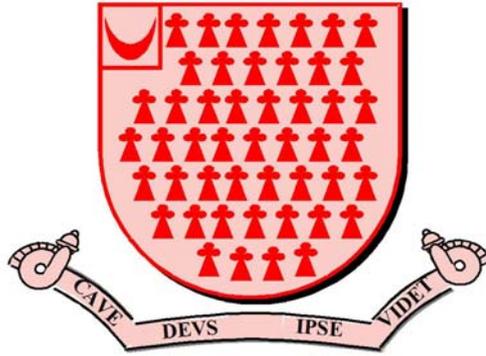


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MARTOCK PARISH COUNCIL

MARTOCK SUSTAINABLE DEVELOPMENT PLAN

Prepared by the Planning Committee
Martock Parish Council
July 2013

MARTOCK SUSTAINABLE DEVELOPMENT PLAN

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1.0 The Need for a Strategic Approach

The purpose of this document is to satisfy a need identified by Martock Parish Council for the adoption of a strategic approach to the consideration of future planning applications for multiple residential dwellings over the short, medium and long term.

The Sustainability Development Plan should enable the Parish Council to attempt to influence the future growth of residential development in a controlled way – rather than by the consideration of individual applications on a one-off ‘piecemeal’ basis.

This need has been strengthened by outline planning applications recently received plus others assumed to be ‘in the pipeline’.

There appears to be a number of driving forces behind the increase in sizable planning applications – both locally and nationally. One of the most significant factors has undoubtedly been the elimination of ‘boundary’ parameters from some settlements (from July 2012) and the introduction of the forthcoming Community Infrastructure Levy.

Other prime influencers are the National Planning Policy Framework (NPPF) and the South Somerset Proposed Local Plan 2006-2028. The extract from the draft Local Plan for Martock and Bower Hinton, as amended in February 2013, is at Appendix A.

Of the 230 additional dwellings identified, the Local Plan estimates that 106 are already committed, with a residual requirement of 124 new dwellings. This is considered by SSDC to be a minimum target.

2.0 Executive Summary

- Research undertaken for this plan to date has indicated that development size is a significant factor in terms of impact on the current infrastructure. This suggests the need for a realistic limitation being imposed on the number of units in any residential development.
- In terms of location of future residential development there are certain locations (areas) within the parish that would have greater or lesser impact on the infrastructure and the existing residents.
- There is a strong need for a holistic approach linked to a robust framework for the objective consideration of future planning applications rather than following the 'piecemeal' process that has been adopted to date.
- The current size and geographic spread of the various sub-districts within the parish, coupled with the location of the Trading Estates already results in a number of 'pinch points' – with implications for congestion and public safety in particular. These are largely caused by a combination of highway infrastructure evolution and design together with relatively high traffic volume and/or on-street parking.
- The location of recreational and welfare facilities e.g. surgery, pharmacy, schools, library services, should also be taken into consideration when appraising the location of planned residential development projects.
- Present and forecast capacity levels and constraints of the schools, surgery and other community resources should also be taken into account to ensure sustainability over the short, medium and long term.
- The parish is frequently described as being a 'vibrant' community. Part of this vibrancy is partly due to its having a 'village' mentality. This ethos is evidenced by such features as civility, courtesy, friendliness and community pride which are highly valued by a large proportion of residents. Large residential developments could jeopardise the continuance of this facet of life within the parish (and has done so in other communities of a similar size).

3.0 Strategic Objectives

The following objectives underpin the research, guiding principles and review frameworks falling within the scope of the strategy:

1. To devise relevant guiding principles, frameworks and tactics appropriate for the facilitation of managed and, in particular, controlled growth in residential property within the parish over the short, medium and long term.
2. To identify 'preferred' areas for residential development that would have the least adverse impact on the current infrastructure of the parish and, where applicable, to support and promote future residential development within these areas.
3. To ensure that any new residential development not only demonstrates that it will have no harmful (detrimental) impact on the community as a whole, individual parishioners or key infrastructure elements, but also provides tangible benefits that will enhance the experience of anyone resident within the parish.

4.0 Research & Consultation: Infrastructure

4.1 Highways

4.1.1 Research Findings/Observations

Assumptions:

As we have been unable to elicit a response from any representative of the County Highways Department, we have found it necessary to make the following assumptions:

- Despite cars and Light Commercial Vehicles becoming more environmentally friendly (ever decreasing CO₂ emissions) and increasing vehicle running costs, there is no significant reduction in vehicle usage – particularly in rural areas such as Martock. We have therefore assumed for the purpose of this plan an average figure of 2 vehicles per household.
- With the exception of potential traffic calming associated with the Stoke Road/Water Street Junction, much traffic flow within Martock parish is largely ‘controlled’ currently by on-street parking – particularly in North Street, Hurst and Bower Hinton. We have assumed therefore that attempts to impose more ‘control’ or large-scale calming measures (necessary with significant increases in traffic volumes) would be largely counter-productive.

Present capacity limits/constraints:

There are already a number of through-road highway locations that can be described as ‘pinch points’ i.e. locations prone to constant or frequent traffic congestion throughout the parish.

The most prevalent are as follows:

- Bower Hinton - from outside the general stores to Yandles (Timber Merchants), Hurst (both directions).
- Water Street (East) - from opposite Matfurlong Close to Brook’s Garage.
- Water Street (North) - outside Martock Gallery.
- Church Street - The Pinnacle (junc. with East Street).
- East Street – from Orchard Close to junc. with Foldhill Lane (travelling East).
- East Street – from Foldhill Lane to Eastnor House.
- North Street (North) from pedestrian crossing to junc. with Steppes Crescent.
- North Street (South) from the Flower Shop to junc. With Steppes Crescent.
- Stapleton Road (North East) from Snooker Club to Lavers Oak.

At the present time all of the above are accessible by all categories of vehicle with no weight restrictions.

Neither is there any scope for expansion (i.e. widening) or obvious one-way restrictions.

There are also a number of potential 'accident' black-spots (pedestrian/vehicular) through roads. The key ones are as follows:

- Bower Hinton and Hurst High Streets (opp. Gen Store and Yandles, in particular).
- Junction of Water Street and Stoke Road.
- Corner of Church Street and East Street (one-way section opp. Post Office).
- Junc. of Foldhill Lane and East Street.
- Junc. of North Street and Steppes Crescent

Research indicates that there is also a 'rat-run' from Foldhill Lane / Paull's Close / Steppes Meadow / Bracey Road which is used by Light to Medium Commercial Vehicles during the day to and from Martock Industrial Park. This represents an additional potential accident hazard after traffic calming measures have been introduced in Ash. This route is subject to a vehicular weight limit therefore prohibiting use by Heavy Goods Vehicles.

4.1.2 Community Survey Findings

Respondents to the Local Community Survey 2010 (although not necessarily representative of the majority view within the parish) made the following comments:

"Martock roads cannot sustain more housing"

"Already overrun by traffic pollution and excessive noise."

"Only increase housing if supported by adequate road system....."

"More houses would mean more cars. The road network could not cope....."

4.1.3 Strategic Implications

- a. Any significant additional traffic volume on the key through roads within the parish will have an adverse impact on the 'pinch-points' and accident black-spots identified. The potential effects on traffic volume will need to be assessed via review of the Transport Impact Assessment and Travel Plans accompanying each large scale residential planning application.
- b. Certain traffic calming measures (e.g. those for consideration for the junction of Water Street and Stoke Road) may have a favourable impact on some of the potential accident 'black-spots' but conversely could have an adverse impact on the congestion 'pinch points' thus aggravating an already problematic situation.
- c. Any move to restrict heavy goods traffic from Church Street and North Street (to serve the Trading Estate in particular) via weight restrictions would only serve to increase the volume of this category of vehicle through the parish of Ash (which already has plans for its own traffic calming measures).
- d. The need to encourage the residents of new developments to use the facilities in available in the parish - rather than those available elsewhere - will have

consequences on available public parking facilities due to the increase in traffic volumes to the centre of the village, i.e. mainly those in the precinct.

- e. There are clear environmental benefits in reducing, or at least limiting, the number of vehicles using both through roads and residential access routes within the parish. Large influxes of vehicles that will inevitably accompany new residential developments will have adverse impacts of the achievement of this goal.
- f. It would seem that the most effective improvement to the highway infrastructure within the parish (and thus support sizable new residential development schemes) would be the construction of either a relief road between Cartgate roundabout with the Northern end of the parish or the widening of Foldhill Lane and the construction of a new road from the junction with Ash Lane to Stapleton Road.

Note: Despite the obvious benefits to the parish it is extremely unlikely that either of the above will be realised due primarily to cost and land ownership implications.

4.2 Education

4.2.1 Research Findings/Observations

The County Council Somerset School Population Forecast 2012 was used in this research. This document uses actual school roll data as the baseline. The data is used alongside data about birth rates and approved development to produce a forecast of the required education provision in future years.

Calculation of County Forecasts:

In line with established practice the forecast at County level has been calculated separately rather than by aggregation of the individual school forecasts. This provides a means of validating individual forecasts to avoid serious over / under-estimating.

As far as new housing developments are concerned, the forecasts attempt to reflect the expected rate of completion of those major developments that have already received planning permission. Where development of a site is not confirmed or is only speculative, it is not possible to factor into the forecast data the effects of that housing.

Some key outcomes to note are:-

1. The DFE predicts an increase in Primary aged pupils nationally to 2020. Appendix C (Education 1).
2. The forecast for Somerset follows this trend.

3. The forecasts show continued strong/increasing demand for additional primary school places in Bridgwater, Taunton and Yeovil and their surrounding areas.

Correspondence from David Clews, Corporate Planning Officer supports the belief that large scale development could not be sustained by the current primary education provision. "A development of 95 dwellings would be expected to require 19 primary school places. Whilst a small number of places are currently available these would not be sufficient and the roll is forecast to increase through demographic factors alone the next few years to the point that its capacity is exceeded without taking into account new development. Martock is also short of available pre-school places for 3-4 year olds".

4.2.2 Strategic Implications

- a. Martock primary has a PAN (published admission number) of 42 pupils. This indicates the maximum number of children who could normally be admitted in any year group, although governors reserve the right to admit above this number in exceptional circumstances.
- b. The forecast suggests that this will be exceeded in some year groups by 2015. Appendix D (Education 2).
- c. For planning purposes it is considered that there will be a need for 1 primary school place for every 5 houses. Given the residual requirement of a further 124 dwellings identified in the Local Plan this would mean an increase demand of at least 25 primary school places. Obviously development beyond this minimum target would bring with it an increased demand. The County's projection already suggests that by 2017 numbers will be approaching or exceeding the PAN for some year groups. Further housing development which exceeds the 124 minimum would potentially lead to oversubscription at Martock Primary School.

4.3 Water Supply, Flood Risk, Drainage and Sewerage

4.3.1 Research Findings/Observations

SSDC's strategic planning team has been investigating the current and future infrastructure requirement for its district with consultees.

4.3.1.1 Environment Agency

The Environment Agency has responsibilities with regard to local infrastructure. These are principally around the Flood Prevention Scheme on Hurst Brook (Main River) from Frickers Bridge, Stoke Road to Hurst Bow Bridge, Water Street. These defences currently reduce the risk of flooding to approximately 10% annual probability (10 year event) and are expected to last about 20 years with regular maintenance.

In planning terms (National Planning Policy Framework) the Environment Agency would expect new development to be steered to the lowest flood risk areas of Martock. Therefore, new development would not be reliant on the existing Flood Prevention Scheme. However, sites outside of the flood risk area would be expected to provide adequate surface water management to prevent increased flood risk. With regard to this matter, roles and responsibilities are a lot less clear.

Development sites greater than 1 hectare currently require a flood risk assessment scheme to support any planning application to demonstrate that there is no increase in surface water runoff for the development. Currently the Environment Agency is a statutory consultee on these applications and reviews them to ensure that management of surface water has been adequately considered to prevent any increase in flood risk. Therefore, there should be no increase in pressure on the existing infrastructure from large development sites.

For sites less than 1 hectare the surface water drainage responsibility currently lies with the Local Authority Drainage Engineer through the planning process. The Local Authority Drainage Engineer and the Internal Drainage Boards have additional powers and responsibilities with regard to maintenance / operation of the other watercourses which are not Main River around Martock.

4.3.1.2 Somerset Drainage Boards Consortium

The Somerset Drainage Boards Consortium ('The Board') are actively involved within the consultation process and advises the Local Planning Authority of any concerns or issues related to a particular application.

The Board looks at all development sites which lie wholly within its operating area but will also question the surface water disposal strategy of any proposals it feels will or may have an impact on its network.

An example of this was misgivings about the Lufton Key site outside of Yeovil and the Board was strategically involved in modification to the strategy employed on that development.

All and any surface water run-off generated from any proposed development which discharges to the Board's district via existing watercourses will be assessed and should conform to the Board's guidance and principles.

The Board would need to receive satisfactory details and assurances regarding the restriction of flow, volume and long term maintenance regime of any infrastructure proposed to serve any development. The Environment Agency will also need to agree the design principles of the surface water strategy and may wish to comment regarding construction within the flood plain and any compensation required as part of any development proposals.

Any surface water proposals will need to be agreed with the Board if a direct connection is made to the receiving land drainage network within the Board's operating area. Consent from the Board will need to be granted and that will need to

strictly limit any proposed discharge to the receiving system and at least mimic the existing “greenfield run-off” from the land.

An emphasis on betterment and any variation or modification will need to be agreed. Particular attention is paid to the control of the volume of the discharge from the proposed development site as well as flow rates. Use of Sustainable Urban Drainage Schemes (SUDS) are often proposed within applications and also stipulated in Flood Risk Assessments (FRA) produced to support an application. Use of SUDS can take many formats, for example the use of infiltration techniques or soakaways. Any use of this method of disposal must be proven and provide a long term and robust level of protection.

The Board will use its Byelaws to control rate and volume of any surface water runoff which enters the operating area (Byelaw 3) and also any works, buildings, structures, landscaping or fencing proposed within 9.0 meters of any watercourse (Byelaw 10). There is often conflict between what the planners want and the Board needs for maintenance access. The planners will often want to push development into corners to reduce the visual impact but generally that is where the watercourses are often located.

Any proposed development strategy is not complete until the maintenance liabilities of the various parts of the proposed surface water infrastructure or strategies including any balancing facilities are clearly identified. Details of the design and the liability of the various surface water drainage infrastructure will need to be included within the design and the strategy maintenance of storage volumes be maintained to the highest standard to ensure uncontrolled discharges are not experienced.

4.3.1.3 Wessex Water

Wessex Water has the foul sewerage and water supply infrastructure that serves the existing community.

Foul Sewerage:

Sewage from Long Load and Long Sutton is pumped / gravitates to join the sewerage network at Martock where flows predominantly gravitate to the south of the village and east to the sewage treatment works at Hinton Meads Drove. The STW also serves the outlying areas of Kingsbury Episcopi, Stoke Sub Hamdon and Montacute.

There is a 225mm diameter sewer which runs north to south along the B3165 conveying flows from Long Load and Long Sutton with the majority of flows from Martock. The sewer increases in diameter closer to the works. The other main sewer gravitates down the western side of Martock following the same course as the aforementioned sewer from Pound Lane and draining to a 600mm diameter sewer some 500 metres upstream from the sewage treatment works at Hinton Meads Drove.

A number of smaller branch sewers of mostly 150mm diameter connect to the trunk sewers serving dwellings in Martock.

In general terms it is expected that improvements to the network will be required to accommodate new developments of 25 dwellings or more. Improvements will be site specific and determined by computer modelling. The developer will be expected to contribute towards the cost of modelling and recommended capacity improvements.

Other issues to consider:

- Odour / nuisance issues if development is proposed in close proximity to Wessex Water sewage treatment works or pumping stations.
- Building over / near Wessex Water apparatus, easements / conditions apply. (see <http://www.wessexwater.co.uk/developers>).

Water Supply:

Martock is supplied by the Somerset Spine and Yeovil Systems.

4.3.2 Strategic Implications

- a. Somerset County Council is the Lead Local Flood Authority for surface water and groundwater flooding. Whilst they have no role currently to play in the planning process at the moment, they may in the future become the sustainable drainage approving body under the Flood and Water Management Act. This may happen as early as next year and it is anticipated that they would then play the pivotal role in approving future surface water drainage schemes for all new development.
- b. There is always an engineering solution to prevent increases of surface water runoff from additional development within Martock. The critical issue is ensuring that new development does deliver this necessary infrastructure, and this would normally be secured through the through the planning process.
- c. Whilst the Somerset Drainage Boards Consortium does not have a defined capacity within the “viewed rhyne network” it will use its Byelaws and the National Planning Policy Framework together with the Technical Guidance to control any potential discharge to the receiving Land Drainage Network. Use of a number of the SUDS techniques will be required to service a potential development site. Another quotation: “It will use all its endeavours to ensure that best engineering practices will be employed on any proposed development and that any infrastructure installed is maintained adequately for the future”.
- d. To deal with both water supply and foul / sewerage requirements, in general terms it is expected that improvements to the networks will be required to accommodate new developments of 25 dwellings or more. Improvements will be site specific and determined by computer modelling. The developer will be expected to contribute towards the cost of modelling and recommended capacity improvements.

- e. Sewage treatment capacity for Martock is continuously assessed against population forecasts and environmental legislation. There are currently no planned improvements.

4.4 Health & Welfare

4.4.1 Research Findings/Observations

Martock surgery has been approached and asked for a response on the implications for the increase in patient numbers resulting from actual and potential planning applications for residential accommodation within the parish. The partners were informed and they have all agreed that they are more than capable of coping with future demand and they intend to set things in motion for extra funding.

4.4.2 Strategic Implications

- a. Large numbers of additional patients within the Martock Practice in particular could have serious implications for car parking and accessibility. (Parking availability at the South Petherton facility has not been assessed).
- b. A significant rise in patient numbers could have implications for waiting times and the availability of appointments - particularly if there is no, or inadequate, corresponding increase in staffing (doctors, nursing and support staff).

4.5 Employment

4.5.1 Research Findings/Observations

Currently there are at least 250 businesses based in Martock employing approximately 950 local people.

Taking 59% of the population of being of working age and reducing this for Martock's demographic and for full time parents and carers – it is estimated that there are around 2,200 working people in Martock. Subtracting those working locally, leaves approximately 1,200 people currently commuting out of Martock to work.

This is in keeping with the draft SSDC Local Plan 2006-2028 which states: "The travel to work data shows that over 50% of the [working] population out commute mainly to Yeovil, Taunton Deane, Crewkerne, and Ilchester and surrounds."

Martock's official unemployment rate is lower than the national average with 52 people on Job Seekers allowance in June 2013. However there is also hidden unemployment and underemployment that is more difficult to measure. Of the 90 people visiting the Martock Job Club in the last 9 months, approximately a third were not signed on for Job Seeker benefits.

Without increased employment opportunities within the village, new development is likely to either increase the numbers commuting out or to increase unemployment.

4.5.1.1 Business Premises

There are 3 industrial areas – Martock Business Park, Sparrow Works and Parrett Works.

These three Industrial Business Sites do have a small number of vacant units, however there is a shortage of small units.

Research is about to be undertaken amongst the self-employed businesses who work from home as to whether there is a need for more businesses premises and what size/type is required.

Although 1.8ha west of Ringwell Hill has been earmarked for further industrial development, no developer has yet shown interest in building units there. In addition to this the draft SSDC Local Plan allocates a further 2.0ha of employment provision.

4.5.1.3 Access

Businesses, especially on the Business Park, are already finding that congestion getting to and from the A303 is increasing.

The traffic calming in Ash from August 2013 is likely to exacerbate this.

4.5.1.3 Commercial Activity and Provision

Retail premises are at a premium

Tesco, potentially one of the largest employers in the village, has yet to formalise a date for the acquisition and subsequent development of the Paull's site.

Lessees of the old NISA premises are being repeatedly ousted by rent increases which also deter new retailers taking on the lease.

An advertised policy of refusing change-of-use from business/retail to residential may discourage purposeful running down of business premises.

Without new retail outlets, new households will be more likely to travel to Yeovil for shopping.

4.5.1.4 Connectivity

Either through BT Openreach extending fibre-optic connections to Martock or via the Connect Devon and Somerset scheme, Martock should receive Superfast Broadband by 2015. New housing and business developments should be encouraged to install fibre connections to anticipate this.

4.5.2 Strategic Implications

- a. The three Industrial Business Sites do have several vacant units, however there is a shortage of small units. These, combined with improved internet

connectivity speeds will encourage more business to Martock which will allow the current and future residents of Martock to have better employment opportunities and prospects.

- b. Research is about to be undertaken amongst the self-employed businesses who work from home as to whether there is a need for more businesses premises and what size/type is required.
- c. A long term suggestion is to develop a new area adjacent to the Cartgate Roundabout. Any new access road to Martock along the old railway will aid the viability of this.
- d. An advertised policy of refusing change-of-use from business/retail to residential may discourage purposeful running down of business premises.

4.6 Emergency services

4.6.1 Research Findings/Observations

This area, although extremely important, has not yet been thoroughly researched in the preparation of this plan.

At the present time all 'blue-light' sectors are being subject to close scrutiny in respect of operating costs with a view to making substantial cuts - either at a local or regional level, or both. This situation is highly likely to put strain on each emergency resource provider to cope with current population levels, let alone increased pressure due to substantial increases in population – particularly in rural areas such as Martock.

4.6.2 Strategic Implications

- a. Although at the present time the parish is fortunate to be served by its own Fire Station – albeit manned on a 'retained' basis – the current pressure to find areas for potential cost reduction may impact on this resource, with inevitable consequences on response times, effectiveness etc. Significant increases in additional residential growth will have an inevitable impact on an already 'stretched' resource. Martock is also fortunate to have an effective First Responder resource in place, but again increased residential numbers would not necessarily be matched by additional resource provision.
- b. At this point in time Martock has a comparatively low level of reported crime. It does not however have a full time Police Officer but does have a PCSO resource allocation. There is much research to support evidence that the level of reported crime can increase dramatically as a result of new housing developments – particularly where inadequate attention has been paid to the provision of youth facilities, particularly in high density estates. Research suggests that in large developments petty crime and vandalism increases largely due to the lack of community identity, ownership and pride.

- c. Significant increases in local population, particularly over a short time scale, are highly likely to result in an increase in local crime and inadequate corresponding policing support.

5.0 Guiding Principles

- a) To adopt a holistic and individual process-driven approach to the consideration of any planning application for residential and commercial development within the parish.
- b) To consider such applications using robust frameworks and criteria designed to ensure objective assessment.
- c) To promote integrity and the maintenance of an impartial stance throughout the process for appraising each and every planning application received for consideration.
- d) To ensure that there is an opportunity for public consultation during the consideration process for all planning applications – both small and large scale – for residential and commercial development within the Parish.
- e) To ensure that there is no hint of personal interest in the consideration of any planning application.
- f) To ensure that the Parish Council is provided with a realistic time frame by SSSC for consideration of both small and large scale planning applications, i.e. the time scale for consideration is commensurate with the size and complexity of the development application.
- g) To ensure that all Parish Council members are given sufficient opportunity to independently and collectively assess and comment on the merits and adverse consequences of each application considered.

6.0 Application Evaluation Frameworks and Criteria

The following frame works and criteria will be used as a basis for the Planning Committee to review and take informed decisions and recommendations for subsequent consideration by the Parish Council.

6.1 Development Size and Location

The primary strategic consideration in the appraisal/evaluation process of any sizeable residential development should be the volume of units proposed and the site location within the parish boundary.

Development projects in excess of acceptable unit limitations will be deemed to be detrimental to the sustainability of the proposal.

Likewise, development proposals situated within the parameters of Preferred Development Zones will be given more favourable consideration than those situated outside of the prescribed boundaries.

6.2 S.W.O.T Analysis (Strengths/Weaknesses/Opportunities/Threats)

This is a tried, tested and robust framework designed for the objective evaluation of any proposal. It is particularly appropriate for the identification of the merits and demerits of planning applications due to its' simplistic format and the use of assessment 'dimensions' designed to reduce prejudice or bias that could influence outcomes. It can be used by individuals or groups – the latter providing opportunities for a collective or consensus-based review.

Strengths e.g. development is within Preferred Location Zone	Weaknesses e.g. development significantly exceeds max. unit limit
Opportunities e.g. development has potential to eliminate current traffic 'pinch-point'	Threats e.g. development could compromise future smaller development projects

6.3 SSDC Sustainability Appraisal (Appendix B)

The Planning Committee will assess all planning applications for future residential and industrial development against the criteria and element definition listed within the SSDC Sustainability Appraisal framework. The assessment rating with supporting comments against each of the fourteen criteria will be used to help in populating the S.W.O.T. Analysis.

6.4 Material Planning Considerations

The following may be used as a reference 'consideration factor' guide to assist in the population of the SW.O.T Analysis in particular. It should be noted that rarely would one factor alone be sufficient in determining the merits or de-merits of any planning application but may be useful in the provision of supporting rationale or the capture of sufficient evidence required to facilitate the taking of an objective decision on whether the application be approved or refused.

- a. Overlooking/loss of privacy
- b. Loss of light or overshadowing
- c. Parking
- d. Highway safety
- e. Traffic
- f. Noise
- g. Effect on listed building and conservation area
- h. Layout and density of building
- i. Design, appearance and materials
- j. Government policy
- k. Disabled persons' access
- l. Proposals in the Development Plan
- m. Previous planning decisions (including appeal decisions)
- n. Nature conservation.

6.5 Residential Unit Height

Research indicates a groundswell of opinion against the construction of three storey residential property. A summary of comments on this particular design feature include:

- It is intrusive in respect of potential and actual impact on surrounding property.
- The fact that the Paull Close development includes three storey dwellings does not mean that other new-builds should be.
- The Town House style (of three storey accommodation) does not fit in well with the general character of property within the community

These views will be taken into account during the assessment/appraisal process of all future residential planning applications.

7.0 Application Appraisal Process

	Process Step	Responsibility	Notes
1.	Receipt of Planning Application	Parish Clerk	
2.	Notification of receipt to Planning Committee	Parish Clerk	
3.	Initial review	Planning Committee	Apply for time extension (for PC decision) where applicable
4.	Application detail review	Planning Committee	Consult with SSDC or specialist support resource (where appropriate)
5.	Contributor (public) comment review	Planning Committee	Review comments (from SSDC planning portal) and collate/ consolidate as necessary
6.	Application appraisal	Planning Committee	Use S.W.O.T. and SSDC appraisal framework and contributor comments as key assessment tools
7.	Prepare presentation	Planning Committee	P.Point presentation (plus additional presentation aids, as appropriate)
8.	Present application (formal PC meeting incl. opportunities parishioner participation) and make recommendations as necessary	Planning Committee Full Council	Put application proposal to full PC vote. Agree rationale for refusal (where appropriate)
9.	Notify SSDC of outcome	Parish Clerk	Notification made the day following PC decision outcome
10.	Review outcome of SSDC decision	Planning Committee	Report back SSDC decision at next scheduled PC Meeting

8.0 Strategic Sustainable Planning Criteria

Based on the objectives, evidence, guidance and processes described in this plan, the following criteria will be applied when determining future planning applications:

- a. Taking into account the current infrastructure constraints within Martock, a maximum cap on all new residential property within the parish of **124** within the Local Plan period. This figure is the housing requirement currently allocated to Martock in the amended Local Plan.

Supporting Rationale: To regulate the residential (and commercial) growth within the parish so as not to cause unmanageable loading on the key infrastructure elements e.g. traffic-related issues, education, flood management, community facilities, etc.

- b. A default cap of **40** on the number of residential units within any one development site (subject to limited flexibility dependent on local infrastructure constraints).

Supporting Rationale: To regulate increased traffic volume to sustainable levels. To minimise the impact of new development on the infrastructure of existing residential areas. To ensure growth is geographically spread in sustainable amounts throughout the parish. (Ref. Note #1 overleaf)

- c. Subject to further infrastructure analysis, the designation of specific areas throughout the parish as Preferred Development Zones (PDZs).

Supporting Rationale: To influence the siting of future planned residential development to ensure that growth takes place in the most sustainable areas.

- d. Use the Guiding Principles (Section 5) plus the evaluation frameworks and criteria (Section 6) in the appraisal of future planning applications for all new residential and commercial developments within the parish.

Supporting Rationale: To maintain consistency, impartiality and objectivity in the consideration of all future applications.

- e. Ensure conformity to the Application Appraisal Process (Section 7) in the consideration of all future planning applications.

Supporting Rationale: To ensure that all planning applications are managed effectively using a robust, systematic and uncomplicated process.

These strategic criteria and associated parameters, e.g. caps, PDZs, Application Appraisal Process, etc., will be reviewed on a regular basis and modified/updated as necessary following public consultation.

Supporting Rationale: To provide the opportunity for regular review of the plan and revise where there is sufficient evidence to do so. (Ref. Note #2 overleaf)

Note #1

Research sources (USA & Europe) comment on the need for estates with optimum community numbers and resident profiles (the latter being a mix of residents in the four life stages, i.e. a) single/first time buyers, b) young dependant families, c) 40+ with offspring having 'flown the nest', and d) retired.

An estate of an optimum size should encourage community unit identity and help develop neighbourhood social ties, whereas larger estates tend to prevent local ties being established resulting in residents living in 'impersonal dormitories'.

Development parameters included in this plan are designed to prevent the creation of estates of a size where residents find difficulty in integrating with their 'new' neighbours and the existing community in a way that is evident in smaller developments (that has been a traditional part of rural life in the UK).

Note #2

This plan should be viewed as a 'live' working document in respect of the fact that despite it being subject to a formal annual review there may be circumstances that prompt the need for specific review, e.g. unforeseen sustainability issues, SSDC planning decisions, etc..

9.0 Research/Consultation Sources

- Elizabeth Arnold, Strategic Monitoring and Appraisal Officer
SSDC
- David Clews, Corporate Planning Officer, SSDC
- Jackie Swabey, Business and Employment Representative
Martock Parish Council
- Karen Harley, Practice Manager, Martock Surgery
- Michael Holm, Planning Advisor, Sustainable Places Wessex Area
Environment Agency
- Andy Sherwood,
Somerset Drainage Board
- Gillian Sanders, Planning Liaison
Wessex Water
- Local Community Survey 2010
- Adopted Local Plan 2006-2011
- Somerset School Population Forecast 2012

Appendix A – SSDC Local Plan 2006-2028 – Martock and Bower Hinton

Spatial Portrait

7.33 Martock is a small attractive town in central South Somerset, on the southern edge of the Somerset Levels and Moors and just off the busy A303. Mill Brook and Hurst Brook flow between Martock and Bower Hinton to the South, before joining the River Parrett to the west. The town is surrounded by gradual undulating hills that are regarded as having high landscape value. It is well connected to Yeovil, which is situated 7 miles to the southeast.

7.34 Martock and Bower Hinton have a joint Conservation Area incorporating various Listed Buildings along the main road between the two settlements. Listed buildings are concentrated at the historic centres of Martock, Hurst and Bower Hinton. Areas of flood risk run through the centre from east to west between Martock and Bower Hinton. The land either side of the streams has been identified as part of the functional flood plain.

7.35 The population of Martock parish is approx 4,378. The town has a good variety of services, however self-containment is an issue. The travel to work data shows that over 50% of the population out commute mainly to Yeovil, Taunton Deane, Crewkerne, and Ilchester and surrounds. Although the town is home to scores of small businesses that are clustered principally at Martock Industrial Park and the out of town Parrett Works. Redevelopment of sites, such as Paulls Court, have resulted in a loss of employment land. Providing more employment opportunities in Martock/Bower Hinton could potentially reduce the level of out commuting.

Local Aspirations

7.36 Engagement with Town and Parish Councils in preparing the Draft Local Plan have indicated that Martock is considered an appropriate location for additional growth but that employment opportunities in particular should be exploited to broaden the range of opportunities and to help assist with financing road improvements along the main spine road. Housing is required alongside the additional employment growth to help retain existing local facilities and services. Martock/Bower Hinton has a range of facilities that potentially could take more growth particularly for employment. Proximity to Yeovil and the potential impact on the A303 trunk road, however, are major constraints to significant housing growth due to out-commuting concerns and traffic impact on a national route.

What will the Local Plan Deliver?

Settlement Status

7.37 The South Somerset Role and Function Study (April 2009) identifies Martock/Bower Hinton as a Rural Centre this will enable the settlement to grow and expand its identified role by allowing for additional employment growth, the provision of additional retail premises and modest housing growth all of which will encourage greater self-containment.

Housing

7.38 To enable the settlement to grow and continue to expand its identified role 246 dwellings are proposed over the Local Plan period 2006-28. Of these 230 dwellings, 106 are already committed, with a residual requirement for 124 new dwellings, reflecting a scale of growth commensurate with South Petherton and Milborne Port.

Employment

7.39 Additional employment and retail opportunities should be exploited to strengthen the service function of the settlement and additional employment land is required to be developed to 2028 in order to broaden the range of opportunities and to provide greater self-containment.

7.40 It is proposed a total employment provision for Martock/Bower Hinton of 4.79 ha. However it should be noted that 1.8 ha of this employment provision is the saved Local Plan allocation ME/MART/2, Land West of Ringwell Hill on which they are intending implementing. There is a further 0.99 ha in commitments or lapsed consents (demonstrating acceptability in principle). There is provision for an additional 2 ha of employment land to provide an alternative option for employment. This should be delivered through the Development Management process so providing a flexible and early response to the provision.

Retailing

7.41 As set out in Policy EP9, Martock/Bower Hinton is a Local Centre in retail terms and the focus for any new retail development should be within the defined Town Centre. Proposals for retail development in excess of 250 sq m will be required to undertake a Retail Impact Assessment. Proposals for retail development should similarly be considered through the Development Management process.

Infrastructure

7.42 The Infrastructure Delivery Plan has identified a requirement for a fluvial flood risk defences, a community hall, new open space, sports facilities, play area and expansion of youth facilities for the settlement.

Delivery

7.43 The following delivery bodies will be key in implementing the proposed development at Martock/Bower Hinton:

- South Somerset District Council;
- Town and Parish Councils;
- Developers and Landowners.

Monitoring Indicators	Target
Completed housing development in Martock/Bower Hinton	230 homes built in Martock/Bower Hinton between 2006 and 2028
Completed employment ('B' uses) floor space in Martock/Bower Hinton	4.79ha of 'B' use employment land made available in Martock/Bower Hinton between 2006 and 2028

Appendix B – SSDC Sustainability Appraisal

SA Objective	Questions: will the policy/proposal/strategy help to....?	Commentary	Score
1. Improve access to essential services and facilities	<ul style="list-style-type: none"> ...ensure high levels of accessibility to shops, schools, health/leisure facilities and other key services by walking, cycling, and public transport?...reduce social exclusion? 		
2. Reduce poverty and social exclusion	<ul style="list-style-type: none"> ...benefit particularly deprived areas? ...encourage active involvement of local people in community activities? ...maximise opportunities for all members of society? ...maximise opportunities within the most deprived areas? ...reduce fuel poverty? 		
3. Provide sufficient housing to meet identified needs of the community	<ul style="list-style-type: none"> ...increase the range, quality and affordability of housing for all social groups? ...reduce homelessness? 		
4. Improve health and well being	<ul style="list-style-type: none"> ...improve access to high quality health facilities? ...reduce health inequalities? ...encourage healthy lifestyles through, for example, open space 		
5. Improve education and skills of the population	<ul style="list-style-type: none"> ...improve qualifications and skills of young people and adults? ...promote life-long learning that is accessible to all? ...provide an increased supply of skilled workers to the economy? 		
6. Reduce crime and fear of crime	<ul style="list-style-type: none"> ...reduce anti-social behaviour? ...reduce actual levels of crime? ...reduce the fear of crime? 		
7. Support a strong, diverse and vibrant local economy	<ul style="list-style-type: none"> ...foster balanced economic growth? ...provide jobs for all with a diverse range of employment opportunities? ...ensure accessibility to work by walking, cycling and public transport? ...promote town and local centre vitality and viability? ...improve business development and enhance competitiveness? ...assist businesses in finding appropriate land and premises? ...promote sustainable tourism opportunities? 		

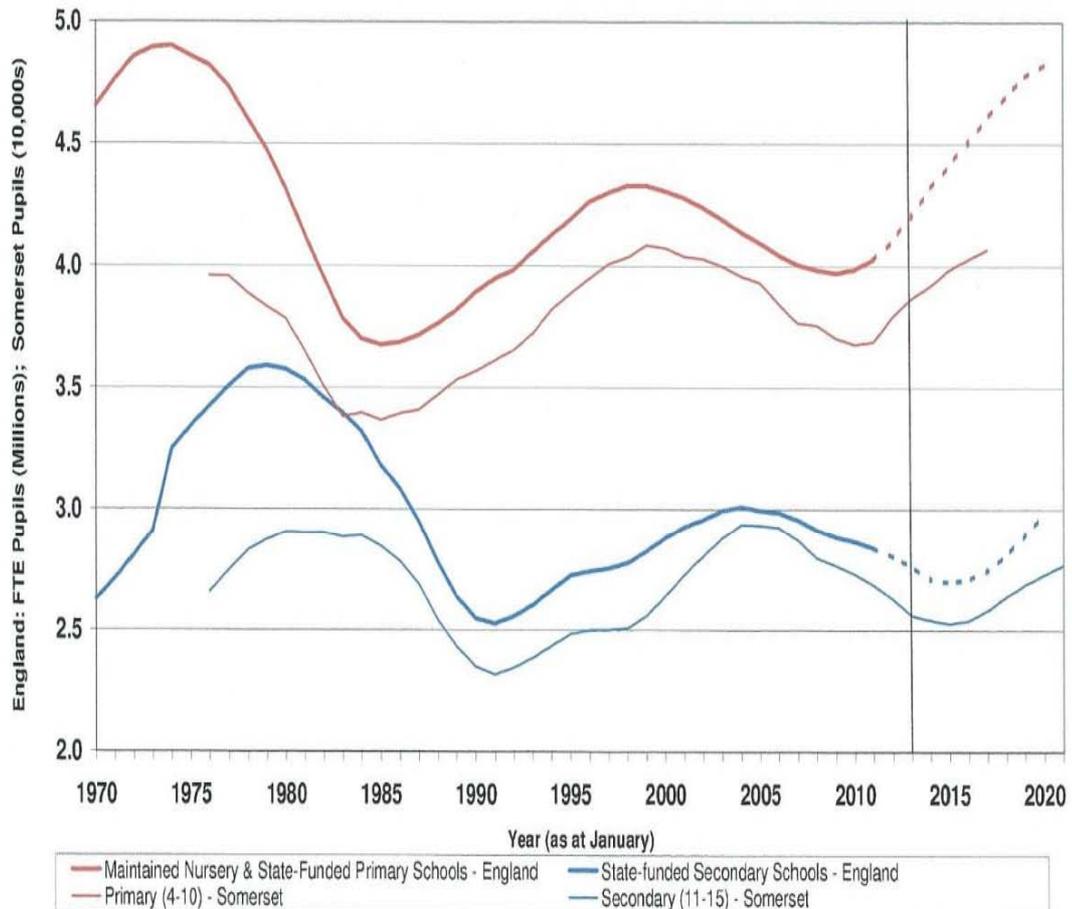
SA Objective	Questions: will the policy/proposal/strategy help to....?	Commentary	Score
8. Reduce the effect of traffic on the environment	<ul style="list-style-type: none"> ...reduce the need to travel? ...increase proportion of journeys made by non-car modes? ...reduce road traffic accidents? ...reduce the growth of congestion 		
9. Protect and enhance the landscape and townscape	<ul style="list-style-type: none"> ...protect and enhance the landscape and townscape and its local distinctiveness? ...reduce the amount of derelict, degraded and underused land? ...promote visual amenity? ...protect and enhance natural landscapes within the urban area, including recreational open space and green corridors? 		
10. Conserve and where appropriate enhance the historic environment	<ul style="list-style-type: none"> ...conserve and enhance the cultural heritage, archaeological sites and remains, listed buildings? 		
11. Reduce contribution to climate change and vulnerability to its effects	<ul style="list-style-type: none"> ...promote energy efficiency? ...encourage renewable energy? reduce carbon dioxide emissions? ...incorporate the principles of sustainable construction? ...make efficient use of water? ...consider the need to adapt to climate change? 		
12. Minimise pollution (including air, water, land, light, noise) and waste production	<ul style="list-style-type: none"> ...improve and maintain air and water quality? ...minimise noise and light pollution, odour and vibration? ...minimise pollution of land and soil (including minimising loss of best and most versatile agricultural land)? ...reduce waste production and increase reuse, recycling and recovery of waste? 		
13. Manage and reduce the risk of flooding	<ul style="list-style-type: none"> ...minimise the risk of flooding to people and property? ...promote the use of Sustainable Drainage Systems (SUDS)? 		
14. Conserve and enhance biodiversity and geo-diversity	<ul style="list-style-type: none"> ...protect and enhance wildlife habitats and sites of geological conservation interest? ...conserve and enhance species diversity, in particular avoiding harm to protected species? ...promote Green infrastructure 		

Appendix C – Education 1

Figure 1: State-funded schools: Number of pupils (aged up to and including 15) by type of school in England
 Years: January 1970 to 2011 (Actual) – January 2012 to 2020 (Projection)

Coverage: England

Somerset data: 1975/76 to 2012/13 (Actual) – 2013/14 onwards (Forecast)



Notes: England data

1. Projections use the mid-2010 based national population projections produced by the Office for National Statistics.
2. State-funded primary schools include maintained primary schools, primary academies and primary free schools.
3. State-funded secondary schools include maintained secondary schools, secondary academies, secondary free schools and city technology colleges.

Notes: Somerset data

1. Actual roll is taken from the October School Census and equivalent returns. Forecast data for 2012/13 onwards from the 2011 School Population Forecast
2. Primary school data relates to all pupils of primary school age in reception and above (including pupils in middle schools)
3. Secondary school data covers pupils of secondary school age (including pupils in middle schools) but excluding pupils in school 6th forms

Source: DFE OSR 02/2012 & PMIT

15-Feb-13

Performance Management & Information Team (February 2013)

Appendix D – Education 2

Forecast Base Year: 2012

School: 224 3486 MARTOCK PRIMARY

Control (at Oct 2012 School Census): VA

Year	Pre-School Age				School Age Pupils							TOTAL 4 to 10	Migration 5 to 10
	0	1	2	3	4	5	6	7	8	9	10		
Baseline 2012	40	44	34	26	31	35	31	31	32	41	33	234	
Forecast 2013		40	45	34	26	31	36	31	32	32	42	230	3
Forecast 2014			40	45	34	26	31	36	31	32	32	222	0
Forecast 2015				40	45	34	26	31	36	31	32	235	0
Forecast 2016					40	45	34	26	31	36	31	243	0
Forecast 2017					37	40	45	34	26	31	36	249	0

Forecast Migration: +3 in 2013, +1 pre-school.
 V&I Adj 66.67%, 68.4% for 2013 entry
 2013 Published AN 42

Notes: