mind these species are protected by law.

Informative Note

The condition relating to wildlife requires the submission of information to protect wildlife. The Local planning Authority will expect to see detailed method statements clearly stating how wildlife will be protected through the development process and be provided with a mitigation proposal that will maintain favourable status for dormice, bats and birds that are affected by the development.

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
Dormice are present on site.

The species concerned are European Protected Species within the meaning of the Conservation of Natural Habitats and Species Regulations 2017. Where the local population of European Protected Species may be affected in a development, a licence must be obtained from Natural England in accordance with the above regulations.

Tree Officer –

Re this application, no objection from me. There are few significant trees on the

site, and those that do exist, particularly the large oak to the north and the one in the hedge to south west, can be easily retained and given plenty of space as part of the scheme.

Environmental Health Team – No comments received

Planning Policy – No comments received

Housing and Community Project Lead – No comments received

Police Architectural Liaison Officer –

Crime Prevention Design Advisor's (CPDA) working in partnership within the South West region, have a responsibility for Crime Prevention through Environmental Design projects within the West Somerset District Council area. As a Police Service we offer advice and guidance on how the built environment can influence crime and disorder to create safer communities addressing the potential of the fear of crime and anti-social behaviour.

Sections 58 and 69 of the National Planning Policy Framework March 2012 both require crime and disorder and fear of crime to be considered in the design stage of a development and ask for:-

“Safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion.”

Guidance is given considering ‘*Crime Prevention through Environmental Design*’, ‘*Secured by Design*’ principles and ‘Safer Places’.

Comments:-

Crime Statistics – reported crime for the area of this application (within 500 metre radius of the grid reference) during the period 01/05/2017-30/04/2018 is as follows:-

Burglary – 8 Offences (comprising 4 dwelling burglaries & 4 business/community burglaries)

Criminal Damage – 11 Offences (incl. 7 criminal damage to vehicles)

Sexual Offences - 2

Theft & Handling Stolen Goods - 3 Offences (incl. 1 theft from a motor vehicle)

Violence Against the Person – 30 Offences (incl. 3 assault ABH, 10 common assault & battery, 7 causing harassment, alarm, distress and similar)

Total - 54 Offences

This averages less than 5 offences per month, which is classed as a low level of reported crime.

Layout of Roads & Footpaths – vehicular and pedestrian routes appear to be

visually open and direct and are likely to be well used enabling good resident surveillance of the street. The use of physical or psychological features within the development i.e. rumble strips and road surface changes by colour or texture helps reinforce defensible space giving the impression that the area is private and deterring unauthorised access.

Orientation of Dwellings – the majority of the dwellings appear to overlook the street and public areas which allows neighbours to easily view their surroundings and also makes the potential criminal feel more vulnerable to detection. A substantial proportion of dwellings are also back to back, which is also recommended, as this restricts unauthorised access to the rear of dwellings where the majority of burglaries occur.

Communal Areas – have the potential to generate crime, the fear of crime and anti-social behaviour and should be designed to allow supervision from nearby dwellings with safe routes for users to come and go. In this regard, the proposed Equipped Play Area at the southern edge of the development appears to be overlooked by four dwellings but children using it are potentially vulnerable from the potential offender in the vicinity of the adjacent proposed new footpath and wooded area. From a safeguarding children perspective, I recommend that the Play Area be relocated to a more central location e.g. the central open space with good all round surveillance opportunities from dwellings.

Dwelling Boundaries – it is important that all boundaries between public and private space are clearly defined and it is desirable that dwelling frontages are kept open to view to assist resident surveillance of the street and public areas, so walls, fences, hedges at the front of dwellings should be kept low, maximum height 1 metre, to assist this. Generally speaking, this appears to be the case, with dwelling frontages being mainly laid to lawn and other low level planting interspersed with trees. Vulnerable areas such as exposed side and rear gardens need more robust defensive measures such as walls, fences or hedges to a minimum height of 1.8 metres. Gates providing access to rear gardens should be the same height as the adjacent fencing and lockable.

Car Parking – the DAS indicates that the majority of parking will be on-plot, which complies with police advice that cars should be parked in a locked garage or on a hard standing within the dwelling boundary. Where communal car parking areas are necessary, they should be in small groups, close and adjacent to homes and within view of active rooms in these homes.

Landscaping/Planting – should not impede opportunities for natural surveillance and must avoid the creation of potential hiding places. As a general rule, where good visibility is needed, shrubs should be selected which have a mature growth height of no more than 1 metre and trees should be devoid of foliage below 2 metres, so allowing a 1 metre clear field of vision. Open branched, columnar trees are suitable for use in such locations. On personal safety grounds and to reduce the potential fear of crime, this is particularly relevant in respect of areas adjoining the Equipped Play Area, Attenuation Basin and proposed public footpaths.

Street Lighting – all street lighting for adopted highways and footpaths, private

estate roads and footpaths and car parking areas should comply with BS 5489:2013.

Physical Security of Dwellings – in order to comply with **Approved Document Q:**

Security - Dwellings of building regulations, all easily accessible doorsets, ground floor and easily accessible windows and rooflights providing access into a dwelling must be tested to PAS 24:2016 security standard or equivalent.

Secured by Design - if planning permission is granted, the applicant is encouraged to refer to the '**SBD Homes 2016**' design guide available on the police approved Secured by Design website – www.securedbydesign.com – which provides further comprehensive guidance regarding designing out crime and the physical security of dwellings.

Rights of Way officer

We have no objections to the proposal, but the following should be considered:

1. Specific Comments

Consideration should be given to the provision of new pedestrian connections to path WL 28/3. We would expect the proposed pedestrian paths to be of an appropriate surface (to be agreed). The connecting link to Aller Mead Way should be for all non-motorised users, as far as possible. Subject to a site visit, surface improvements may be required to footpath WL 28/3 to ensure it is suitable for the additional traffic that will be generated by the development. Works or a contribution may be required in this respect and need to be captured within a suitable legal agreement and secured by a condition. I shall confirm as soon as possible in this respect, but please contact me should you or the applicant wish to discuss further.

2. General Comments

Any proposed works must not encroach on to the width of the PROW. The health and safety of the public using the PROW must be taken into consideration during works to carry out the proposed development. Somerset County Council (SCC) has maintenance responsibilities for the surface of a PROW, but only to a standard suitable for the public use. SCC will not be responsible for putting right any damage occurring to the surface of a PROW resulting from vehicular use during or after works to carry out the proposal. It should be noted that it is an offence to drive a vehicle along a public footpath, public bridleway or restricted byway unless the driver has lawful authority (private rights) to do so.

If it is considered that the development would result in any of the outcomes listed below, then authorisation for these works must be sought from Somerset County Council Rights of Way Group:

- A PROW being made less convenient for continued public use.
- New furniture being needed along a PROW.
- Changes to the surface of a PROW being needed.

- Changes to the existing drainage arrangements associated with the PROW.

If the work involved in carrying out this proposed development would:

- make a PROW less convenient for continued public use; or
- create a hazard to users of a PROW,

then a temporary closure order will be necessary and a suitable alternative route must be provided. For more information, please visit Somerset County Council's Rights of Way pages to apply for a temporary closure:

<http://www.somerset.gov.uk/environment-and-planning/rights-of-way/apply-for-a-temporary-closure-of-a-right-of-way/> .

Representations Received

Letter received from solicitors acting on behalf of neighbouring land owner which raises the following issues:

- Claim that appropriate legal notices have not been served by the applicant on the neighbouring land owner and tenant.
- The application does not cover the full extent of the allocation set out in policy WI2.
- The application site extends to both the north and the south of the allocation.
- The application is not for a mixed development as required by the policy – each part of the allocation should include its own element of residential and employment.
- The masterplan does not show any access through to the land to the east and would effectively land lock it and create a ransom strip.

Somerset Wildlife Trust (16.7.18):

We have noted the above mentioned Planning Application as well as the various Ecological Surveys and similar documents. We have also noted the comments of the Authority's Landscape and Biodiversity Officer. We would fully support all of her comments and proposals in respect of Mitigation and Enhancement. We would also fully support all of her proposals for Planning Conditions.

It is essential that all of these proposals are included in the Planning Conditions if it is decided to grant Planning Permission. There may also be additional requirements once the County Ecologist has carried out the TOLSE in respect of possible development on Barbastelle bats.

Planning Policy Context

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that

applications are determined in accordance with the development plan unless material considerations indicate otherwise.

The development plan for the West Somerset planning area comprises the West Somerset Local Plan to 2032, retained saved policies of the West Somerset District Local Plan (2006) Somerset Minerals Local Plan (2015) and Somerset Waste Core Strategy (2013).

Relevant policies of the development plan are listed below.

West Somerset Local Plan to 2032

SD1	Presumption in favour of sustainable development
SC1	Hierarchy of settlements
SC2	Housing Provision
SC3	Appropriate mix of housing types and tenures
SC4	Affordable Housing
SC5	Self containment of settlements
SV1	Development at primary and secondary villages
WI1	Williton Development
WI2	Key strategic development allocations at williton
TR2	Reducing reliance on the private car
CF1	Maximising access to recreational facilities
CF2	Planning for healthy communities
CC2	Flood Risk Management
CC5	Water Efficiency
CC6	Water Management
NH5	Landscape character protection
NH6	Nature conservation & biodiversity protection & enhancement
NH7	Green infrastructure
NH8	Protection of best and most versatile agricultural land
NH11	Bat Consultation Zone
NH13	Securing high standards of design

Retained saved policies of the West Somerset Local Plan (2006)

TW/2	Hedgerows
T/8	Residential Car Parking
T/9	Existing Footpaths
R/5	Public Open Space and Large Developments

Determining issues and considerations

1. Principle of Development

The application is in outline with all matters reserved save for access. The proposal is for a residential development of approximately ninety dwellings (a mix of 1, 2, 3

and four bedroom dwellings to include bungalow units) sustainable drainage, internal roads and footpaths and provision for a local play area. The Illustrative Masterplan demonstrates a fixed access off Doniford Road and a potential second vehicle access through Aller Mead.

The site lies to the north-eastern edge of the village of Williton, identified in Policy SC1 as a rural service centre where development will be on a scale generally proportionate to the settlements role and function. The application site forms (in part) a wider Allocation identified in the West Somerset District Local Plan 2032 (Policy WI2) which provides for mixed development including approximately 406 dwellings and approximately 3 hectares of appropriate and compatible, non residential use. However the application site exceeds the Allocated boundary to the north and the south. In the north this does not conflict with field patterns and allows for sustainable drainage to be provided in the northern aspect of the site. To the south, the element exceeding Allocation takes in an additional paddock, to optimize connectivity with the existing settlement via Watery Lane public footpath also delivering open space.

Given the fact of the allocation under Policy WI2, the principle of development is established. To the extent that the WI2 Allocation is exceeded and having regard to the justification and benefits arising from providing open space and surface water attenuation, this too is considered to be acceptable.

2. Character and Appearance of the Area

The application site is located to the north of the village of Williton. The site's western boundary is adjacent to Doniford Road and its south-western boundary shared with Aller Mead, which is accessed off Doniford Road. The northern and eastern boundaries comprise native hedgerow and fencing and beyond overlook open countryside. The southern boundary (taking in the paddock outside of the allocation) is similarly bounded with native hedgerow and fence. The site is adjacent to the Doniford Stream Local Wildlife Site, designated for the presence of key protected species otter and water vole. The Exmoor and Quantock Oakwoods Special Area of Conservation is approximately 5.5km to the east of the application site and is designated primarily for its maternity colony of barbastelle bats.

The character of the site is rural in appearance, native hedging sharing a boundary with Aller Mead and meeting the rear gardens of that residential development.

The proposal is illustrative only. However the Illustrative Masterplan demonstrates a grain of development and greening commensurate with the new edge of settlement setting and marginally looser to that adjoining in Aller Mead and the northern fringe of the village. As identified below the Landscape Officer makes recommendations to include tree planting to create a buffer and to soften the edge of development to the eastern boundary. It is considered that a sensitive landscaping scheme that follows the principles of the masterplan and Landscape and Visual Impact Assessment could be secured as part of the reserved matters - and this would also provide for mitigation against any impacts on biodiversity. The Landscape and Biodiversity Officer has suggested a number of planning conditions that would be required as

part of any outline planning consent.

3. Highway Safety

The proposal provides that two 7m stretches of hedgerow will be removed to facilitate access with other sections of hedge requiring translocation to achieve visibility splays. Highways Development Control confirm that the visibility splays of 2.4 x 43m in both directions are appropriate subject to the extension of the 30mph speed limit as proposed by the applicant. Proposed pedestrian links forged through the inclusion of land to the south and linking to Watery Lane provide for appropriate pedestrian connections to the village and Williton Industrial Estate and linking to the south and south-east via Aller Mead to First and Middle Schools to the south west. A further footpath connection is illustrated within the site to the western boundary.

Having regard to Highway comments, it is considered that the access arrangements are satisfactory insofar as they are part of this planning application and they can be secured through an appropriate legal agreement.

Initial comments from the County Highway Authority raised queries about the Transport Assessment to which the applicants have responded to. The proposals are likely to result in additional queuing at the A39 Long Street / North Street / Fore Street junction and A358 High Street / Fore Street / Bank Street junction. These junctions are expected to be operating at over capacity by the year 2024 (without this proposed development) but any increase in queuing is not considered to result in a severe adverse impact and the Highway Authority have not raised an objection.

The applicants have confirmed that a Travel Plan can be secured through a planning obligation and have agreed to the travel plan fee of £2,000 + VAT. The level of parking for each dwelling would be agreed at a reserved matters stage and the applicants have stated that this would be in line with the SCC parking guidelines. The applicants have also committed to providing Travel Vouchers which could be secured through the legal agreement.

In regard to highway issues, the proposals are considered to be acceptable and would not result in any significant harm to the local highway network.

The Parish Council have requested that a footpath link is made to Cassino Road which is approximately 600m to the north. It is considered that this is not possible under the planning legislation as off site works can only be secured to mitigate the impact of development or where the works are related to the development proposed.

4. Flood Risk

The Parish Council sought consideration of flooding issues with proper consideration at planning stage. The application site is predominantly in Flood Zone 1 with an area within Flood Zone 3 in the far south-eastern section of the site. The Illustrative Masterplan locates residential development away from the areas identified at risk of

flooding. The proposed surface water drainage strategy for the site provides for a combination of traditional piped systems conveying surface water run-off towards a strategic attenuation basin to the north of the site. From here surface water will be discharged from the development at a controlled rate. A filter drain running along the eastern boundary will intercept exceedance flows and similarly convey them towards the attenuation basin. Discharge will be limited to existing Greenfield run off rates.

The LLFA has commented to require recalculations to reflect new climate change guidance issued by the Environment Agency in 2016 and to inform the masterplanning of the site. The NPPF's Technical Guidance gives guidance on flood risk. Its guidance includes advice on sequential tests with the aim to steer new development to areas with the lowest probability of flooding i.e. Flood Zone 1 rather than Flood Zones 2 and 3. In the guidance dwellings are classified as being more vulnerable development that is appropriate development in flood zones 1 and 2. The LLFA seeks to ensure that more vulnerable development is located within the area of the site identified as Flood Zone 1 and further requires detail of finished floor levels for the residential units.

The application is in outline only with all matters save access reserved for further consideration and approval under a Reserved Matters application. Subject to provision of relevant detailed calculations and appropriate revisions as identified by the LLFA to be furnished to the satisfaction of the LPA, the proposal is considered acceptable in principle.

5. Affordable Housing

Onsite affordable housing provision is required to be provided as part of the scheme in the minimum ratio of 35 affordable units for every 65 open market (pro-rata) based on the total number of dwellings to be provided. Based upon ninety no. dwellings this equates to the provision of 31 affordable homes with detailed provision and a broad mix of tenures to include shared ownership, discounted open market sale, affordable rent and rented housing at social rent levels to reflect and meet locally assessed need. In view of the comments from the Housing Enabling Officer it is considered the level of affordable housing as proposed is acceptable.

The application commits to provide 35% affordable housing with the tenure to be agreed prior to commencement. An appropriate legal agreement would secure the provision of affordable housing with the size and tenure of each unit to be agreed at a later date (when a detailed housing layout is agreed for the entire site).

6. Biodiversity

The application is supported with a Phase 1 Habitat survey and specific surveys for badger, bat activity, bat roost inspection, dormouse, otter and water vole survey. A separate report considers proposed mitigation. Save for 2 x 7m sections of hedgerow, the existing boundary arrangements are retained. The proposal does not

imply to removal of any trees and those existing will be protected through construction in accordance with details to be submitted for approval at Reserved Matters.

The Habitat survey found evidence of dormice on the application site. Further surveys are recommended to establish dormouse population. The removal of two sections of hedge is likely to result in an impact to dormice and hence hedge removal will be under licence and supervision. The survey identified evidence of badgers passing through the application site with no evidence of setts and evidence of otters and water vole commuting and likely to commute along the watercourse. Further studies have been identified with appropriate mitigation to ensure protection of the identified species through construction. Hedgerows on site are suitable for nesting birds. The majority of hedging is retained and provision is proposed for bird boxes on the site to be delivered as part of the proposal. The site is considered unlikely to provide the cover and foraging habitat for reptile species. Additional mitigation provides for Barbastelle bat roosting boxes, the planting of 150m of species rich hedgerow and or a tree buffer, flowering lawn and lowland meadow as enhancement measures.

Somerset Wildlife Trust supports the observations and recommendations put forward by the Landscape/Biodiversity Officer to include the imposition of appropriate conditions.

7. Planning Obligations

A draft Unilateral Undertaking under Section 106 Town and Country Planning Act 1990 (as amended) has been submitted to secure the delivery of affordable housing, open space and Local Equipped Area of Play (LEAP), footpaths/cycleways to link through to the existing network and a travel plan monitoring contribution.

8. Neighbour Comments

The claim that an appropriate notice has not been served on any tenant is disputed by the applicant who has provided a copy of the notice and recorded delivery acknowledgement slip. It is the responsibility of the applicant to ensure that appropriate notices are served on any other landowners or tenants and make the appropriate declaration that this has been done.

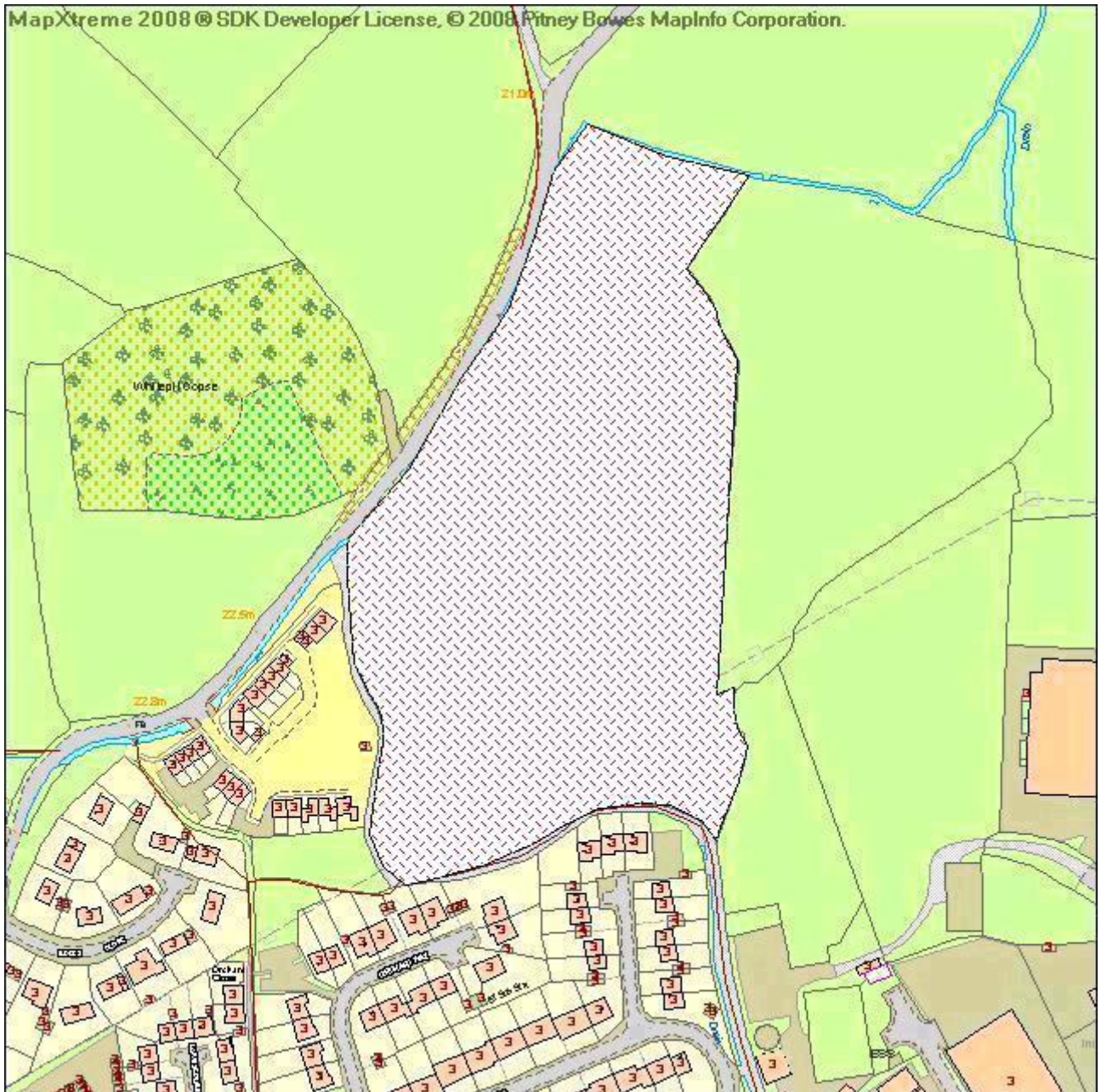
The masterplan does not show any indicative access to the land to the east and it is considered that there is no requirement to do so as part of this application. Whether the land to the east comes forward for development at a later date or not, it is considered that this site coming forward separately does not prejudice the overall allocation of the 3 WI2 sites in Williton.

9. Conclusion and Recommendation

It is considered that this outline proposal is acceptable. It is recommended that delegated Authority be granted to the Assistant Director Planning and Environment (or equivalent chief planning officer) to grant planning permission subject to the completion of an appropriate legal agreement to secure:

- An appropriate mix and tenure of affordable housing at a rate of 35% of the total number of dwellings provided.
- Provision and maintenance of on-site play and open space (including LEAP)
- Provision of footway/cycleway linking the site through to Watery Lane (as shown on masterplan).
- Provision of footway/cycleway from the estate road access to the existing field gate access on Doniford Road. (as shown on masterplan)
- Travel Plan Monitoring Contribution of £13,750

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



Application No 3/39/18/009
 Outline planning application (with all matters reserved except access) for the erection of up to 90 dwellings, creation of vehicular access, provision of open space and other associated works.
 Land to the East of Aller Mead,
 Doniford Road, Williton TA4 4RE
 Planning Manager
 West Somerset Council,
 West Somerset House
 Killick Way
 Williton TA4 4QA



West Somerset Council
 Licence Number: 100023932

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 Scale: 1:2500