

From: no.reply@southsomerset.gov.uk
Sent: 11 February 2019 18:48
To: Planning
Subject: Planning Application Comments - 18/04057/OUT - Principal Planner

Name: Derek & Gillian Scott
Address: 3 Kings Ride
Chard
TA20 1LU


I want to: Make a general observation

Comment:

Resubmitted as original sent on 03/02/19 has not appeared

1. Although there is no access to this proposed development from the west, there is an access point for Emergency purposes on the proposal and also a public right of way, both of which are onto Crimchard which at that point is a narrow road, not even wide enough for a centre line. This limited access is a good point of the proposed development as the increased traffic on Crimchard could cause traffic hazards. We would want to be assured that there would be no change of use of either the emergency access or public right of way to allow vehicular access to Crimchard.
2. The proposal states it would use the principles of the Passivhaus "where possible". This is laudable but should be a requirement of all new developments and not be caveated by "where possible". As Somerset has one of the best recycling records of local authorities, perhaps it should broaden its sustainable credentials by making all new developments build according to Passivhaus principles, not where possible, but always.
3. The illustrations show the houses are quite aesthetically pleasing. As long as similar were built this would not be detrimental to the area.
4. This may be cynical but it is interesting that major water improvement works have been carried out over the last year conveniently pass under the proposed new development.

on 3 Kings Ride
July 9 CHARD
TASO ILU

As Chard residents, we are writing to comment and object to the proposed development contained in this planning application. We believe it should be rejected on the following grounds:

1. The development would not be sustainable as it does not provide any infrastructure to service the development or its residents. It would not add to the economic growth of the area as it provides no long term commercial opportunities,. Although the construction of the development itself would provide short term employment, once this is complete there is no employment provision within the development.
2. The development is not in line with the Chard Regeneration Scheme and Local Plan which are designed to fulfil the future growth needed for Chard in a structured and sustainable manner, providing schools, employment, social and medical facilities and retail outlets as well as new homes, supported by a planned new distributor road to aid management of traffic. Whilst it is acknowledged that development under these plans has not been as fruitful as anticipated, it does not mean that separate proposals not within those plans should be approved. Instead, it is incumbent on developers to assist local communities to meet those plans before submitting alternative proposals that are contrary to them and not in the interests of the community. Perhaps Mactaggart and Mickel could be encouraged to consider one of the areas identified in these local plans for their developments.
3. We believe there is no provision for schools in the proposed development and local schools have no capacity for the potential increase in children that 295 houses would bring to the area. Although the proposal maintains current footpaths that older children could possibly use to get to school (eg Holyrood school-age children), there are no footpaths to the Primary schools so there would be an increase in traffic to these at least.
4. The development has just one point of access, onto Thorndun Park Drive which would bring increased traffic onto that road. If going to Taunton or the A303, traffic would turn left and left again onto the A358. Traffic from the site going to Taunton would probably turn left along the A358 and then left again towards Cuttifords Door and right towards Coombe St Nicholas to cross the A303 in order to avoid traffic delays at Henlade. This would put unacceptable pressure and congestion onto the country roads through the villages of Wadeford and Coombe St Nicholas. If going west towards the A30 or Axminster, traffic is likely to turn right on Thorndun Park Drive, turn right onto Glynswood and then left onto Crimchard/Heliers Road or even Touchstone Lane. This route is through housing estates with cars parked on roads, and then onto Crimchard, which also has multiple cars parked along it. In short, the road infrastructure of Chard is insufficient to cope with the additional traffic from 295 houses.
5. Height of buildings: Although it is acknowledged that the taller building of the proposed development are on the lower ground, thus mitigating their impact, it is considered that their height (at 3 storeys) would still be out of keeping with the

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