

LARKFLEET HOMES SOUTH WEST LTD

Application for approval of reserved matters for outline application 53/16/0012 for up to 30 dwellings, 3 live/work units, public open space, landscaping, and associated highways, engineering and infrastructure works at Land to the East of North and West Villas, Dene Road, Cotford St Luke, Taunton(Amended plans including details such as internal layouts and elevational treatment. Additional plans to address handing where previously missing)

Location: LAND EAST OF NORTH AND WEST VILLAS, DENE ROAD,
COTFORD ST LUKE, TAUNTON

Grid Reference: 317224.12751 Reserved Matters

Recommendation

Recommended decision: Conditional Approval subject to the views of the County Highways Authority and Local Lead Flood Authority.

Recommended Conditions (if applicable)

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

- (A3) DrNo P1644:01 Location Plan
- (A1) DrNo 2283/520-1 Rev C Engineering Layout (1 of 2)
- (A1) DrNo 2283/520-2 Rev A Engineering Layout (2 of 2)
- (A1) DrNo 2283/530-1 Rev A Section 38 Plan (1 of 2)
- (A1) DrNo 2283/530-2 Rev A Section 38 Plan (2 of 2)
- (A1) DrNo 2283/535 Footpath Link Details
- (A1) DrNo 2283/550 Rev A Off-Site Highway Works General Arrangement Plan
- (A1) DrNo 2283/555 Off-Site Highway Works Swept Path Assessment
- (A1) DrNo 2283/600 Rev A Road Longitudinal Sections
- (A1) DrNo 2283/700 Drainage Construction Details
- (A1) DrNo 2283/701 Pipe Bedding Details
- (A1) DrNo 2283/710 Rev A Manhole Schedules
- (A1) DrNo 2283/720 Rev A Detention Basin Details
- (A1) DrNo 2283/730 Highway Construction Details
- (A1) DrNo P1644:03 Rev C Proposed Site Layout
- (A1) DrNo P1644:04 Rev C Site Concept Analysis
- (A1) DrNo P1644:05 Rev C Site Layout Analysis
- (A3) DrNo P1644:06 Refuse Strategy
- (A3) DrNo P1644:09 Boundary Treatments 1 of 2
- (A3) DrNo P1644:10 Boundary Treatments 2 of 2
- (A3) DrNo P1644:11 Rev A Type 2308 Floor Plans
- (A1) DrNo P1644:12 Rev B Proposed Garages
- (A3) DrNo P1644:13 Rev A Type 2224 Brick Variant Plot 9 & 21 (Plans and Elevations)

(A3) DrNo P1644:14 Rev A Type 2224 Brick Variant (Plans & Elevations)
 (A3) DrNo P1644:15 Rev A Type 2324/2323 Render (Floor Plans & Elevations)
 (A3) DrNo P1644:16 Rev A Type 2318 Render (Plans & Elevations)
 (A3) DrNo P1644:17 Brick Variant Elevations
 (A3) DrNo P1644:18 Render Variant Elevations
 (A3) DrNo P1626:19 Floor Plans & Elevations
 (A3) DrNo P1626:20 Rev A Type 2B Brick (Floor Plans)
 (A3) DrNo P1626:21 Rev A Type 3B Brick (Floor Plans)
 (A3) DrNo P1644:22 Rev A Type 2428 Render (Plans & Elevations)
 (A3) DrNo P1644:23 Rev A Type 2409 Render (Plots 10 & 12)
 (A3) DrNo P1644:24 Rev A Type 2404 Brick (Plot 9)
 (A3) DrNo P1644:25 Rev A Type 2404 Plans (Plot 9)
 (A3) DrNo P1644:26 Rev A Type 2502 Render (Elevations)
 (A3) DrNo P1644:27 Rev A Type 2502 Brick (Elevations)
 (A3) DrNo P1644:28 Rev A Type 2502 Plans (Plot 1)
 (A3) DrNo P1644:29 Rev A Type 1302 Floor Plan (Plot 7)
 (A3) DrNo P1644:30 Rev A Type 1302 Render Plot 7 (Elevations)
 (A3) DrNo P1626:31 Type 2B Brick (Elevations)
 (A3) DrNo P1626:32 Type 3B Brick (Elevations)
 (A3) DrNo P1644:33 Type 2409 Render Variant (Plots 4, 11, 18 & 19)
 (A3) DrNo P1644:34 Type 2404 Brick (Elevations Plot 20)
 (A3) DrNo P1644:35 Type 2404 Floor Plans (Plot 20)
 (A3) DrNo P1644:36 Rev A Type 2502 Floor Plans (Plot 6, 21)
 (A3) DrNo P1644:37 Type 1302 Floor Plan (Plot 8)
 (A3) DrNo P1644:38 Type 1302 Render (Plot 8)
 (A3) DrNo P1644:39 Live Work Unit Plans and Elevations (Plot6)
 (A2) DrNo R/2109/1 Rev D Landscape Masterplan
 (A2) DrNo R/2109/2 Rev A Landscape Details
 (A2) DrNo R/2109/3 Rev A Landscape Details

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

2. Before any part of the development hereby permitted is commenced, the hedges to be retained on the site shall be protected by a chestnut paling fence 1.5 m high, placed at a minimum distance of 2.0 m from the edge of the hedge and the fencing shall be removed only when the development has been completed. During the period of construction of the development the existing soil levels around the base of the hedges so retained shall not be altered.

Reason: To avoid potential harm to the root system of any hedge leading to possible consequential damage to its health.

3. Prior to construction above floor slab level of the dwellings hereby permitted, samples of the materials to be used in the construction of the external surfaces of the development shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and thereafter maintained as such.

Reason: To safeguard the character and appearance of the building/area.

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

(ii) For a period of five years after the completion of the development, the trees and shrubs shall be protected and maintained in a healthy weed free condition and any trees or shrubs that cease to grow, shall be replaced by trees or shrubs of similar size and species or other appropriate trees or shrubs as may be approved in writing by the Local Planning Authority.

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

Notes to Applicant

Proposal

Application for approval of reserved matters for outline application 53/16/0012 for up to 30 dwellings, 3 live/work units, public open space, landscaping, and associated highways, engineering and infrastructure works at Land to the East of North and West Villas, Dene Road, Cotford St Luke, Taunton

Amended plans have been submitted, including details such as internal layouts and elevational treatment and additional plans to address handing of properties where previously missing

Site Description

This site comprises part of an agricultural field on the northwest of Cotford St. Luke. The application site is the south western part of this, broadly rectangular, field; the eastern and northern parts of the field are excluded from the application site. The land falls gently from north to south. The field is bordered by hedges. To the east is open countryside, to the north is Dene Road, the main access route into Cotford St. Luke from the Bishops Lydeard direction.

To the west is North Villas, a row of mainly semi-detached dwellings that pre-date the development of Cotford St. Luke. They currently face towards the application site and many have paved over front gardens to provide parking. To the south is land that has been granted outline planning permission for residential development – this site slopes away steeply from the current application site.

Relevant Planning History

The Site Allocations and Development Management Plan (SADMP) was adopted in December 2016.

Policy MIN1: East of Deane Barton, Cotford St Luke

Land East of Dene Barton, Cotford St. Luke, as indicated on the Policies Map, is allocated for around 60 dwellings and small scale Class B employment units on approximately 0.25 hectares of the site. Proposals will need to demonstrate a comprehensive approach to the planning of the site, ensuring a degree of permeability between northern and southern parcels. Development proposals shall also comply with other policy requirements in the plan including any strategic landscaping and planting, other environmental matters, affordable housing, design and mix of dwellings and recreational space, where appropriate.

Application No: 53/16/0012 - Outline planning application with all matters reserved, except for access, for a residential development of up to 30 No. dwellings, 3 No. live/work units, public open space, landscaping and associated highways, engineering and infrastructure works on land east of North and West Villas, Dene Road, Cotford St Luke as amended.

This outline planning application as granted on 22 June 2018 subject to conditions.

Consultation Responses

COTFORD ST LUKE -Date 13 June 2018

Cotford St Luke Parish Council objects to the above Application for the following reasons:

- Prematurity of Application as the Outline Planning Application, 53/16/0012 was never approved and therefore, there are no section 106 and CIL agreements in place.
- Highway safety and traffic congestion due to the increased access/egress of traffic in North Villas due to the development
- The Parish Council understood from Larkfleet Homes architect that a temporary road was to be constructed off Dene Road (near Sunnydene) to the development to ensure construction traffic did not access/egress the development via North Villas and to protect driver and pedestrian safety. This temporary road was subject to a separate Planning Application which seems not to have been submitted.
- The working hours of the live/work units has not been specified
- Children's play provision is not specified

Further comments dated 9 August 2018

Hedgerow

- Opposed to the removal of the ancient hedgerow

Car Parking

- The parking allows approximately 3 spaces per house. In our experience the majority of people do not put their cars in the garages provided. More often

than not garages cannot accommodate anything but the smallest of cars and there is no additional space available within the houses for storage of bikes etc. In most cases the three spaces would be taken by resident's cars. It is likely that there will not be enough additional parking for visitors and trade vehicles etc.

Access via North Villas and Speed Limit

- There are concerns about the access via North Villas. The impact this will have on North Villas of the additional traffic into the development such as poor sight lines etc. I understand that the alternative is a roundabout on Dene road, but is this not a better alternative?
- The existing 20mph limit should be moved back to the current 30mph position, thus slowing the traffic flow and safety improvement for pedestrians and vehicles entering and leaving the access road to the development and North Villas.

Children's Play Space

- The total of 500 sq. mtrs. to be shown on plans for the children's play space (equipped and non-equipped). The LEAP should comply with D. Arscott's recommendations covered by her letter to Mr Belli dated 11.6.18.

Landscape Details, Maintenance and Wildlife Strategy

- Full Landscape details to be provided before approval plus the maintenance schedule for the whole site. An updated survey and wildlife strategy to be submitted. Close attention and action as appropriate to the points raised by the Policing Support team's letter dated 4.7.18 addressed to Mr K Bines-Planning Officer.

Flood Risk Management

- Somerset County Council's letter dated 13.7.18 to K Bines from the Flood Risk management Team to be adhered to in all respects as well as all the sub-headed comments within this letter signed by Ben Willmott-Planning Liaison Officer Traffic & Transport development Group and the Economic and Community Infrastructure Commissioning.

Allotments

- There is no provision for allotments.

Route Protection Zone Regulation and Overhanging Problems

- The Tree Officer (Planning) letter to K Bines dated 19.7.18 requires action particularly to Route Protection Zone Regulation and subsequent overhang problems with regard to Plot 1 occupants.

Agreements with Law Enforcement in place to prevent the eventual loss of this tree. Also Section b of this letter supports the feelings of all the North Villas residents as shown.

BIODIVERSITY - Date 28th June 2018

No wildlife survey has been submitted with this application. The survey previously submitted is dated April 2012 and so is now over six years old.

An updated survey and wildlife strategy should be submitted. This is particularly important as the proposal involves the removal of a section of hedging.

I would like to see an element of biodiversity enhancement for this application in the form of additional native planting and the provision of bird and bat boxes.

Further comments dated 2 August 2018

I have no further biodiversity comments

LANDSCAPE - Date 28th June 2018

The application site is on the eastern side of Cotford St. Luke on high land exposed to views to the east.

What are the proposals for land to the immediate east of the site?

The removal of the existing roadside hedge will have a great impact on north villas.

Removal of hedging should take place outside of the bird nesting season.

The proposed landscaping is generally fine but I consider there is scope for further tree planting particularly within plots 1,1,12, 21 and 26.

Full landscape details are required as is a landscape maintenance schedule for the whole site is required.

Further comments dated 1 August 2018

I have no further landscape comments.

Further comments dated 28 August 2018

I still think it's a shame about the loss of native hedgerow, and wonder whether we could insist on mixed native hedge as replacement, rather than beech?

Further to your emails, the landscape details are generally satisfactory. However I could not find the planting details for plots ,1,4,5,21,24,25 and 31.

I did previously suggest some further tree planting in the gardens of plots 11,12,21 and 26 but this has not be carried out .

I am happy for the beech hedge to be changed to hawthorn as suggested by David.

The Quantock Hills AONB Office –

The primary purpose of AONB designation is the conservation and enhancement of the landscapes natural beauty. The Quantock Hills AONB service, on behalf of its Joint Advisory Committee, undertakes its work according to this primary purpose-to ensure this beautiful and nationally protected landscape remains outstanding now and into the future. Please accept the following within this context. To help protect the landscape beauty of the nationally protected Quantock Hills AONB a Statement of Significance is included as Appendix 2 to the currently statutory Management

Plan 2014-19. This Statement outlines what makes this landscape outstanding and needs to be protected and includes: Spectacular view\Views from the hilltops, this also forms an objective of the plan Development and Infrastructure Objective 3: To protect the views in to and out of the AONB through involvement in the planning process. In the Outline Consent documentation the only reference to wider landscape issues appears to be under the Determining Issues and Considerations section: Visual impact and character of the area. The site is fairly elevated in the landscape and the development will be visible from various locations....From the east, it will be visible from various locations...From the east, it will mean that the eastern edge of the settlement is extended, however, with the additional buffer planting proposed, this edge of the settlement can be softer than it is presently. The landscape officer initially made comments about the eastern boundary and the need for a greater amount of landscaping than proposed. Landscaping is a reserved matter and this will be considered further at this stage, however the indicative layout plan has been amended and the removal of a footpath from within the buffer zone means that there would be wider and more dense planting opportunities along this buffer strip. It is, therefore, considered that the landscape impact of the development is acceptable. Now that the reserved matters are being considered we ask that the landscape impacts of this development on views from sensitive receptors at popular sites in the Quantock Hills including Cothelstone Hill and Wills Neck are fully considered in the design and screening of the site-it may be that this would require a Visual Amenity Assessment to be carried out. I hope these comments help you in your determinations and thank you for your time.

SCC - TRANSPORT DEVELOPMENT GROUP - Dated 16 July 2018

I refer to the above-mentioned planning application received on 6 June 2018 and have the following observations on the highway and transportation aspects of this proposal. I apologise for the delay in our response.

It is noted by the Highway Authority that the site was subject to a previous outline application (53/16/0012). Initially there were Highway Authority concerns raised with regards to the proposed road alignment. However, the majority of the concerns were addressed by the applicant subject to elements being secured by s106 agreement and our recommended conditions as dated on our response to the Local Planning Authority on 23/3/17.

The current application is for reserved matters, following the granting of online planning permission (53/16/0012) in June 2018 and the submitted details have since been assessed.

Parking

The applicant states in the Design and Access document that there will be 68 allocated vehicle parking spaces and 32 garages to accommodate the proposal, equating to 100 spaces overall. However, the proposed number of spaces in the drawing titled 'Site Layout Analysis' appears to conflict this figure. The Highway Authority would appreciate clarity on the exact parking figure and specify how many parking spaces will be allocated for each of the dwellings whilst stating the number of bedrooms. Parking should be in line with the Somerset Parking Strategy (SPS).

The SPS sets the optimum provision for both motorcycle and cycle parking, and states that all dwellings should be provided with facilities for electric vehicle charging. These do not appear to have been addressed within the application.

It is therefore recommended that the applicant provide additional information to confirm that the optimum car parking, motorcycle and cycle parking provision can be achieved within the development for each dwelling, and that appropriate facilities will be provided for electric vehicle charging.

Travel Plan

No Travel Plan has been submitted to date by the applicant.

For clarity, a Measures-only Travel Statement would be required for this proposed development and agreed once the relevant information is received. It is noted that no Travel Plan fee has been stated, a development of this size would require a fee of £700 plus VAT. The applicant should be mindful a suitable TP will need to be secured via a S106 agreement.

Estate Road

The following highway related comments are with reference to submitted drawing numbers 1644:03/- and 2283/530-1.

The applicant should be aware that it is likely that the internal layout of the site will result in the laying out of a private street and as such under Sections 219 to 225 of the Highways Act 1980, will be subject to the Advance Payments Code.

Allowances shall be made to resurface the full width of the carriageway where disturbed by the extended construction and to overlap each construction layer of the carriageway by a minimum of 300mm. Cores may need to be taken within the existing carriageway to ascertain the depths of the bituminous macadam layers.

The Highway Authority would require that layout design be amended to ensure that grass margins are removed (between plots 7 and 8 and outside plot 9) and replaced with bituminous footway spec.

It is recommended that the proposed estate road be of one uniform width throughout this scheme, meaning no requirement of the rumble strips.

The driveway serving plot 8 should either be reduced in length to 6.0m or extended to 10.5m, as measured from the back edge of the prospective public highway boundary.

The proposed footpath/cyclepath link at the southern end of the application site will need to be surfaced in red pigment bitumen macadam with adoptable visibility splays measuring 2.0m x 20.0m in both directions being provided at the southern end of the link. There shall be no obstruction to visibility within the splays that exceeds a height greater than 300mm above the adjoining ground level. The visibility splays shall be clearly indicated within all future revisions of the layout drawings.

It is preferable for the proposed footpath link between plots 29 and 30, connecting the site onto the existing public highway, to be constructed as a 3.0m wide footpath/cyclepath. Adoptable margins as above will need to be provided at the western end of the link should this be the case.

Should gates be provided at the field access located at the north-eastern corner of the site, then they should be set back a minimum distance of 5.0m from the back edge of the prospective public highway boundary and hung to open inwards.

Before entering or breaking into an existing sewer or drain, notice shall be given to the Drainage Undertaker responsible for the pipe to which the connection is to be made, appropriate permission obtained and fees paid.

Existing sewers and drains within the bounds of the site, which are to be abandoned and which are less than 1m depth below formation level shall, where practicable, be cut off and removed. The excavation shall be backfilled with type 1 material, and the ends of the remaining pipes sealed with concrete for a length of 0.5m.

A section 50 licence will be required for sewer connections within or adjacent to the highway. Licences are obtainable from BSupport-NRSWA@somerset.gov.uk – At least four weeks' notice is required.

All private drainage is to drain away from the adopted highway or into private water discharge system. The applicant/designer will need to provide a letter of consent to drain the water from the adopted footpaths to the adjacent areas of said footpaths

The next submission should show the location and depth of all public and private services affected by the works. Experience has shown that if the obligation is put upon the contractor to locate the services, this leaves insufficient time to carry out any required design amendments, or service alterations.

The applicant will need to confirm any statutory diversions that is expected to be carried out in relation to this scheme. Evidence demonstrating that the utility companies have viewed the proposals and have raised no concerns or objections regarding their existing apparatus are required.

If there is a traffic plan for the deliveries to this site within such a built up area, a copy of the construction phase H&S Plan will need to be submitted.

Drainage

There is no objection to the surface water management strategy is as per that proposed in the Flood Risk Assessment and Drainage Strategy version 3 dated 2 November 2016, prepared by Messrs. Clive Onions Ltd and submitted in support of the outline planning application 53/16/0012. However the Highway Authority would like to advise the following.

The proposals are to construct the driveways with permeable paving to encourage infiltration with fin drains connecting to the underground drainage system. Careful consideration will need to be given to the design of such areas that directly abut prospective public highway areas to ensure that a suitable interface detail is

achieved. Interceptor drainage channels may also be required for driveways that fall towards the prospective public highway to reduce the potential for surface water run-off onto the roads should the paving not be maintained.

It is possible that the development entrance and frontage works could affect the existing highway carrier drain within North Villas and it is requested that extensive investigations are undertaken as part of the design to identify this and any other apparatus that may be affected by the proposals.

The highway drainage design will be reviewed in detail by the Estate Roads Officer as part of the Advance Payments Code/Section 38 submission.

Conclusions

Based on the information set out above the Highway Authority raises no objection to this proposal although a suitable Travel Plan will need to be secured under a S106 agreement. If planning permission were to be granted the following conditions would need to be attached.

1. 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 commencement, and thereafter maintained until the use of the site discontinues.

2. 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;

3. The gradient of the proposed access shall not be steeper than 1 in 10. Once constructed the access shall thereafter be maintained in that condition at all times.

4. 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 construction commences and thereafter maintained at all times.

5. 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.

6. 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.

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

8. 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.

9. In the interests of sustainable development none of the dwellings hereby permitted shall be occupied until a network of cycleway and footpath connections has been constructed within the development site in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

10. 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 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 - Dated 5th June 2018

25% of the new housing should be in the form of affordable homes, with a tenure split of 60% social rented and 40% intermediate housing in the form of shared ownership.

The suggested mix shown below is considered to meet the current demand:

- 2 x 1b2p, 2 x 2b4p, 1 x 3b5p – social rented
- 2 x 2b4p, 1 x 3b5p – shared ownership

The location of the affordable units is deemed broadly acceptable, although there may be management difficulties where there is a mix of Shared Ownership and Social Rented properties within the same block, as is the case with plots 32 and 33,

although it is noted that some Housing Associations no longer perceive this as a problem.

Additional guidance is available within the Adopted Affordable Housing Supplementary Planning Guidance.

The developer should seek to provide the Housing Association tied units from Taunton Deane's preferred affordable housing development partners list.

LEISURE DEVELOPMENT - Dated 11 June 2018

In accordance with TDBC Adopted Sites Allocations and Development Management Plan Policy C2 and Appendix D, provision for children's play should be made for the residents of these dwellings.

The development proposes 28 x family sized 2bed+ dwellings for which 20square metres per dwelling of both equipped on non-equipped play space should be provided. A total of 28 x 20=560 square metres.

The development should therefore provide an equipped LEAP of at least 400 square metres. The LEAP should be overlooked by the front of properties to promote natural surveillance and not be screened by trees as proposed. The LEAP should contain at least 5 pieces of play equipment to cover the disciplines of swinging, sliding, rocking, balancing and climbing, a seat, sign and bin should also be provided. All equipment should have a manufacturer's guarantee of at least 15 years. TDBC Open Spaces should be asked to approve both the layout and content of the LEAP.

TDBC Open Spaces should also be consulted on landscaping layout.

S.C.C. Public Health- Dated 10 August 2018

I wish to make a brief comment on this application in relation to cycling from a public health perspective. As you will be aware if resident's are to actually make regular use of cycles, for example for short journeys, then access to cycles must be at least as convenient as to cars. I am concerned that the suggestion of dedicated cycle sheds for some properties will not meet this essential requirement, if that means garden sheds at the rear of the property. It would also be contrary to the SADMP para 1.8.30 which requires that sheds are only permitted where cycle storage to the frontage of the dwelling is not possible. "Not possible" is a high barrier, especially in the context of copious on plot car parking at the maximum permitted levels, if not beyond. I cannot see a travel plan, but this maximum provision of car parking would suggest a very carcentric development which is generally contrary to TDBC policy and the NPPF expectations of prioritising sustainable travel. I do acknowledge the lack of alternatives to the car in this location however for non-local transport, but would urge the developer to consider the scope for a communal car club or similar as part of the travel plan enabling reduced on plot car parking provision and even perhaps the potential for additional housing rather than car parking. It should not be assumed that the maximum car parking provision allowed under policy is a target to be aimed for, especially when

car clubs/sharing is now a viable option. I would ask for a condition to require secure cycle parking to the front of dwellings without garages, whether that be provided individually or communally. If communal they should be cycle hangers or similar and overlooked.

The footway indicated at the southwest of the site should be a dual use footway/cycleway with smooth flush (not dropped) kerbs to the highway at each end.

LOCAL LEAD FLOOD AUTHORITY - Dated 13 July 2018

The development indicates an increase in impermeable areas that will generate an increase in surface water runoff. This has the potential to increase flood risk to the adjacent properties or the highway if not adequately controlled.

The applicant has not provided any further details relating to how surface water will be managed on the site. The LLFA would require a more detailed drainage design and supporting calculations to be submitted and therefore requests the same condition be applied to the application as was applied at outline, should it be granted approval.

Condition: 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: -

- Details of phasing (where appropriate) and information of maintenance of drainage systems during construction of this and any other subsequent phases.
- Information about the design storm period and intensity, discharge rates and volumes (both pre and post development), temporary storage facilities, means of access for maintenance (6 metres minimum), the methods employed to delay and control surface water discharged from the site, and the measures taken to prevent flooding and pollution of the receiving groundwater and/or surface waters.
- Any works required off site to ensure adequate discharge of surface water without causing flooding or pollution (which should include refurbishment of existing culverts and headwalls or removal of unused culverts where relevant).
- Flood water exceedance routes both on and off site, note, no part of the site must be allowed to flood during any storm up to and including the 1 in 30 event, flooding during storm events in excess of this including the 1 in 100yr (plus 40% allowance for climate change) must be controlled within the designed exceedance routes demonstrated to prevent flooding or damage to properties.
- 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

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).

TREE OFFICER - Dated 19 July 2018

Further to my original brief comment to Steve Belli regarding the outline application, my two concerns about this application are:

a) The proximity of the house in the north west corner to a fine, veteran oak that is protected by Tree Preservation Order TD545, which is situated on the west side of the adjacent old lane, but not shown on the development plan (see map attached). This is a large, mature, wide-spreading specimen, which may have a Root Protection Zone with a radius of 15 metres because of its size. The proposed house is very close to the current hedge boundary, and any future residents there are likely to have issues with shading, overhanging branches, leaf-fall and possible branch or tree failure;

b) The removal of a long stretch of native hedgerow, which would be classed as an 'important' hedgerow under the Hedgerow Regulations. Although I understand that the removal of the hedge has been proposed in a TD design guide, in my opinion it should be retained for its aesthetic value, and for its value as wildlife habitat. It is an old hedgerow that almost certainly dates from before the Inclosure Acts of the mid-19th century. It also contains numerous species, which is generally indicative of age and is beneficial for biodiversity. I believe that a layout could be designed so that most of the hedgerow was retained, save or some access points.

I would also make the point that the hedgerow to the south would not be protected by the Hedgerow Regs once adjacent to housing, so its protection would need to be secured in other ways. Ideally these hedgerows would be retained within public open space.

Further Comments Dated 23 August 2018

It's better now that the house has been moved further from the oak – it looks as though it's about 14-15 metres distant, so with the lane already there it shouldn't be harmed too much by the development.

I still think it's a shame about the loss of native hedgerow, and wonder whether we could insist on mixed native hedge as replacement, rather than beech?

CHIEF FIRE OFFICER - DEVON & SOMERSET FIRE RESCUE - No response

I have no further observations to make on the amendments to this application.
Dated 4 July 2018

Summary Response

No Objection – Subject to comments

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 Taunton Deane Borough 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 proposed development during the period 01/07/2017-30/06/2018 (within 500 metre radius of the grid reference) is as follows:-

Burglary - 2 Offences (both residential burglaries)

Criminal Damage - 7 Offences (incl. 1 criminal damage to motor vehicle)

Drug Offences - 1

Fraud/Forgery - 1

Other Offences - 5

Theft & Handling Stolen Goods - 8 Offences (incl. 1 theft of motor vehicle)

Violence Against the Person - 34 Offences (incl. 4 assault ABH, 9 common assault & battery & 14 causing harassment/alarm/distress or related offences)

Total - 58 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 such as road surface changes by colour or texture, rumble strips or similar within the development helps reinforce defensible space giving the impression that the area is private and deterring unauthorised access. The fairly short cul-de-sac nature of the development with one vehicular entrance in and out also has advantages over through roads from a crime prevention perspective in that it can help frustrate the search and escape patterns of the potential offender.

Orientation of Dwellings – all dwellings appear to overlook the street and public open space which allows neighbours to easily view their surroundings and also makes the potential criminal feel more vulnerable to detection. The dwellings in the centre of the development are also ‘back to back’, which improves their security by restricting unlawful access to the rear, which is where the majority of burglaries occur.

Public Open Space & LEAP - communal areas have the potential to generate crime, the fear of crime and ASB and should be designed to allow supervision from nearby dwellings with safe routes for users to come and go. The LEAP appears to be overlooked by 2/3 dwellings but the POS running along the eastern and northern perimeter of the development backs onto the rear of dwellings and the boundary protection may need to be upgraded along this perimeter.

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. 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. The plans indicate that these recommendations will be complied with, with dwelling frontages being mainly laid to lawn and lowgrowing shrubs and side/rear boundaries comprising 1.8 metre walls or fencing.

Car Parking – all parking appears to be on-plot garages and parking spaces, which complies with police advice.

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. From a safeguarding children perspective, this is particularly relevant in respect of the LEAP and POS along the eastern boundary. From the plans, this also appears to be complied with.

Street Lighting – all street lighting for both 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 external doorsets and ground floor or easily accessible windows and rooflights 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.

Representations Received

At the time of preparing this report a total of 24 letters of objection had been received.

These raise objections based on the following points;

- Loss of hedgerow onto Dene Road with its historic connections and the attendant loss of habitat.
- Increased traffic movements with resultant reduction in highway safety and capacity.
- Reduction in pedestrian safety.
- Harm to the landscape setting of the Village and the historic dwellings on Dene Road.
- Impact on views from The Quantocks AoNB.
- School at capacity.
- Impact on amenities of occupiers of neighbouring properties through loss of light, loss of a view, overbearing affect, increased noise and pollution through increased traffic, and loss of outlook.
- Impact on current occupiers as a consequence of construction traffic and construction work.
- Loss of Greenfield Site outside the defined settlement.
- Residents promised that there would be no development to the east of Dene Road.
- There is insufficient parking proposed for the development.
- Increased flood risk off site.
- Lack of electrical and sewerage capacity within the Village.
- Live/work Units not needed.
- Access points should be different.
- Lack of amenities and facilities in the Village to support more housing.

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 Taunton Deane comprises the Taunton Deane Core Strategy (2012), the Taunton Site Allocations and Development Management Plan (2016), the Taunton Town Centre Area Action Plan (2008), Somerset Minerals Local Plan (2015), and Somerset Waste Core Strategy (2013).

Relevant policies of the development plan are listed below.

EN12 - TDBCLP - Landscape Character Areas,
A1 - Parking Requirements,
A3 - Cycle network,
C2 - Provision of recreational open space,
ENV1 - Protection of trees, woodland, orchards and hedgerows,
ENV2 - Tree planting within new developments,
D7 - Design quality,

D8 - Safety,
D9 - A Co-Ordinated Approach to Dev and Highway Plan,
D10 - Dwelling Sizes,
D12 - Amenity space,
MIN1 - East of Dene Barton, Cotford St Luke,
SD1 - Presumption in favour of sustainable development,
CP1 - Climate change,
DM1 - General requirements,
DM4 - Design,
DM5 - Use of resources and sustainable design,

Local finance considerations

Community Infrastructure Levy

Creation of dwellings is CIL liable.

Proposed development measures approx. 4130sqm.

The application is for residential development outside the settlement limits of Taunton and Wellington where the Community Infrastructure Levy (CIL) is £125 per square metre. Based on current rates, the CIL receipt for this development is approximately £516,250.00. With index linking this increases to approximately £686,750.00.

New Homes Bonus

The development of this site would result in payment to the Council of the New Homes Bonus.

1 Year Payment

Taunton Deane Borough	£35,609
Somerset County Council	£8,902

6 Year Payment

Taunton Deane Borough	£213,655
Somerset County Council	£53,414

Determining issues and considerations

Proposal

This application seeks approval of the matters not determined at the Outline Application stage which are layout, appearance, scale and landscaping. The Local Planning Authority (LPA) in determining this application is only able to consider aspects of the development which relate to these matters. The principle of the development and its access, which will include the capacity of the highway network to

accommodate the additional traffic generated and associated matters such as air quality cannot be reconsidered.

A number of the representations submitted in connection with this application raise objections based on the principle and matters relating to access. The LPA should not attach any weight to these specific matters as they are not for consideration in connection with this application.

Layout

The application site is part of an allocation for 'around' 60 dwellings and small scale Class B employment units' and the delivery of 30 dwellings with 3 live-work units was accepted by the LPA as meeting the requirements of this allocation in respect of the northern half of the overall allocation.

The proposed layout is in general accordance with the Design Brief relating to Policy MIN1 with an outward face to the east and dwellings running along the eastern boundary. The Design Brief envisaged that the dwellings along the eastern boundary would have an outlook to the east. Given the extensive landscaping to the east of the housing required and this element is not considered fundamental to the development of the site. The proposal does, however, provide for a limited number of dwellings to take advantage of eastern views by providing dual aspects where they are not behind the landscaping belt.

The overall layout is considered to be an appropriate response to the development of the site given the Design Brief and the form and nature of the site.

Appearance

The proposed dwellings would reflect the existing mix of designs within Cotford St Luke with elevations being either render or brick, and roofs with grey or red/brown tiles. The windowing would be UPVC with the requisite form of opening.

The roofs would be all ridged roofs with interest added by inset gables either as a pure design feature or running in from a rear extension. No dwelling is seeking to provide floorspace within the roof and therefore no rooflights or dormers are proposed

Scale

Of the proposed dwellings two are single storey with the remainder being two storeys.

The housing in Cotford St Luke is overwhelmingly two storey and the development will reflect this character.

The dwellings will be a mix of detached, and semi-detached properties with one property being divided into two flats. This is reflective of the development in the locality.

Landscaping

A matter which has raised a great number of the objections relating to this

application is the loss of the substantial indigenous hedge which forms the current western boundary to the site onto Dene Road.

The adopted Sites Management Plan includes a design brief for the development of the overall allocation which incorporates this site. This sets out the design and layout anticipated by the LPA in respect of any proposal for the site. MIN1 specifically identifies this hedge and states;

'It is expected that the development of this site will incorporate the following principles;

Removal of the existing hedgerow on the eastern side of the northern part of Dene Road and the provision of frontage development to mimic North Villas.'

The AoNB Service has identified that the site is likely to be visible when viewed from the Quantock Hills AoNB and requested additional work to assess the overall impact including the carrying out of a visual impact.

In allocating the site for development the LPA would have taken into account the potential visual impact of the overall development of the site. The policy specifically identifies that the development of the site should provide 'Substantial new tree planting on the western part of the site' and development facing out towards the new landscaped area to the east.'

The proposal has been amended to provide a mixed indigenous hedge along the Dene Road frontage. The planting to the east of the site will provide an appropriate level of mitigation so as to soften the impact of the development on the overall landscape, including views from The Quantock AONB taking into account the overall landscaping of the site the submitted scheme is considered to be acceptable.

Impact on Amenities

The application site is predominately discrete with its location on the edge of the built up area of Cotford St Luke. The exception to this is the sites western boundary which is defined by a section of Dene Road which runs north/south and has the existing housing on its eastern side.

The proposed development would front onto Dene Road with the existing housing also facing onto the road. The separation distances between the existing and proposed dwellings would be 19m at the southern end of the site gradually increasing to 21m at the northern end. The level of inter-divisibility between the proposed and existing dwellings would be at such a distance that there would be no loss of privacy so as to warrant refusal of this reserved matters application.

The proposed dwellings would be to the east of the existing dwellings. This separation distance combines with the height of the proposed dwellings would preclude any loss of light/overshadowing such as to warrant the refusal of the application.

Whilst the existing residents have raised concerns regarding the loss of the hedge and the associated change in the views from their dwellings this of itself is not a material planning consideration. Whilst there will be a substantial change the impact

on the outlook of the existing dwellings given the separation distances and form of development opposite with semi-detached properties, would not be such so as to warrant refusal.

Flood Risk

The principle of development at the grant of outline planning permission established that it is possible to develop the site without risk of flooding to the new properties and without increasing the risk of flooding off site. This is subject to a separate condition attached to the grant of outline planning permission, details to discharge this condition have been submitted. The consultation response of the Lead Local Flood Authority in respect of their assessment of the submitted details is awaited.

Highway Related Considerations

The principle of the point of access to serve the development was established at the outline application stage. The detail for consideration through this application is the internal road layout, and the availability of the supporting car, motor bike and cycle parking, including visitor parking.

In terms of the details of the internal road layout the Highway Authority at the time of writing this report has not provided their consultation response on the amended scheme. The layout does provide a total of 100 car parking spaces for individual dwellings with the submitted plans showing 13 visitor spaces.

The maximum residential parking standard contained in the Sites Management Plan would be 97.5 spaces and the Somerset optimum standard would be 101.5. The three live work units may generate a low level of parking demand which will be met on the site of the individual units or within the identified visitor parking spaces. The level of car parking is considered to be in accordance with the relevant policies.

Amended plans are also sought to ensure that the footpath/cycle link through to the southern site is delivered as required.

The Highway Authority in their initial consultation response sought amendments to the application as submitted, and amended plans were submitted in response to these comments. The further consultation response of the Highway Authority is awaited and will be reported to the Committee.

Tree Preservation Order

An Oak tree is located adjacent to the north western corner of the site next to the footpath cycle link. This tree is subject to a Tree Preservation Order. The initial layout for the site proposed a dwelling outside of this trees Root Protection Zone, although it would still be close enough to potentially imperil the tree due to the impact it might have on the occupiers of the dwelling. Given this the proposed dwelling has been moved to the east with its garaging and driveway placed closer to the tree. It is considered that this would minimise the potential impact to a point where the development would be acceptable.

Minimum Space Standards

The individual dwelling types proposed are in general accordance with the Minimum Space Standards set out in Policy D.10.

The garaging/car parking proposed also meets the minimum dimensions set out within Policy A1 (Appendix E)

Biodiversity

This is a matter of principle that it considered at the outline planning application stage. A condition was attached to the grant of Outline Planning Permission which requires submission of a Wildlife Strategy but this does not, and was not submitted with this reserved matters application. It is therefore to be discharged by way of a separate application at a later date.

Conclusion

The principle of the development for housing was established through the sites allocation within the adopted Plan, and the subsequent grant of outline planning permission, including the identification of the point of access to it.

The details of the reserved matters addressing appearance, scale, layout and landscaping are considered to be in general accordance with the form of development envisaged in Policy MIN1 and the associated Design Brief. There is not considered to be any consequences of the proposed elements that would justify the refusal of this application for reserved matters approval.

Subject to the consultation response of the Highway Authority, and the Local Lead Flood Authority, the recommendation is therefore one of approval subject to conditions.

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

Contact Officer: Keith Bines