

06/14/0056

ARC HOMES

RESERVED MATTERS APPLICATION FOR THE ERECTION OF 10 NO. DWELLINGS WITH VEHICULAR ACCESS, GARAGES, PARKING AND LANDSCAPING PURSUANT TO OUTLINE APPLICATION 06/13/0001 AT THE PADDOCK, TAUNTON ROAD, BISHOPS LYDEARD

Location: THE PADDOCK, TAUNTON ROAD, BISHOPS LYDEARD

Grid Reference: 316900.128987

Reserved Matters

RECOMMENDATION AND REASON(S)

Recommended Decision: Conditional Approval

RECOMMENDED CONDITION(S) (if applicable)

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

- (A0) DrNo 3426/500 Site Survey
- (A1) DrNo 14030-SKC003 Rev D Engineering Appraisal Layout
- (A1) DrNo 14030-SKC008 Rev D Vehicular Tracking for Refuse Vehicle
- (A2) DrNo 3426/012 Rev A Street Scenes
- (A2) DrNo 3426/051 Rev B Site Plan - Reserved Matters
- (A3) C14030-SKC004 Longitudinal Sections
- (A3) Design and Access Statement
- (A3) DrNo 3426/021 Rev A Elevations Plot 10
- (A3) DrNo 3426/010 Rev A Floor Plans Plot 10
- (A3) DrNo 3426/056 Rev A Tree Protection Plan
- (A3) DrNo 3426/060 Rev A Landscape Proposal - Hard and Soft
- (A3) DrNo 3426/002 Floor Plans Plot 1-2
- (A3) DrNo 3426/003 Floor Plans Plot 3
- (A3) DrNo 3426/004 Floor Plans Plot 4
- (A3) DrNo 3426/005 Floor Plans Plot 5
- (A3) DrNo 3426/006 Floor Plans Plot 6
- (A3) DrNo 3426/007 Floor Plans Plot 7
- (A3) DrNo 3426/008 Floor Plans Plot 8
- (A3) DrNo 3426/009 Floor Plans Plot 9
- (A3) DrNo 3426/013 Elevations Plot 1 and 2
- (A3) DrNo 3426/014 Elevations Plot 3
- (A3) DrNo 3426/015 Elevations Plot 4
- (A3) DrNo 3426/016 Elevations Plot 5
- (A3) DrNo 3426/017 Elevations Plot 6
- (A3) DrNo 3426/018 Elevations Plot 7
- (A3) DrNo 3426/019 Elevations Plot 8

(A3) DrNo 3426/020 Elevations Plot 9
(A3) DrNo 3426/023 Garages Layouts and Elevations Type 1
(A3) DrNo 3426/024 Garage layouts and Elevations Type 2
(A3) DrNo 3426/025 Garage Layouts and Elevations Type 3A and B
(A3) DrNo 3426/058 Location Plan
(A3) DrNo 3426/061 Typical Stair Section
(A3) Tree Plan
(A3) DrNo C14030-C002 Rev A Drainage Strategy
Tree Survey
Tree Report

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

2. Before the development hereby approved is begun, samples of the materials to be used in the construction of the external surfaces of the development shall have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out and thereafter retained in accordance with the approved details, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the proposed development does not harm the character and appearance of the area in accordance with Policy DM1 of the Taunton Deane Core Strategy.

3. All existing trees on site, other than those identified as being removed by the tree protection plan DrNo 3426/056 Rev A and the guidance contained within the Hellis tree report dated November 2014, shall be protected in accordance with BS5837:2005 (Trees in relation to construction) and as stipulated in the tree report.

Reason: In the interests of the visual amenity of the area in accordance with Taunton Deane Core Strategy Policies DM1 and CP8.

Notes to Applicant

1. In accordance with paragraphs 186 and 187 of the National Planning Policy Framework the Council has worked in a positive and pro-active way with the applicant and has negotiated amendments to the application to enable the grant of planning permission.

PROPOSAL

The application seeks the approval of reserved matters pertaining to access, appearance, landscaping, layout and scale, in relation to the erection of ten dwelling houses on land at 'The Paddock', Taunton Road, Bishops Lydeard. The proposal is for 2 no. two bedroom units, 3 no. four bedroom units and 5 no. 5 bedroom units. The development has a density of 28 dwellings per hectare.

The site will be accessed via a new junction onto Taunton Road, sited towards the Eastern corner of the site frontage. The road will take a linear form into the site, with a turning head provided for service vehicle turning. Two spurs will be created, providing access over shared surfacing to parking areas for plots, 1, 2 and 3, plots 7, 9 and 10 respectively. Visibility splays of 2.4m x 43m will be provided for the access onto Taunton Road whilst the internal visibility splay for the access to plots, 1, 2 and 3 will be 2m x 25m. With regard to parking, each dwelling will be provided with a minimum of two parking spaces, with the larger plots benefiting from three spaces. Parking will be provided over private driveways and internal garaging for all ten plots.

The layout of the site is such that properties are generally positioned so as to front onto either Minehead Road or the main highway within the site. Each dwelling is served by gardens to the rear enclosed by brick walls and timber fencing. Those properties with road frontages are shown with a combination of brick wall and metal railings enclosing small front garden areas.

With regard to scale, the dwelling houses are a combination of two and three storeys in height, although those at three storey have accommodation within the roof space and are smaller than traditional three storey town houses. Ground to ridge heights across all ten plots range between 8.3m and 8.6m.

The proposed development will be of traditional design, informed by local vernacular. The materials palette will include natural slate and clay tiles to the roofs, with natural stone, render and brick to the walls. The units have a range of hipped and traditional gable roofs.

Landscaping works will be minimal across the site. One mature tree will be removed to the East to allow the turning head to be formed and smaller trees removed to the south to allow plot 8 to be accommodated. Tree planting is proposed along the south and west boundaries and informal hedgerow planting will be provided to provide distinction between plots.

SITE DESCRIPTION AND HISTORY

The application site is currently a small paddock laid to grass of approximately 0.37 hectares in area. Outline planning permission was granted in May 2013, with all matters reserved, under LPA reference 06/13/0001.

The site is level with low grass banks to the north, south and east boundaries. To the northeast of the site is Taunton Road, whilst to the southeast, south and southwest is further open agricultural land. To the northwest the site is adjoined by six dwelling houses (no's 1 to 6) at The Brendons. These properties have gardens

that back onto the site and are generally bound by timber post and rail and close boarded fencing with some planting.

The southeastern boundary is planted out with approximately 13 trees, of the cypress, walnut and maple species. These trees are the subject of a Tree Preservation Order, under reference TD1098.

The site is currently accessible through a field access gate to the northwest boundary. This access track is derived off The Brendons and runs between no's 4 and 5.

CONSULTATION AND REPRESENTATION RESPONSES

Consultees

BISHOPS LYDEARD & COTHELSTONE PARISH COUNCIL - Object to the proposed development for the following reasons:

- The site is poorly designed and the layout causes an unnecessary impact on the residents of neighbouring properties in the Brendons, the Parish Council suggests that a change in layout of the site could easily be achieved so that the plots have less of an impact on neighbouring properties.
- The Parish Council noted that there was a lack of information about the height of the buildings and the visual impact of the proposed development was unclear.
- In any event, the Parish Council considers the proposed three storey houses to be out of keeping with the existing character of the village and surrounding buildings.
- The Parish Council would like clarification over who is responsible for the land between the development and the road and any area not included within the boundary of any plot. The Parish Council would like to see this dedicated as Highway Land.
- The council would like to see a footway along the front of the development connecting to the existing footpath network.
- As noted by Somerset County Council Highways Department, the visitor parking in the development is insufficient. The Parish Council is concerned that this could lead to on street parking on Taunton Road which is already an issue that the Parish Council would not like to see exacerbated by this development.

The Parish Council would therefore like to see the design of the site amended to incorporate visitor parking. The Parish Council would like it noted that the Parish Council and the local residents are not against the development in principle, rather its design. The Parish Council suggests that the developers talk to the residents of the Brendons about the design to overcome some of the issues outlined in representations.

SCC - TRANSPORT DEVELOPMENT GROUP - No objection and make the following comments:

The site lies on Taunton Road, a classified un-numbered road which links Bishops Lydeard with the A358. A 30 mph speed limit applies past the site and the road width and presence of parked cars mean that speeds are likely to be around this

level. I visited the site on Thu 20 Nov 14 to make an assessment of the traffic conditions in the area.

The visibility for emerging vehicles at the site access is shown as 2.4 by 43 metres which is acceptable for the speeds past the site. The visibility splays fall within the adopted highway or the site so this is acceptable. The proposed footway fronting the site should be adjusted so that they incorporate the visibility splays leaving no doubt about which areas are to be kept clear. Visibility will also be needed where the private parking courts meet the main estate road and splays of 2 by 25 metres should be sufficient. These splays will be adopted along with the road and need to be clear of gardens or other obstructions.

The road is shown as a 5 metre wide tarmac road with footways either side although the Design and Access Statement states that the road will be shared surface. For this number of houses, a shared surface might be more appropriate, still 5 metres wide but with 0.5 metre margins rather than footways either side. The margins should increase to 1 metre at radii and 2 metres at turning head overhangs. The surface should be block pavers rather than tarmac although the tarmac will have to be continued into the site for the first 5 metres along with the footways. A barrier feature such as flush kerbs will signal the end of the normal carriageway and the start of the shared surface along with the change of surface.

The gradient of the road should be at least 1 in 80 to allow a positive drainage characteristic. Roads with little or no gradient are poor in drainage terms. The radii at the site access should be 6 metres. The application includes a swept path analysis around the estate road for a refuse vehicle. Sadly the type of vehicle used is not large enough to represent a typical Somerset refuse vehicle which is 11.7 metres long and has 4 axles. The swept path analysis will have to be repeated for the correct vehicle type.

In order to tie in to the existing carriageway on Taunton Road, the full width of the road may need to be resurfaced across the width of the access or wherever the existing carriageway is disrupted. Cores will be needed to ascertain the depth of construction of Taunton Road for the purposes of comparison with the proposed and design to inform the tying in process.

Under Section 141 of the Highways Act 1980, no tree or shrub shall be planted within 4.5m of the centre line of a made up carriageway. Trees are to be a minimum distance of 5.0m from buildings, 3.0m from drainage/services and 1.0m from the carriageway edge. Root barriers of a type to be approved by SCC will be required for any tree that is to either be planted in or immediately adjacent to the prospective highway to prevent structural damage.

The road drainage is shown outfalling into a piped drain and discharging into existing highway drains on Taunton Road. It is not possible to confirm that this is acceptable since there is no evidence that the existing drains have been surveyed to assess their capacity and condition so that we can be sure that there is sufficient capacity. This assessment will have to be completed prior to any commencement on site. The drainage plan also shows areas where surface water from parking courts and roofs is to be stored in cellular type tanks before discharge into more general drainage. Due to the high possibility of failure of this type of attenuation, a barrier feature between these areas and the highway which is to be adopted should

be put in place to prevent uncontrolled water getting into the underpinnings of the adopted road. It is also important that none of the proposed parking courts discharge on to the highway which is intended for adoption.

The application does not strictly comply with the County Parking Strategy because there is no provision for visitor parking. There should be a visitor space for every 5 allocated parking spaces which would mean an additional 6 spaces because all the parking is currently allocated to particular plots. The submitted site plan shows visitor parking spaces but the addition of Plot 11 in more recent versions has led to the loss of this visitor parking. The allocated parking is generous and the Highway Authority would be reluctant to recommend refusal on this basis but the consequences could be on street parking which might restrict access for emergency and refuse vehicles.

WESSEX WATER - Standard advice and notes provided. No objection.

DRAINAGE ENGINEER - Original objection due to lack of information on surface water drainage. Further details provided.

LANDSCAPE - The proposals will result in the felling of trees covered by a TPO. Could not ascertain which trees to be felled to accommodate turning head. Remaining trees should be protected during construction. Landscape plan is not sufficiently detailed. A full planting scheme should be provided.

BIODIVERSITY - No report submitted therefore unable to comment. Previous comments from outline application noted regarding agricultural use and limited biodiversity within the site. There is however an opportunity for biodiversity gain in this development.

HOUSING ENABLING - Are supportive of this application. In conjunction with planning application 06/14/0058 it provides over the 25% affordable housing obligation. The three affordable homes across the whole scheme will give a low cost housing choice to local residents in housing need.

Representations

1 letter of SUPPORT for the development to go ahead subject to the number of dwellings being kept to ten and access being derived off Taunton Road only and not via Brendons.

15 letters of OBJECTION received from 12 households, making the following planning related comments:

Design & Scale

- The site is raised above Taunton Road result in the height of dwellings being too imposing and out of place along Taunton Road;
- Proposals represent a badly designed scheme; is it necessary to squeeze cheaper houses in closer to neighbours boundary whose gardens back onto the Paddock?

- Scheme seems to be all road and tarmac and not environmentally friendly;
- More thought required than copying the 1970's starter homes and 1930s detached houses opposite, dressing them up in every material used in the locality; Plots 4-8 are of a faux C18th farmhouses with bays and porches which rather detract from them than improve;
- Rear elevations have no style or grace and rear projections give them grotesquely top heavy appearance;
- A less pretentious approach required than a poor man's Poundbury;
- Why three storey when there are none in the Brendon's. Kings Yard is understandable as a commercial development, but 3 storey on a greenfield site is inappropriate;
- 3 storey dwellings are not representative of density or type of units on similar development nearby;
- No details of ridge heights provided on garages or houses;
- Lack of detail on boundary treatments;
- Unclear which trees will be removed and what planting is proposed;
- Street scenes should indicate heights in relation to existing houses and highway to correctly observe impact upon adjacent properties.

Amenity

- Height of dwellings will result in considerable loss of light to dwellings and gardens, much in the morning;
- Units 1-4 are too close to neighbouring properties;
- A substantial mixed species hedge including evergreen, be planted between any development and Brendons to protect privacy, and amenity from noise and fumes of parking cars;
- Concerned about loss of amenity from proximity of dwellings and parking areas to those dwellings within Brendons;
- Proximity of unit to boundary of 1 Brendons will cause loss of outlook and light leading to claustrophobic feel to home and garden;
- Somerset guidelines recommend units with upstairs windows be 7 metres from a boundary and 21 metres from neighbouring dwelling; why so close?
- Request an 8 ft. fence to replace hedgerow as acoustic and privacy barrier for 1 Brendons;
- Proposals completely disregard our right to a view;
- There will direct overlooking from bathroom and bedroom windows causing a loss of privacy;
- Significant loss of morning sunlight and outlook to rear gardens;
- Plots 1 and 2 will have an overbearing impact upon neighbour.

Parking/Highway Safety

- Parking across the front of the Paddock should be provided as parking along Taunton Road is already a problem;
- Will a developer provide a footpath along this part of Taunton Road?
- It seems pointless to create a visibility splay only to have it rendered useless by parked vehicles;
- Parking arrangements for plots 4,5 8, 9 and 10 will result in inconvenient parking and could give rise to additional vehicle movements and associated fumes and noise to allow one vehicle to leave a property;
- Can foresee parking along the highway as per Kings Yard development;

- Contribution required from developer to improve pedestrian safety between the site and Post Office, along Taunton Road;
- Suggest double yellow lines implemented outside the Post Office to allow free flow of traffic, greater visibility and safety;
- A pavement which does not exist appears to be shown along the site frontage; will the developer provide this? Who owns intervening land?
- Insufficient parking to accommodate visitors and refuse truck;
- Safe pedestrian links between the site and bus stops should be provided.

Other matters

- No engagement from developer with neighbours or Parish Council;
- Parish Council well advanced with a neighbourhood plan;
- Surface water drainage is not a SUDs scheme, just percolation to underground storm cells;
- Designing the scheme as per the Brendons would overcome resident concerns - gardens backing onto one another and garages attached;
- December 2014 SHLAA excludes the Paddock from allocation; will the outline permission be revoked?

PLANNING POLICIES

SP1 - TD CORE STRATEGY SUSTAINABLE DEVELOPMENT LOCATIONS,
 CP4 - TD CORE STRATEGY - HOUSING,
 CP8 - CP 8 ENVIRONMENT,
 DM1 - TD CORE STRATEGY - GENERAL REQUIREMENTS,
 NPPF - National Planning Policy Framework,

DETERMINING ISSUES AND CONSIDERATIONS

The principle of development has been established by the grant of outline planning permission and, therefore, the principle of the development has been established and cannot be revisited as a consequence of this application. As such the pertinent issues to be considered at this stage are those relating to the reserved matters, specifically the layout, appearance, scale, access and landscaping relating to the development of ten dwelling houses at the Paddock.

Layout

The site forms part of a wider allocation proposed for adoption under the Councils SADMAP document (policy MAJ 4) which has just been published. However, the Paddocks remain in a different ownership to the wider site and, therefore, has come forward as a separate application. The consequence of this is that the development takes on an alternative design approach to what it may have done if included within the development of the wider allocation. Objections have been received with regard to the proximity of units to those dwellings within Brendons, a loss of outlook, light and privacy.

The site has been laid out with properties fronting onto Taunton Road to the north, with one main spine road providing access, off which two secondary routes will

provide access to parking areas to the rear of the dwellings that front onto the principle access route. The result of this approach is the formation of a cul-de-sac style development, albeit at a small scale. All units are detached with the exception of plots 1 and 2 which form a pair of semi detached dwellings. The layout is such that each plot benefits from a good standard of outdoor amenity space and between two and four parking spaces per unit. The density of the development is considered to be acceptable, with suitable spacing and gaps between properties. With the exception of plots 6, 9 and 10 all properties are shown with frontage to the proposed adopted highway and are considered to provide visual interest within the street scene. This approach is considered to be entirely appropriate and reflective of the approach adopted for the Brendons, a small residential development of comparable scale immediately to the west.

With the exception of plots 1 and 2, the layout of the site will ensure that the dwelling houses are predominantly positioned well away from the boundaries of those properties within Brendons that back onto the site. It is acknowledged that plots 1 and 2 will impact upon the outlook of 1 and 2 Brendons, however the units straddle the boundary of these two dwellings and will be buffered by boundary planting and fencing. It is also noticed that the proposed dwellings at plots 1 and 2 would be approximately 22 metres away from the nearest property in The Brendons, and this exceeds the normally acceptable distance between properties which are back to back. The proposed properties would in any event be side to back. Therefore, it is concluded that the existing properties will retain an acceptable degree of outlook from their garden, ensuring that the development is not unacceptably overbearing upon their garden areas. The rear elevations of plots 5, 6 and 7 will look out at the rear of properties along Brendons, however garages and other intervening features such as landscaping will generally minimise the adverse impact of overlooking from first floor bedrooms to an acceptable degree. In addition, there would be distances of between 29 and 50 metres window to window in general. For these reasons, it is not considered that the privacy of existing properties at the Brendons would be adversely affected.

Taking the above matters into consideration, the layout of the site is considered to be acceptable.

Scale and Appearance

The development predominantly comprises two storey dwellings, some of which have accommodation within the roof space and essentially constitute 2 and a half storey units. The development incorporates a relatively uniform design approach, with a traditional 'cottage' architectural style based, informed by local vernacular. Whilst the immediate setting comprises two storey dwellings, there are also bungalows and two and half storey properties within close proximity of the application site.

Objectors do not feel the proposals represent good design, however it is important the development does not simply mimic earlier developments within the area and provides visual interest within the street scene. The proposals will utilise good quality materials to finish, including natural slates and clay tiles to the roof, natural stone, render and brick to the walls, all of which can be agreed by condition prior to application. The scale, design and finished appearance of the development will tie

in well with the area, particularly the more recent development at the former Kings Yard, some 100 metres or so East of the site along Taunton Road.

The rear elevations of some plots include a small projecting feature that provides a stairwell internally. Whilst this is a slightly unnecessary feature, being to the rear of the units it will not be overly visible to the public and it is not considered to result in any significant harm to the overall appearance of the development as to warrant refusal.

Objectors query boundary treatment and the lack of information, however the submitted plans clearly show a combination of brick walls, close boarded fencing and metal railings. These treatments are acceptable and will add to the quality of place and space being created.

It is considered that the variations in house types, palette of materials and layout constitute a well designed and thought out development, entirely appropriate and in keeping with the wider vernacular of Bishops Lydeard.

Access and Parking

The proposed estate road will derive access off the unclassified highway to the north, which is subject to a 30mph speed limit. The Highway Authority is satisfied that the visibility splays across the road frontage are accessible and these can be protected by condition. With regard to parking provision, the level provided falls marginally short of that required by the Somerset Parking Strategy, but exceeds the level set out within retained Local Plan Policy M4.

It is noted that local residents have raised concerns over the development resulting in additional roadside parking and the impact upon safety. Bishops Lydeard is a sustainable settlement providing a wide range of services and facilities for residents and visitors alike. Given the location of the site in relation to these services, the level of parking provision proposed is considered to be acceptable.

With regard to the indicative footpath indicated on plans, the agent has confirmed that whilst this falls outside of the application site, it is their intention to provide the footway link across the site frontage and will submit the necessary license application to the County Council as development proceed. Should this not be forthcoming, it is not considered to undermine the overall development nor impact significantly upon the safety of residents.

Landscaping

The application provides for a basic landscaping scheme which includes additional planting of trees (apple, cheery and silver birch) around the development, low level privet hedge planting to the front of 1, 2 3 and 8 and a haw throne hedgerow to the Southwest corner of the site within plot 10. Such is submitted in response to outline planning conditions.

The site contains a group of trees protected by the TPO. With the exception of four trees along the Eastern boundary, all planting within the site is to be retained. The

submitted arboricultural report notes that trees 8, 11, 12 and 13 are category C, or 'unremarkable or of limited merit'. On this basis their loss is not considered to harm the amenity value of the group, which will otherwise be retained, and they can be replaced with new planting elsewhere within the development.

Other tree management works are noted and will ensure that the health of those retained trees within the site is accounted for an enhanced by the development.

In regards to landscaping, the proposals are acceptable.

Conclusions

The application provides for a residential development that is considered to resolve matters relating to layout, scale, appearance, access and landscaping in an acceptable development that has been well designed and thought through. The development provides for two affordable dwellings as required by the outline permission and these contribute towards meeting the housing need for the area. The proposals are therefore considered to be acceptable and it is recommended that reserved matters be approved.

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

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