

08/15/0012

DAVID WILSON HOMES SOUTH WEST

**APPLICATION FOR APPROVAL OF RESERVED MATTERS FOLLOWING
OUTLINE APPLICATION 08/10/0024 IN RESPECT OF APPEARANCE,
LANDSCAPING, LAYOUT AND SCALE FOR THE ERECTION OF 260 No
DWELLINGS WITH ASSOCIATED WORKS ON LAND OFF NERROLS DRIVE,
TAUNTON**

Location: CHEDDON FITZPAINE, MAIDENBROOK LANE, CHEDDON
FITZPAINE, TAUNTON

Grid Reference: 324409.126597 Reserved Matters

RECOMMENDATION AND REASON(S)

Recommended Decision: Conditional Approval

RECOMMENDED CONDITION(S) (if applicable)

1. Notwithstanding the materials listed on the submitted plans, no development shall take place until samples of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out and thereafter retained as such, in accordance with the approved details as above, 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.

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

(ii) For a period of five years after the completion of the landscaping scheme, the trees and shrubs shall be protected and maintained in a healthy weed free condition and any trees or shrubs that cease to grow, shall be replaced by trees or shrubs of similar size and species or 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 in accordance with Policy DM1 of the Taunton Deane Core Strategy.

3. The applicant shall undertake all the recommendations made in the Ecology Solutions Ltd's Ecological Management Strategy for the Nerrols development dated September 2015 along with the scheme for mitigation of Impact on the Lesser Horseshoe Bat Mitigation Strategy produced by AMEC in February 29014, to discharge condition 13 of the outline planning application, and the Landscape Strategy and Management plan submitted in respect of condition 15 (produced by Golby and Luck landscape architects)

The works shall be implemented in accordance with the approved details and timing of the works unless otherwise approved in writing by the Local Planning Authority.

The development shall not be occupied until the scheme for the provision and maintenance of the new bat roosts and bird boxes and related accesses have been fully implemented. Thereafter the resting places and agreed accesses shall be permanently maintained.

Reason: To protect, enhance and accommodate wildlife.

4. No dwelling shall be occupied on the development hereby permitted until the off-site highway works have been submitted to and approved in writing by the Local Planning Authority. The said works shall then be fully constructed in accordance with the approved plan, to an agreed specification before the first dwelling is occupied.

Reason: In the interests of highway safety.

5. 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 the commencement of works and thereafter maintained until the sue of the site discontinues.

Reason: In the interests of highway safety

6. 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.

Reason: To ensure that the proposed estate is available in the interests of highway safety

7. No part of the access drives for the dwellings hereby permitted shall be laid out at a gradient steeper than 1 in 10.

Reason: In the interests of highway safety.

8. 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.

Reason: In the interests of sustainable development.

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

Reason: To preserve sight lines at a junction and in the interests of highway safety.

10. Prior to the commencement of works on site, a drainage scheme for the highway drainage of the site showing details of gullies, connections, soakaways and means of attenuation on site shall be submitted to and approved in writing by the Local Planning Authority. The drainage works shall be carried out in accordance with the approved details, unless otherwise agreed in writing with the Local Planning Authority

Reason: In the interests of highway safety.

11. 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.

Reason: In the interests of public safety.

12. Notwithstanding the submitted details full details of the play equipment for the LEAP and NEAP and their layout on site shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure an acceptable scheme.

13. The open spaces hereby permitted shall be laid out in accordance with the submitted details. Once provided on site the open spaces shall be available and maintained for the use of the general public at all times.

Reason: in the interests of the amenity of future the future residents.

14. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 or any order revoking and re-enacting the 2015 Order with or without modification), no development of the types described in Schedule 2 Part 2 Class A of the 2015 Order other than

that expressly authorised by this permission shall be carried out without the further grant of planning permission.

Reason: To ensure that the proposed development does not harm the character and appearance of the open space areas associated with the development.

Notes to Applicant

1. You are reminded to check that all the relevant Outline conditions are cleared prior to commencement of works on site.
2. Where works are to be undertaken on or adjoining the publicly maintainable highway a licence under Section 171 of the Highways Act 1980 must be obtained from the Highway Authority. Application forms can be obtained by writing to the Traffic and Transport Development Group, Somerset County Council, Taunton TA1 4DY or by phoning 0300 123 2224. Applications should be submitted at least four weeks before works are proposed to commence in order for statutory undertakers to be consulted concerning their services.

The fee for a Section 171 Licence is £250. This will entitle the developer to have his plans checked and specifications supplied. The works will also be inspected by the Superintendence Team and will be signed off upon satisfactory completion.

The developer should note that the works on or adjacent to the existing highway will need to be undertaken as part of a formal legal agreement with Somerset County Council. This should be commenced as soon as practicably possible, and the developer should contact Somerset County Council on 0300 123 2224.

The developer in delivering the necessary highway works associated with the development hereby permitted is required to consult with all frontagers affected by said highway works as part of the delivery process. This should be undertaken as soon as reasonably practicable after the grant of planning consent and prior to the commencement of said highway works, especially if the design has evolved through the technical approval process. This is not the responsibility of the Highway Authority.

3. No work shall commence on the development site until an appropriate right of discharge for surface water has been obtained from the appropriate Authority.

PROPOSAL

This planning application seeks approval for the layout, scale, appearance and landscaping for 260 dwellings and associated works. The application is submitted in accordance with condition 1 attached to the current outline planning application (ref.08/10/0024). The reserved matters includes a range of house types based on a traditional design including 25% affordable housing split 25% social rent and 25% shared ownership.

The proposals include the detailed internal highway proposals and includes the parking for cars and cycles in a range of options from on site garages to parking courtyards. The proposal also includes a network of cycle and footpath links throughout the site, a range of public open spaces and facilities including children's play areas and allotments with internal and country park landscape proposals.

Strategic wildlife mitigation associated with the core site have already been agreed but this application includes proposals for the enhancement of wildlife habitats throughout the site.

SITE DESCRIPTION AND HISTORY

The site is located to the north east of Taunton on the outside edge of the settlement limit, approximately 2km from the town centre. The site comprises 14.5 hectares (ha) of agricultural land with outline permission for mixed use development. Land immediately to the north of the site is agricultural land forming part of the overall site with outline planning permission. Agricultural land to the east forms part of the "green wedge", which separates Taunton from Cheddon Fitzpaine (less than 1km to the north of the site) and Monkton Heathfield (1km to the east) and is proposed in policy SS2 as a future Country Park. To the south of the site lies agricultural land which has outline planning permission for a school site with employment uses beyond.

Nerrols Drive runs along the western boundary of the site beyond which lies the existing residential development of Nerrols Farm. Nerrols Drive runs N-S and links to the Maidenbrook roundabout junction which in turn links to the A3259 Taunton to Monkton Heathfield road, the Maidenbrook Farm residential estate and the Crown Industrial Estate. The site is currently accessed from the A3259 via an unclassified farm road serving Nerrols Farmhouse.

The site has good access to existing public transport services which use the A3259, and link the site to the Railway Station and town centre. It is also in close proximity to the Crown Medical Centre to the south (140m) and local shopping centre of Priorswood approximately 1km to the north west.

08/10/0024- Erection of up to 630 residential dwellings, live work units, retail space, other mixed use development and Open space to include play areas and a linear park and associated landscaping at Land off Nerrols Drive, Taunton. Conditional planning permission granted 14th December 2012

CONSULTATION AND REPRESENTATION RESPONSES

Consultees

CHEDDON FITZPAINE PARISH COUNCIL - request a footbridge over Maidenbrook on the Phase 1 site of New Nerrols to link into footpaths in the proposed Country Park.

SCC - DEVELOPMENT CONTROL ARCHAEOLOGIST -

ENVIRONMENT AGENCY - The Environment Agency has no objections to this Reserved Matters application, but wishes to make the following comments.

The surface water drainage details provided by the applicant are satisfactory for

phase 1 of the application. The rest of our interests have been covered at the outline stage

SCC - CHIEF EDUCATION OFFICER - no comment

SCC - RIGHTS OF WAY - I can confirm that there is a public right of way (PROW) recorded on the Definitive Map that crosses a proposed access to the site at the present time (footpath T 5/14).

Any proposed works must not encroach on to the width of the footpath.

We would request improved surfacing of the crossing right of way through the development. Associated infrastructure (e.g. fencing) may be required. Authorisation for such works must be obtained from SCC Rights of Way Group.

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

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

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

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

- make a PROW less convenient for continued public use; or
- create a hazard to users of a PROW, then a temporary closure order will be necessary and a suitable alternative route must be provided.

WESSEX WATER - Foul Water

- Wessex Water can advise that appraisal confirms that capacity is available for a local connection to the public sewer.
- The point of connection to be agreed between Wessex Water and the developer subject to adoption requirements.
- Floor levels exceed a minimum of 15.90m AOD recommended for proposed properties
- This will ensure that satisfactory service levels can be maintained during storm conditions.

Surface Water

- The surface water drainage strategy includes flood risk measures
- Surface water disposal allows for attenuated discharge to land drainage systems
- Wessex Water will adopt the proposed sw sewers subject to formal agreement

HERITAGE - The impact on the listed building has been adequately considered in the outline permission.

BIODIVERSITY - The submitted Ecological Management Strategy includes the required up to date surveys. It contains Management objectives and a schedule of works as part of the Strategy. This plan is to be read in conjunction with the

Landscape Strategy and Management plan. I consider the Ecological Management Strategy to be sound and suggest a condition to ensure its appropriate implementation.

LEISURE DEVELOPMENT - A S106 agreement is in place which the developer will need to comply with. Details of the allotments, LEAP and NEAP will need to be submitted to the Leisure Department for agreement prior to installation. All POS area should be overlooked with natural surveillance.

LANDSCAPE - The proposed plot and avenue trees are considered acceptable. In th POS the applicant is requested to have less ornamental trees and an increase in native species. The Landscape Management Plan is considered to be satisfactory

HOUSING ENABLING - The proposed mix is considered to largely meet the current need. I note that 3 disabled adapted units are included rather than the four that are required however this would be preferable provided 2 x 2 bedroomed units are included within that 3 .Additional plans are awaited showing the proposed split of units between Social rent and Shared ownership.

NATURAL ENGLAND - Based on the information provided it is unlikely to have a significant effect on a European Site.

The application is approx 1.7 km to the south of Hestercombe House Special Area of Conservation (and SSSI) designated as it contains one of the two largest breeding groups of Lesser Horseshoe Bats in SW England. It is protected under the Conservation of Habitats and Species Regulations 2010 as amended (the Habitats Regulation). This reserved matters application has not undergone a Test of Significance but we note that the mitigation proposals follow the recommendations made in relation to the site in the Habitats Regulation Assessment for the Taunton Deane Core Strategy. This will create habitats with strict lighting controls which will allow for the foraging and linear pathways which will allow the bats to the open countryside.

For other protected species please refer to the Standing Advice.

This area would benefit from enhanced green infrastructure provision and the LPA should ensure that such areas can contain mitigation within a relatively short period; the planting design, species mix are appropriate to their landscape setting; and that the area is appropriately managed including funding

PLANNING POLICY - no comment

ENVIRONMENTAL HEALTH - NOISE & POLLUTION - no comment

SCC - ECOLOGY - no comment

WEST MONKTON PARISH COUNCIL - recommends a combined footpath and cycleway bridge across the Maiden Brook to link the existing footpath to the new estate, through the green part to give access to Maidenbrook Lane and the greenwedge and to allow for a future footpath and cycle link to be developed. It would enhance the safety of children going to Heathfield School along the "safe routes to school" if a footpath cycleway could be developed on the northern side of the A3259 across the green park designated area, rather than have them cross the road at Nerrols roundabout area. We consider there should be more footpath cycle links to criss cross the site to ease the access out of the estate and onto the wider footpath network. The middle lane shown on the A3259 is essential to secure the safety of the south eastern access to the estate by a junction on the A3259 between Nerrols Drive and Maidenbrook Lane.

Native apple trees should be are included in the tree planting schedule thereby extending the orchard trail being established within the Monkton Heathfield development. In addition to the street furniture grit bins and parish notice boards should be provided. Down lighting LED's should be used for all estate lighting. The attenuation banks should be part terraced to allow greater use of the areas by the

community during dry periods.

SCC - TRANSPORT DEVELOPMENT GROUP - Subject to the inclusion of conditions as recommended above no objection. The principle has been accepted at the outline stage along with the details for the entrances off the existing highway into the site. There are a number of comments regarding the internal layout:

- junction visibility splays shall be acceptable throughout
- shared surface roads will need adequate service and vehicle overhang margins
- Footpath/cycle links will need to be identified as formal (SCC) or informal. If formal they will need vis splays which are adopted by SCC
- private drives shall be a minimum of 6m in depth, tandem arrangements shall be a min of 10.5m in depth
- species of trees within parking areas must be agreed with SCC and not interfere with the parking spaces
- permeable surfaces will not be accepted within the publically maintained highway

These will need to be resolved prior to the Section 278 agreement with SCC.

SOMERSET WASTE PARTNERSHIP - please refer to the Sw design requirements for residential properties contained within the SCC web site.

COMMUNITY INFRASTRUCTURE LEVY (CIL) OFFICER - This development is covered by a Section 106 requirement and CiL payments will not be applicable

SCC - FLOOD RISK MANAGER -

Under section 23 of the Drainage Act there is a need to gain consent to culvert or obstruct a watercourse. Private permeable paved areas will need to be designed to ensure that water does not affect the highway and a buffer will need to be provided between the two. The ownership of surface water pipes needs to be established especially where they run to the surface water drainage attenuation ponds

1. **Crime & ASB Statistics – Both** are considered to be ‘low’ reported crime levels.
2. **Layout of Roads & Footpaths** – appears to be visually open, direct and likely to be well used. The use of road surface changes by colour or texture and traffic calming measures helps reinforce the defensible space of the development giving the impression that the area beyond is private. Any secluded footpaths in the area of the Maidenbrook Country Park should be avoided. The single footpath shown on the Site Layout plan appears to be fairly straight and well overlooked by nearby dwellings.
3. **Orientation of Dwellings** – all the dwellings appear to be positioned facing each other enabling neighbours to easily view their surroundings and make the potential offender feel vulnerable to detection. The majority of dwellings are also ‘back to back’, which is also recommended, as this helps restrict unauthorised access to the rear of dwellings.
4. **Communal Areas** – have the potential to generate crime, the fear of crime and anti-social behaviour and should be designed to allow supervision from nearby dwellings with safe routes for users to come and go. In this regard, I have some concerns regarding the location of the proposed LEAP and NEAP which are located at the edge of the development near the Allotments. Although overlooked by four dwellings, they appear to be separated from these dwellings by a hedge which will restrict surveillance of this area. I recommend that the LEAP and NEAP be relocated to an area within the development with better all-round surveillance opportunities. If this is not feasible, low growing shrubs should be used along this boundary, maximum height 1 metre, or an alternative boundary treatment used which allows good visibility through it to enable surveillance of the play areas.
5. **Dwelling Boundaries** – it is important that boundaries between public and

private spaces are clearly defined and generally speaking this appears to be the case. Dwelling frontages should be kept open to view to assist resident surveillance of the street and public spaces and front boundary treatments i.e. walls, fences, hedges etc should be kept low i.e. maximum height 1 metre to assist in this respect. Vulnerable areas such as exposed side and rear gardens need more robust defensive barriers by using walls, fences, hedging etc to a minimum height of 1.8 metres. Gates providing access to rear gardens should be the same height as adjacent fencing and lockable.

6. **Car Parking** – appears to be a mix of garages and hard standings within dwelling curtilages, communal on street parking spaces and rear courtyard parking. The former is the recommended option and where communal parking spaces are essential, they should be in small groups, close and adjacent to the homes they serve and within view of habitable rooms in these homes. The communal parking for some of the affordable housing appears to comply with this being directly in front of the homes they serve. Rear parking courtyards are discouraged as they introduce access to the vulnerable rear elevations of dwellings where the majority of burglaries occur. Three rear parking courtyards appear to be proposed, only one of which is partially overlooked by dwellings at the entrance.
7. **Planting/ Landscaping** – should not impede opportunities for natural surveillance and, in areas where visibility is important, shrubs should have a mature growth height of no more than 1 metre and mature trees should be devoid of foliage below 2 metres, so allowing a 1 metre clear field of vision.
8. **Street Lighting** – all street lighting for both adopted highways and footpaths, private estate roads and footpaths and car parks should comply with BS 5489:2013.
9. **Secured by Design** – if planning permission is granted, the applicant is advised to formulate all physical security specifications of the dwellings i.e. doorsets, windows, security lighting, cycle storage etc in accordance with the police approved 'Secured by Design' award scheme, full details of which are available on the SBD website – www.securedbydesign.com.

Representations

1 letter has been received raising the following objections:-

Not enough thought has been given to the impact of the extra number of cars that will be in the area on queues at existing road junctions. the queues currently extend from the Obridge Roundabout to the Crown Industrial estate. Chaos and delays are inevitable.

PLANNING POLICIES

FZ2 - Floodplain Zone 2,
FZ3 - Floodplain Zone 3,
EN28 - TDBCLP - Development and Flood Risk,
EN12 - TDBCLP - Landscape Character Areas,
EN13 - TDBCLP - Green Wedges,
ROW - Rights of Way,

LOCAL FINANCE CONSIDERATIONS

Officers' Note - Contributions are included within a signed S106 agreement and CiL

payments are not applicable to this development.

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

1 Year Payment

Taunton Deane Borough Council (Lower Tier Authority) £280,558

Somerset County Council (Upper Tier Authority) £70,139

6 Year Payment

Taunton Deane Borough Council (Lower Tier Authority) £1,683,346

Somerset County Council (Upper Tier Authority) £420,837

DETERMINING ISSUES AND CONSIDERATIONS

Policy

The planning application is for the residential development of 260 dwellings and associated works in connection with the Core Strategy site at Nerrols Farm which has outline planning permission for up to 630 dwellings.

The outline application was initially submitted as an early release “ interim” site proposed within the core Strategy for development. This is now included within the adopted Core Strategy and as such is covered by the requirements of policy SS2 :

Policy SS2 refers to the development of this site and states:-

Policy SS 2 - PRIORSWOOD / NERROLS

Within the area identified at Nerrols / Priorswood a new sustainable neighbourhood will be delivered including:

- Phased delivery of around 900 new homes at an average of 35 - 40 dwellings per hectare;
- 25% of new homes to be affordable homes in line with Policy CP4: Housing;
- A new mixed-use local centre comprising 600 m2 (gross) retail (A1), 440 m2 (gross) financial and professional services (A2), restaurants and cafes (A3) and drinking establishments (A4), 10 live-work units and 30 new homes, and community facilities;
- 1 hectare (gross) of additional employment land for research and development (B1 (b)), light industrial (B1 (c)), general industrial (B2) and storage and distribution (B8);
- 1 new primary school;
- A country park within the green wedge between Priorswood and Monkton Heathfield, including part of the green link between Halcon and the Quantocks;
- Infrastructure for bus rapid transit;
- A new highway link between Bossington Drive and Lyngford Lane/Cheddon Road;
- New homes will be energy efficient and will be built to government guidelines;
- A suitably located energy centre to provide locally generated electricity to the

- new development;
- Strategic SUDS infrastructure;
- A multi-purpose 'green necklace' surrounding the settlement providing allotments, outdoor recreation and wildlife habitat. This will also include:-
 - A 20m wide buffer of woodland planting around the boundaries facing bat activity from Hestercombe House SAC; and
 - Off-site offset habitat in accordance with the recommendations of Hestercombe House SAC Appropriate Assessment to compensate for the loss of habitat of lesser horseshoe bats. The off-site offset habitat should be functional prior to the commencement of any development.

The development form and layout for Nerrols / Priorswood should provide:

- A neighbourhood that attracts a wide range of people by providing a range of housing types, including family homes, market and affordable housing, shared ownership and key worker housing;
- An accessible, compact local centre with a mix of uses and facilities that can be accessed easily and safely on foot;
- A positive relationship between the local centre, Priorswood roundabout and the Crown Medical Centre to create an attractive gateway to the neighbourhood;
- A permeable street network which accommodates pedestrians, cyclists and vehicles, provides good access to Yallands Hill / Priorswood Road and the public transport corridor and integrates with the existing street network in Priorswood;
- Well designed public open spaces (including semi-natural spaces) which are enclosed and overlooked by new development;
- A positive relationship between new housing and existing communities;
- A well defined green edge to the urban area that protects views from Hestercombe House and the Quantock Hills.

The current application generally complies with the policy requirements.

Housing

The application is for 260 dwellings which will attain a net density of 35 per hectare. The more dense element of the development is focused along the "main spine road which runs generally n-s through the site. Areas adjacent to the edges of the site are generally at a lower density, in particular to the east of the site where it borders the linear open space that contains Maiden Brook. The proposal includes 65 affordable dwellings which represents 25% of the total as required by the existing Section 106 agreement, attached to the outline permission. Currently this is split 50% social rent and 50% shared ownership. The affordable housing is provided in a mix of dwelling sizes and types that has been agreed with the Housing Enabling officer.

Education

The S106 agreement attached to the outline permission provides for land to be allocated for the provision of a new primary school. The S106 requires the developer to offer the primary school land to Somerset County Education Authority upon the occupation of 100 dwellings. In addition the developer is required to pay the standard commuted sums for primary and secondary school places associated with the development.

Design Code and Detailed Estate Design

The outline planning permission included a design and access statement for the future development of the site plus the requirement for the submission and approval of a design Code prior to the approval of the first reserved matter application. Alongside this application the developer has included a design code for the whole site. The Design Code identifies the overall vision for the whole site and, based on the original illustrative masterplan, provides a strategy for the future development of the site. The Code establishes varying Character areas throughout the site based upon their location within the vision. The character areas prescribe the type of layout building heights parking standards etc that will be appropriate to that part of the site. It also provides for a hierarchy a range of access routes throughout the site (including a strategy for walking and cycling routes), key streets and spaces where special attention needs to be paid to the design and character of the areas. The code also proposes a range of open spaces within the site with a positive high quality design approach. The code reflects the detailed design contained within this application and I consider that, as a document, it provides a guide that will help to ensure a cohesive approach to the development of the site especially if the development of the northern area is undertaken by a different developer.

The detailed design of the dwellings is based upon the traditional building styles and materials of the area and range from 2 - 2.5 stories in height. The type of dwelling used varies depending on the character of the area. For example the eastern edge will border onto the western portion of the country park and the dwellings are generally detached within larger gardens and a softer highway layout. The higher density areas are to the west of this in close proximity to the community facilities and the density generally gets lower as the site progresses northwards. The exception to this is the design and layout of the main road which will run through the site to provide connectivity for the whole site. The spine road stretches from the school site and local centre proposals at the south of the site up to the central open space and onto the next phase of the development to the north. The density and size of the dwellings along the road reflects the functional importance of the main street. The dwellings along this road are generally 2.5 stories in height reducing to two stories as they progress northwards. This street frontage has been designed so that the street scene provides a continuous built form with a positive relationship to the street.

The Design Review Panel have considered this proposal and, other than a few minor points seemed generally pleased with the scheme. I am awaiting their final comments and will summarise these within the update for the committee.

Highways

The site lies to the east of Nerrols Drive which would be used for access. The main accesses into the site are were granted full permission and those matters have not changed within this reserved matters application. The detailed permission establishes two access points serving this proposal. One at the south off Nerrols Drive and one directly off the A3259 to the east of Maidenbrook Lane. Both of these accesses introduce right hand turn lanes to enable safer traffic movement at the junctions. The outline permission also provided for improvements to the wider highway network

The proposed accesses would be linked by an internal access route "the spine/main road" which runs from the access off the A3259 west to the school land and north through the site into the next phase of the development. There will be a highway hierarchy within the site with the main spine road ranging from 6-6.5m in width estate road (wide enough to enable a bus link if required), with footpath links on either side and "country lane" with shared surfaces (generally fronting the linear open space to the east of the site). As a result of these proposals a bus route is proposed to be re-introduced along Nerrols Drive to serve existing and proposed residents. As the development of the site progresses northwards it is expected that this route will be amended to include a service through the estate. The highways are designed to give access for foot and cycle links and, in addition the proposal includes a network of footpath and cycleway. A range of car parking options are proposed including on plot parking spaces and garages; formal and informal on street spaces and gated rear courtyards.

The applicant has also submitted a travel plan to SCC highways for consideration and approval under the S106 agreement. This includes cycle, motorcycle parking; green travel vouchers and welcome packs that will be judged against the SCC requirements.

Somerset County Highway Authority raise no objections to the principle of the proposals and amendments have been requested on a few minor points to ensure that the development is acceptable in highway terms.

Drainage

A surface water drainage strategy was agreed at the outline stage. The current proposal is designed in accordance with those agreed principles. The site currently drains via the Maiden Brook drainage basin which runs to the west of the site. The draft drainage strategy would attenuate increased surface water run off rates and volumes resulting from the development of the site allowing for the 100 year rainfall event plus 30% for climate change. Run-off rates will be managed through source control measures such as permeable paving and through swales and attenuation basins prior to their discharge to the Maiden Brook. The proposal includes four attenuation basins of various sizes. These are located within areas of open space and permeable paving under the courtyard parking areas. The details are considered to be acceptable by the Environment Agency and lead Drainage Authority (SCC).

Landscaping

The landscape impact of the proposal can be divided into two distinct topics. Firstly the impact of the development on the existing landscape character and secondly the proposed landscape character that would be associated with the development in order to enhance street scenes, public open space and the environment within the development itself.

The landscape impact on the character of the existing area was thoroughly assessed in the Environmental Statement submitted with the outline planning permission. As a result there is an agreed strategic landscape for the site. The proportions of the site and its location mean that the site cannot easily be seen in

total from any one place. The southern and eastern parts of the site, which are the subject of this application, are generally low lying and can be seen from the immediate locality from the west, south west, south and south east and in small part from the fringes of the Quantock Hills. The detailed landscape proposal has sought to retain as much existing hedging and trees as possible in addition to using new planting to help create a variety of character areas within the development. It is also proposed that the design of the open spaces, sustainable urban drainage features and country park reinforce the character of the surrounding area and help to settle the development into the character of the area.

Country Park.

Core Strategy policy SS2 requires the provision of a Country Park on green wedge land to the east of the new development. The current proposal includes the provision of a 100+m wide section of the required country park as envisaged in the Core Strategy, covering the Maiden Brook floodplain. The applicants have been asked to consider future linkages between this site and the green wedge land to the east that has been identified for the future countryside park and I await their response.

Ecology

An Environmental statement was submitted with the outline application which identified the wildlife on or using the site as habitat, the impact of development on that wildlife and mitigation measures to overcome that impact. This indicated that the site is used by a variety of protected wildlife including 7 species of bats including Lesser Horseshoe bats known to roost at Hestercombe House Special Area of Conservation, 5 priority bird species, slow worms and badgers. The outline planning permission agreed a range of mitigation measures that ensured the enhancement of the habitat for Lesser Horseshoe bats which primarily included the planting of a belt of woodland around the northern boundary of the site and this has now been undertaken by the land owner, Crown Estates. Natural England have confirmed that, with the assessment and mitigation included within the outline planning permission, they do not consider that the proposal will have a significant effect on the Hestercombe House Lesser Horseshoe bats.

Condition 14 of the outline permission required the submission and approval of an Ecological Management Strategy. This was submitted as part of this reserved matters application and includes details of an updated wildlife survey of the site and proposed mitigation measures for the enhancement of the site for wildlife. This includes not only the retention of as much of the hedge and trees that are on the site but also the provision of a bat house, bat and bird boxes throughout the scheme and sympathetic planting throughout. The Biodiversity Officer advises that this is acceptable.

Leisure

The outline planning permission condition 21 requires the submission of full details of the public open spaces and children's play areas. This reserved matters proposal includes such details within the landscape plans. The children's play areas (1 x LEAP and 1X NEAP) are proposed within the central green area that lies to the north of this reserved matters application. This proposal also includes the provision of allotments within the central green area. The area has been designed with dwellings fronting onto it so that there is a degree of overlooking for security and

safety reasons. West - East footpath and cycle links have been provided through this area and they will link to those on the other side of Nerrols Drive which link to the schools.

The land adjacent to the Maiden Brook is being provided as a "Country Park" in lieu of playing field provision for this site. Policy C4 requires 45m of playing field space per dwelling which results in an area of 2.6ha being required as usable Country Park. The proposal is for the provision of 5ha around the Maiden Brook to be designated as Country Park. The land will have a multi functional use including drainage attenuation basins, north - south green links and wildlife mitigation. In the circumstances it is considered to be acceptable.

Noise

The Environmental Statement submitted with the outline application identified that the main source of noise for the site is from the adjacent highway network. The report considered that there would be no significant effect from the development to existing residential properties. The development proposals also have to ensure that there is an acceptable maximum level of noise for new residents. As a result the applicant has submitted a noise report to assess the impact of noise on the proposed dwellings. This report concludes that, with standard ventilation and appropriately glazed windows (as proposed) a reasonable or good level of noise would be achieved inside the dwellings. This report has been forwarded to the Environmental Health Officer and his comments awaited thereon

Archaeology.

Geophysical surveys were undertaken over the whole site in association with the outline planning permission. Results identified isolated anomalies of possible archaeological origin. As a result an archaeological "watching Condition" was applied to the outline permission.

This application has undertaken a further desktop assessment of the site and as a result it proposes additional excavation works to further investigate, recover and record any archaeology that is present in the identified areas of potential.

Conclusion

The site forms part of the Core Strategy allocation and has outline planning permission for a mixed use development. The current proposal is for the reserved matters details of the residential development of the southern part of the allocated site. The proposed layout, house design and mix of house and tenure types, highway layout and proposal parking are considered to be acceptable as are the proposals for Landscape, wildlife and archaeology

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

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