

**43/19/0075**

## **Bovis Homes**

**Approval of reserved matters following outline application 43/17/0002 for the erection of 205 dwellings with public open space, landscaping, drainage and associated and ancillary development on land to the west of Bagley Road, Rockwell Green, Wellington**

Location land to the west of Bagley Road, Rockwell Green, Wellington

## **Recommendation**

**Recommended decision: Conditional Approval**  
**Conditional planning permission be granted**

### **Recommended Conditions (if applicable)**

1. The development hereby permitted shall be carried out in accordance with the following approved plans:
  - (A1) DrNo EL-101 Engineering Layout Sheet 1
  - (A1) DrNo EL-102 Engineering Layout - Sheet 2
  - (A1) DrNo EL-103 Engineering Layout - Sheet 3
  - (A1) DrNo OFFR-101 Overland Flood Flow and Catchment Plan - Sheet 1
  - (A1) DrNo OFFR -102 Overhead Flood Flow and Catchment Plan - Sheet 2
  - (A0) DrNo RP-101 Road Profiles Chainage Plan - Sheet 1
  - (A1) DrNo RP-102 Road Profiles Chainage Plan - Sheet 2
  - (A1) DrNo RP-103 Road Profiles Sheet 3
  - (A1) DrNo RP-104 Road Profiles Sheet 4
  - (A2) DrNo RP-105 Road Profiles - Sheet 5
  - (A1) DrNo SD-2010 Attenuation Basin 1 Details and Sections Sheet 2
  - (A1) DrNo SD-2011 Attenuation Basin 2 Details and Section Sheet 2
  - (A1) DrNo 0102 Rev A Surface Water Outfall Proposals
  - (A1) DrNo 19/206-01 Rev A Landscape Programming
  - (A1) DrNo 19/206-02 Rev A Landscape Programming
  - (A1) DrNo 19/206-03 Rev A Landscape Programming
  - (A1) DrNo 19/206-04 Rev A Landscape Programming
  - (A1) DrNo 19/206-05 Rev A Landscape Programming
  - (A1) DrNo 19/206-06 Rev A Landscape Programming
  - (A1) DrNo 19/206-07 Rev A Landscape Programming

(A1) DrNo 19/206-08 Rev A Landscaping Programming  
(A0) DrNo P18-2920\_01 Site Layout  
(A3) DrNo P18-2920\_058 Site Location Plan  
(A3) DrNo P18-2920\_06 House Pack Part 1  
(A3) DrNo P18-2920\_06 House Pack Part 2  
(A0) DrNo P18-2920\_10 Building Heights  
(A0) DrNo P18-2920\_09 Materials  
(A0) DrNo P18-2920\_10 Parking Strategy  
(A0) DrNo P18-2920\_11 Boundaries and Surfaces  
(A0) DrNo P18-2920\_13 Adoptable Areas  
(A0) DrNo P18-2920\_14 Refuse Strategy  
(A0) DrNo P18-2920\_15 Character Areas  
(A0) DrNo P18-2920\_16 Movement Plan  
(A0) DrNo P18-2920\_17 Affordable Housing Tenure Plan  
(A0) DrNo P18-2920\_18 Pos Plan  
(A0) DrNo P18-2920\_19 Illustrative Street Scenes

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

2. High speed Broadband connectivity shall be made available for all properties on the site. It shall be made available to each property prior to the first occupation of that property.

Reason: To ensure that the site is adequately served by the necessary utility services in accordance with Core Strategy Policy DM1

3. Prior to the commencement of work on site the applicant shall submit a written construction management plan for approval by the Local Planning Authority. No work shall take place until the Construction Management Plan has been agreed in writing by the Local Planning Authority.

The construction management plan shall include

- 1) Specification of hours of operation (7.30am-7pm Monday- Friday and 7.30am 1pm Saturday -no work Sundays and bank holidays)

- 2) Display of a board in a prominent position, viewable from the public highway, displaying the name of the site manager and operational telephone number

- 3) Approved route for construction traffic
- 4) Parking area on site for construction workers and contractors
- 5) Sound suppression measures for compressors and other noise generating equipment
- 6) Wheel wash facilities to prevent mud on the public highway
- 7) No on-site fires

Reason:- To minimise the disruption to neighbours during the construction process.

Reason for pre-commencement- To ensure that provisions are in place before work starts.

- 4.
  - i) Before development commences (including site clearance and any other preparatory works) a scheme for the protection of trees to be retained shall be submitted to and approved in writing by the Local Planning Authority. Such a scheme shall include a plan showing the location of the protective fencing, and shall specify the type of protective fencing, all in accordance with BS 5837:2012.
  - ii) Such fencing shall be erected prior to commencement of any other site operations and at least two working days' notice shall be given to the Local Planning Authority that it has been erected.
  - iii) It shall be maintained and retained for the full duration of works or until such time as agreed in writing with the Local Planning Authority. No activities whatsoever shall take place within the protected areas without the prior written agreement of the Local Planning Authority.

Reason: To ensure the enhancement of the development by the retention of existing trees and natural features during the construction phase.

Reason for pre-commencement- To ensure that provisions are in place before work starts.

- 5. The proposed estate roads, footways, footpaths, tactile paving, verges, junctions, street lighting, sewers, drains, retaining walls, service routes, surface water outfall, vehicle overhand 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, levels, gradients, materials and methods of construction shall be submitted to and approved the Local Planning Authority prior to commencement.

Reason:- To ensure that satisfactory highways and footpaths are provided.

- 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 the existing highway.

Reason:- To ensure roads and footpaths are provided before each dwelling is occupied.

7. 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.  
Reason:- To ensure that driveways are not excessively steep in the interests of highway safety.
8. 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:- To ensure that there is no obstruction of the highway.
9. 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 made before commencement and maintained thereafter at all times  
Reason:-To prevent the discharge of surface water onto the highway.
10. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order), the use of any existing garage, or garage hereby permitted, as part of this development shall not be used other than for the parking of domestic vehicles and not further ancillary accommodation business use or any other purpose whatsoever.  
Reason:- To ensure that the parking space provided in the garages is retained and made available for use, and to avoid displacement of parking onto the highway where it may cause obstruction.
11. The development hereby permitted shall not be first occupied until the number of vehicle parking spaces and layout for the development have been provided and approved by the Local Planning Authority. The said spaces and access thereto shall be properly consolidated and surfaced and shall thereafter be kept clear of obstruction at all times and not used other than for the parking of vehicles or for the purpose of access.  
Reason:- To ensure that adequate parking is provided for residents before the dwellings are first occupied.
12. Prior to first occupation the proposed pedestrian access points onto Exeter Road and Bagley Road as indicated on drawing number DR NoP18-2920 Rev R - Site layout, Full details (including visibility) will be constructed fully in accordance with a detailed scheme to be submitted to and approved in conjunction with the Local Planning Authority.  
Reason:- To ensure that the pedestrian accesses to and from the site are properly designed and constructed.

13. No vehicle or pedestrian access shall be created directly onto Bagley Road from any of the dwellings hereby approved other than the proposed pedestrian access as shown generally in accordance with drawing number Dr No P18-2920 01 Rev.R - Site Layout.

Reason:- The southern part of Bagley Road has no pavements or pedestrian refuges and is relatively narrow. The formation of additional accesses is unacceptable in relation to highway safety.

14. The existing access to the site shall be closed to all traffic including pedestrians and their use permanently abandoned within 3 months of the new accesses hereby permitted being first brought into use unless otherwise agreed in writing in conjunction with the Highway Authority.

Reason:- In the interests of highway safety

15. Prior to first occupation of the development hereby permitted, access to covered cycle and motor cycle parking, numbers and spaces to be fully in accordance with a detailed scheme to be submitted to and approved in writing by the Local Planning Authority.

Reason:- To ensure that covered cycle and motor cycle parking is available for residents and to promote sustainable transport choices.

16. Prior to first occupation of the development hereby permitted, access to appropriate electric vehicle charging points will be committed to being available to all dwellings. This is to be provided within garages or through shared charge points. They shall be in accordance with a detailed scheme to be submitted to and approved in writing by the Local Planning Authority.

Reason:- To ensure sustainable transport options, that reduce dependence on fossil fuels are provided and mitigate the impacts of climate change

17.

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 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 Environmental Code of Construction Practice;

A scheme to encourage the use of Public Transport amongst contractors; and Measures to avoid traffic congestion impacting upon the Strategic Road Network, if required.

Reason:- To minimise the disruption to neighbours during the construction process.

Reason for pre-commencement- To ensure that provisions are in place before work starts.

18. During construction 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 and thereafter maintained until the construction process of the site discontinues.

Reason:- To prevent debris from the construction process being spread on the highway.

19. The disabled specification requirements are to be submitted to and agreed in writing with the Local Planning Authority prior to the first occupation of the dwellings built to accommodate the needs of disabled people.

Reason :- To ensure that satisfactory provision is made for disabled people in accordance with Core Strategy Policy CP 5 Inclusive communities.

#### Notes to Applicant

1. Development, insofar as it affects the rights of way should not be started, and the rights of way should be kept open for public use until the necessary Order (temporary closure/stopping up/diversion) or other authorisation has come into effect/ been granted. Failure to comply with this request may result in the developer being prosecuted if the path is built on or otherwise interfered with.
2. The applicant may be required to enter into a suitable legal agreement with the Highway Authority to secure the construction of the highway works necessary as part of this development . The developer should contact the Highway Authority to progress this agreement well in advance of the commencement of development.
3. In accordance with paragraph 38 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

Reserved matters approval is sought for the erection of 205 dwellings, public open space, landscaping and drainage and associated and ancillary development.

Plans show housing arranged in 4 character areas (Green edge, The Green Edge and Boulevard, The Pond Edge and The Streets) around a central green with cul-de-sacs radiating in 'spoke' roads from the centre. The higher density terraced housing is shown concentrated in the central character areas - 'The Streets' and Boulevard'. The lower density, detached and semi-detached housing, around the central greenspace and periphery. All the proposed housing is two storey with the exception of a three storey block of 9 one bedroom affordable flats strategically placed close to the entrance in the centre of the site. The proposed houses would be a series of 7 different standard housebuilder products, plus the affordable types. Most would be constructed from brick with grey or brown tile roofs, but a range of different material treatments and configuration arrangements would provide a high

degree of variety. A wide mix of house sizes, types and tenures - with just under 25% affordable units is intended. The Planning and affordable housing statement confirms that 51 dwellings (9x1 bed flats, 11x2 bed houses and 11 x 3bed houses - just under 25% would be affordable) 60% would be social rented and 40% intermediate dwellings with 5 (10%) of the dwellings designed to be fully wheelchair accessible. The affordable housing is concentrated in the flat block and clusters of 5-6 dwellings in the higher density parts of the site, 'The Streets' and in the Boulevard.

Approximately 1/3rd of the site is open space. This includes the central green area, the periphery and the two balancing ponds. The intention is to transfer this to a Management company. The centrepiece of the development is a large oval; shaped green area in the middle of the site. This is divided by a mature boundary hedge, a former field boundary, that runs through the centre of the site from Bagley Road to Exeter Road. It is shown retained as a landscape feature and wildlife habitat. A green open space is shown either side of the hedge which would contain two play areas arranged either side of the hedge and trees and a grassed area.

There is a hierarchy to the proposed access arrangements: main road, secondary road, shared surface and pedestrian/ cycle footpath. The two vehicular access points off Exeter Road, approved by the outline appeal decision, lead into a circular loop road that encompasses the central green space. Main road spurs, off this, lead to the south east corner in the form of a Boulevard; towards the northern part of the site and into cul-de-sacs, where their status diminishes, first, into secondary roads, then shared surface drives.

The application is accompanied with a suite of supporting documents:-

- Planning and affordable housing statement
- Landscape and Ecological Management Maintenance Plan
- Open spaces assessment
- Arboricultural constraints report;
- Storm sewer network
- Engineering layout overland flood flow and catchment plan
- Road profiles

Since submission amended plans have been sought and provided. These show:-

- Improved connectivity within the site
- Compliance with the Council's internal and external standards
- Addition of balconies on flats, chimneys on some units
- Improved green connectivity SW corner to the centre
- Pedestrian links NW and NE corners (including onto Bagley Road in the NE)
- Length of shared streets reduced
- Adjustment to garden sizes

## **Site Description**

The application relates to a wedge shaped piece of land (approximately 10.45Ha) located between the Exeter and Bagley Roads on the southern side of Bagley Green Village. The busy A38 runs along the southern (short) side of the site whilst the Bagley Road converges with the Exeter Road in a junction to the north.

The site comprises of three agricultural fields enclosed and interspersed by mature hedges, some of which contain substantial trees. The three fields are intruded upon by a couple of grouplets of existing housing, fronting onto Bagley Road and

individual plots: one fronting Exeter Road and another at the 'pinnacle' of the site at the junction of the Bagley and Exeter Roads. Levels fall gently across the site from south to north, although there is also a low point in the western extremity, opposite the traffic island that forms the junction of Exeter Road with the A38.

There are three existing field accesses to the site, all off the Exeter Road. One, in the far west, close to the A38 junction, and two to respective fields. There is a wide verge alongside the north western hedge boundary of the site and the Exeter Road which contains a narrow tarmac footpath and some trees. This stretch of the Exeter Road is straight, tree lined, and forms a gateway, or entry point, to the linked settlements of Bagley Green and Wellington.

The wider area is typical of its' edge of settlement location. Open countryside adjoins the site to the south, on the opposite side of the A38, and to the west, on the opposite side of the Exeter Road, for three quarters of the length of the site. A caravan Park is located immediately to the north, a new build residential estate is located to the north east of on the opposite side of Bagley Road, whilst further to the south, also on the opposite side of Bagley Road, is the Ryelands Farm industrial estate.

The centre of the village is located to the north. It contains some facilities: primary school, village hall, shop, pub, take away restaurant. The Wellington Monument and Blackdown Hills form a backdrop to any views south across the site.

## Relevant Planning History

Ref.43/17/0002 Outline planning permission for 205 dwellings with up to 60 bed apartments with care (C2 use) two vehicle access points onto Exeter Road (pedestrian access onto Bagley Road Refused by Taunton Deane District Council 06/04/2017 on the following grounds :

- 1) Outside the defined settlement for Wellington and Rockwell Green and distant from facilities
- 2) Severe transport impact prejudicial to safety, amenity, convenience of highway users
- 3) Insufficient information in relation to protected species
- 4) No mechanism to secure affordable housing provision

This decision was successfully appealed (Planning Inspectorate Ref. APP/D3315/W/17/3179264 ). The Planning Inspector granted conditional planning permission 25/09/2018

## Consultation Responses

*WELLINGTON TOWN COUNCIL* - No objections, but raise the following concerns:-

- Drainage issues from run off of rainwater
- Footpaths and how people be able to safely cross Bagley Road
- Bus stops and who will fund them
- Concerns of existing neighbours regarding the evolution of the site so that it does not evolve into a site where the number and type dwellings are inappropriate to the site and location of the development plot
- Green and open spaces and costs to residents once these are handed over to a management company
- Concerns about lack of appropriate dog waste and refuse bins for the use and comfort of residents for the duration of the build and until such time as



the public footways are adopted  
There remain concerns about the density of the build.

Comments on amended plans - conditional support

- Disappointed electric charging points
- Revised plans orientation adjacent to Mrs Batch's house
- Seek an increase in the amount of retained hedging
- Seek a rigorous traffic calming schema
- Welcome the provision of dog waste bins

*SCC - ECOLOGY -*

- Pruning and cutting outside nesting season

All work requires Natural England Protected Species Licence - presence of dormice.

- Annual rotational cutting of grassland in October
- Consolidate information from reports into LEMP

Nature hedgerow mitigation : bats, dormice height 3m.

Questions about the use of tubes and their removal and when the status of a 'new' hedgerow changes to become 'managed'.

- The locations of the bat and bird boxes to be included in the LEMP

Bat and dormice monitoring post construction.

Comments on amended plans - seeks details about removal of plant protection tubes and clarification of monitoring reports, if bats are found.

*LEAD LOCAL FLOOD AUTHORITY-*

Reserved matters applications are reviewed by the LLFA in relation to details such as 'access', 'appearance', 'landscaping', 'layout' and 'scale' only, in line with article 2 of the Town and Country Planning Order 2015. This response does not consider any surface water specific conditions, which must be consulted on separately.

A 'Deed of Agreement' has been provided to the LLFA, which demonstrates that it is acceptable to construct the proposed surface water drainage outside the site boundary.

Therefore, the LLFA finds the proposed reserved matters application acceptable but notes that the site is still subject to discharging relevant surface water drainage conditions.

No change to previous response. The proposal is acceptable subject to conditions

*SC - RIGHTS OF WAY* - No objection. A public right of way (PROW) abuts the site (Public footpath WG13/6). Requires an informative to be attached to any permission granted.

*COUNTY PUBLIC RIGHTS OF WAY OFFICER (PROW)* - There are no public rights of way (PROW) within the site itself. Two in the wider area are significant. One, ref. WG13/6 runs from the south west corner of the site alongside the hedgerow and across the A38 into neighbouring agricultural fields. The, ref. WG 17/8 starts for the southern end of the entrance lay-by, on the opposite side of the Exeter Road, and runs alongside the caravan park on Pitt Farm.

The County PROW officer has pointed out that '*any proposed works must not encroach onto the width of the PROW*' and has provided wording for an

informative to be added to any permission granted, about the need to maintain the PROW.

#### *LANDSCAPE -*

- I like the concept of the off-centre green but the division of the two areas will, I feel, create desire lines being carved through the existing hedgerow in order for people movement to naturally occur between the two halves of the green. I would suggest a break in the hedgerow to connect the two spaces as I am sure this will occur informally through user behaviour in the future (particularly in light of the fact that the two play areas are positioned so close together on opposite sides of the hedge). There does not appear to be provision of small scale play within the landscape scheme.
- The site is very open and exposed in the south west corner and I think there are missed opportunities here for landscape planting to provide a vista looking through the site to the green beyond. This would give a sense of connection with the wider landscape which appears to be missing generally. The permeability of the view from the southwest is blocked by housing clustered in this corner.
- There would appear to be greater opportunity for tree planting around the site, for example on the northwest side of the attenuation ponds.
- I am concerned that a large number of 'street trees' appear to be separating car parking spaces which makes them vulnerable to damage.
- The original planning application made mention of an orchard within the development. This is absent from the scheme.
- We need to enquire about the ongoing management of the perimeter hedgerow as its maintenance will be critical – we are in a gateway location here to Wellington.
- It is critical that due consideration is given to the roofing materials due to the visibility of the site from the Blackdown Hills AONB.

#### *HOUSING ENABLING - Comments on the original submission*

Policy requirements are for 25% of the units to be affordable homes. Therefore on the proposed scheme of 205 units 51.25 should be for affordable housing. The application includes 51 affordable homes leaving a shortfall of 0.25 of a unit which would either need to be rounded up to 52 units or an affordable housing contribution would need to be sought on the 0.25. Based on the affordable housing mix provided the financial contribution for the 0.25 is £8104.

The proposed plan meets the 60% Social Rent / 40% Intermediate requirement and includes:

Social Rented Units: Shared Ownership Units:

9 x 1 bed flat 10 x 2 bed house

11 x 2 bed house 10 x 3 bed house

11 x 3 bed house

The affordable units are integrated across the development.

The policy requirement is for 10% of the total affordable housing provision to be in the form of fully adapted disabled units in accordance with Part M4, Category 3:

Wheelchair user dwellings of the Building Regulations 2010. This would equate to 5.

The disabled specification requirements are to be submitted and agreed in writing with the Development Enabling Specialist.

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

Comments on amended plans- awaited

*POLICE ARCHITECTURAL LIAISON OFFICER* - No objections subject to comments. This is a low crime area.

No comments on amended plans -

*TREE OFFICER* - Comments received 16/09/2019 - No major objections regarding the impact upon existing trees. There is concern about trees at the eastern end of the hedgerow that traverses the site. These trees are close to the proposed housing, There is likely to be conflict in building the trees and, once built, in relation to shading, leaf fall, dead branches fall etc. The relocation of the nearest house is suggested. A less pronounced, but similar situation exists at the western end.

The relationship between the proposed houses and the rest of the existing trees is acceptable and there is a reasonable amount of open space, planted with trees. Some of the new trees should be larger species such as oak, lime, chestnut, and wild cherry. Seeks usual standard tree protection measures.

*SOUTH WEST HERITAGE TRUST / SOMERSET HERITAGE OFFICER* - No objections on archaeological grounds

*SPORT ENGLAND SOUTH WEST* - Has not provided a detailed response as the development does not fall within its statutory or non-statutory remit. makes a general comment about the need for new and/or improved sports facilities should be secured if the existing facilities do not have the capacity to absorb the additional demand from new housing.

No further comments on amended plans -

*URBAN DESIGN OFFICER* -

- Best practise would require an appraisal of the site and its concept regarding views in and out of the site, assets to be protected or enhanced, footpath desire lines to the village centre etc. Similarly one would require a basic concept plan to show how the appraisal has influenced the design. This is good practice for the submission of a D&A and is required for the emerging district wide Design Guide.
- The scheme as submitted is characterised by uniform density and a sinuous road layout which results in long cul-de-sacs which inhibit connectivity within the site and to surrounding development.
- With the layout as proposed it would be impossible to move around on foot. No footpath network to relieve the cul-de-sac nature of the layout. Can't get through hedgerow in middle. Will encourage car based journeys no footway or cycleway network.
- It would be logical to place higher density development towards the village (north end of the site) and at intersections within the internal street layout,

additionally an opportunity exists in the SW corner of the site for a gateway announcing the entrance to the village and reinforcing the edge of development.

- More of a street frontage could be created on the north end of the site on Bagley Road and a natural footpath link to the development.
- Building types are needed to create more of a coherent townscape, for instance buildings which turn corners, terminate views and which can follow a curvilinear street pattern. The layout suggests that it is dominated by standard low density house types which are distributed around standard road layouts. Big gable ends on semi-detached houses would not produce a flowing townscape. In general the proposed house types will not make coherent townscape. No coherent groupings or key buildings to define legibility.
- Entrances to site are featureless show no junction design. It would expected to have gateway buildings and buildings to address T junctions to give a sense of place and a sense of arrival
- The 3 storey building whilst welcome as a minor landmark does not relate to the one of the main entrances to the site and doesn't terminate the views.
- The strong axial road and access way running due south from the green appears to have no logic when it could have been ending in a square or a green.
- The central green would appear not to be perceived as such as it is bisected by substantial hedge rows and trees (which is desirable to retain) and surrounded by visitor parking.
- A number of the cul-de-sacs end as indeterminate open space with no closure effective
- Whilst there is no objection to on street parking this needs care in detailing and the relationship to house boundaries, street trees, position of footpaths
- The character areas are not sufficiently differentiated. They need to be more convincing, hence the design concept needs to clearly state what these character areas should be.

#### Comments on the amended plans

Notes the improvements, but remains concerned about the dominance of car parking in the central area and Boulevard. Would like to see an improved design for the 3 storey flats, the central grouping of housing re-orientated to present frontages - rather than a side elevation - to the green and more chimneys in addition to those added.

#### SCC - TRANSPORT DEVELOPMENT GROUP -

##### Comments on amended plans

In our previous comments the Highway Authority recommended that the applicants clarify the following

- Clarify their commitment to cycle, motorcycle and electric vehicle charging points in line with the SPS.
- Review the issues identified regarding the proposed estate road layout should they wish to offer the roads for adoption as public highway, to ensure that any required necessary amendments would be possible within the layout submitted for planning approval.
- Be mindful of the drainage comments
- Be mindful of the TP comments

Most of the supporting additional information has been assessed and the Highway Authority have the following comments to make.

##### Estate Roads

#### Estate Road comments

- The route around central green area has been provided with continuous footway, this is noted and accepted.
- The proposed pedestrian links to the North East of the site onto Bagley and Exeter Road, the principle of which is accepted subject to all design detail being agreed at a later date.
- Secondary streets – previous comments made in relation to the use of shared surface roads, has now been addressed by the applicant and on this basis is accepted

#### Parking

The applicant is not proposing any electric vehicle charging points (EVCs) . This is part of SPS and as such is a requirement of the Highway Authority. The applicant, although committed to providing cycle parking has not appeared to have clarified to delivering appropriate cycle spaces a rate of one per bedroom.

The Highway Authority recommend both the above by way of condition

#### Drainage

Further comments will be provided once a full assessment has been completed. However appropriate conditions will be required and delivered to the satisfaction of the Highway Authority as to ensure drainage proposals do not compromise highway arrangements and ensure surface water is not deposited on to the public highway.

#### Conditions

Should the LPA be minded to approve the current reserved matters application, the developer should be reminded that a suitable TP is to be delivered prior to first occupation as agreed and secured through the Unilateral Undertaking. It is also recommended that conditions be imposed relating to:-

- Details of estate roads
- Provision of roads and footpaths before first occupation.
- Control of driveway gradients
- Minimum length of hardstanding 6m in front of up-and-over garage doors.
- Details for disposal of surface water / prevention of discharge onto the highway
- Retention of garages for the parking of domestic vehicles.
- Provision of parking spaces prior to first occupation.
- Approval of details of pedestrian access points
- No further vehicle or pedestrian access directly onto Bagley Road
- Existing access to the site shall be closed to all traffic
- Provision of covered cycle and motor cycle parking.
- Electric charging points
- Submission of Construction Environmental Management Plan
- Measures to prevent mud, slurry or other debris on the highway

#### Representations Received

Five site notices have been posted and neighbours notified of the application. The council is in receipt of seven (7) representations, all objections submitted in connection with the original consultation .

The grounds of objection can be summarised as follows:-

- The local infrastructure - schools, surgeries, does not support the number of houses.
- Questions how many people will work in Wellington and contribute towards the local economy.
- The proposal will cause disruption to the community
- Details weren't provided about house types and numbers of affordable units .

- Dust and noise mitigation measures
  - Assurances that Bovis will adhere to conditions
  - Compliance with building for life standards
- boundary treatment plots 101-116 hedge and 1.8m high close boarded fence trees and hedging
- affordable housing concentration in breached of cluster agreement
  - concerned about proximity of the proposed social housing to neighbours' property. Questions the need to locate the social housing next to existing residents seeks application of the 'back to back' rule 21m is applied
  - Will create overshadowing and loss of privacy
  - The majority of people in social housing have children the social housing should be located closer to Exeter Road, to reduce carbon emissions

Three further comments have been received in connection with amended plans. These can be summarised as follows:-

- Concerned about the retention of hedgerows and trees
  - The access and layout of the site is convoluted with excessive shared access-parking provision is woefully inadequate
  - Refuse collection will be difficult
- The proposal would overdevelop the site
- Seeks section 106 money to improve facilities in Rockwell Green
  - Questions whether flood risk has been considered
  - Seeks mitigation from the impacts of the construction process upon neighbours' amenities
  - Requests that the developers be required to provide a screening fence be built around property
  - Requests that careful consideration be given to street lighting to avoid light pollution

### 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.

#### Core Strategy,

- Policy CP4 Housing
- Policy CP5 Inclusive Communities
- Policy CP6 Transport and Accessibility
- Policy CP8 Environment
- Policy SP1 Sustainable Development Locations
- Policy SP4 Realising the vision for the rural areas
- Policy DM1 General Requirements
- Policy DM2 Development in the Countryside
- Policy DM4 Design
- Policy DM5 Use of resources and sustainable design

#### Site Allocations & Development Management Plan (SADMP) -

Policy A1 Parking Requirements (Appendix E)  
Policy A3 Cycle Network  
Policy A5 Accessibility of development  
Policy I3 Water Management  
Policy I4 Water Infrastructure  
Policy ENV1 Protection of trees, woodland, orchards and hedgerows  
Policy D7 Design Quality  
Policy D8 Safety  
Policy D9 A co-ordinated approach to development and highway planning  
Policy D10 Dwelling sizes  
Policy D12 Amenity Space  
Policy SB1 Settlement Boundaries

Affordable Housing SPD (adopted 2014)

CP8 - Environment,

## **Local finance considerations**

### **Community Infrastructure Levy**

Creation of dwellings is CIL liable.

Proposed development measures approx. 24,262sqm.

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 £3,032,750.00. With index linking this increases to approximately £4,064,000.00.

## **Determining issues and considerations**

### Principle of residential development of the site and affordable housing delivery

The principle of redeveloping this site for residential has been established by the outline approval.

The proposed density of residential development is just under 20 dwellings per hectare. For an edge of settlement location this figure is quite high especially as development is further concentrated by the intention to leave significant parts of the site undeveloped - the central green, the two attenuation ponds, the 'green buffers' - 10m adjacent to the Exeter Road and 15m adjacent to the A38 and retained mature hedges. It can be considered as optimising the development potential of the site, as encouraged by the provisions of the NPPF. However, the provision of a significant area of recreational greenspace, containing equipped play areas (a LEAP and a NEAP), would provide an attractive feature in the centre of the site and go some way towards supplementing the small sized gardens, that are a reflection of the high density.

The development proposes a range of dwelling sizes (9x1bed; 21x2 bed; 92x3 bed; 69x4 bed and 14x5 bed) weighted towards family sized dwellings with approximately 80% being proposed as 3 and 4 bed units. This dwelling and tenure mix satisfies the requirement of Core Strategy CP5, Inclusive Communities, with the exception of the elderly. The 60 bed care home site, that formed part of the original outline planning permission (ref.19/17/0002) has been excluded from the reserved

matters application. The site is understood to have been marketed for this use, without success, to date.

Fifty one (51) of the 205 dwellings would be affordable units (9x1bed, 21x2 bed and 21 x3 bed - 60% social rent and 40% intermediate tenure) and 5 wheelchair accessible.

Policy CP4, Housing, requires the provision of 25% affordable housing. A financial contribution of £8,104 , equivalent to 0.25 of an affordable dwelling is sought

#### The design and appearance of the proposed development

Core Strategy Policy DM4 Design, Site Allocations & Development Management Plan (SADMP) Policy D7 Design Quality and Section 12, Achieving well designed places, (paragraph 124-132) of the NPPF are relevant.

The proposal has considerable strengths - especially in relation to the amount and arrangement of greenspace and open vistas linking the site to open countryside and, in the more distant context, the setting of the Wellington Memorial and Blackdown Hills. Existing hedgerows and trees have, for the most part, been retained and incorporated into the landscaping to provide screening around the site from the main roads and features within the development.

The perimeter block approach with rear gardens backing onto rear gardens , clear delineation of public and private realms and generous separation distances in relation to existing properties. Furthermore the housebuilders standard house types have been used imaginatively to provide both a mix of house sizes and types and to provide variety within a theme.

However, the proposal does have some weaknesses. Some areas, particularly the higher density areas 'The Streets' and 'The Boulevard', would be dominated by car parking and the size of the private amenity space proposed for some units is quite small. In places gardens would be shaded by neighbouring properties and separation distances are acceptable, but quite tight. The dominance of car parking within the high density parts of the site, the somewhat elongated cul-de-sac arrangement, the small private garden sizes and close proximity of some dwellings one to another mean that wholly uncritical support cannot be offered. However, none of the potential solutions are unproblematic: reducing the amount of development would conflict with the outline approval, reducing the amount of underdeveloped greenspace would diminish the character and sense of place that the scheme is seeking to create and building higher, would make the buildings more conspicuous, within the landscape.

#### Impact upon the amenities of neighbouring property

The site is a 'Greenfield' site on the edge of Bagley Green settlement. There are existing residential properties around the site . At the junction of Exeter Road and Bagley Road

They back onto the site. The developers have provided some additional land for these properties to provide a buffer between them and the development site.

The construction process will, inevitably, result in some disruption to neighbours' amenity. Conditions to mitigate the impacts of this are recommended

#### The adequacy of access and parking arrangements

Vehicular access onto the site is to be provided from Exeter Road in the form of two vehicular and pedestrian accesses. This arrangement was approved by the Planning Inspector at appeal when the outline planning permission was granted, and isn't for



reconsideration at this reserved matters stage. The road and footpath hierarchy proposed within the site is reasonably legible with some of the weaknesses of the elongated cul-de-sacs tapering into secondary roads and shared surfaces, arising from the decision to position the two vehicular access points onto Exeter Road and the wider road network in fairly close proximity to each other.

Since submission, amendments have been sought to improve pedestrian linkages to the wider area. Linkages to the north, onto Bagley Road and Exeter Road, and in the south west corner have been provided. The linkages to the north will provide a route, via pavements, to the centre of the village and local shops, primary school and facilities. That in the south west corner, to the existing footpath that runs along the Exeter Road frontage of the site and to public rights of way across farmland on the opposite side of the A38. Provision of these connections will improve the overall sustainability of the development, by facilitating walking and cycling routes for local journeys and the integration of the development into the wider area. A pedestrian link onto Bagley Road and the south east has not been sought, as this section of road lacks a pavement or safe pedestrian refuge and has a relatively high volumes of traffic.

The parking strategy adopted by the developers is to provide spaces in close proximity to dwellings, with only occasional use of small parking courts. For the larger detached and semi-detached houses, shown located in 'The Pond' and 'Green Edge' character areas, parking is provided in garages and hardstanding in front of the garages. For 'The Streets' and 'Boulevard' character areas its mostly 'end on' surface parking on the roads. In the event that planning permission is granted a condition requiring that the garages are maintained as being capable of accommodating a parked vehicles is considered appropriate and is recommended.

The overall number of parking spaces proposed across the site matches the maximum standards set out in Policy A1, cross referenced to Appendix E of the Site Allocations and Development Management Plan. These are set out as maximum standards. Within 'Wellington urban area and urban extensions'. This generates a requirement for 1 space for one and two bed dwellings, 2 spaces for 3 bedroom dwellings and 3 spaces for four bedrooms or more plus 0.2 visitor spaces per dwelling and one cycle 'parking space per dwelling.

Whilst it would be possible for the developer to provide a lesser amount, and still be policy compliant, and this would most likely improve the appearance of the proposed street scene, the site is located on the edge of Bagley Green settlement, where public transport, notwithstanding the contribution secured towards the provision of a new bus stop, is limited and local facilities are appropriate to a village community. For the foreseeable future residents are likely to maintain some reliance on their cars. In this location reducing parking provision below maximum standards is likely to result in parking being displaced onto verges and amenity space to the detriment of the overall appearance of the estate.

### Conclusion

The principle of residential development of this site, together with access connection to the existing road network and principle drainage issues, was agreed with the outline planning permission, granted on appeal. The reserved matters application does not include the proposed care home, but in other respects, it accurately reflects and builds upon the outline approval.

The proposal would provide a mix of house types and tenures arranged in perimeter blocks and Closes around an attractive central green. It would make a significant

contribution towards meeting housing needs in Wellington and the wider council area

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

**Contact Officer: Jeremy Guise**